

ROBIN DES BOIS

38

From October 1st to December 31st 2014

Ship-breaking

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Khudozhnik Tsyganov, for worse and for better

Photos SUR
Seafarers' Union of Russia



The *Khudozhnik Tsyganov* (ex-Orient Wind, ex-Dong Chuan, ex-Emerald, ex-Mirny) IMO 8957479, was built in 1977 at the Krasnoyarsk shipyards on the Yenisey River. The *Khudozhnik Tsyganov* is a sea-river vessel built to sail on the major Siberian Rivers such as the Amur, Ob, Irtysh and the Yenisey and in the coastal waters.



Jiangyin, near Shanghai, to be demolished.

In January 2013, the Seafarers' Union of Russia (affiliated with ITF, International Transport Workers' Federation) convinced the master of the *Khudozhnik Tsyganov*, Mr. Evgrafov, to resign. He declared that a vessel should be in good condition or demolished, that sailors should refuse to work on such a dirty vessel and stood down as captain of the *Khudozhnik Tsyganov* not to be responsible for a wreck and the loss of human lives.

Gold Medal awarded to the Captain ➡



Substandard ships Silver Medal goes to the *Khudozhnik Tsyganov*, with 10 detentions.

Overview 2014: 969

By tonnage of metal	By unit	By category (tonnage)	(units)
1 India 2,5 million t (35%)	1 India, 299 (31%)	1 Bulk carrier: 2,3 million t (32%)	(266)
2 Bangladesh 1,4 million t (20%)	2 Bangladesh, 203 (19%)	2 Container ship: 1,8 million t (25%)	(159)
3 Pakistan, 1,3 million t (18%)	3 China, 157 (16%)	3 Tanker: 1,7 million t (23%)	(154)
4 China 1,3 million t (18%)	4 Turkey, 136 (12%)	4 General cargo: 728 000 t (10%)	(240)
5 Turkey 427 000 t (6%)	5 Pakistan, 135 (14%)	5 Ro Ro: 208 000t (3%)	(31)
6 Denmark 102 000 t (1%)	6 United States, 12 (2%)		

969 vessels were sent to be broken-up in **2014**. Compared to 2013, this is a significant drop of 13% and even 23% in volume of recycled metal. The decrease reached 35 % in Bangladesh and in China and was limited to 7% in Pakistan. Compared to 2006, the year the Ship-Breaking bulletin started up (293 vessels), the total has been multiplied by 3. The overall total in tonnage of metal recycled in 2014 exceeds **7 million**. The volume of waste to be demolished represents around **400 000 t**.

The size of vessels demolished in 2014 has shrunk: 23 vessels over 300 m in 2014 compared to 39 in 2013. In 2014, 24% of the vessels beached in Bangladesh measure over 200 m compared to 40% in 2013. The average tonnage decreased by 36% in Bangladesh, and is now lower than in India and China. In Pakistan the other specialist in large ships, the average decrease in tonnage was 28%.

As in 2013, container ships represent 16% of the vessels sent to the breakers in 2014; in tonnage of recycled metal, their share has gone from 21% to 25%. 42% of the demolished container ships belong to a European ship-owner (EU or EFTA), none of them were demolished in Europe. With an average age of 22 years, the family confirms its early obsolescence. The average age of scrapped vessels is 29 years.

539 demolished vessels (**55%**) have been previously detained with their crew for non compliance with international safety regulations. Port State Controls play their part in cleaning up the world fleet. Substandard vessels are hunted down by Memorandums of Understanding (MoU, regional agreements) on all continents except South America and above all Africa.

136 vessels were deflagged in the weeks or days prior to their arrival at ship-breaking yards in India, in Bangladesh, in Turkey and in Pakistan of which 49 belonged to a European owner or a ship-owner based in an EFTA country. St. Kitts and Nevis welcomed 46 last-minute citizens, Comoros 22 and Tuvalu 17. The Palau archipelago joined the club of funeral flag

Asia

The Top 5 countries (India, Bangladesh, Pakistan, China and Turkey) have received **96%** of the total number of ships to be scrapped (930) vessels.

Even if no longer leading in the last two quarters, India remains in first place both in number of units and in volume (35%), ahead of Bangladesh (20%). Pakistan and China are neck and neck with 18% in tonnage.

The prices offered by the shipyards had remained relatively stable during the 1st semester but decreased significantly by the end of the year. They were around 400-425 \$ US per ton in the Indian Subcontinent and 300 \$ US in Turkey. In China, they fell to 220-250 \$ US due to shipbreaking incentives. These subsidies have supported shipbreaking as well as shipbuilding yards. They have lowered demolition costs and facilitated export of cheap billets but have driven away non-Chinese vessels that could not benefit from the scheme: less than 10 European vessels were sent to China in 2014.

Europe

271 vessels (**28%**) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 23 % were built there. 50 of these European vessels, i.e. 1 out of 5, were deflagged in the weeks or days prior to their arrival in shipbreaking yards. The number of European vessels dismantled in Europe is stable but remains very low: 8%.

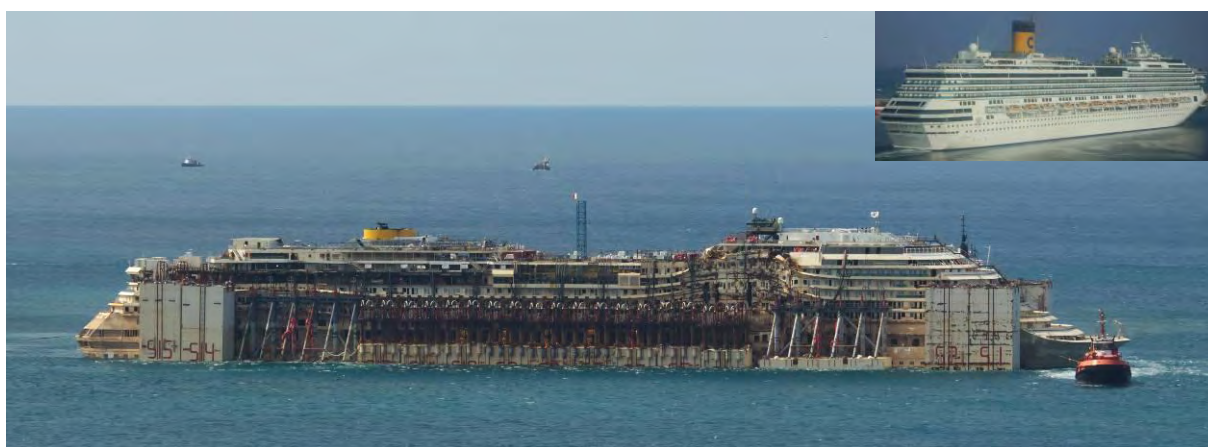
The only facilities working on a regular basis and set up for the long-term are Galloo Recycling at Ghent in **Belgium** and Fornaes Shipbreaking in Grenaa, **Denmark**. They mostly dismantle vessels that have been working in Europe: small general cargo carriers, ferries, service ships, fishing vessels as well as damaged ships. Most of the vessels recycled at Fornaes are from Scandinavia, Germany, United Kingdom and The Netherlands. Galloo Recycling won a bid to dismantle French Navy vessels and was delivered an offshore supply vessel from Canada.

In other European countries, the development of this industry is in its infancy and often on a one-off basis. In the United Kingdom, Swansea Drydocks is trying to add shipbreaking to its ship repair activities (Cf. [Ship-Breaking n°37](#), p 9).

In France, some ports such as Saint-Nazaire received authorisation to use their drydocks for demolition activities. Yet, the purpose is only to get rid of forsaken and out of use vessels lying at quay. At Bassens, near Bordeaux, the drydock will be busy for 2 years with the scrapping of the helicopter carrier and training ship *Jeanne d'Arc* and then that of the cruiser *Colbert*.

In December 2014, two Chinese shipbreaking yards applied to be included on the future list of shipyards approved by the European Union. Will, in 2015, European policy that prohibits, in theory, the export of vessels for demolition outside the OECD be officially abandoned?

And yet, in contrast of resigning policies, 2015 should see the beginning of the spectacular dismantling of cruise ship *Costa Concordia* in **Italy**. The wreck was refloated then moved to Genoa in July 2014. In December, the removal of furniture and fittings in order to lighten the vessel was not yet completed. Her current draft does not enable the *Costa Concordia* to be berthed (at Molo ex Superbacinio) close to the facility set up for logistics operation and waste management by San Giorgio del Porto shipyard. In the frame of the dismantling plan of at least 2 years, the work will be performed afloat in the following phase and in drydock in the final phase. The Genoa facilities could then be used to dismantle vessels from the European fleet, even the largest, in compliance with the European regulations.



The arrival of Costa Concordia at Genoa, July 27, 2014 © Egidio Ferrighi
(insert Daniel F)

Great Lakes - Saint Lawrence Seaway (Canada / The United States)



Classic lakers were giants ahead of time. With their funnel at the stern, their bridge castle at the front and their straight bow, their silhouette is unique. Gigantic and everlasting, they are reluctantly being withdrawn from the traffic. Put aside along forgotten quays, where no one forgets them, they have often been looked after by historical societies that try against all odds to save them from scrapping and to bring them back to life as Great Lakes and Industry Museums.

Great Lakes freighters are in some ways their prisoners. It is surprising that such a dense, historical and prosperous traffic has not yet produced a dedicated dismantling channel in accordance with safety and environmental standards.

The United States

The *JB Ford*, more than a century old, was launched in Ohio on December 12, 1903 as the *Edwin Holmes*. She suffered numerous gale storms including the Mataafa Storm in the winter of 1905 and the Great White Hurricane of 1913 when 235 sailors died in the most powerful storm to have ever swept the North American Great Lakes. The now named *JB Ford* has always been moving along with natural disasters and until today has always pulled through. A couple of weeks after her launching while fit-out works were ongoing on the Black River, she broke loose from her moorings and ran aground on the opposite bank. Close by tugs were drifting, sinking or burning in the river swollen by torrential rain. It seems that *JB Ford's* smokes and sulphur emissions irritated, in every sense of the word, the local population. She was no longer welcome in ports; this is why in the mid-1970s the coal fired boilers of her steam turbines were converted to burn heavy fuel oil. In 1985 a fire broke out in the engine room during the winter lay-up. Repairs were not satisfactory and the *JB Ford* was forced to stop sailing.



The 60s © Tom Manse

For half a century, the Old Lady has been transporting coal and grain. For the last 50 years, she has carried and, at the end of her life, stored cement for the Huron Cement Company and Lafarge North America Inc at their Duluth cement factory. In 2006, she was permanently decommissioned, her last hours were counted. Over the years, numerous antiques aboard the *JB Ford* have disappeared, in

particular the foghorn, and others, such as the vessel's lifeboats, were sold on on-line auctions. The wooden steering wheel was given by Lafarge to a museum. The *JB Ford* was replaced from her duties as a stationary cement storage by a "young" Great Lakes freighter launched in 1936, the *J.A.W. Iglehart*. Smart experts say that cement strengthens the vessels.



Duluth, Cement Dock Lafarge © Duluth Shipping news

In 2009, the demolition of the Great Lakes veteran was announced (cf. [Ship-breaking # 18](#)). She was to be scrapped by Purvis Marine Co of Canada which had already been awarded the contract to recycle the *E.M. Ford*, another historical laker, at its Sault St Marie yard on Lake Superior, opposite Duluth. The Great Lakes Steamship Society has been trying to find enough funds to acquire and preserve this piece of history. The owner therefore held off on dismantling the vessel, offering the venerable *JB* a reprieve. In the summer of 2014 yet, after several years of effort, the Society renounced to save the entire vessel. Some significant items would be kept but the fate of the vessel is now sealed.



From now on, the Great Lakes Steamship Society intends to focus all of its efforts onto another vessel, the *ST Crapo*, built in 1927 at River Rouge (Michigan, United States) by Great Lakes Engineering Works.

ST Crapo, 1992, at Port Huron (Michigan, United States)
© Fred Miller

American Fortitude (ex-Courtney Burton, ex-Ernest T Weir). IMO 5105843. Bulk carrier. Length 210 m. Flag United States. Classification Society American Bureau of Shipping. Built in 1953 at Lorain (United States) by American SB Co. Owner American Steamship Co (United States). The steamer has been laid up at Toledo (Ohio) since 2008. November 27, 2014, she left her berth on Lake Erie, where she had been long forgotten, in tow of the *Evans McKeil*, heading for Port Colborne on the northern bank of Lake Erie for inspection and demolition... at Brownsville in Texas.



Air temp of -25°C below © Todd Davidson

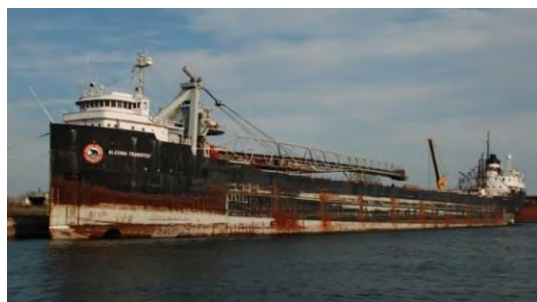
However, weather and caution have postponed her final tow. At first, the *American Fortitude* remained docked at Montreal: too much wind on the Saint Lawrence and the risk of icing on this winter sea. The American tug *Eileen Mc Allister* which was originally assigned to tow her to the Gulf of Mexico was said to be too small and not very reassuring. Canada and the United States did not want to fall into the trap of former "couples" that split up too quickly: *Hellas / Miner* and *Charlene Hunt / Lyubov Orlova*. According to the latest news, *American Fortitude* returned under tow to the Great Lakes and arrived on December 25 at Oswego Port (New York, United States) on the Ontario. She should spend the winter there; before another attempt towards Texas in springtime? The Canadian ship-breaking yard at Port Colborne is nevertheless inaccessible for the winter because the locks of the Welland Canal that connects Lake Erie to Lake Ontario are now closed.

The steam freighter *American Fortitude* was originally built with coal-fired boilers. The boilers were converted to burn heavy fuel oil in 1973. In May 1964, she collided with a bulk carrier on Lake St. Clair. Her history, indeed not as long as the *JB Ford*, is not marked by natural disasters except for November 10, 1975, the day of the *Edmund Fitzgerald* disaster, when she was well and truly shaken up by the storm and lightning. The *Edmund Fitzgerald*, launched in 1958, was transporting taconite pellets to Detroit; she broke in two and sunk in Lake Superior, a couple of miles away from Whitefish refuge bay, causing the death of 29 sailors. In 1978 the *American Fortitude* replaced the *Edmund Fitzgerald* in the Ogle Bay Norton's Columbia Transportation Division fleet. Throughout her career, she mainly transported iron ore, calcite, stones and grain.

Canada and the Great Lakes

The Canadian lake and river fleet also includes numerous historical vessels. The fleet is being renewed over the last couple of years since import taxes on new vessels built in foreign countries have been dropped. The Ship-Breaking bulletin has already noted the departure for demolition of the oldest units: *Algoisle*, *Canadian Prospector*, *Canadian Miner*, *James Norris*, *Algocape*, *Algoma Provider* and *Algoma Quebecois*, built in the 60s or even the 50s. The majority was sent to Turkey but some went to Marine Recycling Corp (International Marine Salvage) at Port Colborne on Lake Erie.

It is in this very shipyard that the *Algoma Transfer* was dismantled in May 2014, a mutant vessel initially constructed in 1965 at Lauzon (Canada). She underwent her first transformation in 1983 when her front section was replaced by that of the *Northern Venture* (built in 1961) and then a second transformation in 1988 with the front section and the cargo section of the *Hamilton Transfer* (built in 1943).



The *Algoma Transfer*, Frankenstein of the Great Lakes



On December 30, it is the *Algoma Progress's* turn, to arrive for demolition at the Port Colborne facilities. She was built in 1968 at St. Catherine by Port Weller Dry Docks.

Algoma Progress, Port Colborne, summer 2011 © Simon Laberge

The senior ship of the Algoma Central Corp fleet, the *Algoma Montrealais*, is also the oldest steamer flying the Canadian flag still in activity. Her demolition should be announced in the coming months. Her departure towards Aliaga scrapyards was already on the table but the old laker went back to work due to a record grain harvest in Western Canada. After a last delivery in late December 2014 at Baie-Comeau on the mouth of the Saint Lawrence river, she sailed up to Montreal for winter lay-up before her final fate would be decided. She was built in 1962.

Though she was built in the same shipyards and had the same dimensions, the *Montrealais* was not quite a sistership of the *Canadian Miner*.



The *Montrealais* unloading grain at Baie-Comeau, June 2011
© Simon Laberge

The dimensions of the vessels are the same (730 feet / 222,5 m in length, 75 feet / 22,86 m in width), but because of a difference of one inch in depth, the *Montrealais* was able to carry in her holds (closed by 20 hatch covers) a couple of hundred of tonnes more than the *Miner*; above all, the *Montrealais* was equipped with steam turbines while the *Miner* was powered by 4 diesel engines.



Canadian Miner (ex-Lemoyne (2), ex-Maplecliffe Hall). Foreword section built in 1965 at Lauzon by George T. Davie & Sons Ltd, stern section at Montreal by Canadian Vickers Shipyard Ltd and assembled at Lauzon.

In 2011 the *Canadian Miner* was sold to Arvina Navigation, a Turkish company whose only mission was to take charge of the vessel up until her arrival in the Turkish ship-breaking yards. To carry out this job, Arvina Navigation chartered an undersized Greek tug the *Hellas*. The convoy left Montreal in September 2011 and the tow broke in the coastal waters of Nova Scotia. The *Miner* drifted and ran aground on the uninhabited Scatarie Island listed since 1976 as a Marine Protected Area. Around the uninhabited island, the fishermen from the small port of Main-à-Dieu trap lobsters during spring and summer. Since the stranding, the Federal Government has kept denying the removal of the vessel was its priority, putting forward that she would not contain polluting waste and would not obstruct navigation. However, Nova Scotia province is looking for technical and financial assistance from Transport Canada and has requested Arvina Navigation and the Greek towing company, owner of the *Hellas* to be held liable. Nova Scotia and the Main-a -Dieu community development association rightly claim that they have absolutely no responsibility in the wreck and that all the conditions of the towing operations were outlaid and accepted in Montreal. It should be noted that for such a long logistical operation which entails crossing the North Atlantic in autumn and then the Mediterranean Sea there was no insurance contract.



Scatarie Island, in the background, the wreck of the *Miner*
© Department of Natural Resources

A basic cleanup of the wreck was carried out in November 2011.

Following the first call for tenders, a New York-based company was chosen to carry out the in situ dismantling of the *Miner* but “administrative red tape”, logistic and weather conditions on site quickly led the Bennington Group to drop out. A second call for tenders was awarded in May 2014 to a Nova Scotian company specialized in the demolition of marine structures. Of the 6 bids, that of the Antigonish-based MacIassac was the most realistic, the best documented and considered to be the most reasonable in financial terms. The company has committed itself to remove polluting substances, on top of which are asbestos and hydrocarbons, cut up the hull and restore the damaged environment to its original state.

The initial end date, which was set for the end of 2014, was from the onset considered to be impossible by some experts and by the local fishermen who know and take into account the bad weather conditions in autumn and winter and the difficulty of transporting workers and equipment on the wild island.

A base camp was set up in early July, with living quarters, kitchens, showers and toilets. A road and a landing area, protected with stones which were barged from Louisbourg, have been built to facilitate the removal of metal scraps and other material. Works on the hull started in September after the closure of the lobster season. In November, Geoff MacLellan, the Minister of Transportation and Infrastructure Renewal of Nova Scotia declared that 30 tonnes of hydrocarbons and 30 tonnes of asbestos have been found and removed from the *Miner*. Transport Canada had always stated, to justify their non-involvement, that there was no fuel aboard the *Miner* and that the materials containing asbestos represented less than 6,6 tonnes.

The works are ongoing. The authorities from Nova Scotia are still hoping that the Federal Government may agree to cost-share.



The wreck and the demolition site © Laura Jean Grant - Cape Breton Post

See Ship-breaking [# 25](#) p2, [# 26](#) p 6-7, [# 29](#) p 6, [# 32](#) p 1.

Fake Lakers

The *Kathryn Spirit*, currently berthed at Beauharnois, was purchased in 2012 by the Mexican company Recyclajes Ecologicos Maritimos SA of CV (ECOMAR) which intended to tow the wreck to their recycling yard at Lazaro Cardenas on the Pacific coast of Mexico. Transport Canada confirmed 3 months ago that the new ship-owner has the right to dismantle the wreck wherever they choose in the world “as long as the Canadian law on the protection of navigation be respected”. After the disappearance of the *Lyubov Orlova*, a protocol reinforcing towing operations is mandatory. The protocol specifically underlines the power of the tug, the competence of the crew and the capability of the towed vessel to support the sea conditions in the Canadian Economic Exclusive Zone. Yet, to the great disappointment of the Mayor of Beauharnois and the local population, the *Kathryn Spirit* is no longer in a state neither to be towed across the Atlantic nor to clear without risks the locks of the St. Lawrence Seaway.



Kathryn Spirit, listing © Info Suroit

After a fuel leak was detected in September 2013, the Mexican company pumped the oil and contaminated water from the bottom of the vessel under the surveillance of Transport Canada and the coast guards. The situation got bogged down and the state of the *Kathryn Spirit* has continued to worsen with the risk of sinking in situ and therefore releasing a flow of contaminants and diverse toxic waste into Lake Saint-Louis, Montreal's water supply.

Transport Canada henceforth forbids the vessel's departure or shifting as long as important safety works have not been carried out, heavy and expensive works which indeed the Mexican company is not capable of achieving. The activities at the shipyard in Mexico have stopped since the end of 2013; the

parent company ECOMAR is in financial difficulties and is even thinking of selling out. (Cf. [Ship-breaking # 37](#), p 62-63 The End)

Repair works in a dry-dock are necessary.



2014, visit onboard the *Kathryn Spirit*. © Insulationking/You Tube – Screen shots Robin des Bois.

The only realistic option would be to dismantle the vessel where is, with the highest degree of precaution and booms set up around the vessel. The *Kathryn Spirit* is docked and tied to the *Jean Raymond*, a skeleton of a barge. It would also be appropriate to finalise the demolition of the *Jean Raymond* to clear up the landscape, Beauharnois and Lake Saint-Louis from a marine graveyard which entails risks.

Kathryn Spirit (ex-Menominee, ex-Holmsund). IMO 6717069. General cargo. Length 154 m. Built in 1967 in in Göteborg (Sweden) by Lindholmens Varv. 47 year old.

Read earlier chapters in [Ship-Breaking # 32 Kathryn Spirit](#), p,16 and “Russian Roulette in Canada” p,1.

At 25, the bulk carrier *Phoenix Sun* has reached retirement age. Alas, retirement is not quiet. Immobilised in Sorel Tracy since November 2012 after her owner TF Warren Group specialized in grain transport on the Great Lakes and Saint Lawrence Seaway system went bankrupt, the *Phoenix Sun* was purchased in 2013 by a Canadian with Turkish origins. His plan was to send the vessel to Turkey and make a profit by selling the 7,000 tonnes of metal, i.e: over 2 million \$ US. Mr. Mengu Pasinli recruited in Turkey 12 sailors to prepare the *Phoenix Sun* for the trip and send her as soon as possible towards the ship-breaking yards at Aliaga. But the business quickly turned sour. The crew arrived in April 2014 were abandoned in their plight. Their wages were not paid, or partly, there were not enough supplies and the *Phoenix Sun* continued to deteriorate; day by day, her capacity to sail on her own power all the way to Turkey decreased. The mechanical repairs were too expensive and complicated for the owner and unfortunate crew to carry out. In September, thanks to funds collected from Sorel Tracy inhabitants, the Turkish crew was able to return home; the owner boasted that a replacement crew from Bangladesh was on its way and that the *Phoenix Sun* would become, at the latest by the end of October 2014, a distant memory for the Sorel Tracy locals. “They are arriving, they are preparing their paperwork”, “they are sailors and mechanics,” “the Captain and second in command will be Canadian”. But nothing turned up except an accumulation of electricity bills and invoices from companies supplying spare parts and cleaning equipment not to mention the dock fees.



