Careful examination of photos shows that two ships - the Bow Elm and the Ling Hai are very probably the same vessel. The design of the hull is exactly the same and the superstructure details are identical on both boats.

The Bow Elm, built in 1971 by the Norwegian Moss Rosenberg shipyard, became the Norgas Discoverer in 1988, and ought to have been sold for scrap in 2004 aged 33. Such claims are very plausible. But she would not have been demolished. Chinese experts considering that her Norwegian construction was of excellent quality, the Bow Elm, in all probability, has been converted into a general cargo carrier by removing all of her gas transport equipment. This sort of reconversion has already been carried out on other ships outside China. In this issue of Ship-breaking.com, it is observed that the Follia, a former gas carrier, demolished in Croatia, was converted into a cement carrier back in 1999 (p. 63). The ex-Bow Elm would have become the Chinese Fu Xiang 9 in 2004, the Jin Ling in 2005 and the Ling Hai in 2006, sailing under the Panamanian flag for the Shanghai Shuojin Shipping Company. In all likelihood, the IMO number change can be explained by the return to service of a ship previously declared demolished.

A source mentions construction of a Fu Xiang 9 by the Wenwan Shipyard in Lianjiang (China). The existence of this ship which was also renamed the Jin Ling from 2004 to 2006 and Ling Hai from 2006 remains a mystery. She cannot be found in any of the main shipping registers (for instance The Lloyd’s Register of Ships). A Norwegian website goes as far as to allege a Chinese owner created a "false past" and new official number to put a supposedly demolished ship back into service! In any case, examination of the pictures leaves little doubt to the fact that the Ling Hai and the former Bow Elm are one and the same.
**Demolition in America**

There is a lack of ship breaking yards in America. The handful of facilities in the United States just dismantle former U.S. MARAD vessels, and occasionally some oil tankers which do not get a following. In Canada, the breaking yard receives ships that are either too old, or in too poor condition to be towed over long distances. Commercial shipping from the North American continent continues to feed Asian demolition shipyards, despite the distance and risks related to towing.

In Latin America there is also a need for breaking yards, and Mexican, Brazilian, Chilean or Peruvian oil tankers and other discarded vessels are all sent to Asia. The few short-lived attempts in Ecuador and, in the more distant past, Mexico never truly materialised on an industrial level. Two former Canadian ferries, the *Queen of Vancouver* and *Queen of Saanich* have been towed to Ensenada (in Mexico). Dismantling them was to take place in a dry dock. But the perpetuation of such activity is not guaranteed as Petróleos Mexicanos - PEMEX - aims to use the dry docks in Baja California for shipbuilding.

On the Atlantic side, The Dominican Republic appeared on the market, but under what conditions? It is there that the former Russian cruise ship *Lyubov Orlova*, was to go (it was announced that she had been sold to be broken up at an unknown destination in Ship-breaking.com # 27 (p.22), but unfortunately on the day of her departure, in summer 2012, the ship suffered a fire and so must remain in St John's (Newfoundland, Canada). In the meantime another cruise ship, the *Ola Esmeralda*, formerly the *Black Prince*, sailing under the Venezuelan flag, is poised to usher in demolition in the Caribbean. Two options are being discussed:

1 - The shipyard would be located upstream of the capital, in Santo Domingo Este on the left bank of the Ozama River. On its website, CIRAMAR established here since 2011, only mentions the design, construction, conversion and ship repair. The initial investment of 100 million pesos ($2.5 million) included remediation of abandoned old yards, and the building of infrastructure. The maximum draught is 14.5 feet (4.5 m). The *Lyubov Orlova* measuring 100m for a draught of 5m and the *Ola Esmeralda* 142m for a draught of 6.4m could not access the yard without prior dredging that were also included in the initial investment.

2 - CIRAMAR runs another more accessible site in the bay of Las Calderas, west of the capital. The site would have two dry docks of 105 and 135m and three floating docks of 60m, 155m and 173m.

If neither of these options is feasible, the ships could be beached for demolition. Another environmental issue that arises is the waste management, and in particular asbestos waste, which is in abundance in old passenger ships. In addition to the *Ola Esmeralda*, two other vessels are...
Currently laid up in the area. They were sold for demolition without reference to their final destination. These are the Ro Ro *Seaboard Trader* and *Seaboard Florida* belonging to the American company Seaboard Marine. Seaboard Marine ordinarily sells its vessels for scrap in India (see *Seaboard Costa Rica*, Ship-breaking.com # 28).

**Falsterborev, a light goes out**

The Swedish lightship *Falsterborev*, Ostend (Belgium) June 1976 © Roger Corveleyn

A light has gone out forever. A lightship has been broken up in the inner harbour of Le Havre. She sank on the night of 18 August 2007. Arrived in France in March 2002 in a poor condition being towed by the tug *Willem B* and meant to continue in Paris, after refitting, her career as a restaurant, the *Falsterborev* kept on deteriorating. She had already sunk in 1994 in the port of Nieuwpoort in Belgium. The first shipwreck had ended her first spell as a "restaurant" that had begun in 1976 after a re-fit in Ostend. From 1931 to 1972, *Falsterborev* had served as a lightship south of Sweden facing the Danish coast. In 1930 she was lengthened from 26m25 to 32m50 in the Lindholmens shipyard in Göteborg. Launched in 1910, the ex-*Falsterborev* remained, it appears, in the Swedish reserve lightship fleet up until 1929.

The ex-*Falsterborev* remained, it appears, in the Swedish reserve lightship fleet up until 1929.

She was dismantled in Le Havre, where she was anchored, at the foot of a pier, through subaquatic interventions, cutting up and was lifted with a floating crane. It was the French company Tetis/ETPO who won the tender of the port of Le Havre for a total contract value of €332,830.

See also Ship-breaking.com # 13, September 2008
**Ships without place of refuge**

Explosions, fires and typhoons had no mercy for ships of all categories and ages on every ocean. However, coastal states are very reluctant to provide refuge to stricken ships. The IMO recommendations arising from the *Erika* (1999) and *Prestige* (2002) shipwrecks, and also from the *Castor* (2001) wandering, do not fall within maritime customs. The *Stolt Valor* (see p21) had to wait out at sea for more than 3 months before being allowed into Bahrain’s territorial waters, the *Bet Prince* (see p45), suffering from technical damage and beset by typhoons, had to wait one month before being admitted to a Chinese port. Both are now in the final stage of demolition. It took 19 months for the *Frey* that suffered a widespread fire off Mauritania to reach her only possible refuge (given her state) - a demolition yard. With regard to the *MSC Flaminia*, which found refuge in Germany nearly two months after her problems began, Ship-breaking.com cannot see how she could avoid demolition while her German owner and her charterer are selling series of container ships far from their age limit to Alang and Chittagong (see the page dedicated to the *MSC Flaminia* accident on the Robin des Bois website - [English](#)/[French](#)/[German](#)). The question is not whether she will be soon demolished, but where ... To be continued.

