Ship-Breaking
Bulletin of information and analysis on ship demolition

2013

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Zanoobia © Editions CETIM

Cosette © Robin des Bois

The Zanoobia is in Fort-de-France, in Martinique. The mythic cargo ship is awaiting demolition or sea dumping. She has been at berth there since the end of January 2010. She is known today as Cosette. Her last owner was established in Florida, United States. On the point of transporting humanitarian material to Haiti after the earthquake January 12, 2010, the Cosette was detained in Fort-de-France for security and financial reasons. The 17 Romanian and south American sailors were not paid for many months, the Cosette was not complying with a number of safety rules – between 1999 and 2009, she had been detained 11 times in the American ports of Boston, New York, Miami and Woods Hole. Furthermore, she was under the scope of 2 conservatory seizures for unpaid towage and bunkers bills.
The ex-Zanoobia originated the Basel Convention on the transboundary movements of hazardous waste signed March 22, 1989. The Zanoobia with her 10,000 toxic barrels revealed the globalization of waste. This historic cargo of 2,100 tons from the European and Swiss chemical industry had left the Italian port of Marina di Carrara aboard the Lynx in January 1987. Initially, Djibouti refused it to be unloaded in its port. The Lynx headed then towards Venezuela where the waste was surreptitiously unloaded April 18 in Puerto-Cabello. A child playing in the wasteland full of barrels was found dead. Caracas required the departure of the “merchandise” in calling responsibility of Italy and the European Union. The Italian broker, Jelly Wax, owner of the cargo, had then chartered the Makiri. Leaving from Puerto-Cabello September 24, the Makiri unloaded the barrels in Tartous, Syria, by the end of the year 1987, after having been turned down again in Cagliari, Sardinia. The Syrian authorities had not been informed about toxicity of the waste and ordered its departure.

Then, the Syrian ship-owner of the Zanoobia accepted to regain control of the affair. The barrels were loaded on the Zanoobia bound for Thessaloniki in Greece mid-March 1988. The wastes were denied unloading again. The Zanoobia was then doomed to 2 months of wandering in the Mediterranean. A part of the Syrian and Lebanese crew was victim of diverse sickness, migraines, conjunctivitis, eczema and bronchitis. The sailors were intoxicated by the dust and fumes of the dented barrels. In the end, the Zanoobia came back to her departure point, the port of Marina di Carrara. The Italian government prohibited her access. After 33 days of waiting and surveyed solitude by the coastguards, the Zanoobia was finally accepted in Genoa at the end of May 1988. The waste had made a world tour in 450 days. They were unloaded, inspected, analyzed and treated. The Italian government unlocked to this effect the equivalent of 4.8 million €. Hell ended for the crew. Public opinion, Environmental NGOs mobilized against the Third-World and the Africa trash of rich countries. The European Parliament was outraged. Less than one year afterwards, The Basel Convention was signed and entered into force.

The ex-Zanoobia launched in 1966 is de facto abandoned in Fort-de-France.

Robin des Bois asked the French government to order on-site demolition and make every effort to preserve the workers and the environment.

This would at last be the renunciation to scuttling, equivalent to waste dumping and the beginning of a ship-dismantling industry in ultramarine territories. It would offer a proximity solution to the recycling of the fishing ships, pleasure boats, the Caribbean Fleet of the French Navy and the merchant vessels damaged by the cyclones and discarded like the Lady Grace II. The “Grenelle of the Sea”, environmental roundtable on sea issues, had committed itself to develop it.
Icelang

Faxaflói Bay is home to the Icelandic capital Reykjavik, whale watching and the Imagine Peace light tower in honor of John Lennon. That’s the bright side.

On the dark side, Faxaflói Bay harbors aquatic ship scrapping sites devoted to a fleet of factory ships and fish carriers, abandoned or damaged, on which illegal fishing activities had often been suspected.

Just like in the Indian sub-continent and on Alang beach, demolition activities are carried out without any protection of the environment, the grounds and waters of the Bay. Once all valuable metal has been recovered, all sorts of waste including asbestos are discarded to the mercy of the winds and tides.

Obsha. IMO 8325676. Factory ship. Lenth 62 m, 1,800 tons. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Stralsund (East Germany) by Volkswert VEB. One of the 126 factory ships of the Orlynok type built by the East German shipbuilding yard for the USSR fishing fleet. These stern trawlers for pelagic or deep sea fishing had a 12.9 knots maximum speed, were run by a 33 to 42 member crew and were equipped with a fish processing plant, refrigerated cargo spaces and fish oil tanks.

Abandoned along the quayside of Hafnarfjörður south of Reykjavik since 2007, the Obsha was beached on an embanked patch opening onto the Bay. Scrapping on site has left behind a real dump.
Her sister ship, the *Orlik*, should be next. After suffering repeated fires during summer 2013, she is in Hafnarfjörður pending demolition.


After suffering a fire in the engine room on October 30, 2013 south of Iceland, the *Fernanda* was towed to Hafnarfjörður. The 11 crew members were safely evacuated but the smoldering fire forced the tugboats to take the ship away from the port and finish extinguishing the flames out at sea. The *Fernanda*, irretrievably destined to demolition, was later towed and beached in Keflavik, south of the bay.
Destruction has just been started. The *Fernanda* wreck is cut apart with shears. Removing asbestos or sorting toxic or non-toxic waste are ideas unknown to Icelandic wrecking crews. Ashes and other residue from the fire are mixed in with gravel and metal scraps.

**Coming soon**

*Humarskipid (ex-Arnes, ex-Baldur)*. OMI 6609846. Length 33 m. Built in 1966 in Kopavogur (Iceland) by Stalskipasmidjan. After a career as a ferry boat, the ex-*Arnes* renamed *Humarskipid* (the lobster-ship) was a famous sea-food restaurant anchored in the Old Port of Reykjavik. A careful look at the menu does not show any proof of whale meat served onboard. It is true that her owner is also an organizer of whale watching tours. Summer 2011, the *Humarskipid* reaching the end of her lease and the end of the road was exiled to Akranes, north of Reykjavik. It is unknown on which beach will take place the demolition.

The old Icelandic whalers of the *Hvalur* series are potential candidates for this archaic Icelandic demolition. If they could only, along with the other Icelandic ships or ships abandoned in Iceland, be sent to organized yards. The *Sulan*, the *Oskar* and the *Adalvik*, 3 fishing vessels built in Iceland and flying the Iceland flag were demolished in Ghent in Belgium. In the same way, cargo ships that suffered accidents or fires were towed to the Grenaa ship-breaking yards in Denmark from Norway or the Kiel Canal. In the future, Iceland, that has founded its prosperity on fishing and of which more than half of exports concern sea food products, Iceland on the Arctic’s threshold, will need autonomous structures to do away with dignity with ships reaching the end of their life.

The *Hvalur 9* built in 1952, Iceland flag, in service, stationed in Reykjavik. © Þorbjörn Viglundsson
Baltic Ace is rising back to the surface

11 crew members perished when the car carrier Baltic Ace capsized, after being rammed into by the container ship Corvus J off the coast of Rotterdam. The Baltic Ace sank in minutes. Operations to pump the car carrier’s bunker fuel oil were “temporarily” put to a halt at the beginning of 2013 because of weather conditions, but were never resumed and an oil pollution coming from the wreck was noticed in June 2013. In July, the Israeli ship owner Ray Car Carriers declared to the Dutch government that he has waived all its rights to the ship, leaving it also with the burden and costs of rescue operations. How elegant!

After particularly deep though given to the dangers for navigation arising from the presence of a wreck sunk in the middle of the North Sea 35 meters deep, authorities in Holland in charge of the affair have just awarded the contract for removal of the ship and her cargo composed of 1417 cars. It was high time. The Baltic Ace tragedy happened December 5, 2012, over 15 months ago, and the car carrier’s state has had time to be degraded. The Royal Boskalis and Mammoet Salvage from Holland hope to begin operations current 2014 and finish them before the end of 2015. 10 years ago, another car carrier, the Tricolor was removed in 15 months and operations ended 22 months after she sank, period over which would occasionally occur oil spills and beached car pieces.

The chosen technique to remove the Baltic Ace is the same as the one used for the Tricolor: she will be sliced, loaded onto barges by floating cranes and disposed off on land. The Tricolor slices had been recycled in the Belgian yard Galloo. (Cf. press release « Baltic Ace collision, risks of oil spill in the North Sea», December 6th 2012).

Remove the Rena

In New Zeland also, two and a half years after the container ship sunk on the Astrolabe reef, operations are dragging on. Among some of the 1368 containers on board, some that were stuck in the ships bottom were not retrieved. They are letting go residue that winds carry to beaches, notably plastic pellets.

This waste, a real disaster for the ocean and seashores worldwide, ends up in sea birds’ stomachs. The wreck is not entirely removed: the bow has been only “reduced” and cut. She lies only a meter deep during low tide. So the Rena’s forepart is now invisible but remains dangerous and requires delimitation of an exclusion zone for navigation or other nautical activities. The ship owner and his insurer are playing dangerously with stagnation. Covering up the Rena and her cargo will briefly mask the environmental
consequences of the shipwreck. Populations, some of who live off fishing from the sea, are not fooled. They fear that the accommodation block at the stern section of the ship will progressively degrade; it could potentially collapse causing debris to be brought massively to shore. In order to calm pressure arising from public opinion, decision was made to cut up and remove the “castle”, of which a first section of 350 tons has just arrived in Tauranga.

After this token of good will, the ship owner and insurer have no intention of giving in and are attempting to persuade local authorities to let the remaining parts rest as they are now at the bottom of the sea. They already have the enthusiastic support of a local underwater-diving club that sees with the Rena’s wreck a new play ground. The paradox comes from that the owner and insurer put forward the safety of the professional divers’ moving around the wreck as an argument to definitively abandon the Rena.

Local associations have just launched a counter attack publishing on March 20 a petition addressed to the New-Zealand Government demanding the entire ship to be removed and that the reef be restored.

Background: on October 5th 2011, the Rena hurrying to reach Tauranga on the North Coast hit the Astrolabe Reef and grounded; she was carrying 1,368 containers and 1,700 t of bunker fuel oil. The ship hull cracked, the fuel oil along with the cargoes escaped from the containers spilled the shoreline and Motiti Island, thousands of seabirds were oiled. The Rena broke in two and sank in January 2012. The master and the second officer were later sentenced to jail for seven months following charges of operating a vessel in a manner likely to cause danger, discharging a contaminant, and altering ship documents. The ship owner was fined 300,000 $ and agreed to pay an additional 27 million $ in compensation to the State.

The total cost to the Government of New Zealand is around 47 $ to date.

What has happened to them?

Noble Star. This ex cargo supply ship of the US Navy left the United States without precision on her final destination (Shipbreaking # 34, p 27). She would not benefit from the dismantling conditions applicable to the certified shipyards in the United States. Her mysterious voyage ended up on an Indian beach where she will be demolished.

Felicidad. The chemical tanker was stranded in Buenos Aires and her destination of demolition was unknown. (Shipbreaking # 33, p 18). At this time in South America, there is no ship-breaking yards operated with the best standards of security for the workers and for the environment. The Felicidad was sold to a Bahamas-based shell company, deflagged to St. Kitts & Nevis and finally beached March 8th in Bangladesh as Felici.
**Clemenceau.** The 7 defendants in the affair of the dismantlement contract of ex Clemenceau (Cf. Ship-breaking # 34) have been found guilty. 3 of them were sentenced to prison, in particular, the manager of Technopure, the society in charge of the asbestos removal (30 months) and Briac Belivert (1 year), the manager of SDIC that had obtained from the French State the dismantlement contract of ex-aircraft carrier.

**Luno** It is dangerous to let a ship spotted for its mechanical deficiencies enter a port when there are no means of rescue and adapted towing available in very bad sea conditions. The *Luno* struck a seawall and broke into 20 parts. The demolition is in progress. The administrative framework of the scrapyard is insufficient. On the beaches of Anglet and of Biarritz, the debris of *Luno* and her residues of exploitation will keep arriving for many years. The priority is to get the landscape and the beaches rid of all the visible waste before the tourist season.

The example of *TK Bremen* also demolished on the spot of her grounding in Brittany shows that, many months and years after the official end of operations, the risks and the macro waste reclaim the memory and the responsibility of the representatives and the scrapyard managers. (Cf. « *Luno, the TK Bremen the other way round*»)

**A 13 km long and 176,000 boxes capacity container ship sent to demolition in Asia!**

For the first time since Ship-Breaking was launched in 2006, container ships are at the top of the list. The 55 units demolished represent 24% of the number of ships, 40% of the amount of metal and a total capacity of 176,000 boxes.

<table>
<thead>
<tr>
<th>category</th>
<th>recycled metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : container ships, 55 (24%)</td>
<td>1 : container ships, 886.000 t (40%)</td>
</tr>
<tr>
<td>2 : general cargo, 54 (23%)</td>
<td>2 : tankers, 566.000 t (25%)</td>
</tr>
<tr>
<td>3 : tankers, 45 (19%)</td>
<td>3 : bulk carriers, 437.000 t (20%)</td>
</tr>
<tr>
<td>4 : bulk carriers, 42 (18%)</td>
<td>4 : general cargo, 158.000 t (7%)</td>
</tr>
</tbody>
</table>

231 ships have left world-fleets over the 3 first months of the year. Demolition of the whole number will enable to recycle over 2 million tons of metal. 87 (38%) were built in Europe, 63 (27%) belonged to European owners, 213 (93%) have landed in Asia.

The rhythm at which ships are being sent to demolition is slowing (18 ships per week as opposed to 22 on average over the year 2013).
Prices proposed by ship breakers are crumbling in China, down to 320 $ per ton, but are on a slight rise in Bangladesh and especially in India where we are close to 500$.

Camouflaging and avoiding constraining regulations are continuing practices. 40 ships have changed names and made their last voyage anonymously under a hearse flag: Saint-Kitts-and-Nevis, Comoros, Tuvalu, Togo, Tanzania and Dominica.

<table>
<thead>
<tr>
<th>recycled metal</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 890,000 t (44%)</td>
<td>1 India, 85 (37%)</td>
</tr>
<tr>
<td>2 Bangladesh, 414,000 t (21%)</td>
<td>2 Bangladesh, 49 (21%)</td>
</tr>
<tr>
<td>3 China, 311,000 t (16%)</td>
<td>3 China, 36 (16%)</td>
</tr>
<tr>
<td>4 Pakistan, 235,000 t (12%)</td>
<td>4 Turkey, 26 (11%)</td>
</tr>
<tr>
<td>5 Turkey, 92,000 t (5%)</td>
<td>5 Pakistan, 19 (8%)</td>
</tr>
</tbody>
</table>

India, favorite destination for container ships, is benefiting from their rush and holds top of the list with 85 ships (37%) ahead of Bangladesh and China. India also gets back first place with regards to the amount of recycled metal.

**Demolition after bars**

43 (19%) of ships sent to demolition were controlled by a classification society not member of the IACS (International Association of Classification Societies) or not controlled at all. Sub-standard ships have always priority for departure: at least 121 (52%) were subject to prior detentions(s) in world ports with an average of 85% for general cargo carriers, 67% for bulk carriers, 62% for Ro-Ros and 57% for chemical tankers.

The gold medal for sub-standard ships goes out to the An Yang He, under Cambodian flag belonging to a Chinese owner, with 10 detentions (p 25); followed by a half dozen ships under Cambodia, Thailand, St. Kitts and Nevis, Moldova or Sierra Leone flags detained 8 times: the general cargo carriers Faith, Little Dona, Semar, Sun Crystal, the bulk carrier Safarini and the gas carrier New Season. The Indonesian Batang Anai built in Belgium under the name Ahlers Bridge has had 15 different identities in 30 years.

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**Years and meters**

Ages of the ships taken out of service range between 13 years old for the Iranian container ship Sana sent to Bangladesh and 65 years old for the Norwegian ex passenger and cargo ship Soroy that became the school-ship RTS Sindbad Bitic beached in Pakistan. The average is 28 years. 40 years for passenger ships, 23 for tankers and 21 for container ships. 88 ships are less than 150m long, 70 measure between 150 and 199 m and 73 more than 200 m. The biggest ship is the tanker New Vitality, 330 m, demolished in China.

The veteran Soroy © Arlid Steinsland / Simplon postcards
(See also the training ship RTS Sindbad Bitic p 55)
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.

**Cattle carrier**


In Ship-Breaking # 34, Robin des Bois was hoping for the demolition of another cattle carrier owned by a Lebanese company, the grim _Abou Karim IV_ which is actually still sailing from port to port in the Mediterranean and was expected in Aqaba (Jordan).

**Heavy load carrier**

Make way for the very big ones

Container ships become disposable. Their time of use progressively approximates to that of a car. The Iranian *Sana* was just 13 years old. The 19,000 boxes arrive and push the 5,000 towards the small inglorious exit. The 8,000 container ships have to only behave, that the *MOL Comfort* did not succeed to do. How many balloons in the sky, bottles of champagne, conquering and moving speeches had been launched at the christening of the 55 container ships gone to the demolition between January 1st and March 31st 2014? And do the godmothers, famous wives or nieces of ship-owners or ministers know that their godchildren of the sea secretly sail to be demolished unnoticed, mainly young, but nevertheless asbestos bearing to Alang, Chittagong and Gadani?

1. *Fei He*
   - In Boston (United States) † China

2. *Hanjin Oslo*
   - In Astoria (United States) † India

3. *MSC Ayala*
   - In Valencia (Spain) † India

4. *Maersk Delano*
   - In Savannah (United States) † India

5. *Maesk Miami*
   - In Adelaide (Australia) † India

6. *Jolly*
   - In New York (United States) † India

7. *Sana*
   - In Hong Kong (China) † Bangladesh

8. *Kapitan Artyukh*
   - In Vladivostok (Russia) † Bangladesh

Photos:
Container ship
Sardonyx (ex-MOL Vision, ex-MSC Maryland, ex-APL Sardonyx, ex-NOL Sardonyx, ex-Neptune Sardonyx). IMO 9077458. Container ship, 4388 teu. Length 294 m, 21,438 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2013 in Shenzhen (China). Sold as is in Singapore for demolition in India where she was beached as Don. 475 $ per ton including 550 t of bunkers.

APL Sardonyx in Balboa, Panama Canal, October 2011 © Gordon Dalzell


Athens Trader (ex-Belem 2, ex-MSC Belem, ex-Trade Harvest). IMO 9070175. Container ship, 2227 teu. Length 196 m, 10,317 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Lomar Deutschland GmbH (Germany). Detained in 2001 in Naples (Italy). Sold as is in Jebel Ali for demolition in India. 495 $ per ton including 120 t of bunkers.


In Cuxhaven (Germany), October 2009 © Helmut Soltau
Carola E (ex-Ym Mersin, ex-Indiapendent Trader, ex-Carola E, ex-Carolina, ex-America, ex-Carolina). IMO 8908715. Container ship, 1452 teu. Length 150 m, 6,079 t. Deflagged from Germany to St. Kitts & Nevis for her last voyage as Carol. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun-Warnowwerft. Detained in 2014 in Bandar Abbas (Iran). Sold by her German owner to Baltanas Shipping, a St. Kitts & Nevis-based shell company, deflagged and renamed prior to her departure for demolition in India.

Fei He. IMO 9060182. Container ship, 3764 teu. Length 275 m, 19,000 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. On January 29th 2014, the Fei He collided with the chemical tanker Lime Galaxy off Jurong Island in Singapore. The ship sustained damage to some of its ballast water tanks and bunker tanks which resulted in an oil spill. The Chinese owner COSCO considers the Fei He to be too badly damaged and sell her for demolition to a Chinese ship-breaking yard for about 6,5 millions $, i.e. 360 $ per ton.


Filippa C, just being renamed in Malmö (Sweden), August 2010 © Tom Jones


The South Korean Hanjin gets rid of 15 container ships with a capacity of 5302 and 4024 teu assigned to its transpacific service. Except for the Hanjin Irene and Hanjin Marseilles aged 20 and 21 years old, they were built between 1996 and 1998. All were expected for demolition in India after having performed a last Far-East/ Indian Ocean service but the Hanjin Beijing headed to Gadani instead: this is the first container ship of this size welcomed by the Pakistani yards. The Korean ship-owner will take delivery from March on of container ships with a capacity of 10,000 teu that will be redeployed in replacement of these “mini” ships.

Hanjin Beijing. IMO 9115731. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Expected to be demolished in India. Hanjin Beijing left Busan (South Korea) early March, called at Mumbai (India) on March 20th and was finally beached for demolition in Gadani (Pakistan) on March 25th. 470 $ per ton.