August 2014, the stranded crew
© Jaques Nadeau / Le Devoir



“They are arriving, they are preparing their paperwork”, “they are sailors and mechanics,” “the Captain and second in command will be Canadian”. But nothing turned up except an accumulation of electricity bills and invoices from companies supplying spare parts and cleaning equipment not to mention the dock fees.

June 2014 © Dennis J. Dubinsky

“The current regulations do not allow Transport Canada to prevent the owner of the *Phoenix Sun* from contracting a new crew” declared a spokesman from the Federal Ministry of Transport in a short press release. The regional inspector from ITF (International Transport Workers’ Federation) sums up the general situation: “all we can do is wait and we will see what happens.”

The Federal Court, acting on a complaint by a mysterious Ballantrae Holding and subsidiaries in Hong Kong and in Panama from which Mr. Pasinli took out a loan of 1 million \$ to purchase the *Phoenix Sun* has whistled the end of the first half and ordered, on November 10, 2014, that the *Phoenix Sun* be sold “as is / where is”. Two applicants bid. The rusty hull was awarded for \$ 682 500, to the Marshall Islands-based Holborn Shipping International. The official status of the *Phoenix Sun* on the Equasis database has been updated to “to be broken up”; the vessel was deflagged to Saint Kitts and Nevis. She is still not able to sail under her own power but the buyer has not lost hope he could obtain the authorization to “move” the *Phoenix Sun*. In Turkey, vessels to be scrapped are negotiated for around \$ 300 per ton; with a buying price of \$ 98 per ton, in theory, Holborn Shipping could make a profit.

Letters to the Editor

Hassan 1 Mystery

In the previous edition of the Ship-Breaking bulletin Robin des Bois put out a wanted notice on a vessel beached in Gadani, Pakistan as *Hassan 1*.

A huge thanks to **Simon** (United Kingdom), **Siddharth** (India), **Andree**, **Wolfgang** (Germany), **Yvon** (France), **Piero** (Italy) and **Danny** for having taken time to identify the ex-Centurion Bulker IMO 7519000. In December 1999, she was sailing as *Maria K*. The vessel is well known in France. (Cf. [Hassan 1 mystery: solved](#))



2014 © Shahid

Below is another photo of the bulker as the Filippino *Maria* by Yvon in May 1988 in the Channel.



Photo Yvon Perchoc

From Erwan, Brest (France), received December 8, 2014

(...) Here is an almost mysterious vessel, which I just photographed at Saint Nazaire / Donges. It is a Cape Size that is unloading coal, the *Aqua Challenger* IMO 9008160.

One can see that the hull is very dirty, covered with shells, it would appear that she has remained for some time on ballast.

After searching for a while, I was not able to find out much on this ordinary freighter except for a document from you, in the 2012 retrospective of the Ship-Breaking bulletin, page 220, which states that she was sold for demolition for 385 \$ US per ton, but that she was still in China late 2012 and still not scrapped. You also noted that she is an OBO, but I think she is simply an ore carrier.

(...) By the way, if her new owner wants to keep her sailing and save on fuel, I advise him/her to carry out an important marine growth brushing; with such a dirty hull, excess fuel consumption must be substantial. (...) The coal that was unloaded had been on board for a full year!



↑ December 10

December 11 →

At Montoir (France) © Erwan Guégéniat



Answer from Robin des Bois

Point noted !

Indeed, as you noted Ship-Breaking did announce the *Front Viewer*, 285 m in length, built in 1992 had been sold for demolition in the middle of December 2012. Obviously the vessel found a Singapore-based company to keep her operated as *Cape Viewer*. Due to a payment dispute, the vessel and cargo of 100,000 tonnes of coal were seized in Hampton Roads (Virginia, USA) in November 2013 before she could leave for The Netherlands. She was just auctioned and renamed *Aqua Challenger* in November 2014 for 8,3 million \$ (i.e. 350 \$ US per ton). This is less than the current price of scrap metal on the Indian Subcontinent. She was built as an OBO but was converted to a solid bulk carrier in 2005. A number of her sister-ships (*Front Rider*, *Front Breaker*, *Front Driver*, *Front Climber* and *Front Guider*) were demolished between 2011 and 2012 (and really beached!). Ship-Breaking notes that an expanded inspection was carried out aboard the ex-*Front Viewer* at the Port of Nantes and that only deficiencies concerning the lighting, emergency fire system and the auxiliary engines were noted. Her new classification society is Bureau Veritas. Let's hope for a detailed inspection of the vessel's structure. After Nantes Saint-Nazaire, west of France, she headed for Baltimore. She left Baltimore on January 23 bound for Mundra, India.

Robin des Bois is always worried when a vessel that was declared sold for demolition resumes operation for however long. We particularly have in mind another bulk carrier, the *Harita Bauxite*, which was supposedly sold for demolition in China in 2010: the status of the ship in the Equasis database was indeed "to be broken up". In fact, the vessel went on sailing as an ore carrier carrying coal from Indonesia to China. In 2013, the *Harita Bauxite* suffered an engine failure and sunk off the coast of the Philippines; 15 crewmembers died or were declared missing. She was also managed by a Singapore-based ship owner.

From Simon, Quebec (Canada)

Simon drew to our attention the Great Lakes and Saint-Lawrence Seaway vessels and their histories. Canadian or US-flagged, they are remarkable, often old and being replaced.

We have devoted a special chapter to some of these historical freighters of which the days are numbered (see the chapter "Great Lakes / St. Lawrence Seaway", p 4) and we would like to warmly thank Simon for all the information, technical details and photos.

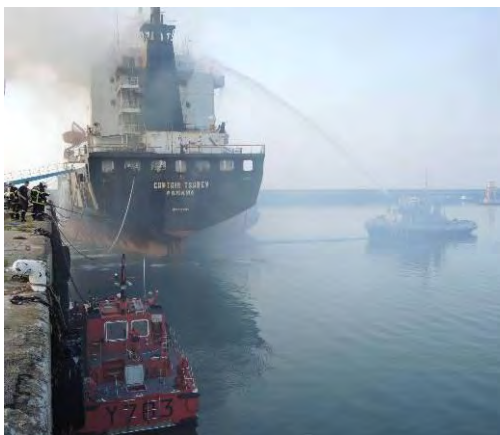
The Forsaken ones

Forsaken vessels are bulky waste for ports. They take their time to rot away catch fire and are in danger of sinking. Demolition options should be studied as soon as possible. If not, a vessel stuck to the quay could become stuck on the bottom of the basin and the cost of the raising has to be added to the cost of demolition. A few examples:

Arrived with an engine failure and under tow, the Panamanian container ship *Captain Tsarev* has been squatting the quays at the Port of Brest since November 24, 2008. Well over 6 years. In July 2012, she was exiled from the commercial port to be out of sight of the participants of the “Tonnerres de Brest” maritime celebrations. The vessel started a career as an actor in a supporting role in a crime TV film (“Rouge Sang”, with Sandrine Bonnaire – 1h30, broadcasted in December, 2014 on France 2).



« Rouge sang », Screenshot – Robin des Bois



2014 was a bad year. During the night of September 6 to 7, the *Captain Tsarev* suffered a fire. The fire was supposedly caused by yet another “intrusion”, it spread across the 3rd and 4th decks reaching the navigation bridge. The Navy base sent a dozen naval fire-fighters to help the Brest fire brigade.

Fire on board © Felipe 56 / Les Survivants du Quiz

Shall the next “emergency” situation” be a pretext to quickly sink the *Captain Tsarev* in the Iroise Marine Park, in the same way the *Cosette* was sunk in Martinique? (Cf. the Chapter “The End, they scuttled the ex-Zanoobia” p. 70).

See also the website of the NGO [Mor Glaz](#) (in French only).

Other vessels are laid up in French ports, they include:

- The *Marginella*, in Cherbourg since 2007; she could sink. Her Russian owner has made an appearance in Cherbourg early 2015 and still plans to have the vessel towed towards Lithuania with no precision whether she should be repaired or broken up.
- The *Zorturk* (ex-*Aspet*) in Saint-Nazaire since 2009. She could be demolished in the Penhoët drydocks. The Nantes Saint-Nazaire Port has received a ministerial authorisation to use the repair docks, in specific cases, as a shipbreaking facility.
- The *Rio Tagus* in Sète since 2010.

The Togolese *Zorturk* © L'Echo de la Presqu'île



In Italy as well...



September 23, 2014 at Cagliari © Egidio Ferrighi



Moroccan sailors
© Marurit Lafif / Facebook

Egidio, our correspondent in Genoa, informs us that the small container ship *Kenza*, IMO 8914544, built in 1991, arrived in May 2013 at the port of Cagliari, Sardinia.

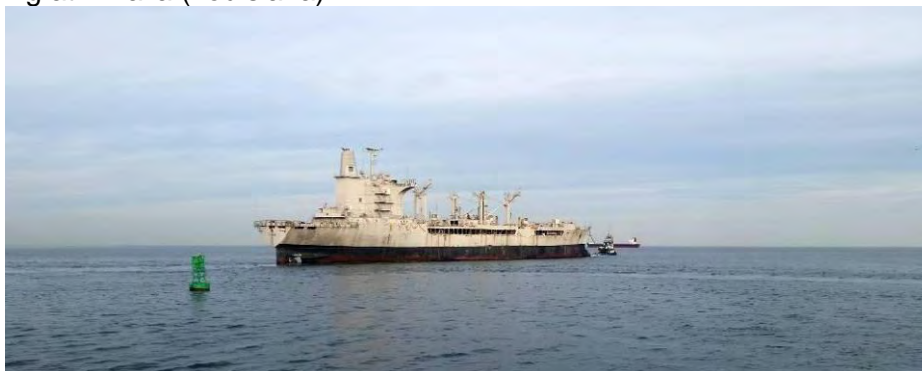
The crew, who has not been paid for 5 months, go on strike. The Moroccan ship-owner IMTC (International Maritime Transport Corporation) is on the brink of bankruptcy. The vessel has been seized by the Italian judiciary. Five of the sailors are repatriated thanks to an intervention by ITF (International Transport Workers' Federation). Another 10 sailors remain on board to ensure the vessel's safety; they finally leave in March 2014.

At the end of 2014, the *Kenza* is still at berth in Cagliari. Her official status is "in service" even if resuming work after a 2 year lay-up seems unlikely.

Auxiliary and military vessels

The United States: the veterans of the NDRF (National Defense Reserve Fleet)

Platte. T-AO-186, US Navy *Cimarron*-class replenishment oiler with a capacity of 180 000 barrels (28,000 tonnes); she could also carry 600 tonnes of ammunition. 216 m in length, 11 482 tonnes. American flag. Built in 1981 at New Orleans (Louisiana, USA) by Avondale Shipyards; jumboized in the same shipyard in 1992 and lengthened from 182 to 216 m. Decommissioned and struck from the naval register on June 30, 1999. In November 2001, her ownership was transferred to the US MARAD and she was laid up in the James River Reserve Fleet. On November 4, 2014 she left Virginia to be broken up by Southern Recycling at Amalia (Louisiana).



The last voyage of the *Platte*, November 10, 2014, off Florida © Giorgio Arra

The *Monongahela*, another *Cimarron*-class oiler should also be sent to demolition in the next couple of months.

The next big job for the US Navy will be the aircraft carrier *USS Ranger* which shall leave Bremerton, Washington State, on the West Coast, bound for Texas via the Strait of Magellan during 2015.

India

The Supreme Court has finally authorized the demolition of the aircraft carrier *INS Vikrant*, ex-*HMS Hercules* of the Royal Navy. (See [also Ship-Breaking # 36](#), p,4). The emblematic aircraft carrier was beached for demolition at the IB Commercial Ltd facilities in Mumbai. The company planned 7 to 8 months of work for a team of 200. The demolition operations started on November 20. With her 14,000 tonnes of metal bought for nearly 10 million \$, the *Vikrant* is the most expensive vessel this quarter (\$689 per ton), well ahead of the gas carrier *SCF Arctic* (\$ 565 per ton).

Bangladesh

The Bangladesh Navy frigate *BNS Abu Bakr* has definitely ended her career by joining the civilian ships from the worldwide merchant fleet on the Chittagong beaches. 101 m in length, 2,515 tonnes, she was actually the ex-*HMS Lynx*, a Type 41 frigate, or *Leopard*-class, built in 1955 at Clydebank (Scotland, United Kingdom) by John Brown & Co.



HMS Lynx © leander-project



BNS Ali Haider, ex-*HMS Jaguar* © Pakistan Defense

Seven frigates of this type were built in the United Kingdom between 1953 and 1959: 3 were destined for India. The last mission of the *Leopard*, *Lynx*, *Jaguar* and *Puma* of the Royal Navy was their involvement in the Cod Wars in the 70s, and the protection of British trawlers fishing in Icelandic waters when Iceland extended to 50 then to 200 miles their exclusive fishery zone. Two of the frigates were broken up at the end of the decade, the *Jaguar* and the *Lynx* were acquired respectively in 1978 and in 1982 by Bangladesh and renamed *BNS Ali Haider* and *BNS Abu Bakr*. The 2 vessels nearing their 60 years of age were decommissioned in January 2014 and replaced by second-hand Chinese frigates that bear the same names. The ex-*Lynx* was beached for demolition on December 25.

United Kingdom

The last Royal Navy Type 42 destroyers, or *Sheffield*-class, have all been decommissioned and are awaiting disposal.

Two of them, the *HMS Liverpool* and the *HMS Manchester*, have just arrived at Leyal shipbreaking yard at Aliaga (Turkey), which had already been awarded the dismantling contract of the aircraft carriers *Invincible* and *Ark Royal*. The United Kingdom Ministry of Defence did not reveal their selling price as "the figures are commercially sensitive".

Built in 1978 by Cammell Laird, launched in 1980 and commissioned in July 1982, the *HMS Liverpool* did not take part in the Falklands War but has been stationed there for 6 months after the conflict. She served during the 2nd Gulf War in 2003 and during the blockade of Libya in 2011. On April 18, 2011, she intercepted the Ro Ro *Setubal Express* (broken up in 2013, see [Ship-Breaking n°32](#), p, 31) suspected of to be providing supplies to pro Gaddafi Libyan forces. Decommissioned March 30, 2012, the *HMS Liverpool* arrived on November 17, 2014 in the Turkish shipbreaking yards.



HMS Liverpool on mission in Libya © Andrew Preston / Daily Mail

Built in 1978 by Vickers Shipbuilding and Engineering, launched in 1980 and commissioned in December 1982, the *HMS Manchester* served in the 1st Gulf War in 1991. On November 15, 2010, after a 6 months deployment in the fight against drug trafficking in the Caribbean, she was the first Royal Navy vessel to visit Cuba since the 1957 Revolution. Decommissioned on February 24, 2011 she arrived at the Turkish shipbreaking yards on December 8, 2014.

HMS Sheffield, the oldest member of the family, was sunk during the Falklands War in May 1982; the *Hercules*, the last member of the family still in service, is serving the Argentinian Navy.

The United Kingdom Ministry of Defence will call for tenders to dispose of the *HMS Edinburgh*, *HMS York* and *HMS Gloucester* later in 2015. Will they continue to favour the Turkish option to the detriment of all attempts at developing a ship-breaking industry in the United Kingdom?

Overview: October 1st to December 31st: less vessels, more metal

Recycled Metal

- 1 Bangladesh 430 000 t (27%)
- 2 India, 390 000 t (25%)
- 3, China 285 000 t (18%)
- 4, Pakistan 213 000 t (13%)
- 5 Turkey 91 000 t (6%)

Vessels

- 1 Bangladesh, **60** (26%)
- 2 India, **59** (25%)
- 3, China **38** (16%)
- 4 Turkey, **27** (12%)
- 5, Pakistan **21** (9%)

The flow of vessels to be broken up has continued to drop with 18 vessels per week (compared to **20** vessels in the 2nd quarter and **19** in the 3rd). **The overall decrease was 6% in units but the volume of recycled metal has slightly risen by 2%.** During this last quarter, the game of musical chairs went on: Bangladesh ranks n°1 in demolition with 28% in volume of recycled metal. India follows with (25%), then China (18%) and Pakistan with (13%).

In terms of volume only Bangladesh has a sharp increase of +48% for the trimester. India and China have limited the fallout with a decrease of 11 and 5% while Turkey (-40%) and even more notably Pakistan (-55%) have collapsed; however it must be noted that the latter two countries had picked up a considerable amount of vessels during the previous period.

233 vessels left the world's oceans during the 4th quarter. The cumulative scrapping will enable **1,7 million tonnes** of metal to be recycled. **75** (32%) vessels were built in Europe, **66** (28%) were owned by European ship-owners, **205** (88%) were scrapped in the Indian subcontinent, in China or in Turkey. The final destination of 6 oil or gas tankers of the Petroleos De Venezuela Marina SA, for a modest \$ 136 per ton, remains unknown.

Category

- 1: Bulk carrier, 76 (33%)
- 2: General cargo, 54 (23%).
- 3: Tanker, 36 (15%)
- 4: Container ship, 33 (14%)

Recycled Metal

- 1: Bulk carrier, 538 000 t (34%)
- 2: Tanker, 364 000 t (23%)
- 3: Container ship, 272 000 t (17%)
- 4: General cargo, 184,000 t (12%).

The breakers' buying price has kept on dropping, 12% on average in the Indian subcontinent (\$400-425) and Turkey (\$300). In China the decrease hit earlier and harder reaching 20% in mid-November. **With a buying price of vessels to be scrapped from 220 to 250 \$ US per ton, China has been able to export cheap billets throughout the Asian continent and compete with the ship-breaking yards, usual suppliers to the local steel plants.**



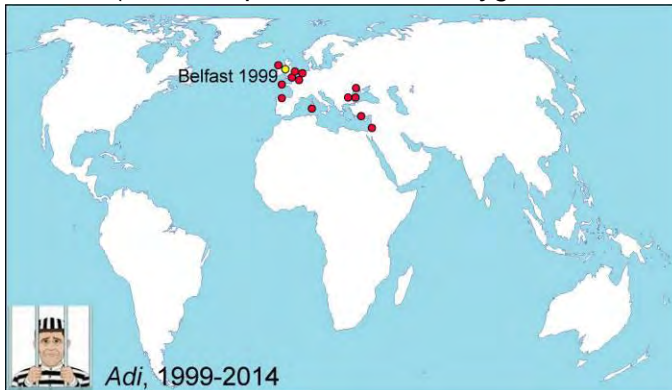
At least 45 vessels (20%) were deflagged just prior to their departure for demolition, of which 20 were beached in Bangladesh. Saint Kitts and Nevis and Comoros are the favourite "funeral flags". Tuvalu, Tanzania and Togo are good second choices. The Palau archipelago confirms its recent surge.



After the prison bars, scrapping

62 (27%) of vessels sent to be scrapped were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or were without classification. Sub-standard ships are still the most numerous to leave: at least **124** (53%) were previously detained in world ports with a rate of detention of 78% for general cargo carriers, 67% for chemical tankers and reefers, 60% for bulk carriers and passengers ships and 55% for container ships.

The gold medal of sub-standard vessels goes to *Adi* a general cargo carrier (p 51) with 14 detentions, broken up in Turkey, ahead of 2 other ships of the same category, the *Volgo-Balt 121* also scrapped in Aliaga (p 60) and the *Khudoznik Tsyganov* (p 55) scrapped in Chinese shipbreaking yards, both with 10 detentions. (See also p 1, *Khudoznik Tsyganov*, for worse and for better).



© Robin des Bois



Adi, southbound through the Istanbul Strait with destination Volos, Greece. June 2013

© Cavit Ege Tulça

Years and meters

The age of vessels leaving fleets ranges from **13 years** for the *MPP Triumph*, a general cargo carrier built in China and broken up in India, to **110 years** for the venerable Great Lakes freighter *JB Ford*. The latter, a bulk carrier was already destined for demolition in 2009 and was saved by the Great Lakes Steamship Society but this time she will probably be demolished in Canada. The average age is **28**. It reaches **40 years** for passenger ships, and **31 to 35 years** for reefers, factory ships, chemical tankers, car carriers and gas tankers. The average age for container ships is **23 years**. The *Horizon Discovery*, 46 years, the oldest container ship in the world was dismantled in the United States (Cf. p 30). 98 vessels are less than 150 m in length, 74 measure between 150 and 199 m and 61 over 200 m. The largest is the tanker *New Progress* 331m long, broken up in Pakistan (p 35).



MPP Triumph, the youngest one, 13 year old © Aart van Bezooijen



JB Ford, the elder, 110 year old © Marc Vander Meulen



New Progress, the big one, 331 m © Abdullah Y. Al-Dobais/Saudi Aramco

From Cattle carrier to Human trafficking

They are riddled with deficiencies or as the eldest one built in 1961, with detentions. But they go on sailing. The global market urgently needs livestock carriers. As former reefers, container ships, and car carriers, they escaped scrapping a first time before undergoing a conversion for a second life. In their third life they may, just like the *Ezzadeen*, transport humans. (Cf. "[Ezadeen, the livestock and migrant carrier](#)", January 2, 2015 -11h10)



1

Alpha Livestock 19. IMO 7021821. Built in 1970. October 2014, Koper, Slovenia. Togolese flag. 131 deficiencies (2014-2010)



2

Falcon 1. IMO: 6523016. Built in 1965. July 31, 2014, Istanbul, Turkey. Tanzanian flag. 127 deficiencies (2014-2010)



3

Blue Moon. IMO 7396630. Built in 1975. Algier, March 31, 2014. Cambodian flag. 261 deficiencies (2014-2010)



4

Abou Karim IV. IMO 7711866. Built in 1978. Rendsburg, on July 27, 2013. Liberian flag. 123 deficiencies (2014-2010)



5

Zein I. IMO 7622041. Built in 1978. Gibraltar, May 17, 2014. Panamanian flag. 93 deficiencies (2014-2010)



6

Miracle. IMO 5247524. Built in 1961. Istanbul, Turkey, June 21, 2014. Togolese flag. 11 deficiencies (2014-2010) – 6 detentions.



7

Express 1. IMO 8200565. Built in 1982. Emden on 14-May-2014. Panamanian flag. 108 deficiencies (2014-2010)



8

Lady Rasha. IMO 7223041. Built in 1972. April 12, 2014, Midia, Romania. Tanzanian flag. 153 deficiencies (2014-2010)

1 Christian / Shipspotting – 2 Mick Warrick – 3 b47b56 / Shipspotting – 4 Aleks Lindström – 5 Vladimir Knyaz – 6 Bengt-Rune Inberg – 7 Jörn Prestien – 8 Vovashap / Shipspotting



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



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



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



Ship and crew detained in a port for deficiencies.



Single-hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Flags of the last voyage



Belize



Comoros



Moldova



Palau



Panama



St. Kitts &
Nevis



Singapore



Tanzania



Togo



Tuvalu

Taiko, a humanitarian vessel to be scrapped

Taiko (ex-*Barber Hector*). IMO 8204975. Ex Ro Ro refitted and converted to a car carrier in 2003 by Nankin Shipyard (China). 262 m in length. Norway International Register flag, Classification society Lloyd's Register of Shipping.



Barber Hector, winter 1986-87, Hamburg (Germany)
© Joerg Seyler



Taiko, September 2012, arriving at Auckland (New Zealand) © Seapixonline

This vessel was built in 1984 at Ulsan, South Korea, by Hyundai as the Ro Ro cargo ship *Barber Hector* for the Blue Funnel Line UK (Ocean Transport & Trading group). At the time, along with her two sister-ships, she was the largest ship in the world in her category (43,986 DWT). She was assigned to the "Barber Blue Sea" service, an Anglo-Swedish-Norwegian joint-venture, to carry containers and general cargo between the United States and the Far East.