*Stolt Valor*, chemical tanker, explosion in the Persian Gulf, towed and broken up in Bahrain. p23

*Bet Prince*, bulk carrier, struck by typhoons in China, broken up in China. p 47

*MSC Flaminia*, container ship, explosions and fire, North Atlantic, towed to Germany

*Frey*, fish factory ship, fire off Mauritania, towed and broken up in Turkey. p 13

**Other casualties**

*Kanthicha*, gas carrier, explosion off Thailand, unknown site of demolition. p 24

*Ala*, general cargo carrier, grounded off Denmark, towed and broken up in Denmark. p 34

*SST*, bulk carrier, grounded off Singapore, towed and broken up in Bangladesh. p 61

*PWP 1*, bulk carrier, powerless and distressed on her way to demolition in China, drifted, has to be towed to the ship-breaking yard. p 64
Demolition on the field (continued)

The removal of the **Costa Concordia** is the most expensive salvage operation ever carried out. The initial estimate was put at $300 million. Moreover the success is not guaranteed. Over time, further cracks and ingress of water can degrade the wreck. The island of Giglio, after having suffered a psychological disaster, is not protected from an ecological disaster. The **Costa Concordia** wreck is a dump, but also a grave for at least two people. As time passes, more and more experts doubt that the **Concordia** operation no 1 could reach its conclusion. But what conclusion? Palermo, Piombino, Livorno or a deep…

One thing is certain: Italy has no experience in ship-breaking. Ship-breaking.com has noted that 37 ships owned by Italian companies, such as Ignazio Messina, Stradeblu, BM Shipping, Grimaldi Lines and SNAV, went for scrap in 2012. But none of them were broken up in Italy: 19 went to India, 10 to Turkey, and 7 to Bangladesh.

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April 14th, 2012, Giglio Island, centenary of the **Titanic** shipwreck © Robin des Bois

See also the press release (French language) « La croisière de masse va droit dans le mur », January 11th, 2013 and the file « From the **Titanic** to the **Concordia** », April 2012.

The wreck of the **Baltic Ace** that sank in the North Sea in December 2012 after a collision with the container ship *Corvus J* must also be raised. More than a month after the accident, the pumping of propulsion fuel (around 500t) has not started. It is partly solidified. Preheating techniques must be developed by the ship-owner and insurers, and then applied. The wreck contains more than 1000 cars. The **Baltic Ace** is a source of various and differed pollution. Immediately after the sinking, Rotterdam emphasised that there was no danger in approaching the port but the wreck, which is 36m deep, constitutes a navigational danger; there is only about 6 m between the sunken ship and the surface. The removal of the ship is still not on the agenda. Six crew members are missing, and the Dutch Navy divers searching in and around the wreck have been able to find the bodies yet.

(See press release December 6th, 2012, “**Risk of oil spill in the North Sea**”)

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The sinking of **Baltic Ace** © Mammoet Salvage - Screenhot Robin des Bois

Near the wreckage site © Robin Utrecht / ANP
The Hong Kong Convention
The Hong Kong Convention “for the Safe and Environmentally Sound Recycling of Ships” was adopted by the International Maritime Organisation in May 2009. France was the first country to ratify it. The law was published in the Official Journal on 24 November 2012. France, ranking 26th in the commercial vessel fleet have opened the way; their example should encourage all other European countries including Denmark, Greece, Malta, Cyprus, Germany and the United Kingdom to do the same. Italy, the Netherlands, Saint Kitts and Nevis and Turkey are in the process of signing. The entry into force of the Convention is not going to happen overnight: it is going to take two years after ratification by 15 states representing 40% of world fleets. The finishing line for the Hong Kong Convention will be crossed in several years or decades.

The Convention does not apply to warships and other State vessels. It side-steps diesel or nuclear submarines, and gas or oil platforms. It does not explicitly prohibit the international practice of stranding ships on beaches for demolition known worldwide as “beaching”. Many NGOs and experts believe that beaching is not compatible with the requirements of “Safe and Environmentally Sound Recycling of Ships”, which is the basis of the Convention. In 2006, Ship-breaking.com counted 293 vessels being broken up. In 2013 the level will reach 1328. This quantitative lightning progress is not accompanied by qualitative progress in dismantling methods and in downstream management of hazardous waste from demolition. Pending the entry into force of the Hong Kong Convention, the transitional and voluntary improvement measures appear slow to emerge and yet to be engrained.

The final sprint: 15 October to 31 December 2012.

The pace has accelerated, reaching 31 ships per week, even higher than during the “Tsunami” of the beginning of the year (28 ships per week).

340 ships have left for demolition in the endly part of the year. Cumulative demolition permitted the recycling of more than 2.7 million tonnes of metal. 305 (90%) went to Asia, including Turkey, 125 (37%) were built in Europe, and 134 (39%) were owned by European companies.

<table>
<thead>
<tr>
<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 142 (42%)</td>
<td>1 India 1.150.000 t (43%)</td>
<td>1 : bulk carrier, 127 (37%)</td>
</tr>
<tr>
<td>2 China, 60 (18%)</td>
<td>2 China, 450.000 t (17%)</td>
<td>2 : general cargo, 69 (20%).</td>
</tr>
<tr>
<td>3 Turkey, 40 (11%)</td>
<td>3 Bangladesh, 381.000 t (14%)</td>
<td>3 : container ship, 52 (15%)</td>
</tr>
<tr>
<td>4 Bangladesh, 35 (10%)</td>
<td>4 Pakistan, 354.000 t (13%)</td>
<td>4 : tanker, 51 (15%)</td>
</tr>
<tr>
<td>5 Pakistan, 28 (8%), 6 Denmark, 5 (1%)</td>
<td>5 Turkey, 125.000 t (5%)</td>
<td></td>
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</tbody>
</table>

India continues to race ahead with 142 ships (42%). Note that the Alang yards are increasingly visited by informal recyclers appropriating everything that can be taken off, the lives of some site managers have been threatened, and a security guard was killed. All countries have experienced a surge in arrivals for demolition (38% in India) with the exception of Bangladesh that overstocked the ships waiting in the summer and plummeted 49% at the end of 2012. China is ranked 2nd in volume and units to be broken up, helped by the rise in prices offered by its shipyards.

At the same time the rates offered by the Indian subcontinent ship-breaking yards have crumbled and are now barely above $400 per tonne for tankers, and sometimes less than $350 for other types of vessel. The subcontinent/China differential has significantly reduced and is no longer greater than $30 to $40. Ship-owners whose vessels are found in Asian waters favour China as it reduces the cost of their final voyage.

With 15% of vessels scrapped, the proportion of container ships continues to increase. 75% belong to European Union or EFTA registered owners, yet 100% were demolished in Asia.
After the bars, demolition
73 (21%) of vessels sent to be broken up were not controlled by a Classification society belonging to the IACS (the International Association of Classification Societies) or were without classification. The sub-standard ships are therefore a priority: at least 183 (54%) have been detained in worldwide ports with a rate of 77% for general cargo carriers; more than 60% for bulk carriers and reefers and 54% for container ships. The detention rate is 20% for tankers. Notable amongst sub-standard ships is the small general cargo carrier *Hilde G*, with 17 detentions between 1998 and 2010, abandoned for 2 years in the Britanny port of Saint-Malo and which will be finally demolished in Bassens near Bordeaux (see p 39). The other ‘winners’ are *Uranus*, a ship banned from European ports, with 14 detentions (p 43), *Vanernsee* with 9 (p 44) and *Hong Bo 8* with the same number. (p. 52).

Years and meters
The age of vessels that leave fleets ranges from 8 years for the chemical tanker *Stolt Valor*, which suffered an explosion and a fire while transiting the Persian Gulf with a dangerous cargo (see p 23) and 61 years for the *Georg Buchner*, formally the *Charlesville* of the Compagnie Maritime Belge (see The END p 67). The average age is 28 years, 25 for tankers and 22 for container ships. 103 have a length less than 150m, 132 between 150 and 199 m and 105 over 200m. 6 ships are greater than 300m, the largest ship being the tanker *Jerash*, with a length of 345m that was beached for demolition in Gadani, Pakistan.