Hanjin Beijing entering Busan (South Korea), May 2011 © Lappino
**Hanjin Berlin.** IMO 9115743. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 $ per ton.

**Hanjin Irene.** IMO 9021693. Container ship, 4024 teu. Length 290 m, 18,888 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Busan (South Korea) by Hanjin Co. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2002 in Savannah (United States). Sold for demolition in India. 486 $ per ton.

*Berthed at Llovera dock, TCV Terminal, Valencia (Spain), November 2012 © Manuel Hernandez Lafuente*

**Hanjin London.** IMO 9111383. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). *Hanjin London* carried on an ultimate voyage, calling successively at Qingdao (China), Kaohsiung (Taiwan), Singapore, Mumbai (India) and up to Karachi (Pakistan); then she left early April and is now heading towards India and Alang, her final destination. 470 $ per ton.

**Hanjin Los Angeles.** IMO 9128130. Container ship, 4024 teu. Length 290 m, 23,760 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 $ per ton.

*Hanjin Los Angeles in Hong Kong on April 2008 © Ivan Meshkov*

**Hanjin Marseilles.** IMO 9015541. Container ship, 4024 teu. Length 290 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.

*Hanjin Marseilles under the Bayonne Bridge (New Jersey, United States), April 2011 © Joe Becker*
**Hanjin Nagoya.** IMO 9155028. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.

![Hanjin Nagoya arriving at Hamburg (Germany), December 2008 © Jens Boldt](image)

**Hanjin Oslo.** IMO 9161778. Container ship, 5302 teu. Length 279 m, 23,792 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 $ per ton.

**Hanjin Paris.** IMO 9128128. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 $ per ton.

![The sleek and majestic Korean flagged Hanjin Paris outbound from Vancouver harbour, sails under the Lions Gate Bridge. September 2006 © Neil England](image)


![Hanjin Rome inbound to Vancouver harbour june 19 2010 © Robert Etchell](image)
Hanjin San Francisco. IMO 9131058. Container ship, 4024 teu. Length 290 m, 18,800 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 $ per ton.

Panama Canal, February 2012
© Pete Roberts

Hanjin Shanghai. IMO 9088251. Container ship, 4024 teu. Length 290 m, 18,831 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 460 $ per ton.

Hanjin Valencia. IMO 9142485. Container ship, 4024 teu. Length 290 m, 22,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 $ per ton.

In Savannah (Georgia, United States), February 2014
© David Brown


In Portland (Oregon, United States), September 2011© TBH MarineTraffic

Hanjin Wilmington. IMO 9142473. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.


The Danish Maersk regularly puts forward its reputation of a ship-owner responsible until the demolition of its ships and partnering with the "best" Chinese shipyards. This policy does not apply to vessels chartered or operated by the World No. 1 for container shipping. Maersk Dalton, Darlington, Dauphin, Delano, Delmont and Miami belonging to the German financial company ER Schiffahrt GmbH & Co. KG have therefore all been renamed before being beached in Alang Bay. The image is saved.


After the Nedlloyd Hong Kong, Honshu, Oceania and Africa (see Ship-Breaking # 34), this is the end of the hatchcoverless container ship (ex-Hapag Lloyd) also operated these last years by Maersk. This type of revolutionary container ship allowed the loading time to be shortened and avoided the loss at sea of containers but is now outdated as well as their capacity of 3604 evp. They were officially property of ER Schiffahrt Gmbh & Cie Kg and have been all renamed. The image is saved.

Nedlloyd America. IMO 8915677. Container ship, 3604 teu. Length 266 m, 20,447 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt Gmbh & Cie Kg (Germany). Renamed Ekali prior to her departure for demolition in India 450 $ per ton.

Nedlloyd America, Pusan (South Korea), July 2007 © Ivan Meshkov

**Nedlloyd Europa.** IMO 8915691. Container ship, 3604 teu. Length 266 m, 19,783 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Kobe (Japan) by Mitsubishi. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Renamed **Dabat** prior to her departure for demolition in India. 470 $ per ton.

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**Marathonas (ex-MSC Marathon, ex-Maersk Marathon, ex-Mc Kinney Maersk).** IMO 8819940. Container ship, 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Lindo (Denmark) by Odense Stalskibs. Owned by Danaos Shipping (Greece). Sistership of **Mytilini** (cf below) also sold for demolition in India. Sold for demolition in India. 493 $ per ton including a spare bronze propeller and bow thrusters.

*MSC Marathon. May 2009 at Savannah, (Georgia, United States) © foggy / Shipspotting*


**MSC Tanzania (ex-Pudong Senator).** IMO 9141261. Container ship, 4688 teu. Length 294 m, 18,646 t. Deflagged from Germany to Liberia for her last voyage as **Pudong.** Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 477 $ per ton.

*At Conley Container Terminal, South Boston (United States), July 2010. © Jack Clifford*


River Elegance. In Barcelona (Spain), December 2007 © Angel Luis Godar Moreira


Romy Believer. At Drapetsona, Piraeus, Greece. November 2013 © Dennis Mortimer


Santiago at Perama, Piraeus, (Greece) November 2013 © Dennis Mortimer


**General cargo**


*Abdul Prince* (ex-Kapitan Mochalov). IMO 7362445. General cargo. Length 151 m, 5,526 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by IMS Hellenic Co (Greece). Detained in 2001 in Lovisa (Finland), in 2008 in Antwerp (Belgium) and in 2013 in Alanya (Turkey). In January 2014, the *Abdul Prince* was renamed *Sea Shark* then *Meral Queen* and was finally beached for demolition in India on March 20th.


The detentions of the An Yang He © Robin des Bois

Anke Angela (ex-Claudia-Isabell). IMO 8417546. General cargo. Length 82 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Wewelsfleth (Germany) by Hugo Peters. Detained in 2001 in Hamina (Finland), in 2002 in Szczecin (Poland) and in 2012 in Rostock (Germany). On January 11th 2012, the ship ran aground in Kalmar Strait with her 6 crewmen; the Swedish Coast Guard suspected the two senior officers to be drunk at the time of the incident. The Anke Angela was towed to Kalmar and then resumed sailing. A few months later, she was found laid up in Krautsand (Germany). In September 2013, she was sold by her German owner to the Miami-based DMH International. She was deflagged from Gibraltar to Panama and renamed Hugo Chavez Frias. However, she only left Germany to be towed for demolition in Grenaa (Denmark). She arrived at Fornæs Shipbreaking yard on March 14th.

Anke Angela, still laid up at Krautsand with name painted over at the bow. November 3rd, 2013 © Cornelia Klier
Archangelgracht. IMO 8811948. General cargo. Length 130 m, 3,816 t. Deflagged from the Neterlands to Tuvalu for her last voyage as **Chan**. Classification society Lloyd's Register of Shipping. Built in 1990 in Harlingen (Netherlands) by Tille. Detained in 2013 in Xiamen (China). Sold and towed for demolition in Bangladesh.


Don Max berthed on passenger terminal, November 2011 Odessa, Ukraine © Vovashap


Esguifinsa berthed in passenger terminal, November 2011 Odessa, Ukraine © Vovashap


Faith, April 2014 © Minthi and her detentions © Robin des Bois


The detentions of the Little Dona © Robin des Bois


Million T in Koh Si Chang Transhipment Area (Thailand), June 05, 2011 © Geir Vinnes


Ming Jie © Jörn Prestien


Moniuszko off Terneuzen Netherlands on September 2013 © Jörn Prestien

Nordvik. IMO 7704837. General cargo. Length 88 m. Faroe Islands flag. Classification society RINA. Built in 1978 in Fossa (Norway) by Fosen MV; jumboized in 1983 and lengthened from 77 to 88 m. Owned by Norresundby Shipping A/S (Denmark). Sold for demolition in Grenaa (Denmark).

*Orange Breeze February 2013 near Vladivostok, Russia. © Vitali*


*Oranus At Tartous anchorage area (Syria), September 2009 © Mahmoud Shd*


*Pamela Stream, December 2011 © Bushmakin*


Perseus K passing northbound through the Bosphorus with Sultanahamet Camii (Blue Mosque) as her backdrop. July 2011. © Don Fraser

Pioner Korsakova (ex-Black Pearl, ex-Riga Merchant, ex-Pioner Uzbekistana). OMI 7831886. General cargo. 130 m. long, 3,937 t. Russian Flag. Classification Society Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgsky SZ. Owner Sakhalin Shipping Co SASCO (Russia). Detained in 1999 in Leghorn (Italy), in 2000 in Fredrikstad (Norway), in 2004 in Rotterdam (Netherlands) and in 2005 in Brest (France). At the time, she was called Black Pearl, property of the Italian B Navi and sailed under the Maltese flag and the RINA classification. She was specialized in deficiencies, detentions in European ports and the loss of wood cargoes: in October 2004 she had to get rid of part of her construction wood cargo to reduce her list; in November 2005, on her way from Finland to Algeria, she suffered an engine failure off Brittany and nearly capsized. She went adrift and lost 2000 m³ of wood. She was rescued and towed to Brest by the Abeille Bourbon and was then detained for 25 days. The Maritime Affairs inspector had found the Black Pearl “in deplorable state”, in terms of both security of the vessel and life conditions of the crew - torn and rotten mattresses, out of use showers and spoiled food : a shame for the European Merchant navy. In May 2006, the Black Pearl had been sold to Russian Sakhalin Shipping Co (SASCO) and exported to the Russian Far East that she had no longer left. In 2013, she finally beached for demolition in Bangladesh.

November 2005, the Arctic forest off Brittany © Marine Nationale


The detentions of the Semar © Robin des Bois

Shoreham (ex-Sea Eagle, ex-Hope, ex-Shoreham, ex-Ballygarvey). IMO 8104280. General cargo. Length 77 m. Cook Islands flag. Unknown classification society. Built in 1982 in Goole (United Kingdom) by Goole SB. Detained in 2006 in Amsterdam (Netherlands) and in 2011 in Dublin (Ireland). Laid up in Santander (Spain) following the financial difficulties of her owner Dudman Group Ltd (United Kingdom). The shipowner has abandoned several ships and their Russian and Ukrainian crews in European ports this year and sold Cementina and Thames for demolition in Ghent (Cf. Ship-Breaking #33). The Shoreham would be demolished in Santander.

Siderfly (ex-Borgfeld, ex-Eemsea, ex-Borgfeld). IMO 8412405. General cargo. Length 100 m, 1,456 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Elsfleth (Germany) by Elsflether Werft; jumboized en 1990 and lengthened from 89 to 100 m. Owned by Eestinova OU (Estonia). Detained in 1999 in Setubal (Portugal), in 2002 in Genoa and in Pescara (Italy) and in 2005 in Nantes (France). On October 28th 2013, Siderfly collided with the gas tanker Coral Ivory

Loading Rock at Porthoustock quarry (Cornwall, United Kingdom), February 2011 © Barrie Clark

Ship-Breaking # 35 - Robin des Bois – April 2014 - 33/62
in the Kiel Canal. The ship is badly damaged, refloated but is eventually towed for demolition in Denmark. She arrived in Grenaa in February 2014.

Solid Bay (ex-Cargobay, ex-Royal Star). IMO 7703508. General cargo. Length 94 m, 1,845 t. Deflagged from Philippines to Tuvalu for her last voyage as Solid B. Classification society International Ship Classification. Built in 1980 in Ulsan (South Korea) by Donghae SB Co. Sold by Filipino Owner Solid Shipping Lines Corp to the Indian Doehle Danautic prior to her departure for demolition in Bangladesh.

Sun Crystal (ex-Cenpeak Pioneer, ex-Marine Nagasaki). IMO 8304127. General cargo. Length 83 m. Sierra Leone flag. Unknown classification society. Built in 1983 in Nomi (Japan) by Nakatani. Owned by Royal Armadas International Co (China). Detained in 2000 in Busan (South Korea) and Fushiki (Japan), in 2001 in Vladivostok (Russia) and twice in Busan again, in 2003 in Nakaminato (Japan), in 2007 in Fukuoka (Japan) and in 2008 in Pyeongtaek (South Korea). Sold for demolition in China.


Reefer.


Baltic Novel (ex-Karina, ex-Rona Reefer, ex-Sun Spirit, ex-Queen, ex-Chiquita Queen, ex-Inanna, ex-Lanai). IMO 7800588. Reefer. Length 155 m, 6,725 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Krimpen a/d Ijssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handel und Schiffahrt GmbH (Germany). Detained in 1999 in Genoa (Italy) and in 2000 in Antwerp (Belgium). Sold for an unknown destination of demolition, probably India like the Baltic Mariner of the same owner; she left Russia, her destination at the moment is Gibraltar.

Factory ship.
2 Atlantik II class factory ships of the ex Soviet fishing fleet left for demolition in China. From 1966 to 1968, 50 Atlantik I type ships then from 1968 to 1971 121 Atlantik II type ships were built by the East-German shipbuilding yards, most of them in Stralsund but, from 1974 to 1976, 24 of them in Wismar. Equipped for the fishing, processing and storage of pelagic and deep sea fish. They could accommodate 80 sailors.


Klimovo berthed at Petropavlovsk-Kamchatsky, Russia March 2012 © Vladimir Kononov


Kremen, January 2013 © Chris Howell
**Tanker**


At Ningbo (China), April 2005 © Gradimir Radev


Fair Spirit offshore Fujairah (United Arab Emirates), February 2010 © Gerry Hill


Genmar Minotaur leaving Cayo Arcas (Mexico), 2004 © Tomasello Letterio

Georgia, May 2013 © PILOT2019 / MarineTraffic

Itaituba. IMO 8920505. Tanker. Length 186 m, 9,920 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Petrobras (Brazil). Sold as is in Brazil for an unknown destination of demolition. 350 $ per ton including 100 t of bunkers.

Berthed in Fortaleza (Brazil), January 2010 © Cap. Luz


Sailing from Sydney Harbour (Australia), July 2011 © Mick Prendergast

Lucala (ex-Ngol Lucala, ex-Jag Arpan, ex-Lucy). IMO 8319902. Tanker. Length 230 m, 12,843 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage under her original name Lucy. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Los Angeles (United States) and in 2003 in Ghent (Belgium). Sold to Product Plus International Ltd, a British Virgin Islands-based shell company, prior to her departure for demolition in India.

Lucala at Luanda (Angola) March 2011 © foggy
**Lueji** (ex-NGOL Lueji, ex-Jag Anjali, ex-Suzanne). IMO 8319914. Tanker. Length 230 m, 12,823 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage as *Blue 1*. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2003 in Daesan (South Korea). Sold in Ullib Shipping Inc, a St. Kitts & Nevis-based shell company, prior to her departure for demolition in Pakistan.


**Ocean Dolphin**. IMO 9126883. Tanker. Length 120 m, 2,826 t. Deflagged from Singapore to Domenica for her last voyage as *Ocean*. Classification society Nippon Kaiji Kyokai. Double hull tanker built in 1995 in Singapore by President Marine. Owned by Ocean Tankers Ltd (Singapore). Sold for demolition in Bangladesh. 451 $ per ton.


Ping Chuan at Hongai anchorage, Halong Bay (Vietnam). September 2003 © Binh

Poti. IMO 8421183. Tanker. Length 218 m, 14,409 t. St. Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. On January 1st 2014, the tanker Poti flying the Argentinian flag and owned by an Argentinian subsidiary of the Brazilian Petrobras was sold, deflagged to St. Kitts & Nevis and renamed Popidio. On February 4th, her official status in the Equasis database became "to be broken up" and her final destination was India. On February 21st, she suffered an engine failure 100 miles off the South African coasts and went adrift. She was assisted by the tug Smit Amandla Marine, resumed sailing towards Mauritius and is now waiting off Port Louis, the shelter for distressed ships. Soon to be beached for demolition on an Indian Ocean beach? (Cf. the case of Hansa Brandenburg).

Arriving in Santos (Brazil), February 2008, with the three tugs Smit Tora, Smit Tupi, Smit Tuxa © Bruno Pricoli


Southernpec 8 at Tanjung Pelepas (Malaysia) anchorage, March 2011 © Jerzy Nowak:
Sri Kadriah 1 (ex-Verona, ex-Columbia). IMO 8706131. Length 326 m, 33,267 t. Deflagged from Thailand to St. Kitts & Nevis for her last voyage as Sri 1. Classification society Lloyd's Register of Shipping. Built in 1989 in Ariake (Japan) by Hitachi Zosen. Sold for demolition summer 2012 after the inauguration of the new oil terminal in Tanjung Pelapas (Malaysia), she actually remained anchored off the coast and went on her floating storage career. In January 2014, she was sold to Autumn Harvest Maritime Co, a Liberia-based shell company, renamed and finally beached for demolition in Bangladesh.

January 07, 2012 Moored at submerged buoy at Tanjung Pelepas West Anchorage Area, Malaysia and used at Storage Tanker. © Emiliyan


Chinese tanker Ya Zhou Xiong Shi sailing up Yangtze River, November 2009 © Lakhtikov Dmitriy

Chemical tanker


![Breeze A](image1.png)


*Endeavor-I* being helped by 2 tugboats into Birth #9 of Mombasa Port (Kenya), May 2010. © Mohamed Hamdhan


August 2010 © MarineTraffic

August 2011 © Burak Al


Gas tanker


Gaz Symphony (ex-Palembang). IMO 7904190. Gas tanker. Length 135 m, 4,756 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Sasebo (Japan) by Sasebo H.I. Owned by Naftomar Shipping (Greece). Detained in 2000 in Brindisi (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 468 $ per ton including 500 t of bunkers.

Kyokai Maru future Lagas Rainbow in Kanmon Strait (Shimonoseki, Japan), May 2012 © V Tonic


LNG Aries sailing from Ras Laffan (Qatar), May 2005 © CaptainP

New Season (ex-Picnic 4, ex-Formosas n°2, ex-Aries Gas, ex-Sunny Gas). IMO 8323525. Gas tanker. Length 95 m, 1,884 t. Thai flag. No classification society according to her last Port State Control. Built in 1984 in Kinoe (Japan) by Kishimoto Zosen. Owned by Seamanship Co Ltd (Thailand). Detained in 2004 in Ulsan (South Korea), in 2006 in Yeosu (South Korea), in 2008 in Dongnai (Vietnam), in 2012 in Daesan (South Korea) and in 2013 in Yangjiang, in Changshu, in Zhanjiang and in Jiaxing (China). Sold for demolition in Bangladesh.

The detentions of the New Season © Robin des Bois


SCF Polar (ex-Methane Polar, ex-Polar Alaska). IMO 6901892. Gas tanker. Length 243 m, 18,378 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1969 in Malmö (Sweden) by Kockums MV. Owned by Unicom Management Services (Cyprus). Sold as is in Durban (South Africa) for demolition in Pakistan but she has been deflagged, renamed Aris and is now heading to India. 540 $ per ton.

Berthing at Berth N.1 in Point Fortin (Trinidad & Tobago) helped by the tugs Hercules and Zeus 1, April 2013 © Amantilla

Symphony (ex-Berge Okoloba Toru, ex-Berge Sisar) IMO 7411557. Gas tanker converted to floating storage in 2004. Length 225 m. Deflagged from Bermuda to Tanzania. Classification society Det Norske Veritas. Built in 1979 in Perno (Finland) by Wartsila. Owned by Global Gas & Refining Ltd (Nigeria). On November 3rd, 2013, the Symphony ran aground off Ogidigbo (Nigeria) in the Bonny Channel. 3 days later, the tug Gudri sank while monitoring the situation. Symphony was not repaired after her grounding and is now expected for demolition in India.

Bulk carrier

Achilleas (ex-Thor Lotus, ex-H. Ismail Kaptanoglu, ex-Global Fame, ex-Dooyang Champion, ex-Hwang Yong). IMO 8308070. Bulk carrier. Length 192 m, 8,593 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Busan (South Korea) by Korea SB & E Corp. Owned by Worldwide Shipmanagement SA (Greece). Detained in 1999 in Ghent (Belgium), in 2010 in Khark Island (Iran) and in 2011 in Vishakhapatnam (India). The ship suffered a fire off Western Sahara on November 20th 2013, was towed to Cyprus and finally auctionned and sold for 2,7 millions $ to a Turkish ship-breaking yard, i.e. 310 $ per ton.

In Chalkis (Greece), April 2011 © N.Ggororinis

Adrian (ex-Iran Jamal, ex-Delight, ex-Iran Jamal). IMO 8320133. Bulk carrier. Length 190 m, 9,391 t. Iraniaen vessel used to repeated changes of flags and names; in March 2013, the Hong Kong citizen Adrian became the Goldis under Iranian flag, then in December 2013 the Comorian Teval. Classification society Germanischer Lloyd. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Indian Prayati Shipping just prior to be beached for demolition in India.