After the withdrawal of the British from this line, the *Barber Hector* was sold in 1988 to Transatlantic, a Swedish group, and chartered as *Taiko* by the Norwegian ship-owner Wilhelmsen, one of the partners of Barber Blue Sea.



Renaming

© Jeedee / Ship Nostalgia





Wilhelmsen acquired her in 1993 and reflagged her to Norway. In 2008, she was converted to a pure car carrier with additional deck compartments so she could carry a total capacity of 4,400 vehicles. She was then operated by the international car carrier company Wallenius-Wilhelmsen, a joint-venture between the two Scandinavian car carrier specialists, the Swedish Wallenius and the Norwegian Wilhelmsen.

En route to Southampton (United Kingdom), February 2007 © Chris Hunsicker

The *Taiko* will go down in history for her participation in the elimination of Syrian chemical weapons. From January to June 2014, the *Taiko* has been waiting for 5 months in the Eastern Mediterranean Sea in a designated area off the coast of Cyprus under the protection of an international navy fleet. The *Taiko* was used as floating storage for Priority 2 chemical agents which were progressively loaded under an armed escort at the Port of Latakia in Syria. The chemical agents were loaded as the Chinese armoured trucks removed them from Syrian territory under the supervision of specialists from Russia and the United Nations Environmental Program (UNEP).

The *Taiko* then sailed to the Port of Hamina Kotka in Finland and Port Arthur in Texas to unload 500 tonnes of Syrian chemical agents.

The Norwegian owner Wallenius-Wilhelmsen was contacted at the end of 2013 by the Ministry of Foreign Affairs of Norway who was looking, under tender specifications imposed by the Organisation for the Prohibition of Chemical Weapons (OPCW), for a vessel flying a national flag, even a second flag, to take part in operation RECSYR (Removal of Chemical agents from Syria). Wallenius-Wilhelmsen proposed one of its oldest vessels about to be demolished for this prestigious and dangerous mission which required the best available tools. Indeed, straight after this fortunate chartering, the *Taiko* was sent to be demolished in China at Jiangyin, near Shanghai.

WW World n°2 – 2014



The lightweight of the *Taiko* was over 20,000 tonnes. The Chinese shipyard buying price was 300 \$ US per ton in the summer of 2014.

The second vessel used for the storage and transfer of the Syrian chemical agents was the Danish Ro Ro *Futura* built in 1996 in Italy. The *Ark Futura* is carrying on missions for international agencies: in January 2015, she was loaded with 262 vehicles for the United Nations to be transported to Liberia, Sierra Leone and Guinea in the frame of The UN Mission for Ebola Emergency Response.

Car carrier



City of Sidon (ex-Mirvat 1, ex-Olivia, ex-Lux Rover, ex-Carbosco). IMO 7925273. Car carrier. Length 109 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Gijon (Spain) by Duro Felguera. Owned by Abou Merhi Lines (Lebanon). Detained in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



City Of Sidon at Savona, Italy on 6th April 2013.
© Moolen

Dinda (ex-Tocho Maru). IMO 8316493. Car carrier. Length 124 m, 4,809 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Mitra Anugrah Samudra (Indonesia). Sold for demolition in Bangladesh.



Tocho Maru, at Lyttelton New Zealand, August 2008 © Chris Howell

Taiko (ex-Barber Hector). IMO 8204975. Ro Ro refitted and converted into car carrier in 2003 by Nantong Shipyard (China).

See above the details of the ship's history in the introduction of the "Car carrier" chapter.



Heavy load carrier

Clipper Concord (ex-ex-CEC Concord, ex-CEC Crusader). IMO 9232319. Heavy load carrier. Length 101 m, 3,540 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 2000 at Shanghai (China) by Hudong Zhonghua Shipbuilding Group. Owned by Clipper Fleet Management A/S (Denmark). Detained in 2010 in Hamburg (Germany). Sold for demolition in India.



Clipper Concord, June 10, 2012 at Pointe-a-Pitre, Guadeloupe (France) © Captain Ted

Ro Ro



Blue Whale (ex-*Blue Sea*, ex-*Teras Blue Sea*, ex-*OXL Blue Sea*, ex-*Scan Polaris*, ex-*CEC Polaris*, ex-*Scan Polaris*). IMO 9144445.

Ro Ro. Length 101 m, 3,035 t. Deflagged from Marshall Islands to Comoros for her last voyage as *Bale*. Classification society Nippon Kaiji Kyokai. Built in 1996 at Wolgast (Germany) by Peene-Werft. Owned by Elmira Shipping & Trading SA (Greece). Detained in 2008 in Nantes (France), in 2010 in Gladstone (Australia) and in 2013 in Novorossiysk (Russia). Sold as is in Sri Lanka for demolition in India.



Levanter and barge alongside *Teras Blue Sea*. At Bluff (New Zealand), May 2011. A transformer is being discharged by the ships cranes, each 100 tonnes capacity. Transformer weighs 160 tonnes.

© Chris Howell

Ina (ex-*Faina*, ex-*Marabou*, ex-*Loverval*, ex-*Matina*, ex-*Vallmo*). IMO

7419377. Ro Ro. Length 162 m, 4,933 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1978 in Lodose (Sweden) by Lodose Varf. Owned by ALMAR (Ukraine). Detained in 2012 in Savona and in La Spezia (Italy) and in 2013 in Varna (Bulgaria). Banned from the European ports since December 19, 2013 des ports européens in accordance with the directive on Port State Control. Sold for demolition in Bangladesh.



Jolly Marrone (ex-*Kagoro*, ex-*Torrens*, ex-*Topaz*, ex-*Katowice II*). IMO

7931753. Ro Ro. Length 199 m, 13,273 t. Italian flag, pavillon St. Kitts and Nevis for her last voyage as *Marrone*. Classification society RINA. Built in 1982 in Puerto Real (Spain) by AESA. Owned by Ignazio Messina & CSPA (Italy). Sold for demolition in Bangladesh. 465 \$ US per ton.



Lyutoga (ex-*Lovisa Gorthon*). IMO 7724526. Ro Ro. Length 134 m, 3,728 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Stockholm (Sweden) by Gotaverken Finnroda ; jumboized in 1994 and lengthened from 120 to 134 m. Owned by Sakhalin Shipping Co SASCO (Russia). Detained in 2000 in Haugesund (Norway). Sold for demolition in Jiangyin, China.



February 1982, the young *Lovisa Gorthon*, Kiel Canal
© Capt. Jan Melchers



October 2013 *Lyutoga*, Vladivostok, Russia
© Igor Savitskiy

Repubblica di Roma. IMO 9009504. Ro Ro. Length 216 m. Italian flag. Classification

society RINA. Built in 1992 in Castellammare (Italy) by Fincantieri Italiani ; jumboized in 1987 and lengthened from 184 to 216 m. Owned by Grimaldi Group (Italy). In November 2014, she left Malaga (Spain) in tow bound for the Turkish shipbreaking yards.



Repubblica Di Roma, Bay of Biscay, November 2005
© Oleg Shmelev

Ferry

Dalmatia (ex-*Pomerania*). IMO 7516761. Ferry, 984 passengers. Length 127 m, 6,786 t. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Szczecin (Poland) by A. Warskiego Szczecinska ; jumboized in 1997. Owned by Blue Line Navigation (Malta). Sold for demolition in India.



Pomerania, Copenhagen (Denmark), October 2003
© Tim Vogel



Dalmatia, port of Split (Croatia), August 2011
© Flo(h) 1860/Vesseltracker



Duchess M (ex-*Balbek*, ex-*Duchess M*, ex-*Breizh-Izel*, ex-*Iniochos Express*, ex-*Rata Hills*, ex-*Wanaka*). IMO 7006819. Ferry. Length 112 m. Deflagged



from Cyprus to Togo for her last voyage in tow as *Ches*. Classification society Bureau Veritas. Built in 1970 by Taikoo Dockyard, in Hong Kong, this Ro Ro was launched as the New Zealander *Wanaka* of 'Union Steamship, the company linking New Zealand main islands.



Wanaka, New Zealand times, 1970-76
© Mike Cornwall / Chris Howell

In 1976, she became the Greek *Rata Hills*, then in 1978, the *Iniochos Express*. In May 1980 she was acquired by Brittany Ferries and reflagged to France as *Breizh Izel*. Mainly operated as a cargo carrier (with a capacity of 43 trailers), usually on the Roscoff/Plymouth and Plymouth/Santander Lines for Brittany Ferries, and later chartered in 1987 and 1988 by British Channel Island



Breizh Izel, September 1987, Channel Islands years
© Patrick Hill



Duchess M, July 2001, arriving at Genoa (Italy)
© Carlo Martinelli

Brittany Ferries sold her in 1989 to the Greek shipowner Marlines which has her renamed *Duchess M*. flying the Cyprus flag and refitted into a passenger ferry with a capacity of 1 000 passengers through an important extension of her superstructures. From then on, she was operated on the Greece - Italy lines. She was renamed *Balbek* in 2000, then in 2001 *Duchess M* again. In July 2001, she was one of the

passenger ships chartered by the Italian government during the Genoa « G8 » (forum of the leading advanced economies in the world). From 2002 on, she has been serviced on the Bari (Italy) - Durres (Albania) – Bar (Montenegro) line. Detained in 1998 in Prevez (Greece) and in 2001 and 2002 in Bari (Italy). Decommissioned in 2011 in Eleusis and finally towed by tug *Christos XIII* in November 2014 as the Togolese *Ches* towards Aliaga for demolition.



November 28, 2014, the Togolese *Ches* leaving Piraeuse (Greece) in tow, destination Aliaga © Dimeng



Princess of The South (ex-New Katsura). IMO 8017865. Ferry. Length 141 m, 5,949 t. Deflagged from Philippines to Comoros for her last voyage as *Princess* Classification society Bureau Veritas. This ferry was built in 1981 in Setoda (Japan) as the Japanese *New Katsuka* for the Osaka Kochi Express Ferry Company.

New Katsura © Toshihiko Mikami /Philippine Ship Spotters Society



She was acquired in 2004 by Sulpicio Lines, the Filipino shipowner which became Philippines Pan Asia Carrier Corporation after the *Princess of the Stars* dramatic capsized on June 21 2008 (at least 700 fatalities). Renamed *Princess of the South*, the ferry was operated on the Cebu/Manilla line. She was delivered for demolition in Chittagong on November 8. Sulpicio was also the owner of *Dona Paz* (4 375 fatalities in 1987), *Dona Marilyn* (around 250 victims in 1988) and *Princess of the Orient* (150 victims in 1998). 470 \$ US per ton.



Sulpicio Lines ferry *Princess of the South* as shown while arriving at Cebu City on August 22, 2009.
© JP photo via Marc Piché.

Passenger ship



Discovery (ex-*Platinum*, ex-*Hyundai Pungak*, ex-*Island Princess*, ex-*Island Venture*, ex-*Island Princess*). IMO 7108514. Passenger ship, 650 passengers. Length 169 m, 12,295 t. Deflagged from Bermudas to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping.

The Bermudian cruise ship *Discovery* was delivered in India to the Alang breakers on December 2, as *Amen*. Launched in 1972 by Rheinstahl Nordseewerke at Emden, as the Norwegian *Island Venture* (Norwegian Cruise Ships), after a few months she was chartered by Princess Cruises - then in its seven year of business - as the *Island Princess*, and was later reflagged to United Kingdom in 1974 when P&O acquired Princess.



Island Princess post card © Simphon postcards

Some episodes of the TV serial « The Love Boat » were shot aboard the *Island Princess* though the real star of the show was her sister ship, the *Pacific Princess* (ex-*Sea Venture*), broken up in Aliaga (Turkey) as *Acif*; 2 Turkish workers died during the demolition operations in the summer of 2013.



Hyundai Pungak, in Pusan (South Korea), July 2001 © Ken Muyayama



Discovery under Tancarville Bridge on the Seine River (France), June 2012 © Vincent Sampic

Sold in 1999 by Princess to the South Korean group Hyundai Merchant Marine, she has been operated until 2001 as *Hyundai Pungak* on « pilgrimage » cruises from South Korea to North Korea Sites such as Mount Kumgang considered a sacred site. After being briefly known as *Platinum* in 2001, she was renamed *Discovery* in 2002 and has been operated by British cruise companies Voyages of Discovery, and in 2013, Cruise & Maritime Voyages. 406 \$ US per ton, i.e. 5 million \$.



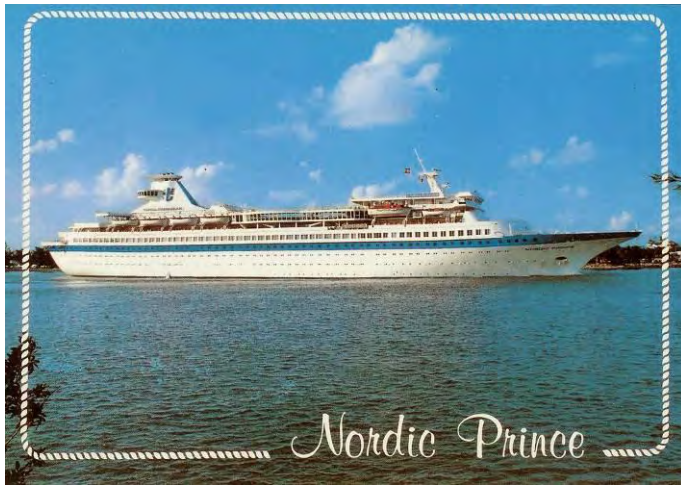
Ocean Star Pacific (ex-*Aquamarine*, ex-*Arielle*, ex-*Aquamarine*, ex-*Carousel*, ex-*Nordic Prince*). IMO 7027411. Cruise ship. Length 194 m, t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Pacific*. Classification society International Register of Shipping.

Detained in 2011 in Salina Cruz (Mexico) and in 2014 in General Santos (Philippines).



Pacific, ex-*Ocean Star Pacific*, running short of fuel oil, ran aground on December 12, south of Mindanao Island (Philippines) while she was on her way from Mexico to the Indian ship-breaking yards. She was only manned by a crew of 21 Pakistanese sailors. She would have been refloated on December 16, with the help of two tug boats. She is now heading to Alang

The stranded ship is grounded close to a community in Purok Silway © Edwin Espejo



Post cards © **Simplon post Cards**



Nordic Prince
Carousel



This ship was delivered in 1971 by Wärtsilä shipyard at Helsinki as the Norwegian *Nordic Prince*, the 2nd vessel of the very young Royal Caribbean Cruise Line. She was lengthened by 26 m in 1980 at the same shipyard where she was built. Sold in 1995 to Sun Cruises, she became the Bahamian *Carousel*, operated in the Mediterranean during summertime and in the Caribbean in wintertime.



Arielle at Itea (Greece) © **MarineTraffic**



Ocean Star Pacific, April 2011 © **Ryzhkov Andriy**

Louis Cruise Lines of Cyprus, a Mediterranean cruises specialist, purchased her in 2004 and renamed her *Aquamarine* in 2005. From 2006 to 2008, she was chartered under the Bahamian flag to the German cruise company Transocean Tours as *Arielle*. Then, back to her owner, she reverted to her previous name *Aquamarine* under Greek flag. She attracted attention in December 2009 with cruises for the Indian market (Cochin – Colombo – Maldives), but this attempt was short-lived.

Sold late 2010 to the Mexican company Ocean Star Cruises, she was renamed *Ocean Star Pacific* under Panamanian flag. After works, she was back to service in April 2011, but suffered repeated technical incidents and a fire which quickly led to her decommissioning. She was on her last voyage after 3 years in lay-up.



April 16, 2011 © **DHA – Screenshot Robin des Bois**



At Huatulco port (Mexico) after the fire
© **maritimeinjuryattorneyblog**

Factory ship

The Russian trawler fleet is losing three more old hulls, sent for demolition in Turkey or India, depending on their homeport, in Eastern or Western Russia and usual fishing area. (See also [Ship-breaking # 37](#), The Freon risk, p 11).

Bagration (ex-*Novoorendburg*, ex-*Korsakov*). IMO 8031158. Factory ship of the *Prometey* class. Built in 1980 in Stralsund (ex-German Democratic Republic) by Volkswerft VEB. Length 101 m, 3,282 t. Russian flag. Classification society Russian Maritime Register of Shipping. 201 vessels of the *Prometey* type (Projet Atlantik 464) have been built between 1974 and 1989 in ex-East-Germany and in Romania. Manned by a crew of 91 sailors. Equipped for the capture of pelagic and ground fish and their transformation. They had a capacity of 50 t/day frozen fish, 50-60 t/day fish meal, 4,5 t/day fish oil and 400 canned fish liver. The refrigerants used were Freon 12 and Freon 22. Owned by Pacific Marine (Russia). Homeport Vladivostok. Sold for demolition in India



Bagration Anchored at the bay of Jinhae, South Korea
October 15, 2014 © Lappino

Mikhail Kvanislov (ex-*Tarasco*, ex- *Mikhail Kvanislov*). IMO 7703924. Factory ship. Length 94 m, 3,186 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Gdansk (Poland) by Gdanska Lenina. Another *Ivan Boshkov* class vessel (projet B 408) as were *Viktor Mironov* and *Golden Fortune* broken up in Turkey (cf. [Ship-breaking # 37](#) p 12-13). She was the 6th in this series of 35 factory ships. Owned by Kronverk Co Ltd (Russia). Her homeport was Nakhodka on the Pacific coast in Eastern Russian. Sold for demolition in India.



Mikhail Kvasnikov at Hamburg (Germany), November 28, 1995 © Frafo / Shipspotting

Nikolay Repnikov. IMO 8606783. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. *Obolon* class (projet Atlantik 333) factory ship built in 1986 in Stralsund (Germany) by Volkswerft VEB ; 41 units were built by the East-German shipyard from 1985 to 1986. They were trawler ships and the successors of the *Orlyonok* type vessels equipped for both seine and trawl fishing. The *Obsha* (IMO 8325676), an *Orlyonok* type vessel has been destroyed in Iceland (Cf [Ship-breaking # 35](#)). The *Obolon* had a capacity of 30 t/day of frozen fish, 12 t/day of fish meal, 4,8 t/day of fish liver oil. The machinery used Freon 22 as refrigerant. Owned by Nord Pilgrim Ltd (Russia). Manned by a crew of 40 sailors. Homeport Murmansk. Sold for demolition in Turkey.



At Murmansk (Russia), September 2011 © Alexey Jr Shmatkov

Reefer

Kamanga (ex-Saint Gottard, ex-Oceanic Ice, ex-Oceanic). IMO 7614812. Reefer. Length 83 m. Cambodian flag. Classification society International Register of Shipping. Built in 1977 in Groningen (Netherlands) by Nieuw Noord Nederlandsche. Owned by Seatraffic Ltd (Ukraine). Detained in 2003 in Cadiz (Spain) and in 2004 in Las Palmas (Canary Islands, Spain). Sold for an unknown destination of demolition.



Kamanga at anchor at Walvis Bay, Namibia November 2014. © Bengt-Rune Inberg

Ola (ex-Majestic Bhum, ex-Reefer Majesty, ex-Pacific Majesty). IMO 7920326. Reefer. Length 75 m, 1,130 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Frederikshavn (Denmark) by Frederikshaven Vaerft A/S. Owned by Fram Co Ltd (Russia). Sold for an unknown destination of demolition.



Ola off Kamchatka September 2008 © E.W.

Ulia (ex-Petrel, ex-Sun Isabel, ex-Cape Race, ex-F.J.Garaygordobil, ex-F.Javier Garaygordobil). IMO 8017334. Reefer. Length 84 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1981 in Bilbao (Spain) by Ast del Cadagua. Detained in 2000 in Vigo (Spain) and in 2007 in Las Palmas (Spain). Sold for demolition in Turkey.



Ulia seen leaving Conakry (Guinea), April 2009
© Hoffa / Shipspotting



Container ship



Ainaftis (ex-Pongola, ex-Box New York, ex-MOL Manaus, ex-Alligator Manaus, ex-Box New York). IMO 9190822. Container ship, 797 teu. Length 133 m, 3,911 t. Panamanian flag. Classification society RINA. Built in 2000 in Tuzla (Turkey) by Torgem. Owned by Fairport Shipping Ltd (Greece). Detained in 2013 in Longoni (Mayotte, France). Sold for demolition in India.



Ainaftis March, 2013 outbound Durban, South Africa
© Valerii Agafonov



Blue Moon. IMO 9080948. Container ship, 614 teu. Length 123 m, 3,585 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as *Moon*. Classification society Lloyd's Register of Shipping. Built in 1995 in Shanghai (China) by Qiuxin shipyard. Owned by Flying Leaf Shipping (Hong Kong). Sold for demolition in Bangladesh.



Blue Peak. IMO 9080936. Container ship, 614 teu. Length 123 m, 3,569 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as *Peak*. Classification society Lloyd's Register of Shipping. Built in 1995 in Shanghai (China) by Qiuxin shipyard. Owned by Flying Leaf Shipping (Hong Kong). Detained in 2008 in Yokohama (Japan). Sold for demolition in Bangladesh



Cap Roca (ex-New York Express, ex-Berlin Express, ex-Pol Jos, ex-Berlin Express). IMO 8704183. Container ship, 2426 teu. Length 234 m, 17,655 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Shanghai (China) by Hudong Shipyard. Owned by XT Management Ltd (Israel). Sold for demolition in India. 488 \$ US per ton.



The tug Adstream *Intrepid* assists the *Cap Roca* to leave the quayside at the Port of Felixstowe.
August 2007 © M.E.Davis



Cap Tapaga, rebaptisé *Maron / Aron* for her last voyage (ex-Polynesia, ex-Mardia). IMO 9127019. Container ship, 1122 teu. Length 157 m, 5,780 t. Deflagged from Antigua & Barbuda to St. Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Stralsund (Germany) by Volkswerft. Owned by Schiffahrtskontortom Worden GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 462 \$ US per ton.



Cape Sounion (ex-Cape Spencer, ex-Emirates Karan, ex-Cape Spencer, ex-TS Hong Kong, ex-Cape Spencer, ex-Fanal Merchant, ex-Grafton, ex-Cape Spencer). IMO 9106493. Container ship, 1170 teu. Length 151 m. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Mediterranean Container Chartering Inc (Greece). Sold as is in Port Said (Egypt) for an unknown destination of demolition.



Caravel Pride (ex-Christian Russ, ex-X-Press Kilimandjaro, ex-Christian Russ, ex-Zim Venezuela III ex-Christian Russ, ex-Ivaran Sexto ex-Christian Russ, ex-Nedlloyd Crete, ex-Christian Russ). IMO 9037264. Container ship, 585 teu. Length 134 m, 4,480 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Galati (Romania) by Galati Santierul Naval. Owned by Caravel Logistics Pvt Ltd (India). On July 16th, 2014, after 3 months in drydock for repair works, the ship was sailing back to Chennai (Madras), her homeport, on the Indian eastern coast. Weather conditions were bad, the ship suffered a power failure, was unable to secure her anchoring and started to drift towards the shore. A salvage tug towed her towards the port of Mormugao (Goa) on the Western coast. In December 2014, she was finally beached for demolition in Alang.



Caravel Pride September 2010 Colombo, Sri Lanka © Ivan Meshkov

Chao Shan He. IMO 9146699. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition at Jiaojiang, China.

Eurus Lima (ex-Edyth L). IMO 8902395. Container ship, 986 teu. Length 203 m, 9,627 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2012 and in 2014 in Mobile (United States). Sold for demolition in India.




Eurus Lisbon (ex-Frances L). IMO 8902400. Container ship, 986 teu. Length 203 m, 9,653 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh.




Eurus Lisbon, Delaware Bay, August 2008
© Marine Traffic

Eurus London (ex-Courtney L, ex-Martha L). IMO 9015321. Container ship, 986 teu. Length 203 m, 9,706 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 536 \$ US per ton.



 *Ever Reach*. IMO 9088122. Container ship, 4229 teu. Length 294 m, 21,794 t. Deflagged from Panama to Tuvalu for her last voyage as *Reach*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Evergreen Marine Corp (Taiwan). Detained in 2012 in San Francisco (United States). Sold for demolition in Bangladesh. 468 \$ US per ton, soit 10 millions de \$.