2012: a record year
Shipbreaking: an exploding industry: 293 vessels in 2006, 1328 in 2012

By unit
1 India, 523 (40%)
2 Bangladesh, 228 (18%)
3 China, 207 (16%)
4 Turkey, 152 (9%)
5 Pakistan, 120 (11%),
6 Denmark, 21 (2%)

By tonnage of metal recycled
1 India 4,4 million of t (38%)
2 Bangladesh 2,5 million of t (22%)
3 China, 1,8 million of t (16%)
4 Pakistan 1,6 million of t (14%)
5 Turkey 559.000 t (5%)
6 United States 32.000 t (0%)

By category
1 bulk carrier : 509 (38%)
2 general cargo carrier : 268 (20%)
3 tanker : 203 (15%)
4 container ship : 173 (13%)
5 reefer : 70 (5%)

2012 was a record year with 1328 vessels broken up. This smashed the figures of the previous years: the demolition market growth reached +30% in number of vessels scrapped compared to the previous year and even + 40% in volume of recycled metal as ships have become larger and larger.

Persistent economic stagnation and more and more stringent inspections in ports in Europe, Asia, America and Australia are leading to more and more ships being demolished.

The average age (28) for demolition is lessening.

1245 ships (94%) were broken up in Asia.

India remains by far the number 1 destination of demolition, both in terms of units and volume ahead of Bangladesh and China. All the major ship-breaking countries have benefited from the trend and from an increase in arrivals in their ship-breaking yards. A special mention needs to go to Turkey, which has almost doubled the number and volume of ships it has received. The total tonnage of scrap metal in 2012 exceeded 11 million.

544 ships (41%) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 35% were built in those countries. 802 (60%) have been detained in previous years with their crews in ports worldwide, for non-compliance with international safety regulations. Africa remains the only continent where sub-standard ships are not identified.
Bulk carriers remain the first category of vessels scrapped in 2012 with 38%, ahead of general cargo carriers (20%), tankers (15%) and container ships (13%).

Bullish are bulk carriers, reefers, general cargo carriers, livestock carriers and above all container ships. The number of container ships has more than tripled compared to 2011 (173 versus 48) and represents 13% of demolished ships; shipowners who are being delivered their new Ultra Large container ships get rid of the smaller units even though many are under 20 years of age.

Bearish are tankers, with a share decreasing from 20 to 15%.

432 vessels (33%) are more than 200m, but they accounted for only 25% of the total in 2011. 31 ships over 300m were demolished in 2012 against 24 in 2011. In the absence of available dry docks, this trend towards longer ships contributes to develop ship-breaking on beaches or afloat in ports. This technique is polluting for the bottom of port basins.

Purchase prices were relatively stable in 2011. In 2012, the plethora of demolitions led to a drop in price in the Indian sub-continent at the end of the year. Vessels to be broken up are sold at $365-400 per ton in the Indian subcontinent, $350-375 in China, and $300-325 in Turkey. The most expensive ship was the gas carrier Norgas Energy and her stainless steel tanks, sold by her Norwegian owner to India for $941 per ton.

In Central America, Mexico and the Dominican Republic were the final destinations of old passenger ships from Canada and South America. It is too early to know if these trials are consistent with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships.

In Europe, Denmark and Belgium are well established and the Baltic states are emerging. Only Bassens (France) is developing a dismantling industry in dry dock. In Croatia, Ukraine, and Romania, some yards had, occasionally and with local means, got rid of the cumbersome ships clogging up their ports.

In the United Kingdom efforts from shipyards in Liverpool and Hartlepool, where the former Clemenceau and 4 American military vessels were broken up, have not been pursued.

France was the first nation to ratify the Hong Kong convention. It was a diplomatic event. However in practice, apart from the intermittent site at Bassens, the Le Havre site for small sea and river ships and the forced demolition of TK Bremen in Brittany, atony rules. In the Mediterranean, it is aphasia.
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.

**Passenger ship**

*Georg Buchner (ex-Charlesville)*. IMO 5068863. Passenger ship. Length 154 m. German flag. Unknown classification society. Built in 1951 in Hoboken (Belgium) by Cockerill for the Compagnie Maritime Belge. She could carry 248 passengers at a speed of 16 knots; she has been serving on the CMB line until 1967. Acquired by the East German State; property transferred to the City of Rostock in 1997. Sold for demolition in Klaipeda (Lithuania).

More on the career of the *ex-Charlesville* in the chapter The END, p 67.

*Ola Esmeralda (ex-Prince, ex-Black Prince, ex-Venus)*. IMO 6613328. Passenger ship. Length 143 m. Venezuelan flag. Classification society Det Norske Veritas. Built in 1966 in Lubeck-Siems (Germany) by Flender for Fred Olsen, she operated on the Kristiansand-Harwich and Kristiansand-Amsterdam services during the summer and between London and the Canary Islands in the winter. She was later repositioned on the Bergen / Newcastle (or Amsterdam) line and on Amsterdam-Canaries cruises, still on a dual service *Black Prince* in winter; she became *Venus* in summer.

*In Glasgow, 1985 © Paul Strathdee*
En 1986-87, after 20 years of this double life, the *Black Prince* was converted into a full time cruise by the Finish yard Wärtsilä.

January 1st 2006, in Madeira © Dimas Almada

Official Fred Olsen post card © Fred Olsen

Late 2009, Fred Olsen sold the ship to SAVECA - Servicios Acuáticos Venezuela. She became *Ola Esmeralda*, intended for further service in the Venezuelan waters and in the Caribbean. Her third life was short, even though she was chartered to the United Nations mission to Haiti following the 2010 earthquake. In November 2012, the ship was sold for demolition for 2.5 million US$. She appeared in Santo Domingo Roads the morning after Hurricane Sandy. She could not anchor outside the port due to the wind and current, drifted, finally took shelter for a few days in Caucedo port, east of the Capital city and was finally berthed at Santo Domingo North Pier. The exact localization of the ship-breaking yard and the conditions of the dismantling remain unclear (See also p 2 “Demolition in America”).

*Ola Esmeralda* in Willemstad (Curacao), September 2011 © Cees Bustraan

**Ferry**

*Flaminia*. IMO 7602132. Ferry. Length 148 m, 8,958 t. Italian flag. Classification society RINA. Built in 1981 in Castellammare (Italy) by Italcantieri; jumboized in 1987 and lengthened from 136 to 148 m. Owned by Tirrenia Di Navigazione SpA (Italy). This ship, with a capacity of 2000 passengers and 610 cars in her latest version, sailed mostly on the Italian Peninsula / Sicily or Sardinia lines. Since 2004 she had been on service on the Bari (Italy) / Durres (Albania) route.

In the way of concealment usual to European passenger ships, the *Flaminia* has just been sold to a ghost company based in St Kitts and Nevis and renamed *New York* flying also the St Kitts and Nevis flag. Her destination of demolition is yet unknown. Turkey or India?