Adrian in the Suez Canal, October 2011 © Ivan Meshkov
Alabama Belle (ex-Aliki, ex-Sanmar Pageant, ex-Patricia, ex-Yavorov, ex-Coastas N. Pateras). IMO 8412144. Bulk carrier. Length 184 m, 8,169 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Roymar Ship Management Inc (United States). Detained in 2003 in Iquique (Chile), in 2004 in Quebec City (Canada), in 2005 in Newcastle (United Kingdom) and in 2011 in Ningbo (China). Sold for demolition in Bangladesh. 481 $ per ton including 500 t of bunkers.


Ariadne (ex-Antikeri, ex-Oneida, ex-Cashin, ex-Millenium Hawk, ex-LT Argosy). IMO 8200503. Bulk carrier. Length 185 m, 7,198 t. Barbados flag. Classification society Det Norske Veritas. Built in 1984 in Setoda (Japan) by Naikai. Owned by G Bulk Corp (Greece). Detained in 2000 in Quebec City (Canada), in 2004 in Naples (Italy), in 2006 in Novorossiysk (Russia) and in 2008 in Avonmouth (United Kingdom). Sold for demolition in Bangladesh. 475 $ per ton. She is sailing some more time in South-East Asia prior to her final departure.


**Chennai Perrumai (ex-Chennai Valarchi).** IMO 8128066. Bulk carrier. Length 190 m, 9,223 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by India Cements Ltd (India). Detained in 1999 in Port Hawkesbury (Canada), in 2000 in Antwerp (Belgium) and Dunkirk (France) and in 2003 in Singapore. Sold for demolition in Bangladesh.


Father S (ex-Ata, ex-Japan Apricot). IMO 8406377. Bulk carrier. Length 300 m, 25,464 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Port Hedland (Australia), Ningbo (China) and Vancouver (Canada) and in 2013 in Tianjin (China). Sold as is in Singapore for demolition in Bangladesh. 461 $ per ton.

Father S under discharging operation at Cao Fei Dian (China), June 2009 © Yubiblade


Hong Kong Pearl (ex-Portoroz, ex-Tinita, ex-Gracious, ex-Bulk Genie). IMO 8403791. Bulk carrier. Length 183 m, 7,320 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Tradewind Ship Management Ltd (Bangladesh). Detained in 2011 in Quangninh (Vietnam) and in 2013 in Tianjin (China) and in Rizhao (China). Sold for demolition in Bangladesh. 450 $ per ton including 300 t of bunkers.


In Kaohsiung (Taiwan), May 2013 © CY Chen

![Hussa Alghanim](image)


**Kaptan Nevzat Kacar** (ex-Vakhtangov, ex-Yevgeniy Vakhtangov). IMO 8325896. Bulk carrier. Length 184 m, 7,755 t. Turkish flag. Classification society Bureau Veritas. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 1998 in Montreal (Canada), in 2000 in Immingham (United Kingdom), in 2001 in Rouen (France) and in Setubal (Portugal), in 2002 in Antwerp (Belgium), in 2010 in Nikolayev (Ukraine) and in 2012 in Kavkaz (Russia). In 2003, she is on the first black list of 66 banned from the European ports by the EU directive on Port State Controls. Sold for demolition in India.


![Karia](image)

At Gulleuk, (Turkey), November 2010 © MarineTraffic


Racer at Ijmuiden (Netherlands), April 2009 © Marcel & Ruud Coster


The detentions of the Safarini © Robin des Bois


Sea Grace arriving Port Hedland (Australia) to load iron ore, March 2006. © Tropic Maritime Photos


Eurydice D. at Europoort (Netherlands), February 2003 © Pilot Frans
Winning Pride (ex-Golden Huaxin, ex-CSE Courage, ex-China Steel Realist). IMO 8128717. Ore carrier. Length 293 m, 23,293 t. Deflagged from Panama to Comoros for her last voyage as Winner. Classification society RINA. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping (China). Detained in 2003 in Dampier (Australia) and in 2007 in Port Hedland (Australia). Sold as is in Singapore for demolition in Pakistan. 440 $ per ton including 200 t of bunkers.

CSE Courage in Taiwan Strait on February, 2009 © Ivan Meshkov


Xin Sheng Hai in Baoshan, Shanghai (China), February 2008 © AAA - Shipspotting


Cement carrier

Conberria (ex-Berria). IMO 7914250. Cement carrier Length 107 m. Marshall Islands flag. Classification society Bureau Veritas. Built in 1981 in Rios (Spain) by Construcciones. Owned by Eureka Shipping Ltd (Cyprus). On November 6th 2013, the Conberria ran aground on rocks south of Stabben light near Floro (Norway). 700 t of the cement cargo were removed to lighten the vessel which was then refloated and towed to Floro on November 11th. The damage sustained was too significant, and in January 2014, the Conberria was towed for demolition in Ghent (Belgium) by Galloo Recycling.

Off Grip (Norway), August 2013 © Mats Brevik The distressed Conberria © Knut Hove

Ro Ro

Al Dhafrah (ex-Stena Timer, ex-City of Burnie, ex-Tasmania B, ex-Stena Timer, ex-Bazias 8, ex-Balder Strand). IMO 8009038. Ro Ro. Length 121 m, 3,856 t. Deflagged from United Arab Emirates to Tuvalu for her last voyage as Rah. Classification society Det Norske Veritas. Built in 1984 in Galati (Romania) by Galati SN. Sold to the Indian Doehle Danautic just prior to her departure for demolition in India.

Cabot (ex-Cavallo). IMO 7700051. Ro Ro. Length 172 m, 7,500 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in South Docks (United Kingdom) by Smith's Dock Co; jumboized in 1996 and lengthened from 147 to 172 m. Owned by Oceanex Inc (Canada). Sold as is in Halifax (Canada) for demolition in India. 316 $ per ton.

Eurocargo Africa (ex-Tor Flandria, ex-Stena Partner, ex-American Falcon, ex-Zenit Clipper, ex-Finnclipper). IMO 7909982. Ro Ro. Length 194 m, 13,221 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums MV. Owned by Malta Motorway s Of The Sea Ltd (Malta). Detained in 2010 in Rouen (France). Sold for demolition in India. 493 $ per ton.


![Paromay](image1)

At Kholmsk Port (Russia), September 2009 © Denis Madjar


![Uluso 6](image2)


![Vinni](image3)

Car carrier


![GMT Venus](image4)

GMT Venus departing Vancouver, (British Columbia, Canada), running downstream on the Fraser River, June 2010 © Mike Zelt

Singa Ace. IMO 8313324. Car carrier. Length 199 m, 12,226 t. Deflagged from Singapore to Tuvalu for her last voyage as Singa. Classification society Nippon Kaiji Kyokai remplacée by International Ship Classification. Built in 1984 in Numakuma (Japan) by Tsuneishi; jumboized in 1987 and lengthened from 175 to 199 m. Detained in 2006 in Seattle (United States). Sold as is in Singapore to Uriz en Shipping Ltd, a British Virgin Islands-based shell company just prior to her departure for demolition in Bangladesh. 445 $ per ton.

At Port Phillip Heads (Australia), August 2013. © Mark Ridgway

Miscellaneous

Tug

Offshore supply vessel

Dredger

Kamal XXV at Cochin (India), December 2008 © John Wilson


*Passing Rendsburg (Germany) westbound in NOK / Kiel Canal on September 2007. © Aleksi Lindström*

*On January 04, 2014 at Galloo Recycling in Ghent (Belgium) © bs1mrc /Shipspotting*

**Training ship**

**RTS Sindbad Bitic (ex-RTS Sindbad, ex-Glommen ex-Ostfold, ex-Skule, ex-Soroy).**

IMO 5334614. Training ship. Length 51 m, 695 t. St. Kitts & Nevis flag. Unknown classification society. Built in 1949 in Brevik (Norway) by Trosvik Verksted. This vessel was originally a small Norwegian coastal ferry under the name Soroy, then Skule (1966). The Norwegians had her transformed into a training ship in 1979 and she was renamed Ostfold in 1981 (Ostfold Maritime Skole), then Glommen in 1991. She was then acquired by RTS Maritime Ltd with management by RAK Training Ship Sindbad of Ras Al Khaimah (United Arab Emirates) and continued her function of a “floating university” for the formation of sailors in Asia under the name RTS Sindbad and with the flag of St.Kitts & Nevis. The first courses began in 2005 after the ship was used to help the inhabitants of Chagos Islands, an archipelago in the Indian Ocean between India and Mauritius, struck by the tsunami of December 26, 2004. Renamed RTS Sindbad Bitic in 2008. Sold for demolition in Pakistan.

*© RAK Training Ship Sindbad Fz Llc*

**Ferry / Passenger ship**

**Anna Marine – Ant-1 – Ant-2**

These three ships have in common of having passed the essential of their career in the Irish Sea on the Fleetwood (United Kingdom) – Larne (Ireland) link, first under the colors of P&O as Buffalo, Bison and Puma, then European Leader, European Pioneer and European Seafarer, then for the Stena Line (Stena Leader, Stena Pioneer, Stena Seafarer). They were sold in 2011 and were deflagged to Moldova as Anna Marine, Ant-1 and Ant-2, they were operated by the Russian company Anrusstrans. They were affected to services in the Black Sea, between the Turkish, Ukrainian, or Russian ports and also between Mersin (Turkey), Port Said (Egypt) and Saudia Arabia.

The three ships were delivered for demolition in Aliaga: Anna Marine and Ant-1 on February 10 and Ant-2 on February 6.
Anna Marine (ex-Stena Leader, ex-European Leader, ex-Buffalo). IMO 7361582. Ferry. Length 156 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1998 to 156 m. Owned by Anship LLC (Russia). Detained in 2012 in Port Said (Egypt) and in 2013 in Kavkaz (Russia) and in Zonguldak (Turkey). Sold for demolition in Turkey.

Ant-1 (ex-Stena Pioneer, ex-European Pioneer, ex-Bison). IMO 7361570. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1995. Owned by Anship LLC (Russia). Detained in 2012 in Zonguldak (Turkey) and in 2013 in Kavkaz (Russia) and Kdz Eregli (Turkey). Sold for demolition in Turkey.

Ant-2 (ex-Stena Seafarer, ex-European Seafarer, ex-Puma, ex-Union Trader, ex-Union Melbourne). IMO 7361594. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1980, lengthened from 125 to 142 m and refitted for the transport of passengers. Owned by Anship LLC (Russia). In the afternoon of November 2, 2013, the Ant-2 suffered a fire on her service between Skadovsk (Ukraine) and Zonguldak (Turkey). The ship reduced her speed and made her way to Sevastopol where the fire that took in one of the embarked trucks was finally controlled. The 34-crew members and 68 passengers that refused to be evacuated were safe; the fire destroyed six vehicles in the garage deck. Sold for demolition in Turkey.
Gardenia – Larkspur
The two former Transeuropa Ferries were acquired by Oilchart International, of Antwerp, that was their provider of bunkers. The bills were unpaid. The Gardenia became the Ardenia and the Larkspur, Larks. This shortening of names bodes the sale to the demolition, though this is not the case officially to date. The Ardenia is still laid up in Ostend and Larks is drydocked in Sluiskil (P.B) on the canal Gand-Terneuzen.

Gardenia (ex-European Endeavour, ex-European Enterprise). IMO 7711139. Ferry. Length 118 m. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Bremerhaven (Germany) by Schichau-Unterweser. Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.

Larkspur (ex-Eurotraveller, ex-Sally Sky, ex-Viking 2, ex-Gedser). IMO 7500451. Ferry. Length 144 m. Cyprus flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Schichau-Unterweser; jumboized in 1990 and lengthened from 123 to 144 m. Detained in 2009 in Ostend (Belgium). Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.

Harput (ex- Mikolaj Kopernik). IMO 7336721. Ferry. Length 126 m, 3,404 t. Turkish flag. Classification society Turk Loydu. Built in 1974 in Brevik (Norway) by Trosvik Verksted. As Mikolaj Kopernik, this ship had been serviced for her entire Polish career (1974-2008) on the link between Świnoujście (outer harbor of Szczecin) and Ystad, in Sweden, under the colors of the Polish Ocean Lines. She was sold in 2008 to the Turkish group Konin, rather known in the domain of public works. she has been awaiting an assignment since April 2009. In February 2014, she is finally sold for demolition in Turkey.
St. Joseph the Worker (ex-Hankyu n°24). IMO 7518393. Ferry. Length 151 m, 6,604 t. Pavillon Philippines. Classification society American Bureau of Shipping. Built in 1976 in Kure (Japan) by Kanda Zosensho. The ex Japanese ferry Hankyu n°24 owned by Hankyu Ferry was acquired in 1999 by Negros Navigation Company (inner lines of Philippines) and renamed St. Joseph The Worker. This company was incorporated in the 2GO Group (Chinese-funded) in 2012. Towed and beached for demolition in Chittagong (Bangladesh) as the simple Joseph. 422 $ per ton.


Palm Beach Princess (ex-Viking Princess, ex-Ilmatar) IMO 6402937. Passenger ship. Length 128 m. Bolivian flag. Classification society Det Norske Veritas jusqu’en 2010. Built in 1964 in Helsinki (Finland) by Wartsila Sandviken as the Finnish Ilmatar for Finska Angfartygs Aktiebolaget (Finland Steamship Company). This vessel lived the first part of her career on the lines between Finland and Sweden and between Finland and Germany.

Nine years after entering service, in 1973, she was lengthened of 20 meters at Hamburg by the Howaldtswerke Deutsche Werft shipyard, which brought her capacity from 1,000 to 1,250 passengers and from 50 to 75 cars. In 1978, she was refitted as a cruise ship.
She was sold in 1980 to the Norwegian Vesteralens, that kept her name and Norwegian flag, but she was decommissioned in Toulon (France) in November 1982. She was acquired in 1984 by Grunstad Shipping that renamed her Viking Princess under the Panamanian flag and operated her on the Crown Cruise Lines departing from San Diego (California) to Mexico, and then from Palm Beach (Florida) to the Caribbean. She was decommissioned again in 1995 and laid up until she was acquired at the end of 1997 by a society that planned to operate her as a floating casino under the name of Palm Beach Princess. She then changed ownership several times still in the same activity that ended up on a bankruptcy in 2010. Detained in 2005 in Miami (United States) and in 2009 in Palm Beach (United States).

The ship was decommissioned and left for the Bahamas in August 2010. Her owner tried without success to charter her for the housing of the volunteers of the disaster relief mission in Haiti after the earthquake that had struck beginning of the year, and then in 2012 for the housing of oil spill response workers in the Gulf of Mexico after the platform Deepwater Horizon disaster. The Palm Beach Princess was deflagged to Bolivia in 2011 and finally ended up in Santo Domingo. She would be dismantled by the Blade Iron Group, based in Santo Domingo Este since 2009 and yet specialized in the recycling of marine generators and engines. The society employs a dozen people and in its offer of demolition, seems to be only interested in the lightship tonnage and delivery delays.

Robin des Bois has already interrogated on the conditions of ship dismantling in America (Cf. Ship-Breaking # 30, “Demolition in America”) and in particular in Santo Domingo. Also remember that this is in Santo Domingo the Lyubov Orlova was to be demolished before her disastrous expedition.
CUNARD COUNTESS, she has had all sorts of experiences

Originally constructed for Cunard, the Portuguese vessel (Madeira registry) Ocean Countess was ravaged by a fire November 30, 2013 at her decommissioning berth in Chalkis. The 5 sailors of her guard crew were evacuated. The damages were too important; she was declared a total loss and headed towards the demolition yards of Aliaga (Turkey) where she arrived March 10 under the Sierra Leone flag on tow of the Greek tug Christos XXII.

Launched on September 20 1974 by Burmeister and Wain, under the name of Cunard Countess, she was taken in May 1975 to La Spezia to receive her cruise vessel amenities at the Industry Navali Meccaniche Affini Industry (INMA) site. She entered service in August 1976 and was mainly affected to cruises in the Caribbean area.

In October 1982, she was chartered for 6 months by the Royal Navy for British troop transport shuttles between Port Stanley (Falklands) and Ascension Island, pending Port Stanley airport to be put back in service. Later, she resumed her Caribbean cruises; she was reflagged from the United Kingdom to the Bahamas in 1999.

In 1996, she was sold to Awani Modern Hotels, in Djakarta, and became the Panamanian Awani Dream 2 (the first Awani Dream was the old French Renaissance). She was then operated in southeast Asia.

She was resold in 1998 to the Greek company Royal Olympic Cruises, which had her renamed Olympic Countess under the Greek flag, then Olympia Countess, but following the bankruptcy of the company she was auctionned in 2004.
She was acquired by Maximus Navigation Ltd and registered in the Marshall Islands, under the management of the Athens-based Majestic International Cruises Ltd. Later on, she was renamed Ocean Countess under the Madeira flag. She will be henceforth chartered by miscellaneous cruise companies, including the German Holiday Kreuzfahrten which renamed her *Lili Marleen* in 2005-2006, then by the Cyprus-based Louis Cruise Line in 2007 under the name *Ruby* and the Greek flag as a temporary replacement of *Sea Diamond* capsized of Santorini on April 6.

Returning to her name of *Ocean Countess* and the Madeira flag, she carried out her last navigation seasons during the summers of 2010, 2011 and 2012 under the charter of the English company Cruise & Maritime Voyages. Decommissioned at the end of 2012, she should have resumed sailing in spring 2014 under a Russian charter.

The *Ocean Countess* measured 164 meters long and 22.80 meters wide; she had a gross tonnage of 16,795. She could accommodate about 800 passengers and 350 crewmembers. The sister-ship of *Cunard Countess*, put in service in 1977, is always in service as the Panamanian *Golden Iris* owned by Mano Maritime of Haifa which operates her in the Eastern Mediterranean.

The *Ocean Countess* arrived at the Aliaga ship-breaking yards (Turkey) in tow of the *Christos XXII*. This tug has been identified by Robin des Bois for her repeated and defaulting towing operations. (Cf. *Christos XXII*, the tug which brings bad luck).
Sources:

American Bureau of Shipping; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Coasters Remembered; Containership Register; Det Norske Veritas; Equasis; European Maritime Security Agency; France 3; France-Antilles; G Captain; Germanischer Lloyd; Global Marketing Systems; Government of the Netherlands; Indian Ocean Memorandum of Understanding; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Bulletin; Maritime New Zealand; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Port Trust (the); New Zealand Herald (the); Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; Palm Beach Post (the); Préfecture Maritime de l'Atlantique; Robin des Bois, personal sources and archives; Roose + Partners; Russian Maritime Register of Shipping; SeaNews-Turkey; Shipspotting; Shipwrecklog; Soviet-Trawler.Narod; Sud Ouest; Sun Live; Télégamme (le); Tokyo Memorandum of Understanding; Tsavliris Salvage; Tug Boat Information; Tugs and Towing Offshore Newsletter; Tugspotters; United States Coast Guard; Vessel Tracker

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In collaboration with Gérard Cornier, maritime journalist and historian
# Ship-breaking

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## Perin, ex-Perla, the Damned.

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

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

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

## The Luno

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

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

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

The future arrival of metal scraps on the Basque coast is to be feared even though the Dutch teams of Koole / Svitzer have been using cutting torches rather than the metal shredders which have been operating on the TK Bremen in Brittany. The global assessment on the removal operation held on July 17th in Bayonne observes: « pieces from the ship remain underwater, among which a part of the engine ». If it resurfaces, the anchor will be kept on the beach in memory of the accident. No long-term monitoring of the beach is planned. Feedback from the TK Bremen case in Brittany does not exist.

Military and auxiliary vessels

United States : the NDRF (National Defense Reserve Fleet) Veterans
Northern Light (ex-Cove, ex-Mormaccove), AK-284. IMO 5241726. US Navy auxiliary cargo ship. Length 147 m, 5,873 t. United States flag. Built in 1961 in Chester (Pennsylvania, United States) by Sun Shipbuilding and Drydock Co for Moore-McCormack Lines. In 1977 she is acquired by the US MARAD, her name is shortened to Cove and she is converted to auxiliary vessel for the support of the US Navy by Todd Shipyard in San Pedro, California. In 1980, she becomes the Northern Light and is prepositioned at the Diego Garcia base in the Indian Ocean; she supports the US fleet during the first Gulf War in 1990. In 2000 she is decommissioned and laid up in the Suisun Bay Reserve Fleet. In 2014, the Northern Light is sold for demolition to ESCO Marine. She arrives at Brownsville, Texas, on May 4th.
Ponchatoula, AO-148. OMI 7737092. Neosho class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 11,600 t. United States flag. Built in 1955 à Camden (New Jersey, United States) by New York Shipbuilding Corp. She served most of her career in South-East Asia. Her homeport was Pearl Harbor. In addition to her replenishment missions for the US Navy fleet in Vietnam, the ship also assisted the recovery operations for the space projects Mercury and Gemini (1963-1967) and then Apollo. Decommissioned in 1980 and struck from the naval register on August 31st, 1992; laid up in the Suisun Bay Reserve Fleet in California. Owned by the US MARAD (United States)). In April 2014, Ponchatoula is sold for demolition to International Shipbreaking. She enters the Mare Islands drydock on May 15th to have a “good wash”, i.e. in particular for the removal of shells and marine organisms stuck to her hull, then leaves San Francisco on June 5th. She arrived in Brownsville, Texas (United States) in July.