 *Gladys* (ex-Bunga Kenari). IMO 8908002. Container ship, 1351 evp. Length 177 m, 7,284 t. Deflagged from Indonesia to Comoros for her last voyage as *Lady*. Classification society Biro Klasifikasi Indonesia. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Bintika Bangunusa (Indonesia). Sold for demolition in Bangladesh.



Horizon Discovery (ex-CSX *Discovery*, ex-Sea-Land *Discovery*, ex-Sea-Land *Liberty*, ex-American *Liberty*). IMO 6820579. Container ship, 1440 teu. Length 213 m. United States flag. Classification society American Bureau of Shipping. Built in 1968 in Chester (Pennsylvania, United States) by Sun Shipbuilding for United States Lines. She was one in a series of 8 vessels built from 1968 to 1971 which were ordered as general cargo ships but adapted early during construction for the traffic of containers which was then developing; these *Lancer* class vessels are considered as the oldest container ships in the world. The *Horizon Discovery* is the last one to be broken up. Her shipowner Horizon Lines LLC (United States), specialized in the service from the United States to Hawaiï, Alaska and Puerto Rico had operated her on the Puerto Rico Line. Built as a Jones Act Ship, which means a ship operated for the domestic traffic has to be US built, US-owned and US-manned the *Horizon Discovery* has been virtuous until the end and has been broken up at the Brownsville ship recycling yards (Texas, United States).



1969, the sistership *American Astronaut*
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June 2010, *Horizon Discovery* at the port of New York
© Joe Becker

Hu Tuo He. IMO 9122643. Container ship, 764 teu. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in Jiangyin, China.



Ji Peng (ex-Ao Xing Je, ex-Dea Brovig, ex-P&O Nedlloyd Pemba, ex-Emirate Star, ex-Dea Brovig, ex-Uwa Bhum, ex-Eagle Star, ex-Vanellus, ex-Seas Plata, ex-Vanellus, ex-EA Challenge, ex-Vanellus). IMO 8403583. Container ship, 584 teu. Length 127 m, 3,135 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1984 in Bremerhaven (Germany) by Rickmers. Owned by Ji Zhou Shipping Co Ltd (China). Sold for demolition in Bangladesh.



Jolly Nero (ex-Maersk *Alaska*, ex-SPS *Eric G Gibson*, ex-Adrian Maersk, ex-Axel Maersk). IMO 7361233. Container ship, 1,924 teu. Length 239 m, 21,986 t. Italian flag. Classification society RINA. Built in 1976 in Steinwerder (Germany) by Blohm & Voss. Sister ship of the *Jolly Arancione* already broken up in Alang (see [Ship-breaking # 36](#), p 16) and last of the class A container ship built in Germany for Maersk and later jumboized twice and equipped with a ramp and a Ro Ro cargo at the stern. Like her sister ship, she served as a replenishment vessel for the US Military Sealift Command (MSC) in the 90's. Owned by Ignazio Messina & C SpA (Italy). On May 7th, 2013 around 11: pm, while she was sailing out of Genoa, she rammed into the port control tower. The collapse killed 9 people. Detained in 2007 in Bandar Abbas (Iran). Sold as is in Port Rashid (United Arab Emirates) for demolition in India. 435 \$ US per ton.



At Genoa (Italy), July 2014
© Federico / Marine Traffic

Marinos (ex-YM Port Kelang, ex-Mastro Nicos, ex-YM Xingang I, ex-MS



At Keelung, Taiwan September 2013 © Chun-Hsi

France, ex-Conti France, ex-Maersk Jakarta, ex-Conti France, ex-Contship France). IMO 9053232. Container ship, 1599 teu. Length 163 m, 6,700 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Eurobulk Ltd (Greece). Detained in 2006 in Shenzhen (China). Sold for demolition in Bangladesh. 470 \$ US per ton.



MCC Luzon (ex-Noble, ex-Maersk Asia Tertio, ex-Noble, ex-Kairo). IMO 8900842.

Container ship, 1012 teu. Length 159 m. Filipino flag. Classification society Germanischer Lloyd. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by MCC Transport Singapore (Singapore). Detained in 2001 in Busan (South Korea). Sold for demolition in China.



Ming Zhou 75 (ex-Min Shui He). IMO 8321840. Container ship, 422 teu. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Chofu (Japan) by Kyokuyo. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China.



MSC Clementina (ex-COSCO Chiwan, ex-Hyundai Innovator, ex-Sydney Star, ex-Hyundai Innovator).

IMO 8511316. Container ship, 3016 teu. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2005 in Seattle (United States). Sold for demolition in India. 462 \$ US per ton.



MSC Clementina © Stéphane Zunquin

MSC Elena (ex-TMM Sonora, ex-Houston Express, ex-Sonora). IMO



9051480. Container ship, 2394 teu. Length 202 m, 12,714 t. Panamanian flag. Classification society Bureau Veritas. Built in 1994 in Sestao (Spain) by AESA. Owned by MSC - Mediterranean Shipping Co (Switzerland). Detained in 2004 in Genoa (Italy) and in 2005 in Boston (United States). Sold for demolition in India. 480 \$ US per ton.



Anchored at Guanabara Bay/Rio de Janeiro. Brazil June 2013
© Edson de Lima Lucas

MSC Jenny (ex-NYK Pride, ex-Hyundai Commander). IMO 8709169. Container ship, 3014 teu. Length 245 m, 15,137 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2010 in Melbourne (Australia) and in 2010 in Port Botany (Australia). Sold for demolition in India. 461 \$ US per ton.



Nairobi (ex-MS

Nairobi, ex-MS Amsterdam, ex-Trade Selene, ex-MS Amsterdam, ex-Trade Selene). IMO 9064786. Container ship, 2480 teu. Length 203 m, 11,618 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Emden (Germany) by Thyssen Nordseewerke. Owned by Lomar Shipping Ltd (United Kingdom). Detained in 2011 in Bremerhaven (Germany) and in 2013 in La Spezia (Italy). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 450 \$ US per ton.



New Orleans Express (ex-CP Campeche, ex-TMM Campeche, ex-Choyang Park). IMO 8714229. Container ship, 3032 teu. Length 240 m, 13,971 t. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1989 in Okpo (South Korea) by Daewoo. Owned by Hapag-Lloyd AG (Germany). Detained in 2009 in Antwerp (Belgium). Sold for demolition in Jiangyin, China.



Novorossiysk Star (ex-Australia Star, ex-Kota Sejati, ex-Bai Yun He). IMO 9203473. Container ship, 1702 teu. Length 180 m, 9,513 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1999 in Dalian (China) by Dalian SY Co. Owned by Zim Integrated Shipping (Israel). Detained in 2004 in Melbourne (Australia) and in 2013 in Novorossiysk (Russia). Sold for demolition in India. 485 \$ US per ton.



Novorossiysk Star at Drapetsona, Piraeus, Greece.
June 2014 © Dennis Mortimer



Odessa Star (ex-Hong Kong Star, ex-Xiang Yun He). IMO 9223746. Container ship, 1702 teu. Length 180 m, 9,465 t. Maltese flag. Classification society American Bureau of Shipping. Built in 2000 in Shanghai (China) by Shanghai Shipyard. Owned by Zim Integrated Shipping (Israel). Detained in 2008 in Constanta (Romania). Sold for demolition in India. 485 \$ US per ton.



Tanto Lumoso (ex-Lumoso Express, ex-Royal Accord). IMO 8130928. Container ship, 538 teu. Length 138 m, 3,923 t. Deflagged from Indonesia to Tuvalu for her last voyage as *Lumoso*. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Tanto Intim Line PT (Indonesia). Sold for demolition in Bangladesh.



Tiger Pearl (ex-Cebu Trader, ex-Tiger Pearl, ex-Prosperity Container). IMO 9071210. Container ship, 1510 teu. Length 183 m, 7,024 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Hanse Bereederungs GmbH (Germany). Sold for an unknown destination of demolition. 477 \$ US per ton.

Tinka (ex-Inka Dede, ex-Judith Borchard, ex-Gracechurch Comet, ex-Inka Dede, ex-Armada Sprinter, ex-Inka Dede, ex-Rhein Liffey, ex-Inka Dede). IMO 9045077. Container ship, 510 teu. Length 117 m, 2,811 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1992 in Neuenfelde (Germany) by Sietas. Owned by Midocean (Ile de Man). Detained in 2012 in Novorossiysk (Russia) and in 2013 in Izmir (Turkey). Sold for demolition in India.



Yamm (ex-Destiny, ex-Peliner, ex-Rhodri Nawar). IMO 7019220. Container ship, 229 teu. Length 107 m. Deflagged from Comoros to Moldova for her last voyage. Classification society International Naval Surveys Bureau. Built in 1970 in Cork (Ireland) by Verolme Cork Shipyard. Owned by Safety Management (Romania). Detained twice in 2004 and then in 2009 in Constanta (Romania) and in 2012 in Aliaga (Turkey). Sold for demolition in Turkey.



Zim Atlantic. IMO 9113678. 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 Services Ltd (Israel). Detained in 2007 in Shenzhen (China). Sold for demolition in India.



Zim Iberia. IMO 9139919. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services Ltd (Israel). Detained in 2010 in Shenzhen (China). Sold for demolition in India. 525 \$ US per ton.



Tanker



Ai Ding Hu. IMO 9214642. Tanker. Length 228 m, 14,109 t. Chinese flag. Classification society China Classification Society. Double hull ship built in 1999 in Dalian (China) by Dalian Shipyards. Owned by Dalian Ocean Shipping Co (China). Sold for demolition in China.

Ai Ding Hu, September 2009, South China Sea
© **Ivan Meshkov**

Altair Voyager (ex-Condoleeza Rice). IMO 9035010. Tanker. Length 259 m, 24,417 t. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Chevron Shipping Co (United States). Sold for demolition in Turkey.

Aston (ex-Four Bay, ex-Almare Nona). IMO 9015060. Tanker. Length 233 m, 16,111 t. Comorian flag. Classification society RINA. Built in 1995 in Ancona (Italy) by Fincantieri Italiani. Owned by SC Innovative Ukraine (Ukraine). Detained in 2013 in Philadelphia (United States). Sold for demolition in Pakistan. 512 \$ US per ton.



Bramani (ex-Olympic Symphony). IMO 8900505. Tanker. Length 232 m, 13,410 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold on auction as is in Surabaya (Indonesia) for an unknown destination of demolition. 400 \$ US per ton.



Dugbaki (ex-Friendship T, ex-Brasa, ex-Luctor, ex-Luctor 2, ex-Team Heina, ex-Faith, ex-Mosor Sun). IMO 8808501. Tanker. Length 176 m, 8,956 t. Deflagged from Panama flag to Tanzania for her last voyage as *Yug*. Classification society RINA. Built in 1991 in Trogir (Croatia) by Lozovina-Mosor. Owned by Snow White Energy Ltd (Nigeria). Sold as is in Sri Lanka for demolition in Pakistan.



Europrogress (ex-Genmar Progress, ex-Crude Progress, ex-Nord-Jahre Progress, ex-Jahre Progress). IMO 8915328. Tanker. Length 232 m, 15,295 t. Liberian flag. Classification society Det Norske Veritas. Built in 1991 in Oppama (Japan) by Sumitomo. Owned by Eurotankers Inc (Greece). Detained in 2011 in Yantai (China). Sold for demolition in Pakistan. 510 \$ US per ton.



Four Island (ex-Almare Ottava). IMO 9012719. Tanker. Length 233 m, 16,111 t. Italian flag, pavillon St. Kitts and Nevis for her last voyage as *Island*. Classification society RINA. Built in 1995 in Ancona (Italy) by Fincantieri. Owned by Premuda Spa (Italy). Detained in 2003 in Big Stone (United States). Announced to be sold for demolition in Pakistan, she was finally beached in Bangladesh early January. 512 \$ US per ton.



Four Island, December 2011 Fujairah, United Arab Emirates © **Viktor**





Fulmar (ex-Overseas *Fulmar*, ex-*Fulmar*, ex-*Kobe Spirit*). IMO 8806876. Tanker. Length 182 m, 8,137 t. Deflagged from Liberia to Togo for her last sailing months as *Ulmar*. Classification society American Bureau of Shipping. Built in 1989 in Onomichi (Japan) by Onomichi Zosen. Detained in 2005 at Le Havre (France). In February 2014, *Fulmar* was sold by her Greek ship owner to Tomini Ship Management from Pakistan, deflagged and shortened to *Ulmar*. Demolition seemed imminent but it took almost a year until the *Ulmar* arrived on Gadani beach.



Fulmar at Ijmuiden (Netherlands), August 2009
© Marcel & Ruud Coster



Gandhar. IMO 9079195. Tanker. Length 274 m, 22,257 t. Indian flag. Classification society American Bureau of Shipping. Built in 1994 in Koje (South Korea) by Samsung. Owned by Shipping Corporation of India (India). Sold for demolition in Pakistan. 445 \$ US per ton.

Katerina -1 (ex-*Alkyonis*). IMO 9031959. Tanker. Length 228 m, 13,985 t. Deflagged from Panama to Togo for her last voyage as *Divyan*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Lissome Marine Services (United Arab Emirates). Sold for demolition in India.



Kenconowungu (ex-*Urwasi*, ex-*Bagi*, ex-*Bage*). IMO 8124010. Tanker FSO. Length 244 m, 16,870 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage in tow as *Ken*. Unknown classification society. Built in 1985 in Rio de Janeiro (Brazil) by Ishibras ; converted to a floating storage unit in 2009. Owned by Sabitha Trigunamandiri Pt (Indonesia). Sold for demolition in Bangladesh. 448 \$ US per ton.



Leander (ex-*Ambrosio*, ex-*Lagoven Ambrosio*). IMO 8114998. Tanker. Length 228 m, 18,540 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.

Morichal (Lagoven *Morichal*). IMO 8114986. Tanker. Length 262 m, 18,494 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Oppama (Japan) by Sumitomo ; jumboized in 1991 and lengthened from 228 to 262 m. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



Morichal at Amuay Bay (Venezuela), October 2009 © Captain Ted

Moruy (ex-*Lagoven Moruy*). IMO 8114704. Tanker. Length 208 m, 12,227 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.

New Progress (ex-Spartan Warrior, ex-Orion Star). IMO 9030993. Tanker. Length 331 m, 38,572 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Tsu (Japan) by NKK. Owned by New Shipping Lt (Greece). Sold for demolition in Pakistan. 514 \$ US per ton.



Orapin 2 (ex-Oriental Dominion, ex-Kitahime Maru). IMO 8122323. Tanker. Length 86 m, 1,050 t. Thai flag. No classification society according to her last Port State Control. Built in 1981 in Kinoe (Japan) by Kishimoto Zosen. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh. 450 \$ US per ton.



Paria (ex-Lagoven Paria). IMO 8114699. Tanker. Length 208 m, 12,621 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Petroleos De Venezuela Marina SA (Venezuela). Single hull ship banned from transporting heavy fuel in the European waters since January 1st, 2005. Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



Patriot Andalan (ex-Shafinaz Ria). IMO 8912687. Tanker. Length 100 m, 1,745 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Pasir Gudang (Malaysia) by Malaysia Marine & Heavy Engineering. Owned by Indo Mega Maritim (Indonesia). In July 2013, *Patriot Andalan* arrived from Papua at the port of Ternate (Indonesia). She was carrying 5000 t of heavy fuel and 2000 t of diesel for Pertamina, the Indonesian State-owned company. The sea was rough, the tanker rammed into a jetty at the oil terminal and sunk. The cargo leaked and this sensitive area of the Molucca sea suffered an oil spill.



People watch the KM *Patriot Andalan*, sunk at Ternate port, in Indonesia's Maluku Utara province on Wednesday. (Reuters)

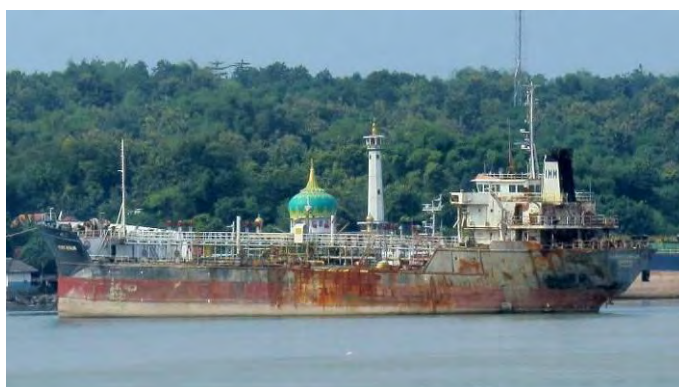


© Berita Ternate

Late 2013, the vessel was refloated by Smit Salvage technical means. The hull had to be reinforced and in 2014, the tanker was towed to Madura, opposite Surabaya on Java Island, 2500 km away; Madura Shipyards occasionally scrap ships from the Indonesian fleet (Cf. *Marigold Star*, [Ship-breaking # 36](#)). When one wants, one can save a wreck and protect the ocean.

The Indonesian tanker *Patriot Andalan* at the Madura scrapyard

© Pieter Melissen



Piquete. IMO 8617067. Tanker. Length 224 m, 13,409 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage. Classification society American Bureau of Shipping. Double hull ship built in 1989 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Petrobras - Petróleo Brasileiro S.A (Brazil). Sold as is in Brazil for an unknown destination of demolition. 385 \$ US per ton. In mid December, *Piquete* left Rio bound for Mauritius and then headed towards Pakistan, the favorite destination for this type of ship, where arrivals of vessels to be scrapped have resumed in January.

Raisis (ex-*Count*, ex-*Brigitte Jacob*). IMO 7920558. Tanker converted to a floating storage unit in 2006. Length 176 m, 10,230 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Lubeck-Siems (Germany) by Flender. Owned by PT Trada Maritime (Indonesia). Towed for demolition in Pakistan.




Sirius Voyager (ex-*Chevron Mariner*). IMO 9051612. Tanker. Length 274 m, 25,270 t. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Rio de Janeiro (Brazil) by Ishibras. Owned by Chevron Transport Corp Ltd (United States). Sold for demolition in China in Zoushan.



Sirius Voyager at San Francisco, United States May 2013 © **Peter Karberg**

Chemical tanker

 *Doris* (ex-*Conny*). IMO 8315035. Chemical tanker. Length 164 m, 6,243 t. Deflagged from Panama to Singapore for her last voyage as *Paus Pratama*. Classification society International Register of Shipping. Built in 1984 in Kudamatsu (Japan) by Kasado Dock. Owned by Prime Cosmos Ltd (China). Detained in 2012 in Tanjung Perak (Indonesia), Gunsan (South Korea) and Guangzhou (China) and in 2013 in Incheon (South Korea) and again in Gunsan. Sold for demolition in Bangladesh. 483 \$ US per ton.



Kasla, renamed *Menelaus* in June 2014 (ex-*Kiisla*). IMO 7347500. Chemical tanker. Length 130 m, 2,901 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1974 in Helsinki (Finland) by Valmet ; jumboized in 1979 and lengthened from 103 to 130 m. Owned by Morskoy Standartco Ltd (Russia). Detained in 2010 in Copenhagen (Denmark). Sold for demolition in Bangladesh. 495 \$ US per ton.



Kasla and tugs *Grumant* & *Sergey Serdakov* at Arkhangelsk, Northern Dvina River September 2012 © **Eugene Iron**

Stolt Markland. IMO 8906937. Chemical tanker. Length 175 m, 8,942 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Floro (Norway) by Kvaerner Kleven. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



The *Stolt Markland* seen outbound from Rotterdam, April 03, 2011 © **Ria Maat**

Gas tanker

Gas Coral (ex-*Gaschem Atrice*, ex-*Atrice*, ex-*Beatrice*, ex-*Norgas Explorer*, ex-*Beatrice*). IMO 8324634. Gas tanker. Length 127 m, 3,881 t. Liberian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1984 in Leer (Germany) by Jansen. Owned by Sinogas Management Pte Ltd (Singapore). Sold for demolition in India.



Gas Jawa (ex-*Putri Ayu*). IMO 8904056. Gas tanker. Length 102 m, 2,220 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Berlian Laju Tanker (Indonesia). Sold as is in Batam (Indonesia) for demolition in Bangladesh. 400 \$ US per ton.



Gas Jawa at Ho Chi Minh City, Saigon, Vietnam September 2009 © **Ivan Meshkov**

Gas Monarch (ex-*Sigas Monarch*, ex-*Prins Willem II*). IMO 8400177. Gas tanker. Length 64 m, 1,002 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1985 in Capelle (Netherlands) by Ysselwerf. Owned by Gesan Yatirim (Turkey). Sold for demolition in Turkey.



Gas Sumatera (ex-*Libra Gas*). IMO 8902797. Gas tanker. Length 102 m, 2,147 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Berlian Laju Tanker (Indonesia). Detained in 2001 in Hiroshima (Japan). Sold as is in Merak (Indonesia) for demolition in India. 400 \$ US per ton



www.merdeka.com



Guara. IMO 7921887. Gas tanker. Length 110 m, 3,982 t. Deflagged from Brazil to Tanzania for her last voyage as *Aguara*. Classification society American Bureau of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Petrobras (Brazil). Sold for demolition in Pakistan.

Guara, January 21, 2013 Portocel, Brazil
© **Vladimir Knyaz**





Navakun-II (ex-*Navakun 4*, ex-*Koshin Maru No.6*). IMO 7718723. Gas tanker. Length 62 m, 799 t. Thai flag. Unknown classification society. Built in 1977 in Mukaishima (Japan) by Sanyo. Owned by Navakun Transport Co Ltd (Thailand). Sold for demolition in Bangladesh.



Navakun II, Aug 18, 2013, Sriracha Oil Terminals, Thailand
© Geir Vinnes

Paramacay. IMO 8123638. Gas tanker. Length 146 m, 6,555 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



SCF Arctic (ex-*Methane Arctic*, ex-*Arctic Tokyo*). IMO 6910702. Gas tanker. Length 243 m, 19,165 t. Deflagged from Liberia to Comoros for her last voyage as *Arctic*. Classification society American Bureau of Shipping. Built in 1969 in Malmö (Sweden) by Kockums Mekaniska. Owned by Unicom Management Services Ltd (Chypre). At first announced to be broken up in India, she arrived in Bangladesh on December 8. 565 \$ US per ton.



SCF Arctic December 2012 Departing Jetty 1 after loading LNG at Point Fortin, Trinidad.
© Captain46 / Shipspotting



Uranus Gas. IMO 7927130. Gas tanker. Length 93 m, 1,884 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1979 in Akitsu (Japan) by Kishigami Zosen. Owned by Duckyang Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 465 \$ US per ton.

Uranus Gas, Yosu, alongside Jungheung # 5 © AF van Rhijn

Virgen Maria B (ex-*Sapphire Star*, ex-*Gold*). IMO 8903208. Gas tanker. Length 112 m, 4,826 t. Panamanian flag. Classification society RINA. Double bottom ship built in 1991 in Viareggio (Italy) by Esercizio. Owned by Transgas Shipping Lines SAC (Peru). Sold for demolition in India.



Yavire. IMO 8123626. Gas tanker. Length 148 m, 6,555 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



Bulk carrier

Aghios Makarios (ex-*Fortune Ilght*, ex-*Aki Maru*). IMO 8600167. Bulk carrier. Length 229 m, 12,085 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by Golden Union Shipping (Greece). Detained in 2001 in Newcastle (Australia). Sold for demolition in Pakistan. 460 \$ US per ton.



At Klaipeda, Lithuania, January 2010 © Kiril Judakov



Alceste (ex-*Team Spirit*, ex-*Maria I.A.*). IMO 8306981. Bulk carrier. Length 187 m, 7,651 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by G Bulk Corp (Greece). Detained in 2000 in Port Adelaide (Australia) and in 2001 in Yokohama (Japan). Sold for demolition in Pakistan. 472 \$ US per ton including 250 t of bunkers.