The *Flaminia* in Cagliari, May 2010 © Stampace / Marinetrack

Pride of Dover (ex-P&O Dover, ex-P&OSL Dover, ex-Pride of Dover). IMO 8517736. Ferry. Length 170 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Vegesack (Germany) by Schichau-Unterweser. This ferry was the last one delivered to Townsend Thoresen before the company, controlled by P&O, was renamed P&O European Ferries following the Herald of Free Enterprise shipwreck off Zeebrugge on March 6th 1987. The Pride of Dover entered service on June 2nd 1987 on the Dover/Calais line and carried out this duty during all her career until her decommissioning in December 2010 when she was replaced by the brand new Spirit of Britain. During these 23 years of service, she might have transported some 35 million of passengers. Her sister-ship, the Pride of Calais, entered service in December 1987, was decommissioned last October, but chartered bareboat by Transeuropa Ferries, and back in service on the Ostend/Ramsgate line under the name Ostend Spirit.

Owned by P&O Ferries Ltd (United Kingdom). She had been laid up for two years in Tilbury (United Kingdom) and eventually left Tilbury under tow late November. In spite of the hopes raised by a rumour of purchase by German interests and of a possible transfer to the Arno repair yard in Dunkirk (France), the ship was resold in the wake and arrived late December at Aliaga ship-breaking yards.
**Queen of Saanich.** IMO 5408142. Ferry. Length 130 m. Canadian flag. Classification society Lloyd’s Register of Shipping. Built in 1963 in Victoria (British Columbia, Canada) by Victoria Machinery Depot; jumboized in 1969 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). Decommissioned in November 2008 after 45 years of service and laid up since then. Sold and towed for demolition in in Ensenada (Baja California, Mexico) en bloc with *Queen of Vancouver*.

*Queen of Saanich* en route from Tsawwassen to Swartz Bay ferry terminals (Canada), August 2007 © Jacob Blondahl

**Queen of Vancouver (ex-City of Vancouver).** IMO 5288035. Ferry. Length 130 m. Canadian flag. Classification society Lloyd’s Register of Shipping. Built in 1962 in Vancouver (Canada) by Burrard DD Co; jumboized in 1971 and 1981 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). The two inseparable *Queens* have been linking Tsawwassen (near Vancouver) and Swartz Bay (near Victoria on Vancouver Island). In their latest version, lengthened and with an additional deck they could transport around 1.600 passengers and 350 cars. Sold and towed for demolition in Mexico.


**Fishing ship**

*Halten Bank (ex-Nicolas Copernic).* . IMO 7325758. Fishing ship. Length 55 m. French flag. Classification society Bureau Veritas. Built in 1973 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by Euronor (France). Sold for demolition in Belgium by Van Heygen Recycling. At the end of 2012, the parade of French ships to be demolished in Ghent is heterogeneous, including the gas carrier *Tellier*, the ex destroyer *Bouvet* and the big trawler *Halten Bank*.

*Halten Bank, Boulogne-sur-Mer (France), March 2012 © Shipspotting*  
*Late October 2012, in Ghent (Belgium), at Van Heygen Recycling. Bouvet is in the background © Vesseltracker*
Factory ship (fish)

In May 2011, the ship caught fire while she was fishing for mackrels off Nouakchott (Mauritania). She will not join the ghost fleet rusting in Nouadhibou (cf Ship-breaking.com n°20) and polluting the Mauritanian shore: in February 2012 Frey was towed to Las Palmas in the Canary Islands. In November 2012, she left for demolition in Turkey, still under tow.


**Reefers**


**NDRF – National Defense Reserve Fleet (United States)**
The United States are taking up again the dismantling of the reserve fleet veterans. The 2009 plan to clean up the 57 ships laid up in Suisun Bay, California schedules their removal by September 2017. Three more vessels just left their anchorage to be broken up in Texas. They were towed to San Francisco where BAE Systems will clean the hulls of marine growth and loose exterior paint; Then they will leave for their final voyage to Texas via the Panama canal.

**Cimarron** AO-177. IMO 6130803. Tanker. Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards; jumboized in 1992 and lengthened from 180 to 216 m. Fleet oiler of the US Navy, she carried 150.000 barrels of fuel, tons of supplies and had a landing platform for helicopters. Decommissioned on December 15th, 1998 and struck from the naval register on May 3rd, 1999. Since then property of the US MARAD (Maritime Administration) and laid up in the Suisun Bay Reserve Fleet in California. Sold for demolition to ESCO Marine, of Brownsville, Texas. 991.726 US$ i.e. 82 US$ per ton. On December 16th, she passed Miraflores locks in the Panama canal under tow of the *Gulf Cajun*. 
Roanoke AOR-7. IMO 6126932. Tanker. Length 201 m, 11,790 t. United States flag. Built in 1974 in San Diego (California, United States) by National Steel Co. Replenishment oiler of the Wichita class, she was nicknamed Polar Express after sailing in 1977 for cold weather operations in the Bering Sea. She later served in Southeast Asia and in the Western Pacific. In 1991, Mount Pinatubo erupted while Roanoke was underway near the Philippines; she helped evacuating 564 victims and the same year supported the US Navy during the operation Desert Storm, the 1st Gulf War. Decommissioned and struck from the naval register on October 6th, 1995. Owned by the US MARAD and laid up in the Suisun Bay Reserve Fleet since December 18th, 1998. Sold for demolition to ESCO Marine, Brownsville, Texas. 1.926.726 US$, i.e. 163 US$ per ton. Early December, the vessel joined the Wabash in BAE Systems dry docks. She will later leave California under tow of Elsbeth III for her final journey to Texas via the Panama canal.

Roanoke © Mark Perry

Wabash AOR-5. IMO 6126538. Tanker. Length 201 m, 11,790 t. United States flag. Built in 1970 in Quincy (Massachussetts, United States) by General Dynamics Corp. Replenishment oiler of the Wichita class, she served the US Navy at the end of the Vietnam war in 1972-73 and was then deployed mostly in West Pacific and Indian Ocean operations. Decommissioned on September 30th, 1994 and struck from the naval register on April 8th, 1997. Owned by the US MARAD since December 18th, 1998 and laid up in the Suisun Bay Reserve Fleet. Sold for demolition to ESCO Marine, Brownsville, Texas. 2.026.726 US$ i.e. 172 US$ per ton. On December 3rd, the vessel left California under tow of Maria Cano and sailed across the Panama canal in early January 2013.

© Dennis Schrock

Tanker


Anna Knutsen. IMO 8504090. Tanker. Length 256 m, 23,521 t. Deflagged from Norway to Saint-Kitts-and-Nevis for her last voyage. Classification society Det Norske Veritas. Double hull ship built in 1987 in Turku (Finland) by Wartsila AB. Sold by her Norwegian shipowner Knutsen Oas Shipping AS to the Indian Indico Maritime Services prior to her departure for demolition in Pakistan.
**Araucano.** IMO 6615106. Replenishment tanker of the Chilean Navy as AO-53, decommissioned in November 2010. Length 152 m, 5,600 t. Deflagged from Chile to Sierra Leone for her last voyage towards India. Unknown classification society. Built in 1967 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Chilean Government. Sold for demolition in India.

*Araucano in l'ancre in Valparaiso (Chile), 10 janvier 2009 © Angel Luis Godar Moreira*

**Brotas.** IMO 8124022. Tanker. Length 244 m, 16,491 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1985 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in India. 270 US$ per ton.

**Capahuari (ex-Punta Angeles, ex-Lulu).** IMO 8920359. Tanker. Length 179 m, 10,827 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Naviera Transoceánica SA (Peru). Sold as is in Peru for an unknown destination of demolition. 290 US$ per ton.

**Caravelas.** IMO 8200034. Tanker. Length 161 m, 6,841 t. Brazilian flag. Classification society Bureau Veritas. Built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Laid up and for sale since July 2010, the ship is eventually sold for demolition in Pakistan where she was beached on December 31st as Aravelas.