Ponchatoula, 1965 © US Navy

Shoshone, T-AOT-151. OMI 7737195. Maumee class replenishment tanker of the US Navy. Length 187 m, 8,197 t. United States flag. Struck from the naval register and laid up in the Suisun Bay (California) Reserve Fleet since 1994. Built in 1957 à Chester (Pennsylvania, United States) by Sun Shipbuilding. Owned by the US MARAD (United States). Sold for demolition to ESCO Marine. She arrived in Brownsville (Texas, United States) on April 7th.

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

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

In December 2013, the Indian government decided to send the ship to demolition. The High Court of Mumbai authorizes the sale despite the litigation filed by the committee « Save the Vikrant » that campaigned for her renovation to a museum. In March, IB Commercial, a company specialized for 10 years in ship and factory demolition bought the Vikrant. Price: $10 millions. No specific treatment for military ships that are bought at the weight of their scraps, just like the merchant ships. No dismantling plan nor mapping of hazardous wastes; the buyer said he just visited the aircraft carrier 2-3 times to financially adjust the offer. Authorization for demolition is not yet granted: it is suspended to the due soon Supreme Court ruling on the appeal of the Save Vikrant Committee.
However, the Court already authorized the shifting of Vikrant from the naval base to the ship-breaking yard a few kilometers away: from the end of May, the residents of Darukhana and tourists from all over the metropolis of Mumbai may admire the vessel.
Today, the new federal government has said to further consider the option of a museum.

France : Jeanne d'Arc and Colbert
The Navy continues the destocking of its old ships; calls for tenders are only open to European petitioners (see Ship-breaking #34, p 5): since the incident of the Clemenceau (2006), several dismantling contracts have been awarded to companies of the United Kingdom (Able UK in Hartlepool), of Belgium (Galloo Recycling in Ghent) or of France (Gardet and Bezenac in Le Havre and Foselev Marine / Topp Decide in Toulon).
At the end of March 2014, all ships to be deconstructed but whose contracts have not been attributed yet totalled to 50,000 tons. In early June, the Support Service Fleet (SSF) in charge of the ships at the end of their lives, awards the contract to deconstruct the helicopter carrier Jeanne d'Arc and the cruiser Colbert to Bartin, a subsidiary of Veolia. The 2 ships, weighing globally 19,000 t of metal, will be
dismantled at the dry dock of the port of Bordeaux in Bassens, the same place where Bartin carried out the dismantling of the reefer Matterhorn in 2012.


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

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

What has happened to them?

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

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

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

Kanthicha, April 2013 © Ship-pics

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

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

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

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

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

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

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

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The funeral flags accept to host the ships in bad conditions and without classification society on their last voyages. They avoid the national flags or major flags of convenience with being involved in the possible accidents during towing or during the demolition. They also avoid certain countries of origin with geographic turmoil or claims from national and international by NGOs and unions. They finally allow to bypass the constraining regulations in force in the Western countries.
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<td>St Peter the Apostle</td>
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<td>Sky Thetys</td>
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<td>Kamal XXXVI</td>
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<td>Stanislas Kosior</td>
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<td>Cape Warrior</td>
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<tr>
<td>Rheingas</td>
<td>Liberia</td>
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<td>Africa</td>
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</tbody>
</table>
Forza Concordia

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>category</th>
<th>recycled metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : bulk carriers, 73 (28%)</td>
<td>1 : bulk carriers, 618.000 t (32%)</td>
</tr>
<tr>
<td>2 : general cargo 64 (24%)</td>
<td>2 : tankers, 498.000 t (26%)</td>
</tr>
<tr>
<td>3 : tankers, 46 (17%)</td>
<td>3 : container ships 465.000 t (24%)</td>
</tr>
<tr>
<td>4 : container ships 41 (16%)</td>
<td>4 : general cargo, 181.000 t (9%)</td>
</tr>
</tbody>
</table>

263 ships left the fleet during the 2\textsuperscript{nd} quarter. The cumulative demolition will recycle nearly 2 million t of metal. 85 (32%) were built in Europe, 74 (28%) owned by European companies, 245 (93%) wound up in Asia. The pace of vessels to be broken up is slightly higher (20 ships per week vs. 18 during the first part of the year).

<table>
<thead>
<tr>
<th>recycled metal</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 820.000 t (42%)</td>
<td>1 India, 105 (40%)</td>
</tr>
<tr>
<td>2 China, 412.000 t (21%)</td>
<td>2 China, 51 (19%)</td>
</tr>
<tr>
<td>3, Pakistan 305.000 t (16%)</td>
<td>3 Bangladesh, 37 (14%)</td>
</tr>
<tr>
<td>4 Bangladesh, 243.000 t (13%)</td>
<td>4 Turkey, 27 (10%)</td>
</tr>
<tr>
<td>5 Turkey, 68.000 t (4%)</td>
<td>5 Pakistan, 22 (8%)</td>
</tr>
</tbody>
</table>

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

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

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

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

After bars, the demolition

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

**Years and meters**

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

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**Fishing ship**


Reefer


Panagis K in the Bosphorus, October 2008 © Fehmi Ulgener

On the River Elbe at Brunsbuettel, December 2013 © Juergen Braker


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


At Stylos (Greece), March 2013 © Dimitris Anagnou

Stina, at Fort-de-France, Martinique (France), September 2013 © Captain Peter

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


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

**Miscellaneous**

**Dredger**

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

*Kamal XXXVI, in operation at Kochi port (India), May 2011 © Jimmy Jose*
Research vessel

At Singapore eastern anchorage, May 2010
© Mick Prendergast

Offshore supply vessel

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

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


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

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

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

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

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

Heavy load carrier

At Singapore, January 2011 © Mick Prendergast
General cargo

Noora II, ex-Penhir

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

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

Frellsen Eva, Felixtowe (United Kingdom), February 1982 © Transportsodelight

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

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

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

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

The quarrel between Robin des Bois and the Penhir

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

Robin de Bois replied tit for tat to the ‘Navigation de Morbihannaise’ press release: Flour? yes ! but for who?
Indeed, vessels from ‘Morbihannaise de Navigation’ did not usually participate in humanitarian missions. Their clients were governments and the Breton cargo ships were sent to Burma, Syria, Libya and Pakistan delivering, according to official declarations, "pipes and steel."
'Défense Conseil International' which groups all French arms producers was at the time a minority shareholder of ‘Morbihannaise de Navigation’.
Robin des Bois was immediately brought before the Paris Court for spreading false information about the shipping company and sued for remedies. The Court dismissed all charges that were brought forward. 12 years later, the wind changes direction, a ‘Morbihannaise de Navigation’ vessel unloaded at the Port of Le Havre thousands of tons of contaminated soil from the dumping of toxic waste in Abidjan by the Probo Koala (1). Robin des Bois played an active role in this successful outcome (2).

1) The Probo Koala was demolished in China in 2013, cf "The end of the Probo Koala" (February 7th, 2013)
2) See Robin des Bois’ file on Probo Koala waste in the Côte d’Ivoire (French only)
Link to press releases on the Probo Koala in English


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


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


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


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


Darsh F, July 22, 2013 at Tobruk Port, Libya © Muhsen Hussein


Dolphine Loading Grain at Tartous Port (Syria), July 2010 © Mahmoud Shd


Ghania at Elefsis, Greece, June 2013. © Dennis Mortimer


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


© Yevgenii/MarineTraffic

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


© Vitaliy Kharchenko

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

See also her detailed career in the introduction of the chapter “general cargo” p 17.

The Danish Pegasus at Gadani, Pakistan. © Shahid


Northsea, June 2010 © Beer Stellingwerff

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

The detentions of Ri Sheng © Robin des Bois


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


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

![Toulon at Istanbul (Turkey), July 2011.](image)

**Uni Trader (ex-Golden Trader, ex-Sun East, ex-Sina Suchen).** IMO 8602581. General cargo. Length 105 m, 2,526 t. Deflagged from Panama to Tuvalu for her last voyage as I Trader. Classification society International Ship Classification. Built in 1986 in Usuki (Japan) by Usuki Tekkosho. Detained in 2000 in Nantong (China) and in 2001 in Singapore. Vendu in Integrity Ships Pte Ltd basé in Singapore avant son départ for demolition in India.

**Unity (ex-Da Li, ex-Budi Teguh, ex-Nedlloyd Main, ex-Waterklerk).** IMO 9003392. General cargo. Length 157 m, 6,635 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Wismar (Germany) by Mathias-Thesen. Owned by Shreyas Shipping & Logistics (India). Detained in 2001 and 2008 in Singapore and in 2009 in Pohang (South Korea). Sold for demolition in India.

**Van Xuan (ex-Elisabeth Schulte, ex-Manora Bay, ex-Elisabeth Schulte, ex-Medipas Wave, ex-Elisabeth Schulte).** IMO 8322492. General cargo. Length 135 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. In June 2013, Van Xuan is arrested following a decision of Singapore High Court, along with Vinalines Brave, Vinalines Freedom, Vinalines Pioneer and Me Linh, due to unpaid debts of her Vietnamese owner Vinalines to creditors. Van Xuan is so far the only one to have left the Vinalines fleet; she is one of the oldest in the fleet along with Me Linh. Sold for demolition in a local Haiphong ship-breaking yard (Vietnam).

![Van Xuan in Halong Bay, Vietnam, September 2013 © Dewaepenaert Alain](image)
Venus (ex-Skipper, ex-Skipper K, ex-Maria L, ex-Seawave, ex-Hirsova). IMO 7942441. General cargo. Length 131 m, 3,277 t. Tanzanian flag. Classification society Bulgarski Koraben Register. Built in 1980 in Braila (Romania) by Braila S.N.. Owned by Zahra Maritime (Lebanon). Detained in 1998 in Cardiff (United Kingdom, in 1999 in Thessaloniki (Greece) and Antwerp (Belgium), in 2000 in Bremen (Germany), in 2001 in Taranto (Italy), in 2002 in Waterford (Ireland) and Grado (Italy), in 2005 in Castellon de la Plana (Spain) and Lisbon (Portugal), in 2006 in Santander (Spain), in 2013 twice in Valletta (Malta) and in 2014 in Bandar Khomeini (Iran). Gold medallist on the podium of substandard ships with 13 detentions, she is also send for demolition from Europe to India.

The detentions of Venus © Robin des Bois

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


At Keelung (Taiwan) © Chun-His


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


Aegean Star, July 06, 2009 at Piraeus port, Greece © Dennis Mortimer


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

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

![Etel](image)

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

![Jolly Rosso berthed at Castellon Port, Spain, April 2014](image)

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

![Jolly Verde](image)


![Noora Moon 1](image)

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

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

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


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


**Conti Esperance** (ex-MSC Kirari, ex-Conti Esperance, ex-Contship Romance, ex-Conti Esperance). IMO 9124500. Container ship, 2758 teu. Length 192 m, 11,382 t. Deflagged from Liberia to Tanzania for her last voyage as Rance. Classification society Germanischer Lloyd. Built in 1996 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2006 in Port Botany (Australia). Sold for demolition in India. 512 $ per ton including bunkers for the voyage.


Wellington, a container ship beached in Gadani © Shahid


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


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


Sea of Japan, March 2012 © Alexey Solonenko


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


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


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


Sunny Oasis passing Stonecutter’s Bridge inbound to Hong Kong July 29 2013. © Bengt-Rune Inberg


![Xiang Shui Wan at Port Phillip Bay, July 2011 © A Mackinnon](image)


![YM Xiamen at Jebel Ali, United Arab Emirates January 2012 © Viktor](image)

**Tanker**


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


![Image of Eagle Subaru](image1)

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


![Image of Glenn Bataan](image2)

Anchored at Singapore, November 2011 © John Regan


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

![Image of Itamonte](image3)

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

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


1999, Molda at Bergen (Norway) © Bjørn Ottosen

2014, Mire at Gadani © Shahid

Mykonos Warrior, at Singapore, May 2011 © Andreas Spörrsi

10 juillet 2014, at Gadani © Shahid


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

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

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

© Department of Defence - Australia

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

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


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

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

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


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


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

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

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

![Fire on the Benegas, June 13, 2006, Aqaba, Jordan © Albori4](image)

February 2008, Benegas is still laid up at Aqaba © Artman

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

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

![Golden Miller](image)


![Rheingas in floating dock at Adriatic shipyard, Bijela-Boka Bay, Montenegro, October 2011 © Godra](image)
The clearance sale of the DEIULEMAR fleet

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

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

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

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

Gina Iuliano (ex-Excelsior). IMO 8807026. Bulk carrier. Length 266 m, 16,939 t. Deflagged from Italy to Malta and finally to St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed Abyo Two. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2002 in Hamburg (Germany) and in 2003 in Dunkirk (France).


Luciana Della Gatta. IMO 8807038. Bulk carrier. Length 266 m, 17,008 t. Deflagged from Italy to Malta and finally to St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed Abyo Three. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2003 in Newcastle (Australia) and in 2005 in Hay Point (Australia). Beached for demolition in Alang.

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

♦♦♦♦ – DEIULEMAR END ♦♦♦♦
Bulk carrier


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


At sea, July 2010 © Panagiotis Theodoropoulos

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


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


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

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

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


At San Pedro (Argentina), February 2011 © marinero


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

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


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


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


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

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


Glorious, at Singapore, November 2013 © Martin Klingsick


Gulf Pearl II, November 2013 © Martin Klingsick


Hai Xi, April 2014 © Sea-Going
Hanjin Dampier. IMO 8811144. Bulk carrier. Length 309 m, 25,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Pakistan where she was beached as Nikoletta.

2007 Hanjin Dampier at Port Hedland (Australia) © Tropic Maritime Photos


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


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

Kate at Veracruz, Mexico, July 2013 © Viktor


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


Magdalene, at Singapore, November 2008 © Andrew Mackinnon


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


Anchored off Cherry Point British Columbia (Canada) © Richard Yaremko


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

As a matter of fact, the sale is an emergency. The **Swift Split** is taking on water, is listing and has to be towed and lightered in April 2014. She would have been sold for a to date unspecified destination of demolition. A Western African country?

See Ship-breaking # 21, p 3 November 2010

Tacora, Canal Darwin (Chile), September 2012 © Ruben Vega


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

The detentions of Yang Quan © Robin des Bois


Car carrier

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


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

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

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

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

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

*Transparaden*, Gulf of Bothnia © Capt. Jan Melchers

*Translandia* at Tallinn (Estonia), July 2010 © Sven Tammverk
Passenger ship
Golden Prince (ex-Minoan Prince, ex-Prince, ex-Apollon, ex-Sun Flower 7, ex-Wakashio Maru). IMO 7323449. Passenger ship. Length 125 m. Greek flag. Unknown classification society inconnue. Built in 1973 à Saiki (Japon) by Usuki Tekkosho. Originally, this ship was the Japanese ferry *Wakashio Maru*, then in 1979 *Sun Flower 7*. She was acquired in 1991 by Epirotiki Lines, a Greek cruise ship company and was refitted in 1982 as a *Apollon* for short time cruises, mainly between Heraklion (Crete) and Santorin.

![Wakashio Maru](image1) © Ken Murayama / Simplon postcards
![Sun Flower 7, Kansai Kisen post card](image2) © Simplon postcards
![Apollon, Epirotiki post card](image3) © Simplon postcards

This was also later her main activity for her other Greek shipowners: Minoan Cruises in 1995 as *Minoan Prince*, then Golden Princess Cruises in 2002 as *Golden Prince* and Sea Fighter Naftiliaki Etaira in 2005 (with the same name). *Golden Prince* was decommissioned in Heraklion in 2011. She was delivered for demolition in Aliaga on April 14th, 2014.

![August 1st, 2008, on a cruise to Santorin](image4) © Sebastiaan Toufekoulas
![December 6th, 2013, laid up at Heraklio](image5) © Bert Pellegrom

Princess Daphne (ex-Ocean Monarch, ex-Ocean Odyssey, ex-Switzerland, ex-Daphne, ex-Akrotiri Express, ex-Port Sydney). IMO 5282627. Passenger ship. Length 162 m, 13,664 t. Deflagged from Madeira (Portugal) to St.Kitts and Nevis for her las voyage as *Daphne*. Classification society Bureau Veritas. Built in 1955 in Wallsend (United Kingdom) by Swan, Hunter & W.Richardson. This cruise ship was originally the British cargo ship *Port Sydney* of Port Line (14,000 tonnes deadweight), designed to be operated on the Great Britain/ Australia / New Zealand service. She had an important reefing capacity to carry frozen meat on the return voyage to England and for this reason could reach a high speed for the time (17 knots). She could also accommodate up to 12 passengers.

![February 1968, cargo times, Port Sydney entering Otago Port (New Zealand)](image6) © Chris Howell
![1995, as the cruise ship Princess Daphne](image7) © Carlo Martinelli
She was acquired in 1972 by the Greek shipowner John Carras who had her renamed *Akrotiri Express* and intended to have her converted to ferry. Finally, she was refitted as a cruise ship at the Chalkis Shipyard and is back on service in 1975 as *Daphne*. In 1979, she was chartered to the Italian Costa Crociere; Costa acquired the ship later on in 1984. In 1990, Costa transferred the *Daphne* to a subsidiary company, Prestige Cruises, and deflagged her to Liberia. In 1996, *Daphne* became the Liberian *Switzerland* for the Swiss company Leisure Cruises.

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

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

The sistership of *Princess Daphne*, *Princess Danae*, originally the cargo ship *Port Melbourne*, was acquired by the new Portuguese shipping company Portuscale and renamed *Lisboa*, but refitting works carried out in Lisbon happened to be far more important than expected and have been interrupted. See also aussi *Princess Danae and Athena*, two ships under early retirement at Marseille.
The Lyubov Orlova sank in the North Atlantic. All the tabloid headlines on the ship stating that she is silently approaching the English shores with Allied rats’ troops on board ready to disembark on the beaches and climb the cliffs are nonsense. The rats of the Lyubov Orlova drowned.

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

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

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

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

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

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

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

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

The conveyor shall remain in port as long as the tug, the tow and the towing arrangements do not comply with the IMO guidelines.

The saga of Lyubov Orlova, the tow, and Charlene Hunt, the tug, is diametrically contrary to the IMO guidelines and common sense.

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

November 27 in Halifax, Nova Scotia, Canada, the port control of the Charlene Hunt found 9 deficiencies, most of which put the safety of the crew in danger. Transport Canada, the supervisory authority, required that corrective action be taken before the departure of the tug. It was 8 weeks before the Lyubov Orlova disaster.

On November 30, the U.S. Coast Guard conducted a flag State inspection of the Charlene Hunt. The coastal guard inspector issued a temporary load line certificate exemption until December 10, 2012 or upon her arrival in St. John’s harbor, where the Charlene Hunt was to meet with the Lyubov Orlova. The U.S. Coast guard inspector considered that the tug’s hull integrity would sufficiently allowed it to finish its journey towards St. John's. After the visit of U.S. experts, Transport Canada authorized the departure of the Charlene Hunt to St. John's and instructed the master to notify the Transport Canada office in St John’s upon his arrival.

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

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

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

Returning to Saint John’s on January 27, 2013, the Charlene Hunt was inspected by Transport Canada. 42 deficiencies were reported. The most significant was the absence of the master’s, officers’ and crew certification. The other 41 deficiencies were technical and showed that the Charlene Hunt headed off on a delicate towing operation in an advanced dilapidated state. The tug was detained for 4 months in the Canadian port. In June 2013, the tug was towed to American territorial waters. Today, still “in service” according to the Equasis database, she has no flag or known classification society and does not sail.

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

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

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

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In collaboration with Gérard Cornier, maritime journalist and historian
An unbreakable ship to be broken up

On February 27, 2003, the general cargo ship *Springbok* was sailing through Singapore Strait. Having departed from Sarawak on the island of Borneo, she was carrying 4000 cbm of timber from primeval forest for unloading in South Africa. A little after midnight, she was rammed by the *Gas Roman* which was carrying 44,000 cbm of natural gas from Kuwait.