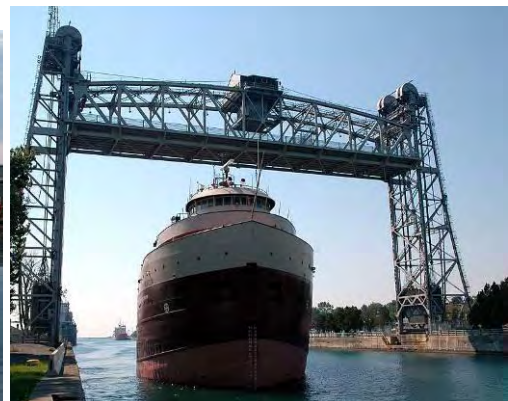


American Fortitude (ex-*Courtney Burton*, ex-*Ernest T Weir*). IMO 5105843. Bulk carrier. Length 210 m. United States flag. Classification society American Bureau of Shipping. Built in 1953 in Lorain (United States) by American SB Co. Owned by American Steamship Co (United States). Laid up in Toledo (Ohio) since 2008. Sold for demolition to the ship recycling yards of Brownsville, Texas but far from to be arrived.

(See the chapter « Great Lakes / St. Lawrence Seaway p 4)



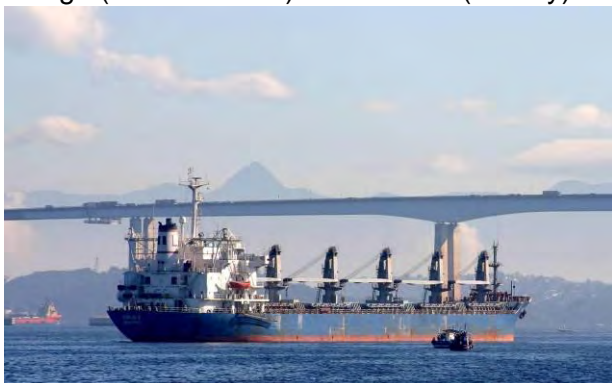
© Franz VonReidel



Dans le canal Welland, September 2005

© Paul Beesley

Amira Diana (ex-*Anna L*, ex-*Frangiskos C.K.*). IMO 8306969. Bulk carrier. Length 188 m, 7,635 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Maritime Agencies Co (Egypt). Detained in 2007 in Baton Rouge (United States) and in Izmit (Turkey). Sold for demolition in Pakistan. 476 \$ US per ton.



Anchored in Guanabara bay Rio de Janeiro, Brazil July 2013
© Brunoh

Amira Layan (ex-*Ikan Selangat*, ex-*Magic Sky*). IMO 8028723. Bulk carrier. Length 188 m, 7,757 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by El-Amira for Maritime Agencies (Egypt). Sold for demolition in Pakistan. 475 \$ US per ton.

An Ping 1. IMO 8720785. Bulk carrier. Length 195 m, 9,604 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.




Anoushka (ex-*Zuni Princess*, ex-*Ypermachos*, ex-*Mecta Sea*, ex-*Union*, ex-*Socrates*). IMO 8221404. Bulk carrier. Length 178 m, 6,314 t. Panamanian flag Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Seadar Shipmanagement SA (Greece). Sold for demolition in India.



July 2011, at Villa Constitucion, Argentina
© **Captain Ted**

Arena (ex-*Samsun Claret*, ex-*Leda*, ex-*Mishima*). IMO 8601604. Ore carrier. Length 226 m, 10,467 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Samsun Logix Corp (South Korea). Detained in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh.



★  *Argenmar Austral* (ex-*Santorin II*, ex-*Cynthia n°5*, ex-*Jovian Lark*, ex-*Sanko Melody*). IMO 8309153. Bulk carrier. Length 170 m, 5,260 t. Deflagged from Argentina to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Argenmar SA (Argentina). Detained in 2004 in Geelong (Australia). Sold as is in Montevideo (Uruguay) for an unknown destination of demolition. 295 \$ US per ton.



Asean Wisdom (ex-*Slovenija*, ex-*Sidrako*, ex-*Spring Drake*, ex-*Sanko Drake*). IMO 8307583. Bulk carrier. Length 183 m, 7,348 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Glory Shipmanagement Pte Ltd (Singapore). Detained in 2005 in Izmit (Turkey). Sold for demolition in India. 437 \$ US per ton.



Banowati (ex-*Argolis*, ex-*Maroula*). IMO 8105624. Bulk carrier. Length 224 m, 11,994 t. Indonesian flag. Classification society RINA. Built in 1983 in Innoshima (Japan) by Hitachi. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2004 in Rotterdam (Netherlands), in 2008 in Liverpool, in 2011 in Zhanjiang (China), in 2012 in Rizhao (China) and Qingdao (China), and in 2013 in Zhangzhou (China) and Guangzhou (China). Sold for demolition in Bangladesh. 473 \$ US per ton.



Banowati departing from Phu My, Vietnam, March 2014 © **Bob Godefroy**

Bei Ji Xing. IMO 8500161. Bulk carrier. Length 175 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Cape Hawk. IMO 9077379. Bulk carrier. Length 280 m, 19,624 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping Pte (Singapore). Detained in 2012 in Port Hedland (Australia) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



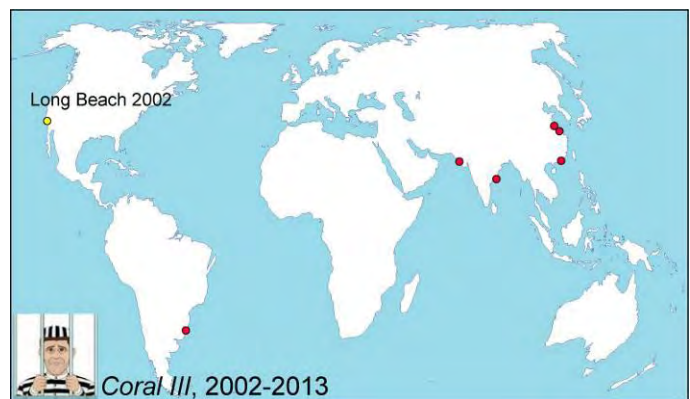
Century Star (ex-*Ocean Walker*, ex-*Yan Ling*, ex-*Mandarin Sea*, ex-*Kition*, ex-*Ken Island*, ex-*Cobalt Islands*, ex-*Pacific Charger*). IMO 8029478. Bulk carrier. Length 146 m, 4,483 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Fujian Mainstar Shipping Ltd (China). Sold for demolition in Bangladesh.



Coral III (ex-*Rising Spirit*, ex-*Lok Prakash*). IMO 8126769. Bulk carrier. Length 185 m, 7,335 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Visakhapatnam (India) by Hindustan. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2002 in Long Beach (United States), in 2007 in Hong Kong (China), in 2009 in Jiangyin (China), in 2011 in Vishakhapatnam (India) and in Nantong (China), in 2012 in Rio Grande (Brazil) and in 2013 in Kandla (India). Sold for demolition in Pakistan.



May 2007 *Lok Prakash* leaving Kiel locks on her way from Brunsbüttel to Szczecin © **Malte Wulf**



© **Robin des Bois**



Delfini (ex-*Steel Glory*, ex-*Sea Mariner*, ex-*Sanko Coral*). IMO 8309335. Bulk carrier. Length 181 m, 8,020 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage as *Delfi*. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Namura (Japan) by Imari. Owned by Waruna Nusa Sentana Pt (Indonesia). Detained in 2002 in New Orleans (United States), in 2003 in Myrtle Grove (United States) and in 2006 in Canakkale (Turkey) then again in New Orleans. Sold for demolition in Bangladesh.



Deshbandhu-1 (ex-*Marybelle*, ex-*Sea Wise*, ex-*Athena*, ex-*Transdignity*, ex-*Niriis*). IMO 8401315. Bulk carrier. Length 183 m, 7,415 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1987 in Tamano (Japan) by Mitsui. Owned by GM Shipping (Bangladesh). Detained in 2005 in Mersin (Turkey), in 2008 in Constanta (Romania) and in 2014 in Kandla (India). Sold for demolition in Bangladesh.



Dewi Umayi (ex-*Themis Petrakis*, ex-*Asterix*, ex-*Maersk Semakau*, ex-*Manila Peace*, ex-*Krislock*). IMO 7924889. Bulk carrier. Length 223 m, 12,040 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage as *Dew-I*. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Mihara (Japan) by Koyo DY Co. Owned by Arpeni Pratama Ocean Line (Indonesia). Sold for demolition in Bangladesh.



Dong Feng (ex-*Hua Ning*, ex-*Gustav Sule*, ex-*Viktor Kingissep*). IMO 8521000. Bulk carrier. Length 184 m. Chinese flag. Unknown classification society. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by COSNAVI International Shipping Ltd (China). Sold for demolition in Jiangyin, China.



Firstsea (ex-*Avenir*, ex-*Golden Falcon*, ex-*Star Canopus*, ex-*Nordsund*, ex-*Spring Seagull*, ex-*Sanko Seagull*). IMO 8307404. Bulk carrier. Length 190 m, 7,778 t. Panamanian flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2011 in Bandar Khomeini (Iran) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



Fu Ning Hai. IMO 8301371. Bulk carrier. Length 189 m, 8,484 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.



Fu Ning Hai at Berth No 27, Port Adelaide; January 2004.
© Chris Finney

Glory Nanjing (ex-*Front Striver*). IMO 9002752. Ex OBO converted to bulk carrier in 2004. Length 285 m, 23,347 t. Panamanian flag. Classification society RINA. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by RGL Shipping Pte Ltd (Singapore). Detained in 2004 in Rotterdam (Netherlands) and in 2014 in Ningbo (China). Sold for demolition in Bangladesh, 460 \$ US per ton.



Gold Fountain (ex-*Bulk Trader*, ex-*Benarita*, ex-*Yuming*, ex-*Sanko Elegance*). IMO 8309426. Bulk carrier. Length 183 m, 7,165 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Great Sources Shipping (China). Detained in 2010 in Suez (Egypt). Sold for demolition in Bangladesh. 450 \$ US per ton.



Growing (ex-*Jag Rani*, ex-*Malaya*, ex-*Spring Stork*, ex-*Sanko Stork*). IMO 8307557. Bulk carrier. Length 183 m, 7,329 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Global Growing Navigation SA (Taiwan). Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh. 420 \$ US per ton including 300 t of bunkers.



Guang Hua (ex-*Konkar Star*, ex-*World Star*, ex-*Bright Star*). IMO 8500159. Bulk carrier. Length 223 m, 10,039 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Shenhua Zhonghai Shipping Co (China). Detained in 2000 in Incheon (South Korea) and in 2003 in Hay Port (Australia). Sold for an unknown destination of demolition.



Guang Yue (ex-*Atlantic Sovereign*, ex-*Southern Wealth*, ex-*Moroiso*). IMO 8419908. Bulk carrier. Length 225 m, 9,704 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Oppama (Japan) by Sumitomo HI. Owned by Guangdong Shipping Co Ltd (China). Sold for demolition in China.

Guang Yue, arriving at Port Kembla (Australia), November 2006 © Peter Karberg

Hai An Cheng. IMO 9063263. Bulk carrier. Length 174 m. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Shanghai Shipyard. Owned by COSCO (China). Detained in 2009 in Quangninh (Vietnam). Sold for demolition in Jiangyin, China.



He Fu (ex-Tiarella, ex-Deo Gloria, ex-Sby Seven, ex-Sprite, ex-Norman Sprite, ex-Theofilos J Vatis). IMO. Bulk carrier. Length 170 m, 6,628 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1977 in Oshima (Japan) by Oshima Shipbuilding. Owned by He Fu Maritime SA (Taiwan). Detained in 1999 in Uusikaupunki (Finland), in 2003 in Lisbon (Portugal) and Vlissingen (Netherlands), in 2010 in Quanzhou (China) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



He Fu, berthed at Taiwan, mars 2011 © Marine Traffic

Hei Bao Shi (ex-Aditya Gaurav, ex-Kelvin Enterprise, ex-Musica, ex-Muse). IMO 8309256. Bulk carrier. Length 183 m, 8,040 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Fujian Xiamen Shipping Co Ltd (China). Detained in 2001 in Thevenard, (Australia). Sold for demolition in China. 280-300 \$ US per ton.

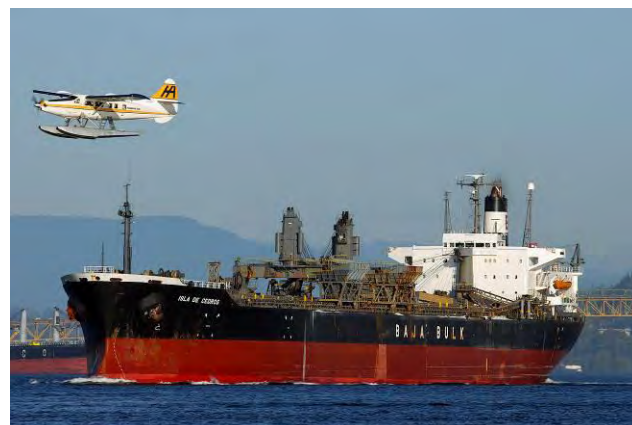


Hong Ocean (ex-Sea Panther, ex-Genmar Nestor, ex-Anja, ex-Antilla, ex-Umm Said). IMO 8902773. Bulk carrier. Length 247 m, 15,435 t. Marshall Islands flag. Classification society China Classification Society. Built in 1990 in Marugame (Japan) by Imabari Zosen ; ex-tanker converted to bulk carrier in 2009 by COSCO (Zhoushan) Shipyard. Owned by Hongyuan Shipping Co Ltd (China). Sold for demolition in China. 250 \$ US per ton.

Hua Du Hai (ex-Wadi Al Molouk). IMO 8309892. Bulk carrier. Length 195 m. Chinese flag. Unknown classification society. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Guangzhou Pan-Ocean Shipping (China). Detained in 2003 in Hong Kong and in Yeosu (South Korea). Sold for demolition in China.



Isla de Cedros (ex-Titian Jaya, ex-Poseidon Breeze, ex-Miyajima Maru). IMO 8000484. Bulk carrier. Length 223 m, 12,648 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mihara (Japan) by Koyo DY Co. Owned by Fairmont Shipping Ltd (China). Sold for demolition in India. 485 \$ US per ton.



Isla De Cedros, at Vancouver (British Columbia, Canada), August 2007 © Marek


J.B. Ford (ex-E.C. Collins, ex-Edwin F. Holmes). IMO 5166378. Bulk carrier. Length 134 m. United States flag. Classification society American Bureau of Shipping. Built in 1904 in Lorain (Ohio, United States) by American Shipbuilding Corp. The *Edwin F. Holmes*, renamed *E.C. Collins* in 1916 after acquisition by Pittsburgh Steamship Co, has been carrying coal, iron ore and grain on the Great Lakes. Her demolition was planned in 2009 but was delayed thanks to the Great Lakes Steamship Society which nevertheless had to halt its efforts to save the vessel in 2014. In autumn, the status of the venerable *JB Ford*, 110 years of age, turned to "to be broken up" in the Equasis database. See the chapter "Great Lakes / St. Lawrence Seaway" p 4.

Jimilta II (ex-*Highland Trust*, ex-*Camellia Estrella*, ex-*Camellia Star*, ex-*Sanko Dahlia*). IMO 8307387. Bulk carrier. Length 190 m, 7,778 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Windforce Maritime Enterprises Inc (Greece). Detained in 2005 in Izmit (Turkey). Sold for demolition in India. 477 \$ US per ton.



Jin Pu Hai. IMO 9156125. Bulk carrier. Length 225 m. Panamanian flag. Classification society China Classification Society. Built in 1996 in Shanghai (China) by Hudong Shipyard. Owned by COSCO (China). Detained in 2006 in Esperance (Australia). Sold for demolition in Jiangyin, China.



 *Jindal Varad* (ex-*Petka*, ex-*Romandie*). IMO 9082879. Bulk carrier. Length 225 m. Panamanian flag, pavillon St. Kitts and Nevis for her last voyage as *Dal Va*. Classification society Bureau Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Jitf Waterways (India). Detained in 2003 in Port Hedland (Australia) and in 2013 in Brake (Germany) and in Murmansk (Russia). Sold for an unknown destination of demolition.



Kifangondo (ex-*Pudu*, ex-*Ocean Gulf*, ex-*Kieldrecht*, ex-*Labe*). IMO 8701492. Bulk carrier. Length 195 m, 8,980 t. Cook Islands flag. Classification society Phoenix Register of Shipping. Built in 1989 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Lognar Maritime Ltd (Ukraine). Detained in 2004 in Port Giles (Australia) and in 2011 in Capetown (South Africa). Sold for demolition in Bangladesh. 494 \$ US per ton.



Kifangondo, at Viktor Lenac shipyard, Rijeka, Croatia May 2013 © Dragec

Mare Doro (ex-*Elise D*, ex-*Surya Kripa*, ex-*Bulk Garland*). IMO 8401298. Bulk carrier. Length 183 m, 7,339 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Genesis Seatrading Corp (Greece). Detained in 2003 in Quebec City (Canada), in 2005 in Dampier (Australia), in 2012 in Venice (Italy) and in 2013 in Yantai (China). Sold for demolition in Bangladesh. 480 \$ US per ton including 350 t of bunkers.



Mega Grace (ex-*Big Grace*, ex-*Iwanuma Maru*). IMO 9009126. Woodchips carrier. Length 200 m, 9,689 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Marugame (Japan) by Imabari. Owned by Hanaro Shipping Co Ltd (South Korea). Sold for demolition in India. 453 \$ US per ton.

Mercury (ex-*Aegean Castle*, ex-*IDC 1*, ex-*Nand Swasti*, ex-*Hansa Trader*, ex-*IBF Trader*, ex-*Sanko Trader*, ex-*Sanko Altair*). IMO 8307624. Bulk carrier. Length 183 m, 7,452 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Glory Ship Management (Singapore). Detained in 2008 and in 2013 in Novorossiysk (Russia). Sold for demolition in India. 437 \$ US per ton.



Mo Xing Ling. IMO 8601317. Bulk carrier. Length 164 m, 5,980 t. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China in Wenzhou by Zhejiang Huahang Industries Co.



Nan Chang Hai. IMO 9160279. Bulk carrier. Length 169 m, 6,217 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCO Bulk (China). Sold for demolition in China.

Pacific Career. IMO 9040376. Bulk carrier. Length 185 m, 7,088 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Detained in 2010 in Port Hedland (Australia). Sold for demolition in China.



Pacific Embolden. IMO 9040388. Bulk carrier. Length 185 m, 7,107 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Sold for demolition in China.



Pacific Success. IMO 8821656. Bulk carrier. Length 186 m, 8,101 t. Deflagged from South Korea to St. Kitts and Nevis for her last voyage as *Pacific-I*. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 470 \$ US per ton.

Pacific Vigorous. IMO 9040364. Bulk carrier. Length 185 m, 7,149 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Sold for demolition in China.

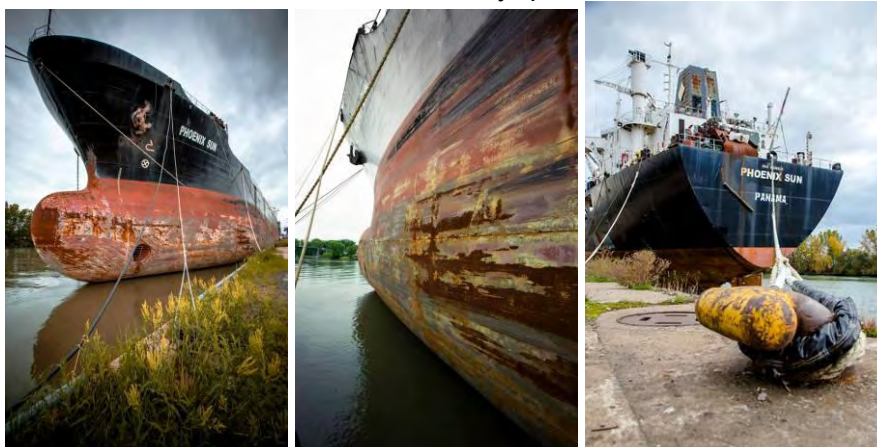
Panamax Jade (ex-Noble Jade, ex-Henza, ex-Cielo Hesta, ex-West Point). IMO 8708232. Bulk carrier. Length 225 m, 9,215 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyas Corp. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2003 in Iquique (Chile), in 2006 in Gunsan (South Korea) and in 2012 in Tianjin (China) and in New Orleans (United States). Sold for demolition in India. 505 \$ US per ton.



Paris-Y (ex-Serra Deval, ex-Behram Kaptan, ex-Ieda Maria). IMO 7433426. Bulk carrier. Length 146 m, 4,117 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Eastern Shipping Co Ltd (Lebanon). Detained in 2000 in Ravenna (Italy), in 2001 in Naples (Italy) and in 2003 in Ravenna again. Sold for demolition in India.



Phoenix Sun (ex-VSL Centurion, ex-Beststar, ex-Sagittarius). IMO 8506529. Bulk carrier. Length 186 m, 6,940 t. Canadian flag until November 2013, St. Kitts and Nevis flag for her last voyage. Unknown classification society. Built in 1987 in Ancona (Italy) by Fincantieri. Detained in 2010 in Tangshan (China) and in 2011 in St John's (Canada). Abandoned in Sorel Tracy (Canada) on Richelieu River by her bankrupt shipowner. Sold initially in November 2013, her departure for demolition in Turkey was impossible for lack of repairs. Sold a second time on auction on November 8th, 2014. See the whole story in the chapter « Great Lakes / St. Laurence Seaway » p 4.



At Sorel Tracy, June 13, 2013 © Olivier Blouin

Polska Walczaca. IMO 9011923. Bulk carrier. Length 229 m, 13,575 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by POLSTEAM (Poland). Sold for demolition in Bangladesh. 440 \$ US per ton.



Pramudita (ex-Ambassador, ex-Algosea, ex-Ambassador, ex-Canadian Ambassador). IMO 8016653. Bulk carrier. Length 222 m, 10,960 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in St Catherines (Canada) by Port Weller Drydock. The *Canadian Ambassador* started her career on the Great Lakes and was operated on saltwater from 1986 on. She provided Canada and Europe with coal from the United States or Venezuela. Chartered by Algoma Central Corp in 2000, she was briefly back on the Great Lakes for a few months, but then left and carried on her career sailing on the world ocean.



Ambassador, January 2012, at Port Quebec (Canada) © Marc Boucher

In 2012, she was sold to the Indonesian Caraka Tirta Pratama Pt. She was to go on with coal trade and carry Kalimantan coal to the electric power plants around the Indonesian archipelago. In September 2013, the bulk carrier was unloading cargo at Banten plant, north of Java Island; a fire broke out in the engine room and extended to the cargo holds. *Pramudita* was pulled away and the fire finally extinguished. The ex *Canadian Ambassador* had survived a previous fire in 1994 then a collision in a quay in 2004. This time, this is the end. In October 2014, she was finally towed and beached for demolition in Pakistan as the shortened *Pramuda*. Her sistership, the ex-*Canadian Pioneer* (IMO 7925613), was demolished in July 2014 in Aliaga, Turkey (Cf. [Ship-breaking # 37](#)).



© Berita TV Indo – screenshot Robin des Bois

Princess Natalie (ex-Dynasty, ex-Navios Dynasty, ex-Dynasty). IMO 8803446. Bulk carrier. Length 225 m, 9,161 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Owned by Cyprus Maritime Co Ltd (Chypre). Detained in 2004 in Rotterdam (Netherlands) and in 2009 in Port Adelaide (Australia). Sold for demolition in Pakistan. 465 \$ US per ton including 200 t of bunkers.



PSU Second (ex-Arthur N, ex-Athesis Ore). IMO 8919350. Bulk carrier minéralier. Length 325 m, 35,276 t. Panamanian flag. Classification society RINA. Built in 1991 in Monfalcone (Italy) by Fincantieri Italiani. Owned by RGL Shipping Pte Ltd (Singapore). Sold for demolition in Bangladesh. 497 \$ US per ton.