*January 2012. Caravelas in the the foreground, laid up in Niteroi (Brazil), along with Carioca and Candiota. She has been beached for demolition in Pakistan, her two fellows should follow ; Carioca has just been renamed Arioca and deflagged to St Kitts & Nevis © Benny N / Shipspotting*


**Dar Yun.** IMO 9056947. Tanker. Length 329 m, 34,256 t. Taiwanese flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by CPC (Taiwan). Sold as is in Taiwan for demolition in China. 375 US$ per ton.
**Dorado** (ex-*Dorado Star*, ex-*Golar Cordelia*). IMO 8715039. Tanker VLCC. Length 328 m, 35,254 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Okpo (South Korea) by Daewoo. Owned by Dynacom Tankers (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 435 US$ per ton.


**Glenross**. IMO 8719229. Tanker. Length 247 m, 18,668 t. Deflagged from Liberia to Comoros for her last voyage as *Ross*. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by International Tanker Management (United Arab Emirates). Sold as is in Brunei for demolition in Bangladesh. 415 US$ per ton.

**Global Bright** (ex-*Compass 1*, ex-*Stena Compass*, ex-*Hawaian Prince*, ex-*Seto Bride*, ex-*Seto Bridge*). IMO 9041186. Tanker. Length 247 m, 15,020 t. Deflagged from Panama to St Kitts & Nevis for her last voyage as *Bright*. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1992 in Marugame (Japan) by Imabari SB. Owned by Hanjoo Maritime Co (South Korea). Detained in 2007 in Incheon (South Korea). Sold as is in South Korea for demolition in Bangladesh. 377 US$ per ton.


Navion Savonita (ex-Nordic Savonita). IMO 9012317. Tanker. Length 247 m, 16,151 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage as Avon. Classification society Det Norske Veritas. Double hull ship built in 1992 in Numakuma (Japan) by Tsuneishi. Sold by her Norwegian shipowner Teekay Shipping Norway AS to a Liberia based ghost company prior to her departure for demolition in Bangladesh.


Mera, Pakistan © Shahid


Reboucas. IMO 8501799. Tanker. Length 175 m. Deflagged from Brazil to Tanzania for her last voyage as Boucas. Classification society American Bureau of Shipping. Built in 1989 in Rio de Janeiro (Brazil) by Caneco. Owned by Petrobras (Brazil). Sold for demolition in India.

Torben Spirit. IMO 9041746. Tanker. Length 245 m, 16,841 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage as Piri. Classification society Lloyd's Register of Shipping. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Nabeel Shipmanagement (United Arab Emirates). Sold for demolition in Bangladesh.


**Western Jewel** (ex-*New Vision*). IMO 9045467. Tanker VLCC. Length 334 m, 46,142 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific (Singapore). Sold for demolition in Pakistan, she actually stopped in Bangladesh and was finally beached there. 438 US$ per ton.

![Western Jewel, ex-New Vision, in Donges (France), February 2006 © Christian Plagué](image)


**Chemical tanker**


**Bow Fraternity** (ex-*Fraternity L*). IMO 8420517. Chemical tanker. Length 177 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Tankers AS (Norway). Sold for demolition in India. 511 US$ per ton including 100 t of stainless steel.


![Bow Leopard approaching Hoek van Holland (Netherlands), September 2012 © BraCom / Shipspotting](image)
Bow Lion (ex-Fort Lion, ex-Northern Lion). IMO 8615837. Chemical tanker. Length 171 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odfjell Management AS (Norway). Detained in 2005 in Houston (United States) and in 2012 in Dumai (Indonesia). Sold for demolition in India. 468 US$ per ton including 70 t of stainless steel.


**Stolt Valor.** IMO 9274290. Chemical tanker. Length 159 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2004 in Hakata (Japan) by Watanabe Zosen. Owned by Stolt Nielsen Ltd (Norway). On March 15th, 2012, the *Stolt Valor* suffered an explosion while transiting the Persian Gulf. She carried about 13,000 t of methyl tertiary-butyl ether (MTBE), a volatile organic compound used as a cheap solvent, in the pharmaceutical industry and as gasoline additive. This latter use declined after studies concluded to widespread contamination of groundwater and drinking water in the United States (Lake Tahoe, Santa Monica) from MTBE leaking from underground gasoline tank systems. The fire onboard the *Stolt Valor* had been raging for 7 days. The midship area was devastated but the ship did not sink. One of the 25 seafarers perished. Smit Salvage, in charge of the salvage, promptly managed lightering operations of the residual cargo; entry to ports of refuge in the region have been refused for three months, and the distressed ship was finally allowed in Bahrain in June. Mid October, she was cut into three sections in ASRY drydock (Arab Ship Repair Yard). Stainless steel has been bought by a Belgian/Dutch company, while a local Bahraini company has bought the mild steel.


**Tristar Dubai (ex-Japanica, ex-Australian Pride, ex-Oluf Maersk, ex-Estelle Maersk).** IMO 8613281. Chemical tanker. Length 182 m, 10,368 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Lindo (Denmark) by Odense Staalskib. Owned by Tristar Energy Ltd (United Arab Emirates). Sold as is in Lome (Togo) for demolition in India. 330 US$ per ton.

**Tristar Kuwait (ex-Jacaranda, ex-Olga Maersk, ex-Eleo Maersk).** IMO 8613293. Chemical tanker. Length 182 m, 11,200 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Lindo (Denmark) by Odense Staalskib. Owned by Tristar Energy Ltd (United Arab Emirates). Sold as is in Lome (Togo) for demolition in India. 330 US$ per ton.

Gas carrier


Kanthicha (ex-SME 1, ex-Song Thai Chan, ex-Chun Xing 128, ex-Golden Crux n°5). IMO 8029753. Gas carrier. Length 89 m. Thai flag. No classification society according her last Port State Control. Built in 1981 in Ise (Japan) by Uchida SB Co. Owned by Ayudhya Development Leasing Co (Thailand). Detained in 2012 in Humen (China). On October 7th, 2012, a fire broke out in the radio room onboard Kanthicha; the ship had been anchored on ballast off Phuket for two months with a 4 maintenance crew and 5 tons of bunkers. The fire was extinguished in 3 hours, the only sailor onboard at the time of the incident was safe. Sold for an unknown destination of demolition.

OBO – Oil / Bulk / Ore carrier

Front Viewer. IMO 9008160. OBO. Length 285 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Frontline Management AS (Norway). Sold for an unknown destination of demolition, the ship was still in China in December. 385 US$ per ton.

Container ship

APL Zircon (ex-President Wilson, ex-NOL Zircon, ex-Neptune Zircon). IMO 8802909. Container ship, 3502 teu. Length 276 m, 17,825 t. Deflagged from Bermuda to St Kitts & Nevis for her last voyage as Irco. Classification society American Bureau of Shipping. Built in 1989 in Marugame (Japan) by Imabari Zosen. Sold by her Singaporean shipowner Neptune Shipmanagement Services Pte to United Kingdom-based NKD Maritime Ltd prior to her departure for demolition in India.


Conti Hong Kong (ex-YM Pearl River, ex-MSC Guayaquil, ex-Nedlloyd Zaandam, ex-Buxmerchant, ex-Choyang Star, ex-Hong Kong Senator). IMO 8808587. Container ship, 1743 teu. Length 177 m. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niedelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in Bangladesh. The German shipowner, also holding the MSC Flaminia in its fleet, is sending three more ships to demolition; none of them in Germany, nor in Europe.