It was no contest between the two ships. By some miracle, only one sailor on the *Springbok* was injured: the impact occured just feet away from the living and navigation quarters. The teams of Smit Salvage and Semco Salvage removed part of the *Springbok* cargo; divers plugged the leaks. The two embedded vessels were then towed south of the Strait to calmer and less busy seas and then separated. The *Springbok* is a truly durable ship, after repairs, she continued to carry cargo for another ten or so years. She was eventually sold for demolition in China. Her last name was *He Feng* (p 45)
British quality: the *Springbok* was the ex-*Good Faith*, an SD 14 type ship (for Shelter Deck 14,000 tons). The SD 14 was a series built in the United Kingdom from the 1960’s on to replace the Liberty Ships, the supply vessels of the Second World War; 211 SD 14’s were constructed between 1968 and 1988.

What has happened to them?

Last minute transactions may lead to changes in the final destinations. A few examples of this musical chairs game:

- The Taiwanese chemical tanker *Global Eminence* was to be broken up in China at 330 US$ per ton (Cf Ship-breaking # 36, p 45). She was eventually diverted towards Chittagong and beached as « Glob » under Togolese flag on September 25th.
- The general cargo carrier *Horizon Express* and the bulker *Ocean Rich* expected in India were at last sent towards Bangladesh.
- The gas tanker *Benegas* immobilized in Jordan since 2006 after suffering a major fire, expected to be demolished in India (Cf Ship-breaking # 36, p 46) was beached in Pakistan.
- The dredger *Thames* arrived at Galloo recycling yard in Ghent (Belgium) in September 2013 (Cf. Ship-breaking # 33). Her official status in the EQUASIS Database was « broken up ». Summer 2014 though, she comes back to life, leaves Ghent and is now «in service» in Cape Verde.

Their final destinations were until then unknown:

- The Spanish ferry *Isabel del Mar* (Ship-breaking # 32) left Barcelona under tow bound for Aliaga ship-breaking yards (Turkey).
- The Canadian Ro Ro *Cabot* (Ship-breaking # 35) became the *Cebu* under the St. Kitts and Nevis flag prior to her arrival for demolition in India on August 10th.
- The general cargo carrier *Rekefjord Stone* (Ship-breaking # 36) left Rotterdam under tow bound for Belgium and Galloo Recycling yard at Ghent.

The DEIULEMAR veteran bulker family was cruelly sundered (see "The clearance sale of the DEIULEMAR fleet", Ship-breaking # 36, p 47). *Giovanni Della Gatta*, *Gina Iuliano* and *Luciana Della Gatta*, renamed *Abyo one*, *Abyo Two* and *Abyo Three*, then *Yo 1*, *Yo 2* and *Yo 3*. *Giovanni* - *Yo 1* was beached in Chittagong (Bangladesh) and *Luciana* - *Yo 3* in Alang (India).

*Gina* was missing. She was beached in Gadani, Pakistan, on July 31st.

© Shahid
The genetically modified ships
They left for demolition this summer. During their lifetime, they were subjected to transformations and their original mission converted.

1. Golden Huaren 9009140. She was a single hull tanker. In order to escape the regulatory phase-out, she became a bulker, like many of her fellows.

2. Island Breeze 6708252. She was originally a Ro Ro sailing in the North Sea; she ended up as a cruise ship visiting the Greek Islands.

3. Torrens 7203663. At first, she was a reefer; in the end she was a cattle carrier.

4. Breadbox Acacia 8843862. An ex GDR Navy tug, she was lengthened from 76 to 90 m and became a general cargo carrier.
Jolly Arancione 7361180. Originally a container ship, she was 210 m long, up to 239 m at the end of her life. She had two major surgeries, in particular the transplant of a Ro Ro compartment.

Club Harmony 6910544. In 1969, she was able to transport 744 containers; from 1990 on, she has been carrying 2000 passengers for Costa Cruises; faithful till the end to her sistership Annie Johnson converted into Costa Allegra.

Photos credits:
1 Mick Prendergast / 2 Peter Terry-Lloyd / 3 © Gustav Schneider Collection / 4 Aleksi Lindström / 5 Gordon Dalzell / 6 Clyde Dickens / 7 navyworld.narod.ru (photo of the Wittow sistership of the ex-Granitz / Breadbox Acacia) / 8 Benoît Donne / 9 Jack Dusty / 10 Andreas Spörrli / 11 Ray Thorsteinson / 12 Rolf Larsson.

Towards the end of toxic reefs off the United States of America

In May 2006, the French aircraft carrier Clemenceau arrived in Brest after a long haul in the Indian Ocean and an aborted attempt of demolition in an Indian ship-breaking yard which could have been monitored through a partner ship with the French Navy; at the very same time, the United States was scuttling the US aircraft carrier Oriskany off Pensacola, Florida.

The scuttling of the Oriskany, May 17th, 2006 © US Navy

Robin des Bois wrote to the EPA (Environmental Protection Agency) to protest against the sinking of US Navy old hulls, which were polluted with PCB, asbestos, hydrocarbons, toxic heavy metals and paints (see the press releases «Shipwreck of an aircraft carrier in the United States », May 3rd, 2006.)
The sinking policy has nonetheless continued under the pressure of « California Ships to Reef » (CSTR) an organization promoting diving and submarine hunting.

The scuttling of the US National Defense Reserve Fleet covers up the lack of dismantling sites. Between 2000 and 2010, 53 vessels weighing an estimated 286,000 t were sunk off the Hawai Archipelago and 32 ships were scuttled off the Carolinas. Some others were also sunk off Alaska. In the years 2000-2010, the system was at its height. In all, 110 vessels were sunk.

The process is reversing. In June 2012, the sinking of the oiler Kawishiwi was cancelled at the very last moment to the despair of CSTR. The US Maritime Administration (MARAD) announced that all vessels likely to contain PCB and the vessels within the 24-months planning window for disposal would be excluded from the list of ships suitable for sinking and use as artificial reefs.

In accordance to this new policy which is an important step for the Basel Action Network and Robin des Bois, the ship-breaking and recycling yards of Brownsville, Texas, have just taken charge of the oiler Kawishwi and of three aircraft carriers. The USS Forrestal arrived there late February; the USS Saratoga and Constellation left their homeport in August.

**Military and auxiliary vessels**

**United States**

Most naval vessels to be disposed of are now dismantled in approved ship-breaking yards in the United States in compliance with the federal regulation. This principle also applies to the auxiliary ships serving the US Navy and then the Military Sealift Command (MSC) and whose title was transferred to the US MARAD before disposal. The MSC provides transportation for the Ministry of Defense and replenishment to the US Navy fleet and Bases.

In contrast, other loyal servants of the MSC are considered as simple civilians and sent for scrapping in Asia after they renounced the United States flag; a usual trick to bypass the US regulation and the ban on export of hazardous waste.

Following 1st Lt Alex Bonnyman, PFC James Anderson Jr, CPL Louis J Hauge Jr, LTC Calvin P Titus which were all stripped of their heroic references and beached anonymously as Bonny, Anders, Abby G and Calvin is now coming TSGT John A Chapman renamed John, under the flag of St. Kitts and Nevis (Cf. p 19).

**The NDRF (National Defense Reserve Fleet) veterans**

*Cape John* (ex-Santa Ana, ex-CE Dant). OMI 5056274. General cargo. Length 172 m, 8,280 t. United States flag. Built in 1963 in San Diego (California, United States) by National Steel (NASSCO) for States Lines as the merchant ship CE Dant. In 1980, she was acquired by the US MARAD and converted to replenishment ship for the US Navy. She was operated by a crew of 35 civilian mariners. In 2003, after the second Gulf War, she was reassigned to the Reserve Fleet at Beaumont, Texas. Downgraded and struck from the naval register in April 2011. Summer 2014, she is eventually sold for demolition in Brownsville (Texas, United States) by ESCO Marine.
Hassayampa. T-AO-145, US Navy Neosho class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 in Camden (New Jersey, United States) by New York Shipbuilding Corp. During her career as a support vessel for the US Navy Pacific Fleet, her homeport was Pearl Harbor. She also served as a recovery logistic ship during the space program Gemini. On November 17th, 1978, she was transferred to the Military Sealift Command, with a crew of 106 civilian and 21 navy mariners. Decommissioned in April 1991 and struck from the naval register on February 17th, 1997. Her title was transferred to the US MARAD in 1999 and she was laid up in the NDRF at Suisun Bay, California. After a regulatory clean-up at Mare Island, she left for demolition via Panama Canal and arrived at Brownsville, Texas, on July 29th, 2014.

Kawishiwi. T-AO 146, US Navy Neosho class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 à Camden (New Jersey, United States) by New York Shipbuilding Corp. Like her sistership Hassayampa, she supported the US Navy 7th fleet in the Pacific and between 1966 and 1971 has also supported the recovery operations of space missions Gemini 10, 11 and 12, then Apollo 13 and 15. On October 10th, 1979, she left the US Navy and started serving the Military Sealift Command. She was decommissioned and laid up in the NDRF at Suisun Bay, California on September 16th, 1992 then struck from the naval register on November 7th, 1994. Her title was transferred to the US MARAD in 1999.

A “reefing plan” was approved in October 2010. The project was to sink the Kawishiwi by 40 m deep and 6 km off Capistrano Beach in South California so that she would become a diving site. The estimated sink date was summer 2013, once completed the « preparation » of the oiler. In May 2012, under the pressure of environmentalists, the US MARAD withdrew the Kawishiwi from the list of vessels suitable for sinking and announced to exclude all ships likely to contain PCBs: until now, only liquids PCBs and material containing 50 ppm of PCB’s or more had to be extracted.

The ship is eventually sold for demolition to International Shipbreaking Ltd. She arrived in Brownsville, Texas, on August 6th, 2014.

Sirius (ex-Lyness). AFS-8, US Navy combat store ship. Length 159 m, 9,010 t. United States flag. Built as Lyness in 1965 in Wallsend (United Kingdom) by Swan Hunter as a Royal Navy auxiliary ship. In January 1981, she was acquired by the US Navy and renamed Sirius. From then on, she was operated by the Military Sealift Command, had no armament and was manned by 123 civilian and 47 navy mariners.

Decommissioned, struck from the naval register and transferred to the US MARAD on July 1st, 2005. From September 2005 to February 2006, she was deployed to New Orleans in support of humanitarian efforts for Hurricane Katrina. She was supposed to be refitted and converted to training ship for the Texas Maritime Academy as the Texas Clipper III. In 2007, she appeared in an episode of the TV serial
« Prison Break ». In November 2008, the conversion project was cancelled due to a lack of funds; Sirius was laid up in the NDRF at Beaumont in April 2009. In 2014, she was sold for demolition in Brownsville, Texas.

Texas Clipper III berthed at Galveston, waiting to be converted, March 2008. © Captain Peter

Aircraft carriers
The aircraft carrier USS Saratoga left Newport (Rhode Island) on August 19th bound for the ESCO Marine yard in Brownsville, Texas. Launched in 1955, Saratoga CV-60 is the 6th US Navy vessel to bear this name in commemoration of the American Revolution Battle of Saratoga. She was engaged in the Vietnam War from May 1972 to January 1973 and received the Battle Star, then in the first Gulf War. Off war times, she was mainly deployed in the Mediterranean with the 6th fleet; in October 1985, Saratoga’s aircraft intercepted an airliner carrying terrorists who had hijacked Italian cruise liner Achille Lauro.

© USS Saratoga Association
The departure of Saratoga was delayed because of the Peregrine falcon family nesting under the elevator used to bring the aircrafts on the flight deck: the Federal law forbids moving or destroying a nest of these birds of prey which are protected on national and international levels. Converted to breeding ground for birds, « Sara » has remained stuck for a few weeks. Her dismantling planning was disrupted.

Peregrine falcon fledglings © Raptor Politics

The US Navy is paying one minimal cent to the ESCO Marine shipyard to dismantle the aircraft carrier... Apart from the sale of scrap metal to steel companies, the shipyard intends to fabricate and sell a collection of plaques and medallions from sections of the flight deck and hull. The items will not be available before December 14th; ESCO will be taking online orders. WE BUY, if there are any medallions in honor of the USS Saratoga falcons. « Sara » arrived in Texas early September.

Saratoga arriving at Brownsville © The Brownsville Herald / Brad Doherty
The **USS Saratoga** will be joined by another conventional aircraft carrier, the **Constellation** (CV-64), destined to International Shipbreaking, also in Texas. Launched in 1960, « **Connie** » left Kitsap-Bremerton Naval base, Washington State, on August 8th. Her voyage all the way from the West Coast to Texas is expected to take 5 months. Considering the additional cost of towing, the US Navy will pay an extra 3 million US$ to the yard.

It should be noted that the aircraft carrier **Saratoga** n° 5 (CV-3) was sunk on July 25th, 1946 in the American Nuclear bomb test Baker at Bikini Atoll.  
(See Ship-breaking # 24, p 1)

**Elsewhere.**

In Brazil, the Navy is undergoing modernization. Like all its Latin American neighbours (Cf. The END p 62), the country has no ship dismantling facilities available. Consequently, the Navy goes on exporting its old hulls. In April 2004, the aircraft carrier **NAeL Minas Gerais**, ex Royal Navy **HMAS Vengeance** built in 1945, was beached for demolition in Alang, India. Today, the **NDD Rio de Janeiro** (G 31) has just reached the Aliaga ship-breaking yards in Turkey; the **NDD Rio de Janeiro** is the ex US Landing Ship Dock **USS Alamo** (LSD 33), built in 1956 and decommissioned in June 2012. The demolition of the aircraft carrier **NAeL Sao Paulo**, ex-**Foch** built in 1957 and sistership of the **Clemenceau** is not to be arranged straight away; the new Brazilian aircraft carrier should enter service in 2025 only.

In France, the helicopter carrier and school ship **Jeanne d’Arc** has just arrived for demolition at Bordeaux  
(See also Ship-breaking # 36, p 4-5)
Assessment from 1st of July to 30th of September: Pakistan in the lead.

<table>
<thead>
<tr>
<th>Recycled Metal</th>
<th>Ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Pakistan 483,000 t (28%)</td>
<td>1 India, 56 (22%)</td>
</tr>
<tr>
<td>2 India, 444,000 t (26%)</td>
<td>2 Turkey, 51 (21%)</td>
</tr>
<tr>
<td>3 Bangladesh, 299,000 t (17%)</td>
<td>3 Bangladesh, 50 (20%)</td>
</tr>
<tr>
<td>4 China, 291,000 t (17%)</td>
<td>4 Pakistan, 43 (17%)</td>
</tr>
<tr>
<td>5 Turkey, 153,000 t (9%)</td>
<td>5 China, 35 (14%)</td>
</tr>
</tbody>
</table>

With a growth of close to 60% in volume of ships received, it is Pakistan (28%) who ranks number 1 in tonnage of recycled metal in the 3rd trimester, surpassing India (26%). A number of ships that were initially announced to have been sold in India or Bangladesh have finally been sent to Gadani. 15 European ships were broken up in Pakistan this trimester.

The rhythm of the ships departing for their dismantling has slightly decreased to 19 ships per week (the 2nd trimester averaged 20 ships a week). The global reduction has been from 8% in number of ships and 12% in volume of metal but the situations of the major demolishing countries differ dramatically. Volume has collapsed in China (-29%) and even more so in India (-46%). Along with Pakistan, Turkey is the greatest beneficiary of the trimester; she has doubled her tonnage of metal.

248 ships have left the global fleet during the 3rd trimester. The cumulative demolition has resulted in the recycling of close to 1.7 million metric tons of metal. 97 (39%) were built in Europe, 69 (28%) belonged to European ship-owners, and 233 (94%) landed in Asia.

<table>
<thead>
<tr>
<th>Category</th>
<th>Recycled Metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : bulk carrier, 75 (30%)</td>
<td>1 : bulk carrier, 662,000 t (38%)</td>
</tr>
<tr>
<td>2 : general cargo, 70 (28%).</td>
<td>2 : tanker, 320,000 t (19%)</td>
</tr>
<tr>
<td>3 : container ship, 30 (12%)</td>
<td>3 : container ship, 297,000 t (176%)</td>
</tr>
<tr>
<td>4 : tanker, 29 (12%)</td>
<td>4 : general cargo, 229,000 t (13%).</td>
</tr>
</tbody>
</table>

The purchase prices offered by shipyards did not change significantly: around 450/500 US$ per ton in the Indian subcontinent. They were slightly lower at the end of the period. India has won the most expensive ship of the trimester in unit mass, the chemical tanker Mercur (800 US$ per ton) and her 1,600 tons of stainless steel.

Mercur, January 2001, at Royal Portbury (United Kingdom) © Martin Pick

China lives in autarky. All the ships bought by Chinese ship-breakers were owned by Chinese companies, with the exception of the North Korean cargo ship Tae Dong Gang (p 51), the car carrier Madame Butterfly of Swedish company Wallenius Line AB and the ex Russian passenger liner George Ots, which was sold clandestinely by a tactless Chinese charterer (see p 57). The rates (at around 300 US$ per ton) remain particularly weak in comparison with those of the Indian sub-continent and even Turkey.

© Swansea Drydock

The Welsh port of Swansea seems like it is improving its capacity in ship dismantling and recycling. After recycling small sized ships, it was awarded the dismantling of the frigate HMS Cornwall in 2013 as a test for its operational capacities while three similar frigates were sent in Turkey. Swansea Drydocks now called Swansea Drydocks Ship Repair and Recycling Yard has two drydocks (170 m and 204 m long) and a 266 m long repair wharf. Two other ships are being deconstructed in the facility: the dredger Norstone and the nuclear transport vessel Atlantic Osprey (see p 61).
Deflagging remains a steady practice. At least 33 ships have changed their passport just before their departure for demolition. The Comoros and St. Kitts and Nevis are the most favourite mortuary colors.

**Out of prison, into the scrapyards**
69 (28%) of ships departing for dismantling are under a classification society not belonging to IACS (International Association of Classification Societies) or have no classification. Sub-standard ships are always the most numerous: 137 (55%) were previously detained in world ports with a rate of detention upwards of 75% for car carriers, chemical tankers and general cargo ships, of 67% for Ro Ros and 61% for bulk carriers.

The gold medal of substandard ships is undoubtedly attributed to the general cargo ship *Sea Karam* (p 50), which with **21 detentions** has blown away the previous record in the accounts of Ship-breaking. She precedes two other ships of the same category, the *Steamer* (13 detentions, p 50) and the *Amal* (12 detentions, p 41). The three medallists arrived at Aliaga shipbreaking yards which have received 6 of the 8 ships that were previously detained 10 times or more.

**Years and Metres**
The age of ships leaving the global fleet for demolition ranges from 13 years in the case of the general cargo ship *Jutta* beached in Pakistan to 60 years for the two US Navy replenishment tankers *Hassayampa* and *Kawishiwi* demolished in the United States. The average age is 29 years, 42 years for passenger ships and 24 for container ships. 101 ships have a length less than 150 metres, 84 measure between 150 and 199 m and 62 more than 200 m. The biggest are the tankers *Athens Warrior* and *Varada Blessing*, 332 m, broken up in Pakistan.

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<table>
<thead>
<tr>
<th>Flag</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="Cambodia.png" alt="Flag" /></td>
<td>Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).</td>
</tr>
<tr>
<td><img src="EU.png" alt="Flag" /></td>
<td>Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.</td>
</tr>
<tr>
<td><img src="ICCS.png" alt="Flag" /></td>
<td>Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.</td>
</tr>
<tr>
<td><img src="Detained.png" alt="Flag" /></td>
<td>Ship and crew detained in a port for deficiencies.</td>
</tr>
<tr>
<td><img src="SHT.png" alt="Flag" /></td>
<td>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.</td>
</tr>
</tbody>
</table>

**Flags of the last voyage**
- Cambodia
- Comoros
- Liberia
- Malta
- Palau
- Panama
- St Kitts & Nevis
- Sierra Leone
- Tanzania
- Tuvalu
Freon risk

8 huge fish predators from the ex-USSR left to be broken up between the 1st of July and the 30th of September, 7 of which were sent to Turkey. These 8 factory-ships skimmed the Northeast Atlantic, the Barents Sea and the South Atlantic. The refrigeration plants on these ships were using Freon as refrigeration liquid. Freons, commercially named by the American company Dupont de Nemours, are chlorofluorocarbon, or CFC and hydrochlorofluorocarbon or HCFC. These gasses are trouble for the stratosphere and for the climate:

1- they are qualified as Ozone Depleting Substances
2- in 1990, global emissions of CFC used en masse in aerosol cans, in fire extinguishers, in refrigerators, in air conditioners and in the production of polyurethane foams represented 25% of the contribution to the greenhouse gas effect from human activities.