Qing Bao Shi (ex-Smarta, ex-St. Thomas, ex-Akkarja, ex-Boris Gordeyev). IMO 8623913. Bulk carrier. Length 215 m, 13,330 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Nikolayev (Ukraine) by Okean. Owned by Fujian Xiamen Shipping Co Ltd (China). Sold for demolition in China.


Qing Quan Shan (ex-*Liu He*). IMO 8506191. Bulk carrier. Length 231 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard ; ex tanker converted to bulk carrier in 2008. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

Ricstar (ex-*Soyang*, ex-*Ri Zhao Steel No,1*, ex-*Lanikai*, ex-*Magic Wand*, ex-*Magic Wang*, ex-*Penelope V*, ex-*Iolcos Sapphire*, ex-*Sapphire*). IMO 8715297. Bulk carrier. Length 224 m, 9,724 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Sasebo (Japan) by Sasebo H.I. Owned by Shinhan Capital Co (South Korea). Detained in 2005 in Rhode Island (United States). Sold for demolition in Bangladesh. 470 \$ US per ton.



Rose of Sea (ex-*Pearl of Sea*, ex-*Androniki*, ex-*Manora Naree*, ex-*Federal Bergen*, ex-*Thunder Bay*, ex-*Federal Bergen*, ex-*High Peak*). IMO 8306797. Bulk carrier. Length 181 m, 6,594 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Muroran (Japan) by Hakodate. Owned by Sea Gate Management Co SA (Egypt). Detained in 1998 in Kingston (Canada), in 2010 in Durban (South Africa), in 2011 in Vishakhapatnam and in Kandla (India), in 2012 de nouveau in Kandla, in 2013 in Tuticorin and in 2014 de nouveau in Kandla. Sold for demolition in Pakistan.



 *Sampan* (ex-*Tribuno*). IMO 8404874. Bulk carrier. Length 199 m, 9,647 t. Deflagged to Liberia to Palau for her last voyage as *Sam*. Classification society RINA. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Detained in 2003 in Cartagena (Spain), in 2004 in Newcastle (Australia), in 2005 in Naples (Italy), in 2007 in Cartagena again, in 2008 in Valencia (Spain) and in 2010 in Punta Arenas (Chile). Sold by her Uruguayan shipowner Latino Americana De Navegacion to the Indian Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.



At Santa Fe (Argentina), April 2011 © **Rodrigo L. Rivero**

Santa Barbara (ex-*Parnassos*, ex-*Pandias*, ex-*Kepbay*). IMO 8109010. Bulk carrier. Length 183 m, 8,103 t. Barbados flag. Classification society Det Norske Veritas. Built in 1984 in Chiba (Japan) by Mitsui. Owned by G Bulk Corp (Greece). Detained in 2004 in Kwinana (Australia). Sold for demolition in Pakistan. 485 \$ US per ton including 350 t of bunkers.



Santa Barbara at Kakinada anchorage, India, February 2012
© **Katsoulakis Manos**



Sea Baisi. IMO 9125803. Bulk carrier. Length 172 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Tianjin (China) by Tianjin Xingang. Owned by COSCO (China). Detained in 2000 in Long Beach (United States) and in 2009 in Hamburg (Germany). Sold for demolition in China.



Entering Courtenay Bay at Saint John's, Canada. December 2013
© **Andre Cas**



Sea Harvest (ex-Great Harvest, ex-Agie SB, ex-Sky Duke, ex-Halla Fortune, ex-New Amity, ex-Hokoku MARU). IMO 8501610. Bulk carrier. Length 225 m, 10,784 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Harvest*. Classification society Panama Shipping Registrar Inc. Built in 1986 in Mihara (Japan) by Koyo DY Co. Owned by Shipping Allied Corp (South Korea). Detained in 2003 in Gladstone (Australia), in 2007 in Bandar Abbas (Iran) and in 2014 in Donghae (South Korea). Sold for demolition in Bangladesh. 475 \$ US per ton.



Tai Gu Hai. IMO 8318300. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

Tanais Leader (ex-Adventurer, ex-Sea Rose, ex-Handy Rose, ex-Sun Rose, ex-Hellespont Daring, ex-Sanko Daring). IMO 8400206. Bulk carrier. Length 168 m, 5,651 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Tanais Shipping (Malta). Detained in 2012 in Rouen (France). Sold for demolition in India. 478 \$ US per ton.



Trans Tenang (ex-Xanadu, ex-Maria, ex-Cedrela, ex-Western Jade, ex-Dimitros Critikos, ex-Kepbrave). IMO 8307545. Bulk carrier. Length 183 m, 8,119 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Bintang Trans Lintas Pt (Indonesia). Detained in 2005 in Port Kembla (Australia), in 2006 in Aliaga and in KDZ Eregli (Turkey), in 2007 in Bunbury (Australia), in 2008 in Tianjin (China) and in 2010 in Aqaba (Jordan). Sold for demolition in Bangladesh.



At Pantai Prigi (Java, Indonesia), June 2011 © **Carlo Kawilarang**

Wan Li (ex-Atlantic Might, ex-Ulcas, ex-Kelvin Resource, ex-Bream). IMO 8316479. Bulk carrier. Length 189 m, 8,275 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Wan Jia International Shipping (China). Detained in 2001 in A Coruña (Spain). Sold for demolition in Pakistan.



Xin Peng (ex-Angel Pearl, ex-Surmene 4, ex-Neo Chrysanthemum, ex-Sanko Chrysanthemum). IMO 8308965. Bulk carrier. Length 181 m, 7,140 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by IHI. Owned by Zhonghang Maritime Service Co Ltd (China). Detained in 2002 in Newcastle (Australia), in 2007 in Bandar Abbas (Iran) and in 2010 in Vancouver (Canada) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 493 \$ US per ton.





Xing Hua (ex-*Ilena*, ex-*Spirit*, ex-*Norman Spirit*, ex-*John G*, ex-*John Gregos*). IMO 7526168. Bulk carrier. Length 169 m, 6,622 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Xin*. Classification society



Panama Shipping Registrar. Built in 1977 in Oshima (Japan) by Oshima SB. Owned by Fujian Huarong Marine Shipping Group Corp (China). Detained in 2001 in Coruña (Spain) and in 2014 in Xiamen (China). Sold as is in Keelung (Taiwan) for demolition in Bangladesh. 405 \$ US per ton.

At Keelung, Taiwan © Chun Hsi

Xing Ji Da rebaptisé *Ji Da* for her last voyage (ex-*Miltiades*, ex-*Toro*, ex-*Ulloa*, ex-*Astart*, ex-*Liberty*, ex-*La Liberté*). IMO 8208323. Bulk carrier. Length 178 m, 6,354 t. Cambodian flag. Classification society International Register of Shipping. Built in 1983 in Setoda (Japan) by Naikai. Owned by Glory Ships Co Ltd (China). Detained in 2006 in Sept-Iles (Canada) and in 2007 in Quebec City (Canada). Sold for demolition in India.



Xuchanghai. IMO 9158379. Bulk carrier. Length 175 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by COSCO Bulk (China). Detained in 2010 in Townsville (Australia). Sold for demolition in Jiangyin, China.



Yialia (ex-*Newlead Esmeralda*, ex-*Grand Esmeralda*, ex-*Santa Esmeralda*, ex-*Oceanic Ensign*, ex-*Oceanic Esprit*, ex-*Merchant Pride*). IMO 8920062. Bulk carrier. Length 225 m, 9,483 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Tsu (Japan) by NKK. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2002 in Lisbon (Portugal). Sold for demolition in Pakistan. 504 \$ US per ton.



Yin Peng (ex-*English Eminence*, ex-*Schwyz*, ex-*Aztlan*, ex-*Orient River*). IMO 8901781. Bulk carrier. Length 186 m, 8,015 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Numakuma (Japan) by Tsuneishi Shipbuilding. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Jingjiang, China by Su Heng Ocean Engineering Co.



Yin Peng at Shanghai (China), May 2005 © Andreas Schlatterer



Yu Qi Hai (ex-*Western Trade*, ex-*Platon*, ex-*Kyriaki*). IMO 8000563. Bulk carrier. Length 225 m, 10,647 t. Deflagged to St. Kitts and Nevis for her last voyage as *Yu Qi*. Classification society China Classification Society. Built in 1981 in Tsurumi (Japan) by Nippon Kokan. Owned by COSCO (China). Detained in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh. 440 \$ US per ton.



Zhe Hai 126 (ex-*Giorgis*, ex-*Halla Moon*, ex-*Ocean Cosmos*). IMO 8507597. Bulk carrier. Length 159 m. Chinese flag. Unknown classification society. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Zhejiang Wenzhou Marine Shipping Ltd (China). Sold for demolition in China by Zhoushan Changhong International.



Zhong Chang 58 (ex-*Maltigua*, ex-*Millenium Dawn*, ex-*Golden Alpha*, ex-*Maersk Cedar*, ex-*Melanie*, ex-*Marimo*). IMO 8511718. Bulk carrier. Length 167 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Hakodate (Japan) by Hakodate ; completed in Onishi by Kurushima. Owned by Shengsi Zhongchang Shipping (China). Sold for demolition in China.

Zhong Chang 88 (ex-*Sea Blessing*, ex-*Irene*, ex-*Trans Effort*, ex-*Okeanis*). IMO 8401303. Bulk carrier. Length 183 m, 7,347 t. Chinese flag. Unknown classification society. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Zhoushan Zhongchang Shipping (China). Detained in 2003 in Bunbury (Australia), Hong Kong and Port Lincoln (Australia). Sold for demolition in China. 260 \$ US per ton.



Zi Bao Shi (ex-*Tai Yang Hai*, ex-*Sun Sea*, ex-*Konkar Theodora*, ex-*Flavia*, ex-*Anafi*). IMO 8401389. Bulk carrier. Length 222 m, 9,229 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tsurumi (Japan) by NKK. Owned by Fujian Xiamen Shipping Co Ltd (China). Sold for demolition in China.



Zi Bao Shi on the coal berth, Tianjin Xingang, China January 2008 © **Craig Feierabend**

Cement carrier

Corregidora (ex-*Iowa Trader*). IMO 7821166. Cement carrier. Length 187 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Orange (United States) by Levingston Shipbuilding. Owned by Surat Deniz Evi Ticaret Ltd (Turkey). Detained in 2008 in Canakkale (Turkey) and in 2011 in Damietta (Egypt). Sold for demolition in Turkey.



Corregidora, September 2013. Leaving harbour after repairs at Palumbo dockyard. Valletta, Malta
© **Emmanuel / L M.Schembri**.



Morning Carrier (ex-*Morning Sea Gull*, ex-*Duchess*, ex-*Sinar Anita*, ex-*Sinar Azlina*). IMO 8518649. General cargo carrier converted to Cement carrier in 2006. Length 108 m. Deflagged from Panama to Tanzania for her last voyage as *Mor*. Classification society Korean Register of Shipping. Built in 1986 in Saiki (Japan) by Honda. Owned by Seabulk Shipping (Greece). Detained in 2001 in Bangkok (Thailand) and Rizhao (China) and in 2003 in Hong Kong (China). Sold for demolition in Turkey.



General cargo

A Hamadah (ex-Barwaaqo, ex-East Castle, ex-East Cas, ex-East Cast, ex-Blue Stone, ex-Marika, ex-Agios Mattheos, ex-Ivan Gorthon). IMO 7229411.

General cargo. Length 103 m, 3,310 t. Tanzanian flag. Classification society



Intertek Maritime Bureau. Built in 1972 in Rauma (Finland) by Hollming ; jumboized in 1975 and lengthened from 103 to 115 m. Owned by Al Huda Shipping Co SA (Panama). Detained in 1998 in Raahе (Finland), in 2005 in Venice (Italy) and in 2010 in Suez (Egypt). Sold for demolition in India.

Barwaaqo, Berbera (Somalia) arrival, February 2012.
© J Brodersen

Adi (ex-Aladin, ex-Aladin I, ex-Aladin). IMO 8128896. General cargo. Length 82 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1982 in Wewelsfleth (Germany) by Hugo Peters. Owned by Tomini Trading Srl (Romania). Detained in 1999 in Belfast (United Kingdom), in 2007 in Santander (Spain), Antwerp (Belgium), Moerdijk (Netherlands), Brest (France) and Shoreham (United Kingdom), in 2008 in Cagliari (Italy) and Coleraine (United Kingdom), in 2009 in Nikolayev (Ukraine) and Barking (United Kingdom), in 2010 in Ashdod (Israel) and Antalya (Turkey) and in 2013 and 2014 in Constanta (Romania). Gold medalist on the podium of substandard ships in this 38th issue with 14 detentions. Sold for demolition in Turkey.



Al Marwa (ex-Nabil H, ex-Ayhan Atasoy, ex-Frio Espana, ex-Etalon, ex-Frost Express, ex-Esquimal). IMO 7911698. Ex reefer used as general cargo carrier since 2006. Length 103 m, 2,022 t. Togolese flag. Classification society Intertek Maritime Bureau. Built in 1981 in Gijon (Spain) by Juliana Gijonesa. Owned by Sea Star Marine Services LLC (United Arab Emirates). Detained in 2006 in Izmit (Turkey). Sold for demolition in India in Mumbai.



An Ning Jian. IMO 8400830. General cargo. Length 149 m, 5,579 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

Anja Funk (ex-Lever, ex-Dever, ex-Karat II, ex-Europe, ex-Nautilus, ex-Ville d'Aurore, ex-Baracuda, ex-Deichland, ex-Bomberg, ex-Roxane Kersten, ex-Bomberg). IMO 7120720.



General cargo. Length 91 m. Panamanian flag. Classification society International Register of Shipping. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Arabella Entreprises Corp (Iles Canary Islands, Spain). Detained in 1999 in Arkhangelsk (Russia), in 2000 in Belfast (United Kingdom), in 2002 in Setubal (Portugal), in 2003 in Bassens (France), in 2006 in Bordeaux (France) and in 2007 in Cadiz (Spain) and Lisbon (Portugal). Sold for demolition in Turkey.

Old Lady *Anja Funk* in Las Palmas (Canary Islands, Spain), March 2012 © Rico Voss



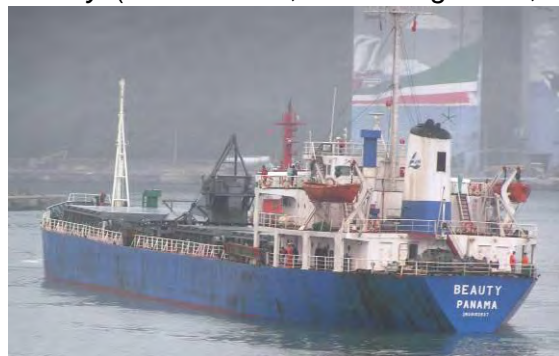
Anthea (ex-Skauboard). IMO 9112973. General cargo. Length 196 m, 13,453 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Owned by NSC Schiffahrtsgesellschaft mbH & Cie KG (Germany). Detained in 2013 in Rotterdam (Netherlands). Sold for demolition in India. 470 \$ US per ton including 150 t of bunkers.



Atlantic Impala (ex-Rotorua, ex-Nord I, ex-Nordana Surveyor, ex-Bremer Falcon, ex-Global Falcon, ex-Georgiy Tovstonogov). IMO 8902280. General cargo. Length 173 m, 9,025 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Warnemünde (Germany) by Warnowwerft. Owned by Atlantic Ship Management (Ukraine). Detained in 2007 and 2009 in Montreal (Canada). Sold for demolition in Bangladesh.



Beauty (ex-Jin Hai 8, ex-Quiang Shun, ex-Prosperity Ocean, ex-Chang Xiong, ex-Bunga 5, ex-Balsa 6, ex-Balsa VI). IMO 8103937. General cargo. Length 106 m, 2,169 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Jian Da International Shipping (China). Detained in 2012 in Xiamen (China), in 2013 in Xiamen again, then in Fuzhou (China) and in 2014 in Xiamen once more then in Miyakojima (Japan). Sold for demolition in Bangladesh.



Port of Keelung, Taiwan; March 2010. © Stephen Chester

Bright (ex-Bright Marine, ex-Inter David, ex-Dvina, ex-Kathryn, ex-Maya n°3, ex-Ho Ming n°3). IMO 8118669. General cargo. Length 119 m, 2,877 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Akitsu (Japan) by Taihei. Owned by Fuh Fung Navigation (Taiwan). Detained in 2004 in Hong Kong (China), in 2009 in Yangzhou (China), in 2011 in Nantong (China) and in 2012 in Tianjin (China), Dalian (China) and Taicang (China). Sold for demolition in Bangladesh. 450 \$ US per ton.



Bright, at Port: Sovetskaya, Gavan, Russia, September 2014 © Bushmakin

Bright Future (ex-Hai Ning, ex-Bell Korea, ex-Jin Korea, ex-Fareast Pilot, ex-Western Venture). IMO 8304103. General cargo. Length 96 m, 1,878 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Hakata (Japan) by Murakami Hide. Owned by Union Rich International (China). Detained in 2001 in Fushiki (Japan), in 2005 in Gunsan and in Masan (South Korea), in 2008 in Tokyo (Japan), in 2009 in Changshu (China), in 2010 in Onahama (Japan), in 2013 in Zhenjiang (China) and in Ho Chi Minh City (Vietnam) and in 2014 in Taizhou (China). Sold for demolition in Bangladesh. 395 \$ US per ton.




★ ★ *Danum 151* (ex-Johan Bright, ex-Permai II, ex-Nordbay, ex-Tiger Bay, ex-Nordbay, ex-Mediterranean Sky, ex-Nordbay). IMO 7707463. General cargo. Length 120 m, 2,660 t. Deflagged from Malaysia to Panama for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Singapore by Singapore Shipyard. Owned by Shin Yang Shipping Sdn Bhd (Malaysia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh.




Danum 153 (ex-Johan Star, ex-Sima Star, ex-Nordstar, ex-Tiger Star, ex-Nordstar, ex-Maersk Primo, ex-Nordstar, ex-Mediterranean Sun, ex-Nordstar, ex-City of Salerno). IMO 7707437. General cargo. Length 120 m, 2,659 t. Malaysian flag. Unknown classification society. Built in 1981 in Singapore by Singapore Shipyard. Owned by Shin Yang Shipping (Malaysia). Sold for demolition in Bangladesh.



 *Deryoung Sky* (ex-Brother Troth, ex-Kertau). IMO 8130916. General cargo. Length 96 m, 1,675 t. Deflagged from Panama to Tuvalu for her last voyage as *Young Sky*. Classification society Nippon Kaiji Kyokai. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by Deryoung Maritime Co Sa (Taiwan). Detained in 2000 and 2002 in Hong Kong (China), in 2008 in Quanzhou and in Shenzhen (China), in 2009 in Shenzhen again and in 2012 in Xiamen (China). Sold for demolition in Bangladesh.




 *Dneprovets 4*. IMO 8936047. General cargo. Length 84 m. Deflagged from Ukraine to Tanzania for her last voyage. Unknown classification society. Built in 1989 in Nijnj Novgorod (Russia) by 40-aya Godovshchina Oktyabra. Owned by Ukrrihflot JSC (Ukraine). Sold for demolition in Turkey.




Edmondo (ex-Cesme I). IMO 7604556. General cargo. Length 80 m. Turkish flag. Classification society Turk Loydu. Built in 1986 in Tuzla (Turkey) by Celiktekne Sanayi; completed in Camialti by Turkiye Gemi. Owned by Mena Denizcilik (Turkey). Detained in 2001 in Marina Di Carrara (Italy), in 2004 in Tulcea (Romania), in 2005 in Constanta (Romania) and in 2009 in Damietta (Egypt). Sold for demolition in Turkey.



 *Express* (ex-Magexpress, ex-Golden Progress, ex-Pancon Progress, ex-Progress Carrier I). IMO 8129058. General cargo. Length 104 m, 2,233 t. Deflagged to Palau for her last voyage. Classification society International Register of Shipping. Built in 1982 in Singapore by Asia-Pacific Shipyard. Detained in 2006 and 2010 in Bandar Khomeini (Iran) and in 2014 in Asaluyeb (Iran). Sold for demolition in India.



 *Falshoeft* (ex-Nirint Spirit, ex-OXL Fakir, ex-Nirint Pride, ex-CEC Atlantic). IMO 9214575. General cargo. Length 134 m, 4,714 t. Deflagged from Liberia to Tuvalu for her last voyage as *Scorpio*. Classification society Germanischer Lloyd. Built in 2000 in Dalian (China) by Dalian SY Co. On August 30th, 2009, as the *Nirint Pride* flying the Isle of Man flag, she collided with the Panamanian container ship *MSC Nikita* (257 m in length) off Hook of Holland (Netherlands). The 2 vessels were towed to Rotterdam but *MSC Nikita* did not survive: in April 2010, she headed to China under tow, nicknamed *Niki* and deflagged to Belize (Cf. [Ship-breaking # 19](#), p 2 and 26). *Nirint Pride* was repaired, renamed and resumed sailing. She has just been sold by her German shipowner Brise Schiffahrts GmbH to the Indian Doehle Danautic, deflagged and renamed prior to her departure for demolition in India.



Nirint Pride
© Cargolaw



after collision

MSC Nikita
© Pilot Frans

Fidelity I (ex-Parnassos II, ex-Maria, ex-Mindaugas, ex-Chaplanovo). IMO 8901016.



General cargo. Length 97 m, 2,608 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Ships and in 2013 in Trieste (Italy). Sold for demolition in Turkey.



Fidelity I at Drapetsona Bay (Piraeus, Greece), May 2014
© Dennis Mortimer

Freedom (ex-Jin Man Yang, ex-Jin Man Chuan). IMO 9145633. General cargo. Length 128 m, 3,663 t. Hong Kong flag. Classification society China Classification Society. Built in 1997 in Stralsund (Germany) by Volkswerft. Owned by Shanghai Jinjiang Shipping (China). Detained in 2009 in Incheon (South Korea). Sold as is in Shanghai for demolition in Bangladesh. 380 \$ US per ton including 300 t of bunkers.



Golden Time (ex-Red River, ex-Asian Palm, ex-Asian Phoenix, ex-Queenly). IMO 8518792. General cargo. Length 100 m, 2,392 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Panocean International (China). Detained in 2012 in Zhanjiang (China). Sold for demolition in Bangladesh.



Hai Neng (ex-Hai Nun, ex-General Tirona, ex-William Oldendorff, ex-General Tirona, ex-Lanka Amila, ex-General Tirona, ex-Jebsen Tauranga). IMO 8307636. General cargo. Length 175 m, 7,749t. Chinese flag. Classification society Det Norske Veritas. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by Shanghai Time Shipping Co Ltd (China). Detained in 2001 in Guangzhou (China). Sold for demolition in China by Taizhou Weiye Ship Scrapping.



March 1999, *General Tirona* in Rotterdam (Netherlands)
© Har / Shipspotting



May 2013, *Hai Neng* on the Yangtze River
© aquarius78 / Shipspotting

Haja K (ex-Sinjar, ex-Susie, ex-Husi). IMO 7941978. General cargo. Length 131 m, 3,500 t. Panamanian flag. Classification society Isthmus Bureau of Shipping Built in 1980 in Braila (Romania) by Braila Santierul Naval. Owned by IM Marine Services Ltd (United Kingdom). Detained in 2001 in Setubal (Portugal), in 2002 in Santander (Spain), in 2003 in Southampton (United Kingdom) and in 2011 in Alexandria (Egypt). Sold for demolition in Turkey.



Hannes (ex-Corally, ex-Coralli, ex-Bremer Banken, ex-Coralli, ex-Carina, ex-Hackling Blue, ex-Skanden, ex-Margret, ex-Margret Knuppel, ex-Pinto, ex-Hannes Knuppel). IMO 7117503. General cargo. Length 88 m. Panamanian flag. Classification society Overseas Marine Certification Service. Built in 1971 in Neuenfelde (Germany) by JJ Sietas. Owned by Arabella Enterprise (Canary Islands, Spain). Sold for demolition in Turkey.