Dubai. IMO 8117225. Container ship. Length 212 m, 12,899 t. Deflagged from United Arab Emirates to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by UASC (Kuwait). Detained in 1999 in Genoa (Italy). Sold as is in Khor Fakkan (United Arab Emirates) to a St Kitts & Nevis-based ghost company prior to her departure for demolition in India. 437 US$ per ton including sufficient bunks for the journey.

Elbe Trader (ex-Tiger Trader, ex-TS Manilla, ex-Dal Reunion, ex-Zim Argentina III, ex-CSAV Rauli, ex-Elbe Trader). IMO 9080522. Container ship. Length 168 m, 7,170 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as E Trader. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by MTW. Owned by Hermann Buss GmbH & Cie KG (Germany). Sold as is in Colombo (Sri Lanka) for demolition in India. 425 US$ per ton.

German S (ex-MSC Manaus, ex-P&O Nedlloyd Swift, ex-Kota Salam, ex-City of Haifa, ex-CMA Dalian, ex-German Senator). IMO 8901858. Container ship, 2000 teu. Length 182 m, 8,596 t. Deflagged from Antigua & Barbuda to St Kitts & Nevis for her last voyage as GMS. Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Karl Schluter GMBH & Co (Germany). Detained in 2012 in Singapore. Sold for demolition in India.


Hansa India (ex-NYK Prestige, ex-P&O Nedlloyd Yantian, ex-Largs Bay). IMO 9070967. Container ship, 3424 teu. Length 243 m, 13,542 t. German flag. Classification society Germanischer Lloyd. Built in 1994 in Koje (South Korea) by Samsung. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH (Germany). Detained in 2006 in Melbourne (Australia) and in 2009 in Bandar Khomeini (Iran). Sold as is in Colombo (Sri Lanka) for demolition in India.


Marwan (ex-P&O Nedlloyd Kilindini, ex-Barrister, ex-Cabo Blanco, ex-Cala Palenque, ex-Marwan). IMO 9070008. Container ship, 1388 teu. Length 167 m, 7,015 t. Deflagged from Malta to St Kitts & Nevis for her last voyage as Glory 2. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Sold by Marwan Shipping Co Ltd (United Arab Emirates) to the Indian Prayati Shipping Pvt Ltd for demolition in India.


MSC Lugano, In the swinging basin, Outer Harbour, Port Adelaide (Australia), October 2012 © Shipspotting

MSC Sardinia (ex-Hiong Kong, ex-Hanjin Hong Kong). IMO 8502896. Container ship, 3074 teu. Length 241 m, 14,093 t. Deflagged from Liberia to Tuvalu for her last voyage. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2003 in Felixtowe (United Kingdom) and in 2010 in Fremantle (Australia). Sold as is in Singapore for demolition in India, she was actually beached in Chittagong (Bangladesh) on December 14th. 408 US$ per ton.


Northern Faith, in Puerto Cabello (Venezuela), November 2008 © Captain Ted / Shipspotting

Northern Harmony (ex-MSC Harmony, ex-City of Tunis, ex-Northern Harmony). IMO 9070761. Container ship, 1709 teu. Length 174 m, 7,734 t. Deflagged from Antigua & Barbuda to St Kitts & Nevis for last voyage as SPM. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Norddeutsche Reederei H Schuld (Germany). Sold for demolition in India.
Northern Pioneer (ex-CMA CGM Vernet, ex-Ville de Sagitta). IMO 9064853. Porte-conteneur, 3538 teu. Length 240 m, 13,141 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as Pioneer. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH (Germany). Detained in 2006 in Norfolk (United States) and in 2010 in Gioia Tauro (Italy). Sold for demolition in India, the ship, coming from Singapore, actually and definitively stopped in Chittagong, Bangladesh on December 14th.


San Lorenzo (ex-YM Fukuoka, ex-Colombus Ohio, ex-San Lorenzo I, ex-San Lorenzo). IMO 9046215. Container ship. Length 167 m, 6,911 t. Deflagged from Liberia to Tuvalu for her last voyage as San Enzo. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Sold by her German shipowner Offen Reederei to the Indian Doehle Danautic prior to her departure for demolition in India.

Santa Monica (ex-P&O Nedlloyd Samba, ex-Santa Monica I, ex-P&O Nedlloyd Dubai, ex-P&O Nedlloyd van Nes, ex-Genoa Senator). IMO 8918992. Container ship, 1742 teu. Length 182 m, 8,515 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1991 in Lübeck (Germany) by Flender. Owned by Reederei Claus-Peter Offen GmbH & Co (Germany). Sold as is in Greece for demolition in India.


Soraya (ex-Beatrice I, ex-MSC Beatrice, ex-Lancashire, ex-ADCL Shereen, ex-Norasia Shereen). IMO 9162629. Container ship. Length 217 m, 9,890 t. Maltese flag. Classification society Bureau Veritas. Built in 2000 in Shanghai (China) by Jiangnan Shipyard. This is a member of the fast container ship family built for Norasia. Sistership of the Ocean Producer (see Ship-breaking.com # 28, p2), she is passing away prematurely at the age of 12. Owned by COMANAV (Morocco). Sold for demolition in India where she arrived as Ora. 443 US$ per ton including bunkers for the voyage.

Soraya, in Rozenburg (Germany) October 2009 © Hannes van Rijn

Teval (ex-Cala Porlamar, ex-Armada Holland, ex-P&O Nedlloyd Camoes, ex-Emerald, ex-Red Sea Emerald, ex-Teval). IMO 9081734 Container ship, 1388 EVP. Length 167 m, 7,015 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by XSM Cross Ship Management GmbH (Germany). Detained in 2001 in Algeciras (Spain), in 2002 in Rotterdam (Netherlands) and in 2010 in Naples (Italy). Sold as is in Malta for demolition in Turkey. 324 US$ per ton including 150 t of bunkers.


Trave Trader (ex-CSAV Yokohama, ex-Zim Montevideo, ex-Trave Trader). IMO 9080534. Container ship. Length 168 m, 7,352 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen. Detained in 2011 in Shenzhen (China) and in 2012 in Beirut (Lebanon). Sold by her German shipowner Buss Rederei to the Indian Doehle Danautic prior to her departure for demolition in India.


Ro Ro
Dania (ex-Brit Dania, ex-Tor Dania, ex-Maersk Essex, ex-Dana Hafnia, ex-Railo, ex-G. and C. Express, ex-Foss Dunkirk, ex-Ville de Dunkirk). IMO 7624051. Ro Ro. Length 194 m, 10,580 t. United Kingdom flag. Classification society Bureau Veritas. Built in 1978 in Dunkirk (France) by NORMED; jumboized in 1995 and lengthened from 170 to 194 m.

September 2012, Dania in Terneuzen (Netherlands) © Ghis v d Vijver
This Ro Ro whose latest duty as *Tor Dania* was to connect Cuxhaven in Germany and Immingham in England for the Danish DFDS was originally the French *Ville de Dunkerque* delivered in 1978 by the Dunkirk shipyards. Built for their own maritime subsidiary, Société Dunkerquoise d’Armement, she was long-term chartered by Navale et Commerciale Havraise Péninsulaire (Worms) on its Red Sea Line, with an interruption from 1979 to 1981 when she was chartered in the same area by the Foss Shipping consortium as *Foss Dunkirk*. Worms acquired the ship from the shipyards in 1984, and then having no direct use of her anymore, let her to different charterers who had her renamed and reflagged to Mauritius in 1987 and Bahamas in 1989. She became *G and C Express* on Grimaldi-Cobelfret West African line from 1986 to 1988 and *Maersk Essex* for Norfolk Line on the Zeebrugge / Dartford route from 1989 to 1992. She was finally sold in 1992 to DFDS Group (Denmark) and renamed *Tor Dania*. In 1995, she was lengthened by 24 m by the Norwegian shipyard Horten A/S, which extended her life expectancy. Her sistership *Tor Belgia* (ex-*Ville du Havre*), with a parallel career, was beached for demolition in Alang (India) in July 2010.