The Montreal Protocol and its successive amendments aim since 1987 to outlaw the production, the sale on the market, the maintenance use of CFC’s and HCFC’s. In Europe, the recycling of HCFC extracted from old refrigerator models or refrigeration plants will be outlawed from the 1st of January 2015 onwards.

From a sailor’s point of view, the risks concerning Freon use are immediate and acute. Many fatal accidents from Freon leaks on board fishing boats and cargo ships are listed: 2 sailors on the refrigerated cargo ship Mimoza in the commercial port of Brest in 1994, 1 sailor on board a Moroccan trawler in 2003, 1 sailor on board a Japanese deep-sea fishing vessel in 2004.

The accumulation of Freon in closed environments causes asphyxiation. The danger is all the more pernicious because of the gas's odourless nature. One of the last known accidents happened in 2008 on board a nuclear-powered Russian submarine, the Nerpa. The untimely activation of the anti-fire system unleashed the Freon, causing an automatic lockdown of the submarine’s bulkheads and mortally suffocating 20 passengers, the majority of whom were technicians on board to evaluate the technical validity of the ship’s systems.

It is probable that many leakages of Freon causing deaths on board fishing vessels involved in illegal fishing activities are never revealed to the public.

The dismantling of refrigeration systems in factory ships, in deep-sea fishing vessels, and in passenger ships, exposes the workers to “whiffs” of residual Freon trapped in compressors, pipes, freezing holds, and cold rooms. If indeed guarantees are either required by some demolition sites or supplied by shipowners concerning hydrocarbon gasses, the degassing of refrigerating plants aboard vessels is not the object of formal and universal prescriptions.
In case of fire or strong flame, the decomposition of Freon produces toxic and poisonous phosgene-like gasses. In sectors of the boat where risk is high, the cutting of metal with wielding torches must be strictly supervised, or even banned.

Factory ship

**Aquila class**

*Germes (ex-Arkadiya, ex-Aquarius)*. IMO 8008618. Factory ship. Length 103 m, 3,926 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Polnocna. Owned by Dalvest Co Ltd (Russia). One of the three *Aquila* class ship (project B 407) built by the Polish shipyard between 1981 and 1983. She was delivered to the Polish fleet as *Aquarius*, then entered the Russian fleet as *Arkadiya* in 2001; her latest homeport was Nakhodka on the Pacific Coast. Operated by a crew of 89 sailors. Equipped for pelagic and ground fishing and the production of frozen fish (60 t/day), fish meal and fish oil. The refrigerant used by the processing plant was Freon 22. Sold for demolition in India.

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**Barentsevo More class**

*Krasnoznamensk*. IMO 7645201. Factory ship. Length 59 m, 1,290 t. Panamanian flag. Unknown classification society. Built in 1977 in Klaipeda (Lithuania) by SZ Baltiya. Owned by JSC Arkhangelsk Trawl Fleet (Russia). One of the 61 ship of the *Barentsevo More* class (project 1332) built in the Lithuanian shipyard (then USSR) between 1973 and 1983. Operated by a crew of 42 sailors, she was equipped for pelagic and ground fishing and the production of salted or cooled fish (25 t/day), fish meal, fish-liver cans, fish-liver oil and herring preserves. The refrigerant used by the processing plant was Freon 12. Sold for demolition in Turkey.

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**Ivan Bochkov class**

*Golden Fortune, Revolyutsiya, Rybachiy, Sovetskaya Konstitutsiya, Viktor Mironov* and *Zavolzhsk* were among the 35 ships of the *Ivan Bochkov* class (project B-408) built between 1978 and 1988 by Stocznia Gdanska im. Lenina in Gdansk (Poland). Operated by a crew of 90 sailors. Equipped for pelagic and ground fishing and the production of frozen fish, fish meal, canned fish-liver and fish-liver oil. The processing plant was able to produce 48 t / day of frozen fish, 50 t/day of fish meal, 1 t of fish liver oil and 2 t of canned liver. The refrigerant used by the processing plant was Freon 22.

![Golden Fortune](image1)

*Golden Fortune* in Las Palmas de Gran Canaria (Canary Islands, Spain), May 2014 © Alex Marrero


![Revolyutsiya](image2)


![Rybachiy](image3)

*Rybachiy*, Smutthavet fishing area, Norway Sea, August 2006 © Frode Adolfsen

To be noted: fenders make possible the transhipment on board reefer.


![Sovetskaya Konstitusiya](image4)


![Viktor Mironov](image5)


![Zavolzhsk](image6)

*Zavolzhsk*, Barents Sea, July 2008 © Gena Anfimov
Reefer

Amalia leaves Cuxhaven (Germany) after unloading frozen fish from Alaska, April 2013 © nbocean


Majestic, in Okhotsk Sea (Russia), June 2013 © Savitskiy Alexander


Skulptor Tomskiy, February 2011, stuck in the ice of the Gulf of Finland © Rico Voss


Summer Wind, Valparaiso (Chile), March 2013. © Juan Carlos C

Ship-breaking # 37 - Robín des Bois – October 2014 - 14/64
Container ship


CMA CGM Junior S (ex-Active F, ex-Perak, ex-Sea Scandia, ex-Maersk Miami, ex-Fiona I). IMO 8912754. Container ship. Length 150m, t. Deflagged from Malta to St Kitts and Nevis for her last voyage as Prosperity. Classification society Bureau Veritas. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her French shipowner CMA CGM to Baltanas Shipping Ltd a St Kitts and Nevis-based shell company just prior to her departure for demolition in India.

CMA CGM Junior S on orders in Khor Fakkan, January 2007 © Françoise Massard / Marine Marchande.net

Ship-breaking # 37 - Robin des Bois – October 2014 - 15/64

October 2010, loading in Karachi (Pakistan) © Snip

Golden Express (ex-Stenheim, ex-Nantai Prince). IMO 8506672. Container ship, 838 teu. Length 156 m, 4,566 t. Deflagged from South Korea to Tuvalu for her last voyage as Express. Classification society Korean Register of Shipping. Built in 1986 in Uwajima (Japan) by Uwajima Zosensho. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2004 in Hong-Kong (China), in 2003 in Kitakyushu (Japan) and in Hong-Kong (China). Sold as is in Singapore for demolition in Bangladesh. 449 US$ per ton.

Golden Wing (ex-Sea Lark, ex-Sandys Bay). IMO 8401054. Container ship, 656 teu. Length 137 m, 4,434 t. Deflagged from South Korea to Tuvalu for her last voyage as Golden W. Classification society International Ship Classification. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Detained in 2001 in Singapore. Sold as is in Singapore by her South Korean shipowner Kookyang Shipping Co Ltd to the Indian Doehle Danautic prior to her departure for demolition in India. 449 US$ per ton.


Jolly Arancione (ex-Maersk Arizona, ex-LTC Calvin P Titus, ex-Albert Maersk, ex-Adrian Maersk). IMO 7361180. Container ship. Length 239 m, 20,748 t. Italian flag. Classification society RINA. This is one of the 6 class A container ships built for Maersk in Steinwerder (Germany) by Blohm & Voss in 1975; 3 other ships of this type were built by Flenders, also in Germany. Their names all began with an « A » : Adrian, Albert, Alva, Anna, Arnold, Arthur, Anders, Axel and Arild Maersk. These container ships with a capacity of 1984 teu were powered by two General Electric steam turbines and could reach 26 knots. In 1978, the 9 ships were jumboized and lengthened from 210 to 225 m with an additional section in the midship ahead of the superstructure.

Between 1983 and 1985, the family was again converted, in the Japanese shipyard of Innoshima. Successively, the ships were cut in two parts; the stern section was attached with a new Burmeister & Wain diesel motorization to reduce the bunker costs. An additional module was added in the midship, bringing the total length to 239 m and 3 of the 9 vessels were fitted with a stern ramp and a Ro Ro garage. The ships were re-assembled with the bow of another of the sisterships; the new ship will be bearing the name of the bow section contrary to the usage. Thus, Adrian Maersk (IMO...
7361180) received the bow of Albert Maersk (IMO 7361192) and became Albert Maersk.
In 1995, she was chartered as LTC Calvin P Titus by the United States Military Sealift Command. She went back to Maersk as Maersk Arizona in 1999. Detained in 2004 in Vladivostok (Russia). She was acquired in 2006 by the Genoa-based ship-owner Ignazio Messina & C SpA.

Most members of the « A » family were sent to demolition between 1999 and 2010. The remaining ones are the Jolly Nero (IMO 7361233, ex-Axel Maersk, which was rebuilt from the stern part of Adrian Maersk) and the Jolly Arancione. The latter has just been beached for demolition in India. 463 US$ per ton. The Jolly Nero is still in service; in May 2013, she crashed into the control tower in the port of Genoa, killing 9.

King Julius (ex-Astor, ex-APL Caracas, ex-Astor, ex-Infanta, ex-Astor). IMO 9108362. Container ship, 1129 teu. Length 159 m, 6,810 t. Deflagged from Malta to St Kitts and Nevis for her last voyage as Lius. Classification society Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Detained in 2011 in Algeciras and in 2014 in Valletta and in Marsaxlokk (Malta). Sold by her German shipowner to the Indian Prayati Shipping just prior to her departure for demolition in India.


Maestra Pacifico, Manaus, Brazil (January 2014) © Tony Hogwood
Marcajama (ex-Delmas Leixoes, ex-StelIndiaich, ex-Guatemala, ex-P&O Nedlloyd Mombasa, ex-StelIndiaich). IMO 9113458. Container ship, 1203 teu. Length 159 m, 6,775 t. Poruguese flag (Madeira). Classification society Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Mar Consult Schifffahrt (GmbH & Co (Germany). Sold as is in Malta for demolition in India. 418 US$ per ton.

Melina (ex-Swan, ex-MOL Mosel, ex-APL Qingdao, ex-MOL Mosel, ex-Mosel). IMO 9122605. Container ship, 4706 teu. Length 300 m, 24,321 t. Deflagged from Panama to Comoros for her last voyage as Meli. Classification society RINA. Built in 1995 in Mihara (Japan) by Koyo Dockyard. Owned by Technomar Shipping Inc (Greece). Detained in 2011 in Xiamen (China). Announced as sold as is in Singapore for demolition in India, 505 US$ per ton including 250 t of bunkers. She eventually was beached for demolition in Chittagong, Bangladesh.


MSC Kyoto (ex-Maersk Tokyo, ex-Lexa Maersk). IMO 7825411. Container ship, 3876 teu. Length 270 m, 19,005 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Lindo (Denmark) by Odense Staalskibs ; jumboized in 1984 and lengthened from 212 to 270 m. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India.

Sinokor Masan (ex-Akashia Baru, ex-Shin Akashia Maru). IMO 8213562. Container ship, 272 teu. Length 111 m, 2,535 t. Deflagged from South Korea to Tuvalu for her last voyage as Masan. Classification society International Ship Classification. Built in 1983 in Fukuoka (Japan) by Fukuoka Zosen. Sold by her South Korean shipowner Sinokor Merchant Marine Co to the Indian Doehle Danautic Ltd. Sold as is in Singapore for demolition in India. 449 US$ per ton.
SITC Keelung (ex-Kapitan Byankin). IMO 9088902. Container ship, 1016 teu. Length 150 m, 5,102 t. Deflagged from Hong Kong to Tuvalu for her last voyage as Keelung. Classification society Nippon Kaiji Kyokai, but International Ship Classification since September 2014. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her Chinese shipowner SITC to the Indian Doehle Danautic just prior to her departure for demolition in Bangladesh.


Tangier (ex-Maersk tangier, ex-Torben Maersk). IMO 8905543. Container ship, 1316 teu. Length 161 m, 7,823 t. Deflagged from Malta to Comoros for her last voyage as Angie. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US$ per ton including 250 t of bunkers.

Tarragona (ex-Maersk Tarragona, ex-Tobias Maersk, ex-TRSL Antares, ex-Tobias Maersk). IMO 8820212. Container ship, 1316 teu. Length 161 m, 7,693 t. Deflagged from Liberia to Comoros for her last voyage. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Malaga (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US$ per ton including 250 t of bunkers.

TSGT John A. Chapman (ex-Merlin, ex-American Merlin, ex-CGM Utrillo, ex-Utrillo). IMO 7504639. Container ship. Length 204 m, 13,943 t. Deflagged from United States to St Kitts and Nevis flag for her last voyage as John. Classification society American Bureau of Shipping. This Ro Ro containership was built in 1978 in La Ciotat by Chantiers Navals de La Ciotat as the French Utrillo for the Compagnie Générale Maritime. She was at first operated between Europe,
India and Indonesia or Europe and Oceania (Papeete, Numea…), and then on the Europe/Indian Ocean line (Reunion island, Madagascar…). In 1983, she was lengthened of 40 m in 1987, from 164 to 204 m, and renamed *CGM Utrillo*.

In 1992, she became the *American Merlin* owned by American Automar, chartered by the US Military Sealift Command. In 2001, she was acquired by Sealift Inc and became *Merlin*, still serving the MSC. She was renamed *TSGT John A. Chapman* in 2005 in memory of the Technical Sergeant John A. Chapman, killed in Afghanistan on March 4th, 2002. Sold for demolition in India. 546 US$ per ton including 450 t of bunkers, full spares and two generators.

The *Utrillo* was one in a series of six ships known as the « CGM painters » ; 3 were built by Chantiers de l'Atlantique in Saint-Nazaire, the 3 others, among which *Utrillo*, in La Ciotat. The Saint-Nazaire ships *Cézanne and Degas*, the La Ciotat ones *Gauguin and Monet*, have already been broken up. The only one left in the serie is the ex *Renoir*, converted to cattle carrier and renamed *Bader III* (Bahamian flag) for a Jordanian shipowner.

Xin Jin Zhou, October 2007 © zhangyq/Shipspotting

YM North (ex-Ming North). IMO 9001215. Container ship, 3725 teu. Length 276 m, 19,426 t. Deflagged from Taiwan to Comoros for her last voyage as North. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). After YM South, YM East and YM West already gone to be broken up in Bangladesh late 2013 (Cf Ship-breaking # 34), it is now YM North’s turn to leave for demolition. She won’t joint her sister-points of the compass. Sold as is in Colombo (Sri Lanka), she was beached for demolition in Alang. 491 US$ per ton.

YM North, October 2007 © zhangyq/Shipspotting


Zim Jamaica, October 2007 © hauk/Shipspotting


Ziyahe, November 2011 © Streich/Shipspotting

Cattle carrier


Torrens, homeport Nuku’alofa (Tonga) © Marine Traffic
**Tanker**

**AOG Alexandra (ex-AOG Caribe, ex-Tradewind Caribe, ex-Capo Horn).**

IMO 8411982. Tanker. Length 145 m. Comorian flag. Unknown classification society. Built in 1986 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania. Acquired in 2009 by the Nigerian Anyiam-Osigwe Group. In 2012, she was involved in dubious affairs and abandoned in Lagos; 3 Pakistani and 1 Indian sailors remained aboard in this floating prison for several months before they were eventually repatriated. Arrived for demolition in Turkey.

Lagos (Nigeria), January 2011 © Ivan Meshkov


**Danai 1 (ex-Selayang, ex-Tsurufuji Maru No,18).** IMO 8025020. Tanker. Length 84 m, 1,334 t. Thai flag. No classification society according to the last Port State Control. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh.

Jag Prachi (ex-Atora, ex-Sea Mariner, ex-Agapenor, ex-Suzanne). IMO 9018660. Tanker. Length 179 m, 9,680 t. Indian flag. Classification society Indian Register of Shipping. Double hull tanker built in 1991 in Kherson (Ukraine) by Khersonsky Sz. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Vizag (India), she leaves the Indian eastern coast to be broken up in Pakistan. 484 US$ per ton.


**Samho Crown (ex-Overseas Crown, ex-Crown Unity).** IMO 9081174. Length 330 m, 42,515 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull tanker built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Rayong (Thailand). Arrived in Dubai on January 28th, 2011, *Samho Crown* remained abandoned there due to the financial difficulties of her South Korean ship-owner Samho Shipbuilding and its bankruptcy in 2012. The 28 crewmen, 4 South Koreans, 1 Pakistani, 1 Georgian, 1 Bangladeshi and 21 Indians remained prisoners aboard for several months; the last 11 Indian sailors were only repatriated late August 2011. Two other ships of the company, *Samho Jasper* (built in 2009) and *Samho Dream* (built in 2002), also laid up in Dubai were sold no later than June 2011 and January 2012 and resumed their careers as the Panamanian Gaea and Maltese Skopelos. *Samho Crown* was eventually auctioned and sold for demolition in Pakistan. 490 US$ per ton, i.e. nearly 21 millions US$.

![Samho Crown, Strait of Hormuz, October, 2009 © Knut Helge Schistad](image)

**Silva (ex-Kirsten, ex-Torm Kirsten, ex-Tempera, ex-Georgia).** IMO 8614467. Tanker. Length 228 m, 15,002 t. Deflagged from Tanzania to St Kitts and Nevis for her last voyage as *Sil*. Classification society American Register of Shipping. Built in 1986 in Uljanik (Croatia) by Brodogradiliste 3 Maj. Owned by AR Shipping Ltd (China). Detained in 2006 in Whangarei (New Zealand) and in 2014 in Guangzhou (China) and in Quanzhou (China). Sold for demolition in Pakistan.

![Silva (ex-Kirsten, ex-Torm Kirsten, ex-Tempera, ex-Georgia).](image)


![Varada Blessing (ex-Dubai Titan, ex-Titan Virgo, ex-Folk Star, ex-Siam).](image)
**Chemical tanker**


Pireus Port (Greece), July 2010 © Dlek / Marine Traffic

*Iballa G (ex-Tus, ex-Pertusola).* IMO 7393418. Chemical tanker. Length 118 m. Panamanian flag, Maltese flag for her last voyage. Classification society RINA. Built in 1975 in Viareggio (Italy) by Benetti. Owned by Penn Lilac Trading SA (Spain). Detained in 1999 in Saint Malo (France) and in 2003 in Las Palmas (Spain). Sold for demolition in Turkey.


*Mercur,* in Rotterdam (Netherlands), May 2014 © Hannes van Rijn


*Palma Agri Satu (ex-Chem Pollux, ex-Samho Cygnus, ex-Stolt Durham, ex-Stolt Trader, ex-Botany Trader).* IMO 9047544. Chemical tanker. Length 140 m, 4,599 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1995 in Viareggio (Italy) by Esercizio. Owned by Taruna Cipta Kencana (Indonesia). Detained in 2008 in Antwerp (Belgium) and Hamburg (Germany), in2010 in Antwerp again and in 2012 in Haldia (India) and Xiamen (China). Sold for demolition in India.


Gas tanker


Heavy load carrier
Robin des Bois is trying to identify this mystery ship, beached for demolition in Gadani, Pakistan, on August 8th, 2014.

Freshly renamed Hassan 1, her IMO number cannot be read; this name is unknown to maritime databases. The ship’s lightweight would be 7,101 t. One of her previous names seems to be ending with the word « Bulker ».

Bulk carrier


![Federal Venture, March 25th, 2008, Port Alfred (Canada)](image1) © Michell / Shipspotting

![Adventure, September 9th, 2014, Gadani Beach (Pakistan)](image2) © Shahid


![AK Brother, ex-Calliroe Patronicola](image3)

**Ameera (ex-Habibe Ana, ex-Kelvin Challenge, ex-Vorras, ex-Philippine Vinta, ex-Western Jay).** IMO 8309464. Bulk carrier. Length 186 m, 8,206 t. Deflagged from Indonesia to Panama for her last voyage as Sevenkar. Classification society International Register of Shipping. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Pacmar Shipping Pte Ltd (Singapore). Detained in 2001 in A Coruña (Spain), in 2004 in Geraldton (Australia), in 2010 in Ningbo (China) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh. 460 US$ per ton including 250 t of bunkers.