Helene (ex-Saturn, ex-Monagas, ex-Saturn, ex-Fas Trieste, ex-EWL Rotterdam, ex-Saturn, ex- Zim Caribe II, ex-Gothia, ex-Medipas Sky, ex-Nicolo Gazzolo, ex-Gothia, ex-Jumna Pioneer, ex-Gothia, ex-Concorde Antilles, ex-CCNI Andino, ex-Gothia, ex-European Eagle, ex-Gothia). IMO 8007183. General cargo. Length 126 m. Faroe Islands flag. Classification society Germanischer Lloyd. Built in 1980 in Bremerhaven (Germany) by Rickmers. Owned by Storesletten Rederi AS (Norway). Detained in 2011 in Cuxhaven (Germany). Sold for demolition in Grenaa, Denmark.



Kertu (ex-AB Liverpool, ex-Saar Liverpool). IMO 9125683. General cargo. Length 90 m, 1,306 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1996 in Galati (Romania) by Galati SN ; completed in Foxhol (Netherlands) by Damen Hoogezand. Owned by Hansa Ship Management (Estonia). On October 28, 2014, the *Kertu* ran aground on an islet off Nynashamn, south of Stockholm (Sweden). The hull was damaged, the ship was taking in water and an undetermined quantity of fuel started to leak. The coast guards moved in to evacuate the crewmen and control the pollution. The vessel was towed to Sweden for investigation purpose then towards Grenaa, Denmark for demolition.



The salvage of *Kertu* © Swedish Coast Guard

Khudozhnik Tsyganov (ex-Orient Wind, ex-Dong Chuan, ex-Emerald, ex-Mirny). IMO 8957479. General cargo. Length 108 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Morservis Co Ltd (Russia). Detained twice in 2002 and 2003 in Nakhodka (Russia), in 2004 in Akita (Japan), in 2008 in Taicang (China), in 2012 in Vladivostok (Russia) and in 2014 in Niigata (Japan), Akita (Japan) and Changshu (China). **Silver medal** on the podium of substandard ships with 10 detentions and gold medal for the master. In October 2014, she finally left for demolition in Jiangyin, China. See in front page, "*Khudozhnik Tsyganov*, for the worse and for the better ".



At Nakhodka (Russia), July 2012 © Andy.ru



Klos C (ex-Klostertal, ex-Otztal). IMO 8918710. General cargo. Length 110 m. Deflagged from Panama to Belize first then Tanzania for her last voyage as *Madra*. Classification society Inter maritime Certification Services. Built in 1996 in Saint-Petersburg (Russia) by Severney. Sold to Madra Marine Co, a Marshall Islands-based shell company prior to her departure for demolition in Turkey.



Kota Berkat (ex-Cape Howe, ex-Newpac Cirrus, ex-Oceania Chief, ex-Tolteca, ex-NDS Kuito, ex-Tower Bridge, ex-Lykes Leader, ex-Tower Bridge, ex-Nordana Challenger, ex-Tower Bridge, ex-Maersk Abidjan, ex-Tower Bridge, ex-Kapitan Moshchinskiy, ex-Isla Pinzon, ex-Kapitan Moshchinskiy, ex-Nedlloyd Cristobal, ex-Kapitan Moshchinskiy, ex-Zim Jamaica, ex-Kapitan Moshchinskiy). IMO 8918071. General cargo. Length 155 m, 7,170 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1992 in Rostock (Germany) by Neptun-Warnow. Owned by Pacific International Lines (Singapore). Detained in 2009 in Brisbane (Australia) and in 2010 in Bunbury (Australia). Sold for demolition in Bangladesh. 490 \$ US per ton.



Singapore, November 2014 **John Regan**

Kyme (ex-Beverly, ex-Beverli, ex-Beverly, ex-Sioux, ex-Volgo-Balt 154). IMO 8866199. General cargo. Length 114 m, 1,006 t. Cambodian flag. Classification society Overseas Marine Certification Services. Built in 1972 in Komarno (Slovaquie) by ZTS. Owned by Puta Denizcilik Gemi (Turkey). Sold for demolition in Turkey.



Kyme, southbound through the Istanbul Strait. June 2013 © **Cavit Ege Tulça**

Lily Regal (ex-Hanseduo, ex-Armada Holland, ex-Hanseduo, ex-Sea Mariner, ex-Kent Explorer, ex-Johanna Borchard, ex-Emcol Carrier, ex-Caravelle, ex-Holcan Elbe, ex-Kahira, ex-Caravelle). IMO 8324725. General cargo. Length 117 m, 3,348 t. Mongolian flag. Classification society Germanischer Lloyd. Built in 1984 in Neuenfelde (Germany) by Sietas. Owned by Lily Enterprises (Iles Maldives). Sold for demolition in Bangladesh.



Lim (ex-Limpopo, ex-Margrethe, ex-Margret Knuppel, ex-Sea Expedition, ex-Sea Pilot, ex-Cielo di Venezia, ex-Christine Delmas, ex-Maersk Caracas, ex-Sea-Land Salvador, ex-Maya Tikal, ex-Sleipner, ex-Wiking, ex-Karyatein, ex-City of Salerno, ex-Kahira, ex-Wiking, ex-Woermann Ulanga, ex-Wiking I, ex-Dalsa, ex-Jork Eagle, ex-Wiking). IMO 8407747. General cargo. Length 133 m, 4,265 t. St.Vincent and Grenadines flag. Classification society Germanischer Lloyd. Built in 1984 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Anamila Doo (Croatia). With 22 renamings, she sets the highest record ever, better than *Kota Berkat* (see above). Sold for demolition in India.



Marie (ex-Marie Rickmers, ex-CCNI Amadeo, ex-CCNI Austral, ex-CSAV Genoa, ex-Lykes Challenger, ex-CCNI Austral). IMO 9145061. General cargo. Length 171 m, 9,909 t. Liberian flag. Classification society



Germanischer Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska Porta. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2014 in New Orleans (United States). Sold for demolition in India. 505 \$ US per ton.

Marie at Davant, Plaquemines (United States), August 2014
© **Captain Ted**



MPP Arrow (ex-*Ual Nigeria*, ex-*CEC Culembourg*, ex-*Seaboard Eagle*, ex-*CEC Culembourg*). IMO 9225146. General cargo. Length 100 m, 3,541 t. Renamed *Arrow* for her last voyage, she was deflagged from Germany to Comoros. Classification society Bureau Veritas. Built in 2000 in Shanghai (China) by Zhonghua Shipyard. Detained in 2010 in Odessa (Ukraine) and in 2012 in Mersin (Turkey). Sold by her Greek shipowner Elmira Shipping to Manio Shipping Inc, a St. Kitts and Nevis-based shell company just prior to her departure for demolition in India. The 3 sisterships *MPP Arrow*, *MPP Shield* and *MPP Triumph* have had the same fate, resale and deflagging.



MPP Arrow, at Port Kembla (Australia), January 2014 © Peter Karberg



MPP Shield (ex-*Hual Houston*, ex-*CEC Cardiff*, ex-*Seaboard Explorer*, ex-*Clipper Cardiff*, ex-*Maersk Brooklyn*, ex-*Clipper Cardiff*). IMO 9169847. General cargo. Length 100 m, 3,647 t. Deflagged from Marshall Islands to Comoros for her last voyage. Classification society Bureau Veritas. Built in 1998 in Shanghai (China) by Hudong Zhonghua Shipyard. Owned by Elmira Shipping & Trading SA (Greece). Detained in 2010 in Bandar Abbas (Iran) and in 2013 in Novorossiysk (Russia). Sold for demolition in India.



MPP Triumph (ex-*OXL riumpf*, ex-*CEC Castle*). IMO 9235139. General cargo. Length 100 m, 3,560 t. Deflagged from Marshall Islands to Comoros. Classification society Bureau Veritas, Union Marine Classification Society for the last voyage as *Triumph*. Built in 2001 in Shanghai (China) by Hudong Zhonghua Shipbuilding Group. Detained in 2012 in Qinhuangdao (China) and in 2013 in Singapore. Sold to Ruyek Maritime Inc just prior to her departure for demolition in India.



MSC Isabelle (ex-*Prinsengracht*). IMO 8414740. General cargo. Length 113 m, 3,590 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Shimizu (Japan) by Miho. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2007 in Barcelona (Spain). Sold for demolition in India. 414 \$ US per ton.



Ocean Land (ex-*Oceanic Land*, ex-*Grumant*, ex-*Western Falcon*, ex-*Spraynes*, ex-*Barkald*, ex-*Wani Tiger*, ex-*Spraynes*). IMO 8300626. General cargo. Length 170 m, 7,142 t. St. Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Osman Shipping Llc (United Arab Emirates). Detained in 2003 in Newcastle (Australia), in 2004 in Vancouver (Canada), in 2005 in Houston (Texas, United States), in 2011 in Aliaga (Turkey) and in 2012 in Madras (India). Sold for demolition in Bangladesh.



Ocean Land at Safaga, Egypt, December 2012 © Brian Brady

Perun (ex-*Phoros*, ex-*Sea Prospect*, ex-*Nobility*, ex-*Express Prudence*, ex-*Prudence*, ex-*Annagel Prudence*, ex-*Chefoo*, ex-*Alpha Challenge*). IMO 8314823. General cargo. Length 145 m, 4,275 t. St. Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Canpak Marine & Trading (United Arab Emirates). Detained in 2012 in Aliaga (Turkey). Sold for demolition in Pakistan.




Red Tower (ex-*Mariner II*, ex-*Mariner*, ex-*Mariner II*, ex-*Mariner*, ex-*Sofia S*, ex-*Cierzo*). IMO 7627625. General cargo. Length 106 m, 2,320 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1979 in Meira (Spain) by Construcciones. Owned by Tower Shipping Co SA (United Arab Emirates). Detained in 2000 in Aveiro (Portgal), in 2006 in Larnaca (Chypre), in 2008 in Alexandria (Egypt) and in 2011 in Koper (Slovenia). Sold for demolition in India.




As *Sophia S*, i.e. in the years 1991-2002, approaching the lock at King George Dock, Hull (United Kingdom)
© PWR / Shipspotting

Reina Rosa. IMO 9112569. General cargo. Length 128 m, 4,256 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Hachinohe (Japan) by Kitanihon. Owned by Far-East Transport Co Ltd (Japan). Detained in 2002 in Vancouver (Canada) and in 2013 twice in Yokohama (Japan). Sold for demolition in Bangladesh.



 *Saros* (ex-*Livadiya*, ex-*Lidiya*, ex-*Kakurnyy*). IMO 8423519. General cargo. Length 55 m. Deflagged from Ukraine to Togo for her last voyage as *Sar*. Unknown classification society. Built in 1985 in Khabarovsk (Russia) by S.M.Kirova; ex trawler ship converted to general cargo carrier in 2000. Owned by Ellada Shipping Co (Ukraine). Detained in 2000 in Kavala (Greece) and Civitavecchia (Italy), in 2001 in Bilbao (Spain) and in 2005 in Istanbul (Turkey). Sold for demolition in Turkey.



 *Slavutich 13*. IMO 8841527. General cargo. Length 109 m, 1,312 t. Deflagged from Cyprus to Belize for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1988 in Kiev (Ukraine) by Kiyevskiy SSZ. Owned by ING e Mantovani Spa (Italy). Detained in 2004 in Rostov-on-Don (Russia), in 2009 in Rimini and in Venice (Italy) and in 2011 in Trieste (Italy). Sold for demolition in Turkey.



Sophie (ex-*Sophie Rickmers*, ex-*CCNI Aviles*, ex-*CCNI Antofagasta*, ex-*CSAV Barcelona*, ex-*CCNI Antofagasta*, ex-*CSAV Barcelona*, ex-*CCNI Antofagasta*, ex-*Contship Mexico*, ex-*CCNI Antofagasta*). IMO 9131278. General cargo. Length 171 m, 9,914 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 485 \$ US per ton.



Sophie at Maassluis, Rotterdam (Netherlands), April 2014
© Hannes van Rijn

Southern Sea (ex-Lanka Mahapola, ex-X-Press Trisuli, ex-Lanka Mahapola). IMO 8203971. General cargo. Length 129 m, 4,057 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Ocean Marine Services (Sri Lanka). Detained in 2010 in Bandar Abbas (Iran) and in 2012 twice in Durban (South Africa). Sold for demolition in India.



Tanto Karunia II (ex-Oriental Pearl, ex-Sin Hai, ex-Annapurna, ex-Ocean Crown, ex-Moanna Pacific, ex-Seahawk, ex-Atkantic Carrier, ex-Ruth Drescher). IMO 8129943. General cargo. Length 148 m, 5,168 t. Indonesian flag, Tuvalu flag for her last voyage as *Karunia*. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tanto Intim Line Pt (Indonesia). Sold for demolition in Bangladesh



At Belawan, Indonesia, December 2010
© Vladimir Knyaz



TCI XPS ((ex-Tavake Ome, ex-Southern Moana II, ex-Tavake Oma, ex-Princess Cathryn, ex-Campbell, ex-Feng Shun, ex-Alex). IMO 8331962. General cargo. Length 83 m, 1,636 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Viareggio (Italy) by Codecasa Ugo. Owned by TCI Seaways (India). Detained in 2001 in Sydney (Australia). Sold for demolition in Bangladesh.



Thai Dawn (ex-Caria, ex-Victoria Bay, ex-Caria, ex-Santa Fe de Bogota, ex-Lanka Abhaya, ex-Norasia Caria, ex-Caria). IMO 8310956. General cargo. Length 169 m, 7,780 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1985 in Kiel (Germany) by Howaldtswerke-DW. Owned by MSI Ship Management Pte Ltd (Singapore). Detained in 1999 in Lisbon (Portugal). Sold for demolition in India. 410 \$ US per ton.



Thai Harvest (ex-Belo Oriente). IMO 8606305. General cargo. Length 174 m, 8,155 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by MSI Ship Management Pte Ltd (Singapore). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India. 410 \$ US per ton.



Trio Vega (ex-Myrtind, ex-Ina, ex-Sanna, ex-Inger, ex-Sanna, ex-Teka). IMO 7116133. General cargo. Length 71 m. Sierra Leone flag. Classification society Overseas Marine Certification Service. Built in 1971 in Westebroek (Netherlands) by Westebroek SW. Owned by Arabella Enterprises Corp (Canary Islands, Spain). Detained in 2000 in Belfast (United Kingdom), in 2002 in Santa Cruz de Tenerife (Canary Islands, Spain), in 2006 in Las Palmas (Spain), in 2007 in Setubal (Portugal), in 2008 in Santa Cruz again, in 2011 in Las Palmas again and in 2013 in Setubal again. Sold for demolition in Turkey.



Trio Vega, at Las Palmas (Canary Islands, Spain) May 2013 © Eddie Walker



Uni R (ex-Sea Carrier, ex-Privilege, ex-Misty, ex-Lex Naranjo, ex-Ebano). IMO 8113138. General cargo. Length 120 m. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Gijon (Spain) by Juliana Gijonese. Owned by Unimar Shipping Management (Egypt). Detained in 2011 and 2012 in Alexandria (Egypt) and in 2013 in Damietta (Egypt). Sold for demolition in Turkey.



Uni R, Kos, Greece on the Aegean Sea on June 2014 © **Rob Renes**

Union Emma (ex-Hopi Princess, ex-African Sanderling, ex-DS Attica, ex-Albert Oldendorf, ex-Attica, ex-Vaima, ex-Attica, ex-Ushuala, ex-MOstween 8, ex-Silver Gulf). IMO 8314756. General cargo. Length 153 m, 6,861 t. St. Vincent and Grenadines flag. Classification society RINA. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Translory Shipping (China). Detained in 2000 in Hamburg (Germany) and in 2004 in Newcastle (Australia). Sold for demolition in India.



Vinh Hoa (ex-Asian Saffron, ex-Asian Lilac, ex-Sun Glory, ex-Sound Royal, ex-Southern Cross). IMO 8915172. General cargo. Length 97 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1989 in Imabari (Japan) by Nishi Zosen. Owned by VOSCO (Vietnam). Detained in 2000 in Hong Kong, in 2001 in Singapore and in 2009 in Mokpo (South Korea). Declared a « total loss » in December 2013, *Vinh Hoa* was toed for demolition in Busan in South Korea in Autumn 2014.



Photos Lappino



October 23



October 30



November 5

Volgo Balt 121. IMO 7226134. General cargo. Length 114 m, 1,205 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1970 in Komarno (Slovakia) by ZTS Yard. Owned by Poseidon Ltd (Ukraine).



Detained in 2002 in Ortona (Italy), in 2005 and in 2007 in Izmit (Turkey), in 2009 in Samsun (Turkey) and in Azov (Russia), in 2012 in Aliaga and in Mersin (Turkey), in 2013 in Kherson (Ukraine) and in 2014 in again and twice in Aliaga. **Silver medallist** on the podium of substandard ships with 10 detentions. Sold for demolition in Turkey.

At Belgorod-Dnestrovsk (Ukraine), November 2011 © **Fisher**

Xiang An Cheng (ex-Kota Singa). IMO 8316431. General cargo. Length 146 m, 5,365 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2012 in Bandar Abbas (Iran). Sold for demolition in Jiangyin, China.



Miscellaneous

Dredger

★ ★ *Arabatskiy*. IMO 6611681. Dredger. Length 82 m. Deflagged from Ukraine to Panama for her last voyage. Classification society Global Shipping Bureau. Built in 1966 in Linthouse (United Kingdom) by Stephen. Owned by Black Sea & Azov Sea Dredging (Ukraine). Sold for demolition in Turkey.



Arabatskiy at berth in Odessa (Ukraine), August 2011
© Vladimir Knyaz

Research

Beaufort (ex-*Buk*). IMO 8895097. Research vessel. Length 54 m, t. German flag. Classification society Germanischer Lloyd. Built in 1969 in Gdansk (Poland) by Polnocna. Ex buoy and lighthouse tender vessel for the East-German Navy converted to research vessel in 2010. Owned by Frisia Offshore GmbH & Co KG (Germany). In September 2013, due to a technical failure, the *Beaufort* crashed into the jetty of Norderney, her homeport and the oldest German spa resort on the North Sea, causing damages for a cost of 20,000 €. One year later, she left to be demolished at Esbjerg, Denmark.



In Rostock-Warnemünde (Germany), August 1976
© Bernd Bauer



December 13, 2014, *Beaufort* at Smeedegardens Recycling-Yard in Esbjerg. © Arne Jürgens

Search (ex-*Polar Search*, ex-*Mobil Search*). IMO 8014411. Seismic research vessel. Length 98 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by GC Rieber Shipping AS (Norway). Sold for demolition in Belgium.



Research in the Mediterranean © Equipage



Demolition in Ghent © bs1mrc / Shipspotting

Offshore supply vessel

Maersk Gabarus (ex-*Gabarus Bay*). IMO 8204949. Offshore supply vessel. Length 72 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. One of the 6 vessels designed by the Vancouver firm of Cleaver & Walkingshaw but only 2 of which were built in Canada, one in Vancouver by Bel-Aire Shipyard and the other one in Delta by Vito Steel Boats ; the other members of the family, among which the ex-*Gabarus Bay*, were delivered by the South Koreans shipyards. They had been ordered by Husky Oil Marketing Ltd and Bow Valley Resource Services Ltd to serve off Nova Scotia and Newfoundland. They were all acquired by A P Moller Maersk (Denmark) in 1988 but most of them went on working in Canada. On October 4th, 2014, *Maersk Gabarus* left St John's (Newfoundland) bound for the Galloo Recycling yard at Ghent (Belgium).



March 15, 1988. St. John's, NL. Maersk had just taken over the Husky boats, renamed them, and painted Maersk funnel marks. *Maersk Chignecto* and *Maersk Gabarus* (foreground) still have their unique Husky Bow Valley hull colours. © Tugfax / Mac Mackay



Maersk Gabarus at the Galloo Recycling scrapyard (VHR) group on October 15, 2014. © G.Gyssels

Mainport Oak (ex-*Smit-Lloyd 32*). IMO 8213902. Offshore supply vessel. Length 57 m, 1,151 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Hoogezand (Netherlands) by Hoogezand SW. Owned by Mainport International Corp (Ireland). Sold for demolition in Turkey.



Smit Lloyd 32 assisting a tanker, offshore Cameroon, 2000. © Erwan Guéguénat



Arriving at Aberdeen, June 2008
© Paul Gowen

Neel Kamal. IMO 8316558. Offshore supply vessel. Length 59 m, 1,136 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Miyazaki (Japan) by Tonoura Dock. Owned by Varun Shipping Co Ltd (India). Sold for demolition in India.



Neel Kamal at Kakinada, India, August 2007 © Foggy

Offshore Supplier (ex-*Seahorse Supplier*, ex-*Stirling Oak*). IMO 7342249. Offshore supply vessel. Length 55 m, 640 t. Indian flag. Classification society Indian Register of Shipping. Built in 1974 in Selby (United Kingdom) by Cochrane & Sons. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in India in Mumbai.

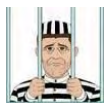


At Mumbai © Pete Roberts / Marinetrtraffic

Oil Valour (ex-*Toisa Intrepid*, ex-*Omega 802*, ex-*Terra Nova Sea*, ex-*Balder Hesnes*).

IMO 8121484. Offshore supply vessel. Length 65 m. Belize flag. Classification society American Bureau of Shipping. Built in 1983 in Arendal (Norway) by Aker Vindholmen.

Owned by Tidewater Marine International Inc (United States). Detained in 2004 and 2008 in Darwin (Australia). Sold for an unknown destination of demolition.



SCI 03. IMO 8308472. Offshore supply vessel. Length 59 m, 1,278 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin. Owned by SCI-Shipping Corporation of India (India). Sold for demolition in India in Mumbai.

Subsea 5 (ex-*Fratelli Neri*, ex-*Asso Cinque*, ex-*Augustea Cinque*, ex-*Off Barcelona*). IMO 7504756. Offshore supply vessel. Length 60 m. St. Kitts and Nevis flag. Classification society RINA. Built in 1977 in Bilbao (Spain) by Maritima de Axpe. Owned by Subsea Petroleum Services (Egypt). Sold for demolition in Turkey.



Tourmaline (ex-*Mansal*, ex-*OSA Jaguar*). IMO 7430527. Offshore supply vessel. Length 57 m, 1,071 t. Indian flag. Classification society Indian Register of Shipping. Built in 1976 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Samson Maritime Ltd (India). Sold for demolition in Mumbai, India.

Viva (ex-*Statesman Service*). IMO 7414066. Offshore supply vessel. Length 62 m, 1,079 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Vancouver (Canada) by Bel-Aire Shipyard Ltd. Owned by Prince Marine Transport Services (India). Sold for demolition in Mumbai, India



© Prince Marine Transport Services

The Sunken Ones

The protocol which entered into force in March 2006 within the framework of the London Convention outlines specific guidelines to apply when out of use vessels are sunk to create artificial reefs. The nature and volume of waste must be known, other possible management options must be taken into account, the impacts on the marine environment must be analysed and a post sinking management plan must be implemented. An official permit must be granted by coastal States. Regional Conventions have established the principle of prohibiting the dumping of old vessels. Such is the case of the OSPAR Convention (Protecting and Conserving the North-East Atlantic and its resources) and of the Barcelona Convention (for the Protection of the Marine Environment and the Coastal Region of the Mediterranean). These Conventions authorize the implantation of artificial reefs under the condition that the supports be of an inert nature such as stones or concrete modules and that environmental achievements be monitored.