Detained in 2007 in Cuxhaven (Germany). Sold as is in Port Said (Egypt) for demolition in India.


*Repubblica di Amalfi*. IMO 8521218. Ro Ro. Length 216 m, 15,552 t. Deflagged from Italy to St Kitts & Nevis for her last voyage as *Jai Bhole*. Classification society RINA. Built in 1989 in Castellammare (Italy) by Fincantieri Italiani; jumboized in 1990 and lengthened from 181 to 216 m. This Ro Ro was essentially carrying freight. She mostly sailed on the Europe / West Africa Line and lately on the United States (East Coast) / West African line. Detained in 2001 in Hamburg (Germany). Sold by her Italian shipowner Grinavi to undisclosed interests prior to her departure for demolition in India.

*Seaboard Florida* (ex-*Contship Mexico*, ex-*Tarn*, ex-*Canmar Spirit*, ex-*Eastern Phoenix*, ex-*Seki Rokel*). IMO 7812842. Ro Ro. Length 152 m, 8,108 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Marine (United States). Sold as is in the Caribbean for an unspecified destination of demolition, maybe the Dominican Republic. The ship has just been deflagged to Sierra Leone and is now hiding as *Optima*. 215 US$ per ton.

General cargo


Ala (ex-Gala, ex-Tor Normandia, ex-Gala). IMO 6812637. General cargo. Length 68 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1968 in Neuenfelde (Germany) by Sietas. Owned by Svensons Skeppsmakleri (Sweden). In November 2012, Ala ran aground on the small Hjelm island off Jutland Northeastern coast (Denmark). The ship is freed by tug Goliath Vig and escorted to Grenaa for further investigation; the damage was too great to repair, and she has now been taken over by Fornaes Shipbreaking for scrapping.


Dak (ex-Antivari, ex-Joy, ex-Port de Lyon, ex-Marina, ex-Terschelling, ex-Cargo Liner Vf). IMO 7424542. General cargo. Length 80 m. Tanzanian flag. Classification society RINA. Built in 1975 in Oldersum (Germany) by Schlomer. Owned by Ray Shipping & Trading (Tanzanie). Detained in 1999 in Rijeka (Croatia) and in 2011 in Trapani (Italy), Alexandria (Egypt), and in Gulluk, Gemlik et Trabzon (Turkey). Towed for demolition in Turkey.


Debora arriving in Grenaa ship-breaking yard, November 2012 © Bendt Nielsen


Golden Light, Koh Si Chang (Thailand) © Geir Vinnes
In October 2010, *Hilde G* arrived in Saint-Malo (France) with 3,950 t of ammonium phosphate. The seafarers who had not got their wages paid for several months went on strike before the cargo was unloaded. The maritime security inspector in Saint-Malo pointed out about 20 deficiencies. The ship was seized at the request of both an Arcelor Mittal representative for a cargo dispute and the ITF (International Transport Workers Federation) for non-payment of 112,000 € in crew salaries. The 14 seafarers (10 Georgians, 3 Ukrainians and 1 Azeri) were repatriated late December 2010. The Turkish shipowner was no longer giving sign of life and a legal action for withdrawal of property was therefore brought. *Hilde G* has been rusting for 2 years in Saint-Malo. Late October 2012, she was auctioned off and acquired by the metal recycler AFM Recyclage established in Bassens for 151,200 € (198,000 US$), i.e. 90 US$ per ton. The ship should be broken up in Bassens drydock, following the *Matterhorn* dismantling by Bartin / Véolia which is about to end up. With 17 detentions from 1998 to 2010, *Hilde G* wins the gold medal of sub-standard ships.

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_Hilde-G, idle in Saint-Malo (France), June 2011 © Pascal Riteau_


Ling Hai (ex-Jin Ling, ex-Fu Xiang 9, ex-Norgas Discoverer, ex-Bow Elm). IMO 7113674. General cargo. Length 125 m. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1971 in Moss (Norway) by Moss Rosenberg as the Gas carrier Bow Elm; first sold for demolition in 2004, her double life is quite unusual (see p 1). Owned by Shanghai Shuojin Shipping Co Ltd (China). Detained in 2006 in Pohang (South Korea), in 2008 in Qingdao (China) and in 2010 again in Pohang. Sold for demolition in China.


**Malaspina Castle** (ex-Adventure, ex-Venture Star). IMO 7915967. General cargo. Length 183 m, 9,027 t. Panamanian flag. Classification society RINA. Built in 1981 in Kure (Japan) by Kanda Zosenho. Owned by B Navi (Italy). Detained in 2004 in Genoa and Savona (Italy), in 2006 in Antwerp (Belgium) and in 2008 in Setubal (Portugal). In April 2009 **Malaspina Castle**, sailing from Novorossiysk (Russia) bound for Fangcheng (China) with a cargo of iron ore, was hijacked by Somali pirates. The ship and her 24 crewmen (16 Bulgarians, 4 Filipinos, 2 Ukrainians, 1 Russian and 1 Indian) were released one month later when a 1.8 million US$ ransom was paid. **Malaspina Castle** got no luck ; in August 2005 she was damaged after colliding with the reefer **Matterhorn** off Skagen (Norway). Today, the dismantling of the **Matterhorn** in Bassens (France) is about to be finished and the **Malaspina Castle** is leaving for demolition on the beach in Alang (India).

*Malaspina Castle* berthed in Rijeka (Croatia) before her last voyage, October 2012 © Dragec / Shipspotting


**Milano Star** (ex-JP Fox, ex-Fjord Pearl, ex-Ashington). IMO 7717200. General cargo. Length 104 m. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Wallsend (United Kingdom) by Clelands SB Co. Owned by Engy Shipping Lines Co (Egypt). Detained in 2007 in Gdynia (Poland) and New Ross (Ireland), in 2009 in Damietta (Egypt) and in 2012 in Mersin (Turkey) and in Damietta again. Sold for demolition in Turkey.


**Mu San** (ex-Kota Abadi, ex-Sriwijaya). IMO 7920596. General cargo. Length 158 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in Lübeck (Germany) by Schlichting. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2007 in Taizhou (China) and in 2012 in Nanjing (China). Though her official status has been « to be broken up » since November 2011, the **Mu San** has only arrived lately in Jiangyin (China) for demolition.


Palmyra in Istanbul (Turkey), July 2011 © Frank Behrends


Pioner Moldavii au départ de Norrköping (Sweden), mai 2012 © Simon De Jong


and then in Kavala (Greece) and in 2012 still in Constanta again. Banned from the European Union ports since January 1st by the EU directive on Port State Control. Sold for demolition in Turkey. Silver medalist on the sub-standard ships podium, with 14 detentions.