![Ameera (ex-Habibe Ana, ex-Kelvin Challenge, ex-Vorras, ex-Philippine Vinta, ex-Western Jay)](image4)


![Amira Nadia, ex-Maro L., in Gadani (Pakistan)](image5) © Shahid

![Maro L leaving Liverpool (United Kingdom), July 2013](image6) © Malcolm Cranfield

**APJ Suryavir**, anchored in Paranaguá (Brazil), May 2010 © Cleverson Ponijaleki de Paula


1985, OBO times 2010, bulker times
**Ugland OBO 5**  **Melbourne Majesty**
© Brian Fisher © AAA / Shipspotting

**2014, Bramco 2, Gadani (Pakistan) © Shahid**


**Castillo de Guadalupe** (ex-Doceorion). IMO 8020769. Bulk carrier. Length 218 m, 10,842 t. Brazilian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Caneco. Owned by Elcano Navegacao (Brazil). Detained in 1999 in Rotterdam (Netherlands) and in 2004 in Hamburg (Germany). Lately used to carry bauxite ore from the State of Pará in the Northern Brazil, she was sailing along 1000 km on the Trombetas and the Amazone from Porto Trombetas down to Barcarena aluminium plant at the mouth of the river. Sold for demolition in Pakistan.


After loading coal in Adang Bay (Indonesia), August 2014 © Nasution


G Inebolu, in Istanbul (Turkey), September 2012 © Peter Fox


GH Resources (ex-Ullswater). IMO 8806486. Bulk carrier. Length 266 m, 15,305 t. Deflagged from Hong Kong to Comoros for her last voyage as Resource. Classification society Lloyd's Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Union Apex Shipping Co Ltd (China). Detained in 2013 in Newcastle (Australia). Sold as is in Hong Kong for demolition in Pakistan. 467 US$ per ton including 350 t of bunkers.


Glorious, in Singapore, November 2013 © Martin Klingsick


Hanjin Gladstone arriving to load iron ore in Port Hedland (Australia), May 2008 © Tropic Maritime Photos
**Hassan 1.** Unknown IMO. Bulk carrier. 7,101 t. Beached for demolition in Pakistan on August 8th, 2014. See photos and wanted notice p 27

**Heng Tong 3** (ex-Spar Eight, ex-Negros Victory, ex-Orchid II). IMO 8118229. Bulk carrier. Length 189 m, 8,926 t. Panamanian flag. Classification society RINA. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Xintai International Shipping (China). Detained in 2001 in Bremen (Germany), in 2006 in Pyeongtaek (South Korea) and in Fremantle (Australia), in 2010 in Haikou (China) and in 2013 in Zhuhai (China). Sold for demolition in Pakistan. 493 US$ per ton.


**Pacific Paradise.** IMO 9036820. Bulk carrier. Length 225 m, 10,061 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China. 327 US$ per ton.

![Pacific Paradise, January 2008, in Adang Bay (Indonesia) © Nasution](image)

**Pacific Prospect.** IMO 9036818. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China.

**Pacific Wisdom.** IMO 9001801. Bulk carrier. Length 180 m, 6,744 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Detained in 2006 in Butzfleth (Germany). Sold for demolition in Xinhui, China.


![Panagiotis D berthed in Muscat, Port Sultan Qaboos (Oman), March 2011 © Gianpaolo](image)


Princess Vanya, loading in Guaymas, Mexico, April 2011 © Ray J. Ordano


Roula (ex-Ocean Trader, ex-Aristidis D, ex-Van Warrior). IMO 8110186. Bulk carrier. Length 183 m, 8,348 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Isthmus Bureau of Shipping. Built in 1983 in Usuki (Japan) by Minami-Nippon. Detained in 1999 in Novorossyiysk (Russia), in 2000 in Brisbane (Australia) and in 2001 in Port Hedland (Australia). Sold by son Greek ship-owner Mediterranean Maritime Services Ltd to Orange Walk Corp, a Panama-based shell just prior to her departure for demolition in Pakistan. 481 US$ per ton.

Roula, port of Santos (Brazil), February 2012 © Rogério Cordeiro


Sakhalin berthed in the port of Castellón (Spain), October 2012 © Manuel Hernández Lafuente


Serenade. IMO 7116860. Bulk carrier. Length 101 m. Italian flag. Classification society RINA. General cargo carrier built in 1972 in Arnhem (Netherlands) by Arnhemsche; jumboized in 1992, lengthened from 97 to 101 m and converted to bulk carrier. Owned by Nuova Navi Service Srl (Italy). Detained in 1997 in Rotterdam (Netherlands), in 2004 in Eleusis (Greece), in 2005 in Koper (Slovenia) and in 2014 in Mersin (Turkey) and in Iskenderun (Turkey). Sold for demolition in Turkey.

Shadrokh (ex-Aerolite, ex-Delegate, ex-Iran Sadr). IMO 8320121. Bulk carrier. Length 190 m, 9,344 t. Iranian flag, Comorian flag for her last voyage as Sam. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Rahbaran Omid Darya Ship Management (Iran). Detained in 2002 in Gladstone (Australia) and in 2003 in Antwerp (Belgium). Sold for demolition in India.


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**Fujairah (United Arab Emirates), December 2011 © Viktor**

**Gadani (Pakistan), August 6th, 2014 © Shahid**

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**Xing Peng Da (ex-Sun, ex-Pima, ex-Bel Air, ex-Ryozan Maru).** IMO 8220163. Bulk carrier. Length 225 m, 10,989 t. Panamanian flag. Classification society Intermaritime Certification Services. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Hong Sheng Da Shipmanagement (Hong Kong, China). Detained in 2002 in Hay Point (Australia) and in 2013 in Quanzhou (China). Sold for demolition in India. 490 US$ per ton including 500 t of bunkers.


**Yu Lan Hai, San Nicolas (Argentina), December 2010 © Maxi Alonso**
General cargo

Adriatic Pearl (ex-Puffin Arrow, ex-Brierfield, ex-La Sierra). IMO 7909877. General cargo. Length 183 m, 12,253 t. Deflagged from Bahamas to St Kitts and Nevis for her last voyage as Pearl. Classification society Lloyd’s Register of Shipping. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej. Detained in 2005 in Tianjin (China). Sold by her Cypriot ship-owner Ship Management & Transport to Twila Shipping Inc, a Liberia-based shell company just prior to her departure for demolition in Bangladesh. 480 US$ per ton.

December 2012, Hook of Holland (Netherlands) © Pilot Frans


Agiantonis, Porto Lagos (Greece), January 2009 © manolis


December 1994, in Delfzijl (Netherlands), she already deserved detention © Frits Olinga
Arctic Star (ex-Tegra, ex-Akademik Glushko). IMO 8603418. General cargo. Length 132 m, 4,174 t. Deflagged from Malta to Tuvalu for her last voyage as Arctic T. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Stocznia. Sold by her Russian ship-owner Solchart Ltd Oy to Urizen Shipping Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in India.


Armu at Plastun roads (Russia), May 2013 © Tsarik Ruslan

Azizeh-F (ex-Anqing, ex-Rodach, ex-Umag Saint Malo, ex-Parkhaven, ex-Marlene S). IMO 7611523. General cargo. Length 103 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Oldenburg (Germany) by Brand. Owned by Nereide Marine SA (Greece). Detained in 1998 in Setubal (Portugal), in 2006 in Busan (South Korea) and Izmir (Turkey), in 2008 in Novorossiysk (Russia) and Iskenderun (Turkey), in 2009 in Larnaca (Cyprus), in 2012 in Piraeus (Greece), in 2013 in Marina di Carrara (Italy) and in 2014 in Aliaga (Turkey). Sold for demolition in Turkey.

Baltiyskiy-109. IMO 7612515. General cargo. Length 95 m, 1,284 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Laivateollisuus. Owned by Baltrechflot Ltd (Russia). Detained in 2010 in Corigliano Calabro (Italy), in 2011 in Lübeck (Germany), in 2013 in Vasteras (Sweden) and in 2014 in Nowy Port (Poland), Marina di Carrara (Italy) and Castellon de la Plana (Spain). Sold for demolition in Turkey.


Breadbox Acacia (ex-Dimos, ex-Aiolos I, ex-Seisbulk, ex-Allvang, ex-Marpol Gyda I, ex-Eide Rescue IV, ex-Kuhlungs Tyksland, ex-Granitz). IMO 8843862. General cargo. Length 90 m. Togolese flag. Classification society RINA. One of the 6 ships of the class 690 (projet 602) built in 1983 in Rostock (Germany) by Neptun VEB. Originally she was a tug and offshore support vessel serving the Navy of the ex German Democratic Republic and Wolgast Technical and Scientific Center (Wissenschaftlich-Technische Zentrum WTZ-18). One year after the German reunification, she was put for sale and left for Norway and a new career as a merchant cargo ship. Converted to general cargo carrier in 1995, then jumboized in 1999 and lengthened from 76 to 90 m. Owned by Breadbox Shipping Lines BV (Netherlands). Detained in 1997 in Szczecin (Poland), in 2003 in Aviles (Spain), twice in 2005 then in 2006 in Santa Cruz de Tenerife (Canary Islands, Spain) and in 2010 in Gemlik (Turkey). Sold for demolition in Turkey. See also the photos before / after in the chapter “The genetically modified ships”, p 3.

After conversion: Allvang © Capt. Jan Melchers

Builder Success, February 2007 © timbo2 / Marine Traffic


Caspian Wave (ex-Zelenika, ex-Trader Bulk, ex-Celtic Challenger, ex-Argo Valour). IMO 7435137. General cargo Length 92 m. Panamanian flag. Classification society RINA. Built in 1978 in Salamis (Greece) by Argo ; jumboized in 1997 and lengthened from 80 to 92 m. Owned by Cargo Maritime & Trading Ltd (Turkey). Detained in 2000 in Bergen (Norway) and Antwerp (Belgium), in 2005 in Fredrikstad (Norway), in 2007 in Cagliari (Italy), in 2008 in Mersin (Turkey), in 2011 in Poti (Georgie), twice in 2012 in Sotchi (Russia) and in 2014 in Berdiansk (Ukraine) and Trabzon (Turkey). Sold for demolition in Turkey.


Dandun, in Mangalia (Romania), June 2014 © Adi Man


Gunkul 1 (ex-Bonnie M, ex-Global Tianjin, ex-Oksana, ex-Imvros, ex-Handy Prince, ex-Semsvann, ex-Handy Prince, ex-Ariana, ex-Venus Island). IMO 7908744. General cargo. Length 151 m, 5,300 t. Thai flag. No classification society according to her last Port State Control. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2003 in Las Palmas (Canary Islands, Spain), in 2005 in Incheon (South Korea) and Zhangjiagang (China), in 2006 in Durban (South Africa), in 2007 in Hong Kong (China) and Singapore and in 2008 in Yeosu (South Korea). Sold for demolition in Bangladesh.


Hakula in Hobart (Tasmania, Australia). January 2013 © Walter Pless


Hong Hao (ex-CMA CGM Nimba, ex-Clan Legionary, ex-P&O Nedlloyd Caribbean, ex-P&O Nedlloyd Douala, ex-Cielo Di Livorno, ex-Santa Margherita). IMO 9073232. General cargo. Length 182 m, 9,889 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender. Owned by Hongyuan Marine Co Ltd (China). Hong Hao was already announced to be broken up in China at 335 US$ per ton in June 2013 (Cf. Ship-breaking # 32). One year later, she was actually beached for demolition in Pakistan. 485 US$ per ton including 200 t of bunkers, i.e. a profit of about 1,5 million US$.
Hong Peng (ex-Santa Maddalena, ex-Delmas Bougainville, ex-P&O Nedlloyd Hawkes Bay, ex-P&O Nedlloyd Durban, ex-Nedlloyd Van Nassau, ex-Santa Maddalena). IMO 9073244. General cargo. Length 182 m, 8,900 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender; sistership de l’Hong Hao ci-dessus échoué au Pakistan. Owned by Hongyuan Marine Co Ltd (China). Detained in 2004 in Hong Kong (China). Sold for an unspecified destination of demolition, she eventually broke up with her sistership Hong Hao (See above) and was beached in India. 485 US$ per ton including 200 t of bunkers.


At Kota Kinabalu, (Malaysia), March 2013 © Josef B.


King Merry (ex-Futami, ex-Chilean Express, ex-ALS Express, ex-Chilean Express, ex-T.A. PathfIndiar, ex-Chilean Express, ex-Rickmers Tianjin, ex-Kriti Silver). IMO 8412546. General cargo. Length 147 m, 5,489 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Nanjing King Ship Management Co (China). Detained in 2004 in Hong Kong (China), in 2005 in Istanbul (Turkey), in 2009 in Gwangyang (South Korea) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 509 US$ per ton.


Laila Queen, anchored off Tripoli (Lebanon), August 2013 © Muhsen Hussein


Masar Trade departing Bosaso (Somalia), October 2012 © J Brodersen


Nadeen (ex-Tough Trader, ex-Pangani, ex-Rio B, ex-Piva, ex-Belloc). IMO 7614771. General cargo. Length 144 m, 3,806 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill; ex-Belloc, SD 14 class, like the He Feng (see pp 1 and 45). Detained in 2003 in Hong Kong (China), in 2009 in Aliaga (Turkey) and in 2010 in Bushire (Iran). Sold for demolition in Pakistan. 459 US$ per ton.


Palmira (ex-Avanguard-1, ex-Ural, ex-Volgo-Balt 152). IMO 8230194. Length 114 m. Deflagged from Ukraine to Cambodia flag her last voyage. Classification society International Register of Shipping. Built in 1971 in Komarno (Slovakia) by Zavody Tazkeho Strojarstva Shipyard. Owned by Fos Shipping Management Ltd (Russia). Detained in 1998 in Novorossiysk (Russia), in 1999 in Vyborg (Russia), in 2000 in Molfetta (Italy), in 2007 in Taganrog (Russia) and Samsun (Turkey), in 2012 in Eysk (Russia) and in 2014 in Sevastopol (Ukraine). Sold for demolition in Turkey.


Regina G (ex-MGM n°3, ex-Camel Ace, ex-Yukai Maru n°7). IMO 8118736. Length 106 m, 1,826 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1982 in Anan (Japan) by Shinhama DY Co. Owned by Regal Co Ltd (Russia). Detained in 2000 in Fushiki (Japan), in 2002 in Kawasaki (Japan), in 2006 in Moji/Kitakyushu (Japan), in 2008 in Poyoungtaek (South Korea), in 2010 and 2011 in Yokkaichi (Japan), in 2012 in Nagoya (Japan) and in Fushiki again and in 2013 in Nagoya again and then in Ulsan (South Korea). Sold for demolition in Bangladesh.


Sea Karam (ex-Barakett Alrahman, ex-Terek Al Saad, ex-Altsi Juliana, ex-Apollon, ex-Evita, ex-Cabo S Vicente, ex-Luso Vouga, ex-Miami Super, ex-Fer Balear). IMO 7387201. General cargo. Length 82 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Bilbao (Spain) by Astillero del Cadagua. Owned by Faros Shipping Co (Lebanon). Detained in 1997 in Savona (Italy), in 1998 in Volos (Greece), Eleusis (Greece) and Port-la-Nouvelle (France), in 1999 in Thessaloniki (Greece), in 2000 in Piraeus (Greece) and in Alexandroupolis (Greece), in 2005 in Thessaloniki again then in Aliaga (Turkey) and Valletta (Malta), in 2006 in Koper (Slovenia), Pozzano (Italy), Patras (Greece), Constanza (Romania), Casablanca (Morocco) and again in Alexandroupolis, in 2007 in Koper again, in 2008 in Alexandria (Egypt) and again in Patras, in 2011 in Alexandria again and in 2014 in Constanza again. With 21 detentions, she wins the gold medal for substandard ship this trimester and sets the highest record so far registered in Ship-breaking. Sold for demolition in Turkey.

Sea Sunny (ex-Worldline 2, ex-Ocean Forest, ex-Laguna 2, ex-Baja California). IMO 8402462. General cargo. Length 107 m, 2,137 t. Thai flag. No classification society according to the last Port State Control. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Sang Thai Shipping Co Ltd (Thailand). Detained in 2002 and twice in 2003 in Hong Kong (China) and in 2006 in Shanghai (China) and in Zhenjiang (China). Sold for demolition in Bangladesh. 430 US$ per ton.


Steamer (ex-Lady Amneh, ex-Karina K, ex-Karina Kokoeva, ex-Heinrich Behrmann, ex-Bourgogne, ex-Komet I, ex-Saracen Prince). IMO 7431686. General cargo. Length 81 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1975 in Hamburg (Germany) by Norderwerft. Owned by El Reedy Shipping Agency (Egypt). Detained in 2004 in Murmansk (Russia) and in Hull (United Kingdom), in 2005 in Boulogne (France), in 2006 in Figueira da Foz (Portugal) and in Izmir (Turkey), in 2008 in Iskenderun (Turkey), in 2009 in Venice (Italy), Monfalcone (Italy) and Larnaca (Cyprus), in 2010 in Constanta (Romania), in 2012 in Mersin (Turkey), in 2013 in Aliaga (Turkey) and in 2014 in Constanta again. Silver medalist on the substandard ships podium with 13 detentions. Sold for demolition in Turkey.


Tokay Cillioglu (ex-Roubini II, ex-President, ex-Fiducia, ex-Tropical Carrier, ex-Leuvehavenex-Sneekgracht, ex-Westaftrader). IMO 7725312. General cargo. Length 80 m, 1,992 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Shimizu (Japan) by Miho. Owned by Cillioglu Denizcilik Nakliyat (Turkey). Detained in 1999 in Novorossiysk (Russia), in 2004 in Eleusis (Greece), in 2005 in Casablanca (Morocco) and Santa Cruz de Teneriffe (Canary Islands, Spain) and in 2006 in Monfalcone (Italy). Sold for an unknown destination of demolition.


Car carrier


Princess VII (ex-Prince n°1). IMO 8321905. Car carrier, 4930 cars, 256 trucks. Length 190 m, 12,656 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Prince Kaiun CoLtd (Japan). Detained in 2005 in Le Havre (France), in 2012 in Bremerhaven (Germany) and in 2013 in Gwangyang (South Korea). Sold for demolition in India.
Ro Ro


![Aegean Fantasy](image)

August 1980, Cicero, Hook of Holland (Netherlands). © Joerg Seyler


![Aegean Pearl](image)

Aegean Pearl, Setubal (Portugal), March 2012. © JJ Faria Nunes


![Atlantic Nyala](image)


![Atlantic Trader](image)


![Fesco Uelen](image)

Fesco Uelen, Vladivostok (Russia), December 2011 © Danilyih

![Ippotis, port of Rhodes (Greece), January 2011 © Nikos X / Marine Traffic](image)


![Lady Misurata (left) and Ippotis (right), being demolished in Aliaga (Turkey), July 2014 © Petros Psarras](image)

**Rosellen** (ex-Confeed, ex-Sloman Runner). IMO 7812921. Ro Ro. Length 92 m, 2,040 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Ross (Germany) by Howaldtswerke-DW. Owned by Jade SA (Greece). Detained in 2005 and 2006 in Castellon de la Plana (Spain), in 2007 in Barcelona (Spain), in 2008 in Ghent (Belgium) and Tuzla (Turkey), in 2009 in Algeciras (Spain) and in 2010 in Ashdod (Israel). Sold for demolition in Turkey.

![Rosellen, arriving Santa Anna Bay, Willemstad, (Netherlands Antilles), June 2013 © Cees Bustraan](image)


![Skodsborg, arriving Santa Anna Bay, Willemstad, (Netherlands Antilles), June 2013 © Cees Bustraan](image)
Ferry
Claudia M (ex-Stena Searider, ex-Norse Mersey, ex-Stena Searider, ex-Searider, ex-Stena Searider, ex-Scandinavia Link, ex-Scandinavia, ex-Polaris, ex-Finncarrier). IMO 6915881. Ferry. Length 170 m. Italian flag. Classification society Bureau Veritas. Built in 1969 in Helsinki (Finland) by Wartsila. She began her career as the Finnish Finncarrier, and was then renamed Polaris on the Finland/Germany service. In 1984, she became the Swedish Scandinavia on the Malmö/Travemünde line; in 1986, she was jumboized and lengthened by 40 meters by Wärtsilä in Turku and renamed Scandinavian Link (same service). In 1990, acquired by the Swedish Stena Group and renamed Stena Searider (Bahamian flag), on the Göteborg/Travemünde line. She was chartered in 1991 in Miami and renamed temporarily Searider. From 1992 to 1995, she was chartered by Norse Irish Ferries under the name Norse Mersey for the Liverpool/Belfast connection. In 1995, she returned to Stena (renamed Stena Searider) and was operated mainly on the Hoek van Holland/England service. Sold in 2007 to Ustica Lines, she became the Italian Claudia M. (Servicing Sicily/Italy). Sold for demolition in Turkey.