The artificial reef industry is supported by suppliers of diving gear and by extremely active lobbying from the tourist business across the globe. This practice is more and more criticized by environmental NGOs, which have been slow to understand that old shipwrecks are contaminated habitats, and by countries pioneers in dumping, such as The United States where the scuttling of old hulls containing Persistent Organic Pollutants has been suspended. Merchants of diving suits, flippers, air cylinders and regulators present artificial reefs as biodiversity oases susceptible of mitigating the global impoverishment of the seabed. If this reasoning was correct and had any scientific basis, the world oceans would be lush and fertile given the number of wrecked vessels and planes in the ocean depths from accidents or war. One should add the 10 to 100 000 containers that fall into the sea each year and that are also wrecks. In that context, the highways of the seas should be a paradise for soles and rattails.

Slowly but surely, the firing window for artificial reef-wrecks is closing. International regulations also contribute to the wiping out of this hypocritical practice which allows waste holders to avoid the costs and responsibility of dismantling their ship under due process: the Convention on the Removal of Wrecks (Nairobi International Convention, adopted in 2007)¹ will enter into force on April 14, 2015 and will provide the legal basis for State Parties to call for the removal of wrecks for safety reasons or for the protection of the environment. EU Directives demand that Member States provide a place of refuge for ships in distress on the high seas.

All old vessels converted into artificial reefs are underwater polluting sites. They contaminate the ecosystem. They contain:

- asbestos in various forms in paints, navel pipes, seals, cables, line laggings, flooring adhesives and sub layers, partitions and suspended ceilings,
- PCBs (Poly Chloro Biphenyls) in linoleums, hydraulic oil and lubrication oil, paints, seals and mastics, capacitors and other electrical equipments
- Heavy metals (cadmium, chromium, lead, mercury, tributyltin) in paints and anods
- oil sludge and oily bilge water
- scales in the lines
- batteries and accumulators
- radioactive gauges and smoke detectors

One day, in the name of the Convention on the Removal of Wrecks, old hulls used as artificial reefs will have to be removed.

¹ (Fifteen States have ratified the Convention as at January 31st, 2015: Antigua & Barbuda, Bulgaria, Republic of Congo, Cook Islands, Denmark, Germany, India, Iran, Liberia, Malaysia, Marshall Islands, Morocco, Nigeria, Palau and United Kingdom)

The Galápagos Islands have no available tugs. In case of trouble, tugs must be sent from the mainland and cross over the 600 nautical miles. This response time is far too long when one has to deal with an emergency situation. After the unforgettable *Jessica* oil spill in 2001 and the damages suffered by the most famous Marine Reserve in the world, the positioning of at least 2 tugs in the archipelago was considered to be a priority. Thirteen years later when the *Galapaface 1* ran aground on the reef off the coast of San Cristobal, one of the islands of the archipelago, it took several days for the salvage tugs to arrive from Guayaquil.

May 2014 © Deniz Haber Ajansi



In the meantime, the position and state of the vessel have worsened. After 2 months of work, she was refloated and towed towards...a dumping site 200 miles away from the island to a depth of 2500 m where it is assessed “there will be no impact or virtually no impact on the environment”.

With political good will, international technical expertise and financial aid, the participation of the owner and insurer, the vessel could have been towed or carried to the continent. What was accomplished for the *Concordia* could have been tried for the *Galapaface 1*.

After the sinking, the question of the permanent availability of tugs in the Galápagos has resurfaced. “It must seriously be considered” states the director of the Galápagos Marine Reserve. Lorena Tapia, Minister of Environment of Ecuador, is satisfied: “Today, [the day of dumping] we see the fruits of our hard work”. Galápagos Conservation Trust congratulates the government for its responsiveness. In fact, the state of emergency was declared one week after the grounding. Each year, there are 4 emergency situations in the waters of the archipelago.



Towing and sinking © Galapagos Conservation Trust

Galapaface 1 (ex-*Fenja*, ex-*Viking Frio*, ex-*Green Frio*, ex-*Borcan*). IMO 7805241. Reefer. 81,8m in length. Equator flag. Built in 1979 at Ulsteinvik (Norway) by Ulstein Hatlo. Detained in 2011 in Lerwick (United Kingdom) and in 2012 in Klaipėda (Lithuania) and Motril (Spain).

Along the Canadian Pacific Coast, the dumping of waste is an industry. Boeing 737, wagons, historical vessels: the Artificial Reef Society or their counterparts in cooperation with Environment Canada do not hesitate to send to the bottom of the sea out of use vehicles now turned waste. A number of environmental NGOs in British Columbia opposed the scuttling of the *HMCS Annapolis*, a warship 115 m in length. Save Halkett Bay Marine Park Society, Islands Trust, Georgia Strait Alliance and United Church have joined their voices to denounce a practice of yesteryear and the contamination of the ocean depths with PCBs, lead, asbestos and other toxic substances. The opponents to the scuttling of the *Annapolis* put forward the new US doctrine which has suspended the sinking of all old vessels containing PCBs and other Persistent Organic Pollutants. The Artificial Reef Society claims that the ex-destroyer will be the cleanest vessel ever to be scuttled. “The *Annapolis* will provide a unique recreational diving experience for all diver skill levels, and will be a strong tourism draw due to its close proximity to Greater Vancouver.”



The waste anchored at Long Bay © John Buchanan



Halkett Bay, sinking site

On January 5, the Supreme Court of British Columbia authorized the sinking of the old destroyer. The date is set for January 17. The vessel will be towed from the neighbouring Long Bay (Port Graves) and sunk in the Halkett Bay Marine Provincial Park. Yet, environmental NGOs did not surrender and filed a petition based on a report on TBT concentrations in the hull paint: a Canadian federal judge put the authorization on hold and scheduled a hearing on January 27, 2015.

HMCS Annapolis. DD 265. Steam powered destroyer of the Royal Canadian Navy. 111,6 m in length. Built in 1961 at Halifax (Nova Scotia, Canada) by Halifax Shipyards, launched in 1963, commissioned in 1964, decommissioned on November 15, 1996.

Mauritius

Since 1980, under the guise of good will and benefits for the environment, the Mauritius Marine Conservation Society has been contaminating all of the island's west coast. No less than 13 abandoned vessels have been scuttled after a quick cleaning carried out by "volunteers". Asian ship owners have found an efficient partner in Mauritius to reduce to the minimum the demolition costs of derelict vessels or of ships involved in illegal fishing. Give Olivier Tyack, director of the Mauritius Marine Conservation Society, your old wreck, he will get rid of it for you. The costs are minimal, at the most you pay 200 000 RS (6300 \$) per wreck. The Mauritius Marine Conservation Society, sinks everything even tyres (Cf. diving spot named "Récif Pneus").



Map of contaminated sites off the West Coast of Mauritius

The last to be sunk is the old Chinese tuna fishing boat *Tian Xiang*, an out of use vessel "generously donated" by her last owner, the Mauritius-based group Ireland Blyth Ltd. The *Tian Xiang* has joined fishing vessels, a tug, a restaurant boat and tankers along the coastline.



The old tuna fishing boat *Tian Xiang* ready to be scuttled © L'Express

Monaco

Despite a considerable culture in oceanographic history, the Principality of Monaco has not resisted the “artificialisation” of the sea bed and the advertising sea campaign. It is in this context that the wreck of a tug that was scuttled in 1991 outside of the port of Monaco was refloated and ... sunk again 2 km further away. The *Toulonnais 11*, ex *Provençal 11* was acquired in 1981 by the Toulon-based towing company SNFEM, from the Société Provençale de Remorquage, founded in 1889 and Marseille-based. The *Toulonnais 11* was built in 1963 along with 3 sister-ships, the *Provençal 7*, 9 and 10.

At the end of her life the *Toulonnais 11* was placed on the sea bed next to a fake ancient wreck loaded with amphoras. The aim was to create an attraction for the clients of the *Subsea*, a leisure vessel with a transparent bottom and underwater views, away from the port. Since 2003 and the extension of the port of Monaco, the wreck of the *Toulonnais 11* was located inside the port and was no longer visible or accessible to divers.



Provençal 11 © Marius Bar - Toulon



The wreck of *Toulonnais 11* - screenshot Facebook

The 250 tonnes of polluted scrap metal are now lying, according to the project promoters, on a “virgin” bottom off the Oceanographic Museum.

Toulonnais 11, ex-*Provençal 11*. 26,45 m in length. Light weight 250 t. Built by Industrie Navali Meccaniche Affini at La Spezia (Italy).

In Vietnam, the availability in dismantling facilities is unclear. Yards would reportedly break up ships in Vung Tau and Haiphong, afloat and in precarious conditions. The vessels of the State-owned company Vinalines are most often at the end of their working lives, not to mention the large deteriorating fishing fleet. Influential maritime engineers are pushing to convert old ships into prisons, into floating islands or into artificial reefs in order, so they say, to stabilize sand bars. The last option, “would be the best; I have a whole plan outlaid for it” states a former director of Vinaship.



Shipbreaking at Haiphong © Vietnam Law Magazine



or dumping © Vietnam.net

“The only difficulty is to get the authorization”. According to him, recycling has no economic or environmental sense.

In Indonesia, the government decided to dynamite and sink all foreign vessels caught fishing in their waters. On December 21, 2 vessels, under a Papua-New Guinea flag – manned by 62 Thai crew members – were scuttled. Three other boats were already subject to the same fate and another 6 will follow pending legal proceedings.

These destructions are as spectacular and polluting as they are deafening for the marine environment. They are intended to appeal to the emotions and discourage foreign fishermen from working in Indonesian waters. Hydrocarbons are removed before the destruction.

Anambas Islands (Indonesia) © Antara Photo / Jakarta Post



***Kiani Satu* and *Smart*. Western Cape and KwaZulu-Natal Provinces. South Africa**

Statistically speaking commercial vessels are not demolished in Africa. One of the only cases known to the Ship-Breaking bulletin was the France Telecom cable layer *Chamarel* which was spectacularly dismantled on the site of her grounding in Namibia (Cf. [Ship-Breaking # 31](#), p. 88, The END: no answer from the France Telecom cable layer *Chamarel*). In South Africa, accidentally grounded vessels are pulled off the beaches at a huge cost, with the impressive means of the American and European companies Titan Salvage and Smit Salvage. Everybody applauds and in the end, the vessels or the half parts that can still float are dumped at sea. If the grounding of the *Concordia* had taken place off Durban or Capetown, the wreck would have been drowned after a minimal cleaning. The places of refuge doctrine is debated in the European Union and dismissed in South Africa.



The stranded *Kiani Satu*, August 9, 2013 © Penny Foyne

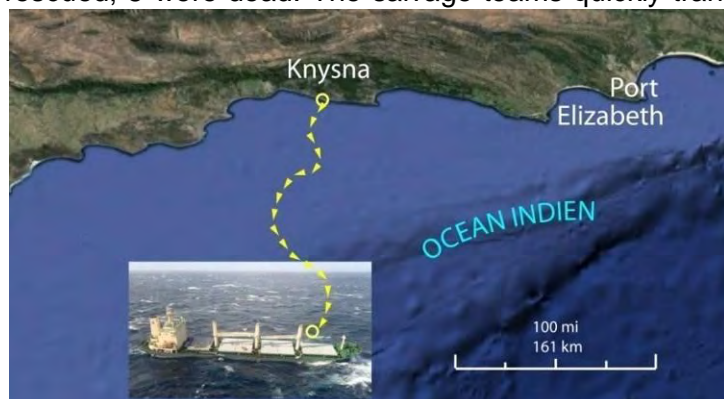


Oil spill © Alix Carmichele

Kiani Satu. August 8, 2013, the bulk carrier *Kiani Satu* was carrying rice to Ghana. She suffered engine problems and ran aground on a sandbank near Knysna seaside resort (South Africa). Some of the 330 tonnes of fuel leaked into the sea threatening Goukkama Nature Reserve. Thirty-seven penguins were rescued; 8 were dead. The salvage teams quickly transferred the fuel into an undamaged tank and, 10

days later, towed the ship 110 nautical miles away from the coastline where she “sunk on her own” to a depth of 1000 m. According to the South African Maritime Safety Authorities (SAMSA) “so far away and so deep, the vessel and fuel no longer pose a serious environmental risk to the South African coast”.

Dump site © Robin des Bois based on Winward Maritime Analytics-photo Captain Ian Carrasco



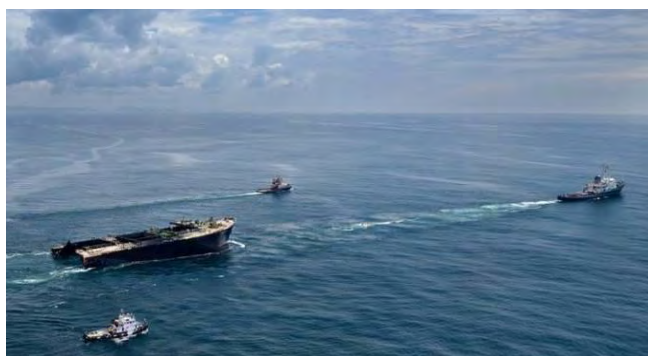
Smart. Once gotten rid of the *Kiani Satu*, the South African coastline inherited another bulk carrier which had just finished loading 147 500 tonnes of coal at Richards Bay, north of Durban (South Africa). On August 19, 2013 the *Smart* ran aground on a sand bar close to a surfing spot and broke in two. In September, the salvage teams removed 1700 tonnes of fuel; in a second phase, the cargo of coal was offloaded from the holds. In October 2013, the stern section was refloated, towed out to sea and sunk. In December 2014, 17 months after the disaster, the American technicians from Titan Salvage exult: the bow section was also pulled out of the sand, towed and scuttled in an area designated by the South African authorities.



The 2 sections of the *Smart* stranded at Richards Bay, South Africa © **Subtech Group**



October 2013, scuttling of the bulk carrier stern section © **Subtech Group**



December 2014, the bow section being towed before scuttling © **Titan Salvage**

Cosette. Martinique. Carribean Sea. French Overseas Department.



Photo Yvon Perchoc

Departure and dumping under surveillance



Screenshot from Martinique 1ère

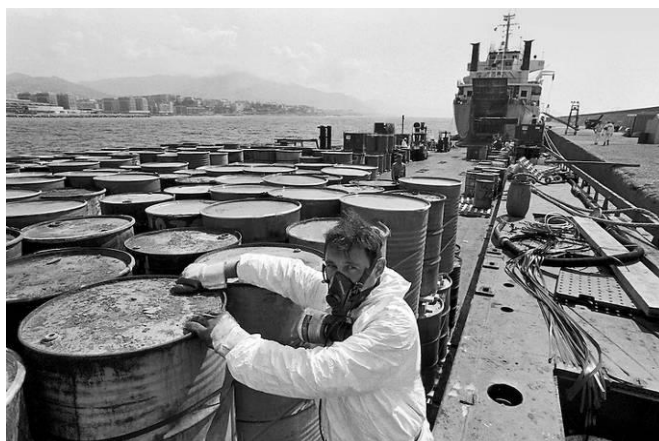
See the following pages **“The END: they scuttled the ex-Zanoobia”**

The END : they scuttled the ex-*Zanoobia*

The *Zanoobia* is a founder vessel. She was the last to transport the 10,000 toxic waste drums produced by European industries and exported from Italy bound for Djibouti, then for Venezuela and finally Syria before returning to Italy. The timeframe of this aborted attempt to export chemical waste to the "Third World" lasted from January 1987 up until the end of May 1988. The *Zanoobia* is the most famous of these ships that tried to return to the European Union with their hazardous cargo and were received as if they were plague carriers.



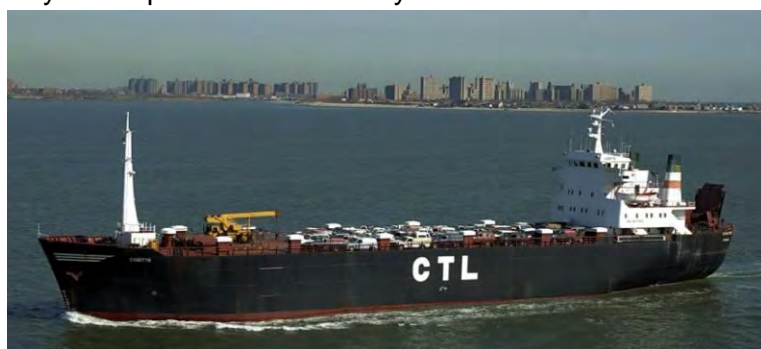
Zanoobia © Editions CETIM



Unloading the hazardous drums in Italy © [Dino Fracchia](#)

Cosette. Martinique. Caribbean Sea. French Overseas Department.

After being held hostage by waste trafficking, the ex-*Zanoobia* has been mainly used in the last ten years to carry second-hand cars between New York, Boston, Miami and Saint-Marc in Haiti. The January 12, 2010 earthquake definitely disrupted this routine, all the more as the Cook Islands-based ship owner Pinafore Shipping Corp Ltd and the Florida-based ship manager Kopko Marine Services Inc no longer kept up the vessel or paid the crew. At every call in New York, the *Cosette* has been inspected and most of the time detained for days or weeks due to deficiencies: 10 days in January 2009, 56 days in August, 6 days in September and 26 days in November 2009.



Car traffic New York, March 8, 2006
© Ivan Meshkov



and public works machinery, Puerto Cabello
(Venezuela), April 8, 2009 © Captain Ted

Mid-January 2010, the *Cosette* arrived off Fort-de-France in Martinique, a French Overseas Department, chartered by a mysterious Haitian community of which the honest intentions would have been to transport "vehicles full of goods for survivors". Besides the fact that Haitian ports were inaccessible for a couple of weeks, this initiative was all the more unreasonable as the *Cosette* was in a pitiful physical and moral state. The Romanian captain and the Latin American crewmen were no longer paid and were in a state of complete distress. Chartering the *Cosette* for a humanitarian purpose was to add a potential disaster to a genuine disaster. The American Justice has just sentenced Alejandro Gonzalez, a 60 year old Maritime Inspector from Miami, to a 21 month prison term. He had issued, on behalf of the Bolivian maritime administration, a fake certificate of seaworthiness for the *Cosette*, while she was berthed at Fort Pierce, Florida, in December 2009, one month before settling herself down in the sea landscape of Martinique. At the end of February 2010, the *Cosette* was allowed to enter the harbour of Fort-de-France. Safeguarding human lives was at stake. The 17 sailors were running out of water and food. Life was very hard on board.



January 20, 2010, the *Cosette* in the bay of Fort-de-France © Wil Weijsters

Late February 2010, a bailiff notified the captain that his vessel was seized for unpaid invoices issued in the United States and related to towage and bunker costs.

March 12, 2010, a fight broke out and the captain of the *Cosette* was severely beaten up by some of the international crewmen, 11 Romanians, 2 Guatemalans, 1, American, 1 Honduran and 1 Dominican.

On April 27, 2010, all the sailors were repatriated at the cost of the French government but their salaries due since December 2009 were never paid. The physical state of the *Cosette* was degrading day by day. She was left to rust and ruin, from time to time copper was stolen and the ship was vandalized. The American ship owner twice received a formal notice to cease the ship abandonment, in vain.



© France Antilles



CTL, Caribbean Transport Line
© Association Rivelio

In July 2012, the French State authorities asked the Transport Minister to declare the loss of *Cosette*'s property against a certain Kirk Palmquist director of the US-based shipping companies Kopko and CTL.

It was only in April 2014, when the port of Fort-de-France and the French State Authorities in Martinique considered for the 1st time to scuttle the *Cosette* that oils and slops, batteries, fire extinguishers and acetylene cylinders as well as many cans, drums, pipes, tarps, fluorescent tubes, tyres and other pumpable and removable items were extracted.

This 1st scuttling attempt was postponed thanks to the response of Robin des Bois, local NGOs and industrialists on the Island who would like to see the development of a local shipbreaking industry for merchant, pleasure and service vessels.

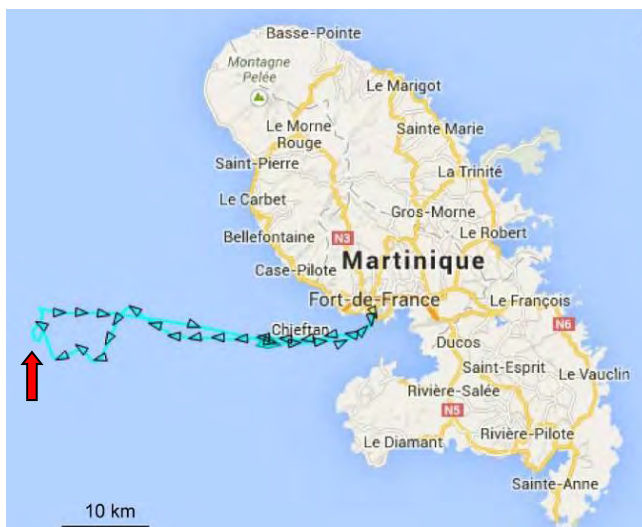
It was only on November 1, 2014, 3 days before the scuttling at sea of the *Cosette* that the loss of property of the presumed owner was pronounced by the French Government. On November 3, the Board of Trustees of Fort-de-France port decided "to move the *Cosette* to the administrative boundaries of the port in order to reduce risks to port infrastructures should the *Cosette* be shipwrecked.

In spite of growing opposition from the population and Martinique elected representatives, in spite of the interventions by Robin des Bois, in spite of commitments taken in 2008 on the establishment of a ship breaking industry in Martinique and in Guadeloupe, this 2nd scuttling attempt was for good and done beyond the administrative boundaries of the Martinique Greater Harbour.

The *Cosette ex-Zanoobia* was torpedoed in the heart of the AGOA sanctuary which was recognized under The Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region (WCR) or Cartagena Convention (Colombia) in October 2012. The AGOA sanctuary is a Marine Protected Area at the international level.



AGOA Sanctuary



scuttling site

The priority of the management plan of the 138,000 km² sanctuary is to better know and protect marine mammals. Either permanently living or passing through the zone, 21 cetacean species have already been identified in the Caribbean maritime area where the *Cosette* and her hazardous materials were dumped. Among the species listed are humpback whales, 4 species of dolphins, pilot whales, killer whales, pygmy killer whales and sperm whales. Sperm whales plunge below 2,000 m in depth. The Dominican Republic, The Netherlands in the name of the Netherlands Antilles and France all played a role in recognizing AGOA. Two French Ministers participated on October 24, that is to say 15 days before the “oceanization” of the old Ro Ro in the 1st AGOA advisory council meeting. The council brings together 53 members from civil society, communities, relevant experts and institutions from Martinique, Guadeloupe, St. Martin and St. Barthelemy. The 3 main objectives are “to prevent, reduce and fight all pollution” “to establish regional and international cooperation” and “to enforce the declaration of establishment of the sanctuary.”

These 3 objectives were trodden on regardless of the advices, recommendations and the alternative options presented for months and even years by Robin des Bois, by Mr Marcelin Nadeau, Mayor of Le Prêcheur municipality off which the *Cosette* was sunk, by Mr Garcin Malsa, Department counsellor and by ASSAUPAMAR a Martinique-based NGO for the protection of the environment.



DR Robin des Bois



The *Cosette* leaving at dawn © France Antilles

The *Cosette* is now lying and polluting at a depth of 2500 m, with PCB, asbestos, hazardous paints and residual hydrocarbons. In addition, the sinking point of *Cosette* is situated in the heart of the future Martinique Natural Marine Park which would be validated in the course of 2015 or 2016. This park is presented as a recognition label of the extraordinary marine and coastal biodiversity in the Martinique Island.



Lady Grace II © Robin des Bois

In the neighbouring islands and in Fort-de-France, there are dozens of out-of-use pleasure crafts left and one rather bulky and unseaworthy wreck, the *Lady Grace II*, ex-*Mogens Graesborg* built in 1964 in Denmark, 48 m in length, St.Vincent and Grenadines flag. On October 17, 2008, the coaster was anchored in the bay of Fort-de-France, waiting for cyclone Omar to calm down. Her anchor chain(s) broke and the winds drifted the vessel aground on the rockfill embankment that protects the current container platform.

Lady Grace II is the last opportunity that can be seized to finally initiate the ship dismantling industry which the Regional Council of Martinique called for in its unanimous motion passed on November 13.



© Préfecture 972

Sources:

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