Island Breeze (ex-Atlantis, ex-New York Fortune I, ex-Aegeo Star, ex-Pacific Star, ex-Tropic Star, ex-Sitia, ex-Monaco, ex-Voyager, ex-Dana Gloria, ex-Stafford). IMO 6708252. Ferry. Length 124 m. Deflagged from Panama to Palau for her last voyage. Unknown classification society. Built in 1967 in Elseneur (Denmark) by Helsingor Vaerft. She was originally the Danish Ro Ro Stafford owned by DFDS and serviced on the Denmark/England line (notably for bacon trade). Lengthened by 12,60 m in 1973 in Frederikshavn from 112 to 124 m. Renamed Dana Gloria in 1984, she was resold the same year and became the Cypriot Voyager. Refitted and converted to passenger and cargo ferry, renamed Monaco under Greek flag in 1985, she was assigned to the Euroferries Line between Brindisi and Patras. She received a new motorization in 1987 at Perama Shipyard (Greece). Renamed Sitia in 1988. In 1990, she was converted to cruise ship by Avlis Shipyard (Greece), renamed Tropic Star in 1991, then Pacific Star in 1993, then Aegeo Star in 1995. Auctioned in 1997, she became New York Fortune I, then Atlantis (Greek flag) in 2002; she went on cruising in Santorin. Acquired in 2007 by an largely unknown and Panama-based Island Breeze Co which might have intended to refit her and operate her for trips from Miami (United States). The Atlantis, renamed Island Breeze remained in Greece, though. Decommissioned and laid up intermittently under both names. She was finally towed for demolition in Turkey.

**Passenger ship**

*Club Harmony* (ex-*Harmony Princess*, ex-*Costa Marina*, ex-*Italia*, ex-*Regent Sun*, ex-*Axel Johnson*). IMO 6910544. Passenger ship. Length 174 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1969 in Turku (Finland) by Wartsila. She was originally the Swedish container ship *Axel Johnson* with a capacity of 744 (20 feet) containers, owned by the Johnson Line and operated on the Northern Europe / US and Canadian West Coast. Acquired in 1986 by the Greek ship-owner Lelakis for a (never achieved) conversion to cruise liner under the name *Regent Sun*. Eventually taken over by the Italian Costa in 1988 and converted to cruise ship at the Mariotti shipyard in Genoa, she resumed service in 1990 as *Costa Marina*. Chartered bareboat in 2011 to the South Korean Polaris Shipping and renamed *Club Harmony* flying the Marshall Islands flag to undertake cruise trips departing from Busan (South Korea). *Costa Marina* was the sister-ship of *Costa Allegra* (ex-*Annie Johnson*), sold for demolition in Aliaga and towed as *Santa Cruise* in October 2012 (Cf. Ship-breaking # 29, p 23) after suffering a fire in the Indian Ocean in February 2012. *Club Harmony* was sold for demolition as is in South Korea; she has just arrived at Alang, India.

![The container ship Axel Johnsson](Welland Canal.ca) ![The cruise liner Costa Marina, 2003](Rolf Larsson)

**Georg Ots**. IMO 7625835. Passenger ship, 1200 passengers. Length 134 m, 8,271 t. Russian flag. Classification society Russian Maritime Register of Shipping; excluded from the naval register in November 2013. Built in 1980 in Szczecin (Poland) by A.Warskiego Szczecinska for the Estonian Shipping Company (USSR) and serviced on the Tallinn/Helsinki line; jumboized in 1993 and lengthened from 125 to 134 m. Named after the Estonian baryton Georg Karlovitch Ots (1920-1975). In October 1986, she hosted the Reykjavik summit between the President of the USSR, Mikhail Gorbachev, and the President of the United States, Ronald Reagan. Reflagged to Estonia in 1991 (same service). Purchased in 2002 by Rosmorport (Russia) and affected to the Saint-Petersburg/Kaliningrad line. In August 2010, she left St. Petersburg bound for Vladivostok via the Northern Route (passing by Siberia) to carry out a new Vladivostok/Sakhalin/Kamchatka service. She was also used in 2012 as a hotel-ship for an Asia-Pacific Economic Cooperation forum. Chartered bareboat to a Chinese shipping company which did not pay for the charter and sold her instead clandestinely for demolition in China!

No, she is not the *Lyubov Orlova* calling clandestinely somewhere on her drift in the Atlantic

She is the *Georg Ots* catching a cold in St. Peterburg (Russia), January 2006 © Marine Traffic

August 1991, le paquebot soviétique Lev Tolstoy en quai in Göteborg (Sweden). © det / Shipspotting


Palmira in Hamburg (Germany), June 1999 © Joerg Seyler
Easycruise Life in Kos (Greece), July 2008 © Frank Behrends

Acquired in 2009 by Hellenic Seaways, renamed Ocean Life in 2010 under the Maltese flag and chartered to the Indian company Blue Ocean Cruises for trips departing Mumbai; she was not the expected success and was quickly decommissioned at Piraeus. Detained in 2006 in Suez (Egypt) and in 2010 in Mormugao and then in Mumbai (India). Sold for demolition in Turkey.

Various

Cable Layer
Certamen (ex-John Cabot). IMO 6514974. Cable Layer. Length 84 m, 3,727 t. Italian flag. Classification society RINA. Built in 1965 in Montreal (Canada) by Canadian Vickers. Owned by Elettra Tlc Spa (Italy). Announced sold for demolition in Turkey, she left Catania in Sicily but called in Valletta (Malta) and was renamed Certa for her last voyage. Her official status in the EQUASIS database is « broken up » but it seems she has not reached Turkey yet. Possibly a change of destination?

Certamen, in the Mediterranean, off Ibiza (Spain), August 2013 © Alexander Portas
**Dredger**


*Hang Jun 3 Hao, Bangkok (Thailand), April 2009 © Geir Vinnes*


*Kategats (ex-Ivan Bakhvalov). Hang Jun 3 Hao, Bangkok (Thailand), April 2009 © Geir Vinnes*


**Offshore supply vessel**


*AH Porto Santo, in Moerdijk (Netherlands), September 2013 © Pilot Frans*


Maersk Topper, future Hind Kush, Singapore, September 2004 © John Regan


Ocean Searcher, Aberdeen (United Kingdom), May 2014 © bobjak /Shipspotting

Tug

Global Destiny (ex-Smitwijs Rotterdam, ex-Smit Rotterdam). IMO 7402439. Tug. Length 75 m, 2,797 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2013 in San Juan (Porto Rico) where she was towed after an engine failure. Late 2013, the tug was announced to be broken up, and remained hanging around near the Indian waters. She was eventually beached for demolition in Pakistan in the summer of 2014.

August 1988, Smit Rotterdam, in Rotterdam (Netherlands) © Leo Johannes

August 2014, Global Destiny in Gadani (Pakistan) © Shahid

Ship-breaking had reported in issue #24 the demolition of the Pacific Sandpiper in the Galloo Recycling shipyard in Ghent, Belgium. The Pacific Sandpiper was fitted for transporting nuclear materials, be it general materials or highly radioactive waste. Before being dismantled in Belgium and before recycling, namely the melting and reuse of the scrap metal from the ship, a process of decontamination and extraction of potential radioactive hotspots was carried out in the Netherlands. In 2010, another ship from Pacific Nuclear Transport Ltd, the European Shearwater, noted for transporting irradiated fuel between France and the United Kingdom, was decontaminated and dismantled in the Netherlands (see Ship-breaking #18).

Now it is the Atlantic Osprey’s turn to be retired from use. The ancient Ro/Ro acquired by BNFL in 2001 has since been dedicated to the transport of plutonium, highly radioactive waste, radioactive sources and MOX fuel in the North Sea, the Baltic Sea, the Channel and across the Atlantic. Classified as INF-2 (irradiated nuclear fuel), the Atlantic Osprey has been under fire from nuclear security authorities of France and Sweden for some time. Often reproached for failing to present evidence of her stability in event of a potential collision, it was for this very reason that the ship was refused an upgrade of class to INF-3, which would have allowed her to transport materials or waste without any limit of the total radioactivity. The Atlantic Osprey notably has only one engine. Many mechanical problems at sea and a fire in the machine room have exacerbated the doubt surrounding the capacity of the ship to transport nuclear packages without military escort and an onboard protection. International Nuclear Services, the ship manager responsible for the exploitation of the Atlantic Osprey, asserts that the best available methods have been used to purge the ship and that 95% of the scrap metal will be recycled. The exact destination of the irradiated or contaminated metal has not been specified. On the 19th of August 2014, she left her homeport registry, Barrow-in-Furness, to be dismantled in the drydocks of Swansea port, Wales.
On the 28th of August 2014, the tanker Victoria II flying the colours of St. Kitts and Nevis was beached for demolition at Gadani, Pakistan. She is the ex-Guadalupe Victoria II the demolition of which was announced in the EQUASIS data bank in December 2013 (see “Ship-breaking # 34). The demolition was planned to take place at the ECOMAR facilities in Lazaro Cardenas Port on the Pacific coast of Mexico.

ECOMAR (Reciclajes Ecologistos Maritimos) was presented as the only site for the demolition and recycling of ships in Latin America. Promotora Ambiental SA (PASA), the parent company of ECOMAR, emphasized “the deconstruction of ships avoids the waste of natural resources and the contamination of our oceans and beaches that abandoning the remains in the ocean or on land would create.” For 6 years, ECOMAR has indeed been starting ship demolition activities. The site was inaugurated as such with a chemical tanker the Mariano Escobedo that arrived at the end of 32 years of service. ECOMAR has also demolished two Canadian ferries, the Queen of Sanich and the Queen of Vancouver and also a few military vessels. Still, not all of these demolitions went smoothly. In 2010, the Chilean frigate DHL Prat suffered a fire just as ship scrapping operations had begun.
Built in 1983 in Sestao, Spain by Astilleros Espagnoles (AESA), with a length of 202 metres, a lightweight of 10,581 tons, 9 tanks with a total capacity of 50,000 cbm, the *Guadalupe Victoria II* belonged to Petroleos Mexicanos (PEMEX), the national petroleum company of Mexico.

In 2009, the majority of PEMEX tankers were no longer operable. They were single hull ships and did not meet the standards of IMO (International Maritime Organization). The lack of capacity for dismantling ships comes to the fore. PEMEX began by liquidating its generation 70. The *Independencia* and the *Tolteca* were demolished at Alang. They were bought by Indian scrapers for around 200 US$ per ton, very cheap when compared to the prices of the time which are shown to have been from 4-500 US$. The *Sebastion Lerdo de Tejada* and the *18 de Marzo*, after many changes to their planned final destination (India and China were the initial choices), ended up in Bangladesh and Pakistan respectively. For their last voyages, the Mexican tankers flew the colours of Saint-Kitts-and-Nevis, of Sierra Leone, and of Tuvalu.

*Guadalupe Victoria II* (left), *Nuevo Pemex I* and *Lazaro Cardenas II* waiting for demolition, November 2013. © Carlos Torres/ La Jornada

In 2013, new policy then: The Mexican ship-breaking yard ECOMAR has a busy schedule: the *Kathryn Spirit* from Canada and 3 PEMEX tankers, *Lazaro Cardenas II*, *Nuevo Pemex I* and *Guadalupe Victoria II*.

In late 2013, Promotora Ambiental, a waste management professional, encountered financial difficulties and planned to sell ECOMAR. *Kathryn Spirit* is still stuck in Canada. *Lazaro Cardenas II*, sistership of *Guadalupe Victoria II*, might have been demolished at ECOMAR before the activities were suspended. *Nuevo Pemex I* was broken up from March to July 2014 by TNG (Talleres Navales del Golfo) in Veracruz, on the Gulf of Mexico, where she had been built. *Victoria II ex Guadalupe Victoria II* left under tow the port of Lazaro Cardenas and after a 14,000 miles long and dangerous journey across the Pacific and the Indian Oceans was eventually beached in Pakistan late August.

Asia is again PEMEX tankers’ final fate. There are still left *Nuevo Pemex II*, *Nuevo Pemex III* and *Nuevo Pemex IV*. All pictures of *Victoria II* in Gadani by Shahid
Sources:
Aliaga Denizcilik; American Bureau of Shipping; Associated Press of Pakistan; Black Sea; Memorandum of Understanding; Brownsville Herald (the); Bureau Veritas; Cargo Law; Chittagong Port Authority (the); Core (Cumbrians Opposed to a Radioactive Environment); Dépêche du Midi (la); Det Norske Veritas; Dictionary of American Naval Fighting Ships; Emirates 24/7; Equasis; European Maritime Safety Agency; Examiner (the); Germanischer Lloyd; Global Marketing Systems; GMA News; Historia y Arqueología Marítima; Indian Ocean Memorandum of Understanding; International Nuclear Services; Jornada - Michoacan (la); Khaleej Times; Kimo; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Maquettes et Histoire de la Marine Marchande; Marin (le); Marine Traffic; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Monitor (the); Navi e Armatori; Navios Brasileiros; Navsource; navyworld.narod.ru; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; PEMEX; Reuters; Robin des Bois, sources personnelles et archives; Russian Maritime Register of Shipping; Ship Nostalgia; Shippopotam; Société française de Médicine Maritime; Soviet-trawler.narod.ru; Sud-Ouest; Swansea Drydocks; Talleres Navales del Golfo; Télégramme (le); The News; Tokyo Memorandum of Understanding; Trade Winds; United States Coast Guard; US Marad; Verdad del Sureste (la); Vessel Tracker.

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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. Nevertheless, she ventured from Nakhodka Port in Russia, headquarters of her ship owner, across the Sea of Japan to Otaru, Fushiki, Niigata and Akita and all the way to the Chinese ports of Taicang and Changshu via Busan in South Korea. In 13 years, she has accumulated 740 deficiencies. She was 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), in Akita again and finally in Changshu (China). She was flying the Cambodian flag of convenience. Late October 2014, the Khudozhnik Tsyganov finally arrived at 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

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 hunt 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 Superbacino) 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)
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.

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.

*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.

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).

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.

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 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.

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 MacIsaac 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.

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.

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.


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. Mengü 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.

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.

From Erwann, 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 for385 $ 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!

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 bulk carrier 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).

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.

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 wether 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.
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.

Military and auxiliary 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 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.

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 contact 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**

<table>
<thead>
<tr>
<th>Recycled Metal</th>
<th>Vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bangladesh  430,000 t (27%)</td>
<td>1 Bangladesh, 60 (26%)</td>
</tr>
<tr>
<td>2 India, 390,000 t (25%)</td>
<td>2 India, 59 (25%)</td>
</tr>
<tr>
<td>3, China 285,000 t (18%)</td>
<td>3, China 38 (16%)</td>
</tr>
<tr>
<td>4, Pakistan 213,000 t (13%)</td>
<td>4 Turkey, 27 (12%)</td>
</tr>
<tr>
<td>5 Turkey 91,000 t (6%)</td>
<td>5, Pakistan 21 (9%)</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Category</th>
<th>Recycled Metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: Bulk carrier, 76 (33%)</td>
<td>1: Bulk carrier, 538,000 t (34%)</td>
</tr>
<tr>
<td>2: General cargo, 54 (23%).</td>
<td>2: Tanker, 364,000 t (23%)</td>
</tr>
<tr>
<td>3: Tanker, 36 (15%)</td>
<td>3: Container ship, 272,000 t (17%)</td>
</tr>
<tr>
<td>4: Container ship, 33 (14%)</td>
<td>4: General cargo, 184,000 t (12%).</td>
</tr>
</tbody>
</table>

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).

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).
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)

<table>
<thead>
<tr>
<th>No.</th>
<th>Ship Name</th>
<th>IMO</th>
<th>Year of Construction</th>
<th>Current Flag</th>
<th>Current Location</th>
<th>Deficiencies (2014-2010)</th>
<th>Detentions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alpha Livestock 19</td>
<td>7021821</td>
<td>1970</td>
<td>Togolese</td>
<td>Koper, Slovenia</td>
<td>131</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Falcon 1</td>
<td>6523016</td>
<td>1965</td>
<td>Tanzanian</td>
<td>Istanbul, Turkey</td>
<td>127</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Blue Moon</td>
<td>7396630</td>
<td>1975</td>
<td>Cambodian</td>
<td>Algier, March</td>
<td>261</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Abou Karim IV</td>
<td>7711866</td>
<td>1978</td>
<td>Liberian</td>
<td>Rendsburg, July</td>
<td>123</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Zein I</td>
<td>7622041</td>
<td>1978</td>
<td>Panamanian</td>
<td>Gibraltar, May</td>
<td>93</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Miracle</td>
<td>5247524</td>
<td>1961</td>
<td>Togolese</td>
<td>Istanbul, June</td>
<td>11</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>Express 1</td>
<td>8200565</td>
<td>1982</td>
<td>Panamanian</td>
<td>Emden, May</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Lady Rasha</td>
<td>7223041</td>
<td>1972</td>
<td>Tanzanian</td>
<td>Midia, April</td>
<td>153</td>
<td></td>
</tr>
</tbody>
</table>
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 Shipyards (China). 262 m in length. Norway International Register flag, Classification society Lloyd's Register of Shipping.

![Barber Hector, winter 1986-87, Hamburg (Germany)](image1) © Joerg Seyler

![Taiko, September 2012, arriving at Auckland (New Zealand)](image2) © 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](image3) © Jeedee / Ship Nostalgia

*Robin des Bois* - 18 - Ship-breaking # 38 – February 2015
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.

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


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, 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, each 100 tonnes capacity. Transformer weighs 160 tonnes. © Chris Howell


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

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


**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.

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 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

In 2003, 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 capsize 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.

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. Navire de croisière. 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 Pakistani sailors. She would have been refloated on Décembre 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
This ship was delivered in 1971 by Wärtsilä shipyard at Helsinki as the Norwegian Nordic Prince, the 2\textsuperscript{nd} 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.

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.
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-Novooarendburg, 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.

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.

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 Piligrim Ltd (Russia). Manned by a crew of 40 sailors. Homeport Murmansk. Sold for demolition in Turkey.
Reefer


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


*Ola off Kamchatka September 2008 © E.W.*


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

*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.


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.

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.


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 $.

**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 Hawaii, 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


**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

At Keelung, Taiwan September 2013 © Chun-Hsi


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


Nairobi (ex-MSC Nairobi, ex-MSC Amsterdam, ex-Trade Selene, ex-MSC 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.


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


**Tanker**


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.
**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 (Nethelands), August 2009](© Marcel & Ruud Coster)


**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.


**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.


**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 (Malaisie) by Malaysia Marine & Heavy Engineering. Owned by Indo Mega Maritim (Indonesia). In July 2013, **Patriot Andalan** arrived from Papua at the port de 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)

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.


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


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


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


Gas Sumatera (ex-Libra Gas). © Vladimir Knyaz


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

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


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, Yosu, alongside Jungheung # 5 © AF van Rhijn


**Bulk carrier**


At Klaipeda, Lithuania, January 2010 © Kiril Judakov


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


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


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.


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

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.


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.


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 Skibsvaerft. 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, at Viktor Lenac shipyard, Rijeka, Croatia May 2013 © Dragec


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.


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

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.

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).


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 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.


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.


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 Xín. 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.


**Cement carrier**


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-Barwaago, 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 Raahe (Finland), in 2005 in Venice (Italy) and in 2010 in Suez (Egypt). Sold for demolition in India.

Barwaago, 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.


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


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


Falshoef (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.

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.


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.


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

Robin des Bois

Ship-breaking # 38 – February 2015

Singapore, November 2014 John Regan


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


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


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


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


**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 Khabarovsky (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


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


Vinh Hoa © Photos Lappino

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.

Volgo Balt 121 © Fisher

**Miscellaneous**

**Dredger**

*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.

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


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


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

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).

![Maersk Gabarus](image1.jpg)

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


![Mainport Oak](image2.jpg)

Arriving at Aberdeen, June 2008 © Paul Gowen


![Neel Kamal](image3.jpg)

*Neel Kamal* at Kakinada, India, August 2007 © Foggy

Robin des Bois - 62 - Ship-breaking # 38 – February 2015


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 suscepible 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.

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\(^1\) (Fifteen States have ratified the Convention as at January 31\(^{st}\), 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 Ajansı

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.

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.”
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 scuttlled 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”).

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 *Provencal 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 *Provencal 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.

![Image of Toulonnais 11](image1)

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-*Provencal 11*. 26,45 m in length. Light weight 250 t. Built by Industrie Navali Mecchaniche Affini at La Spezia (Italy). |

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**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.

![Image of shipbreaking in Vietnam](image2)

“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.

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.

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”.

Robin des Bois
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**

**Cosette. Martinique. Caribbean Sea. French Overseas Department.**

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.

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.

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.

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.

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.

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 Précheur 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.

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.

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** © Robin des Bois

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.

**Sources:**

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