Uranus, off Kos (Greece), July 2008 © Frank Behrends


Berthed in Ashdod, Israel, December 2009 © Pavel / Marinetraffic


**Bulk carrier**


![Adventure II](image)

Adventure II, in Rotterdam, June 2004 © Frans Sanderse

Agile (ex-Decorous, ex-Iran Ghafari). IMO 8309658. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong to Sierra Leone for her last voyage as Ocean. Classification society Lloyd's Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo. Detained in 2003 in Lucinda (Australia). Sold by the Iranian ship-owner Soroush Sarzamin Asatir to the Indian Prayati Shipping Pvt Ltd prior to her departure for demolition in India.

Amatory (ex-Gem I, ex-Ruby K, ex-Iran Akhavan, ex-Philippine Success). IMO 8113009. Bulk carrier. Length 198 m, 7,385 t. Togolese flag. Classification society Korea Classification Society. Built in 1984 in Sevilla (Spain) by AESA. Owned by Emerald Shipping Co (Syria). Detained in 2010 in Nikolayev (Ukraine), Suez and Damietta (Egypt) and in 2011 in Nikolayev again, twice in Damietta and then in Novorossiysk (Russia). Sold for demolition in India. 397 US$ per ton.


Amira Dina ex-Pyteas unloading in Hamilton (Canada) September 2005 © vovashap /Shipspotting


APJ Mahalaxmi (ex-Stoikos, ex-Narwal, ex-Nara). IMO 8413930. Bulk carrier. Length 228 m, 11,180 t. Deflagged from India to Comoros for her last voyage as Mahalaxmi. Classification society Indian Register of Shipping. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by Apeejay Shipping Ltd (India). Detained in 2001 in Incheon (South Korea). Sold for demolition in India. 430 US$ per ton.


Atlantic Express in San Francisco Bay, August 2011 © Kell / Marinetraffic


Barsam (ex-Iran Shariat, ex-Thorlock). IMO 8107581. Bulk carrier. Length 200 m, 8,953 t. Deflagged from Iran to Comoros for her last voyage as Ashwini. Classification society Det Norske Veritas. Built in 1983 in Sestao (Spain) by AESA. Owned by IRISL – Islamic Republic of Iran Shipping Line (Iran). Detained in 2003 in Dalian (China), in 2009 in Rotterdam (Netherlands) and in 2010 in Bari (Italy). Sold for demolition in India.


On August 1st, 2012, the Bet Prince, disabled after an engine failure off Zoushan on the Chinese coast, has to be rescued and anchored with her iron ore cargo while technicians tried to restore the ship's power. This is the typhoon season, Saola, Haikui, Tembin, Bolaven were succeeding. Due to the risk of drifting and grounding, Bet Prince remained under tug assistance, two injured crew members were...
transferred ashore for medical care but the ship was not allowed to enter the port of Zoushan before August 24th. In December, *Bet Prince* was located further north, anchored on Yangze river, close to Jiangyin ship-breaking yards. In November though, her Greek shipowner announced the bulker had been sold to be scrapped either in Pakistan or India for a price of 427 US$ per ton.


*Carrie* at the beach, Gadani (Pakistan) November 19th, 2012 © Shahid


Creciente. IMO 8815463. Bulk carrier. Length 270 m, 18,812 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India.

Creciente aground in shipping channel, Port Hedland, (Australia), after breaking her mooring lines, nearly fully laden with iron ore, September 2006 © Tropic Maritime Photos


Freesia in Rotterdam (Netherlands), October 2010 © Ria Maat


Gulmar upbound in the welland canal at lock 2, St Catherines (Canada) June 2006 © frtrfred / Shipspotting


**Hong Bo 8 (ex-Xin Da, ex-Hilal II, ex-Yin Klm)**. IMO 7921801. Bulk carrier. Length 178 m, 6,348 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Osaka (Japan) by Osaka Zosensho. Owned by Shanghai Haizheng Ship Management (China). Detained in 2005 in Castellon de la Plana (Spain), in 2008 in Gabes (Tunisia) and Saida (Egypt), in 2010 in Zhangjiagang (China) and Vishakhapatnam (India), in 2011 in Guangzhou (China), and in 2012 in Shantou (China), Nakhodka (Russia) and Nantong (China). Sold for demolition in Mumbai (India). Bronze medallist on the sub-standard ships podium with 9 detentions.


Lucky W (ex-Lucky Win, ex-Pacific Leader n°1, ex-White Guardian, ex-Bright Hope, ex-Ocean Steamer, ex-Lancelot Sea, ex-Christin T, ex-Silver Pine). IMO 8005886. Bulk carrier. Length 155 m, 5,091 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Shioyama (Japan) by Tohoku SB Co. Detained in 2000 in Singapore and Vladivostok (Russia), in 2006 in Mokpo (South Korea) and Hong Kong, in 2007 in Tianjin (China), Yantai (China) and Gunsan (South Korea) and in 2009 in Yeosu (South Korea). Sold for demolition in Mumbai (India).


Magdalene (ex-Coppet, ex-Pulang Lupa). IMO 8718134. Bulk carrier. Length 270 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Johann MK Blumenthal GmbH & Co (Germany). Detained in 2007 in Newcastle (Australia), in 2008 in Dampier and Gladstone (Australia) and in 2011 in Rizhao (China). Sold for an unknown destination of demolition, the ship was in the Chinese waters in December.


Newcastle (Australia), August 2010 © John Regan


**MP Panamax 3 (ex-Bulk Venturer).** IMO 8109149. Bulk carrier. Length 227 m, 12,904 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Owned by M Pallonji Shipping Pvt Ltd (India). Detained in 2004 in Mobile (Alabama, United States). Sold as is in Sri Lanka for demolition in India. 425 US$ per ton including bunkers for the voyage.


**Nyack Princess** beached in Gadani (Pakistan), December 18th, 2012 © Shahid


Ocean Noble leaving Puerto Montt, (Chile) February 2011 © Osvaldo Morales Cáceres


Okoltchitza, port of Antwerp (Belgium), October 2010 © Stan Muller


Parmida (ex-Iran Afzal, ex-Manila Faith, ex-Primelock). IMO 8105284. Bulk carrier. Length 186 m, 7,815 t. Deflagged from Iran to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai (China) by Hudong Shipyard. Sold in December by her Iranian shipowner to a United Arab Emirates-based ghost company prior to her departure for demolition in India as Bahrani.

The Iranian Parmida sailing the Suez canal, May 2011 © Piero Corona


River Boyne. IMO 8018132. Ore carrier. Length 255 m, 17,282 t. Australian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi for the Australian coastal bauxite trade between Weipa mine (Queensland) in the North of Australia and Newcastle (New South Wales) or then Gladstone (Queensland).

Because of the high price of fuel oil bunkers and the availability of cheap steaming coal in Queensland at the time of their construction, River Boyne and her sistership River Embley, and the two other vessels Fitzoy River and Endeavour River built in Italy, were designed as coal-fired, steam-powered bulk carriers working with automatic coal handling systems. They were the first and only vessels of this kind. At
normal speed, the ships consumed between 180 and 240 tons of coal a day. Ash was dumped in the Gulf of Carpentaria and never within the Barrier Reef, according to the ship manager. Owned by ASP Ship Management (Australia).

The two coal-fired ore carrier *Fitzoy River* and *Endeavour River* have already left for the breaking yards of Chittagong, Bangladesh in 2009 and 2010, renamed respectively *Roy* and *Our River* and deflagged to Tuvalu and Comoros.

*River Boyne* is the last one to leave; she was just renamed *SS Rover 11*. Contrarily to the rest of the family, all broken up in Bangladesh, the ex-*River Boyne* is said to have been sold for demolition in China, 310 US$ per ton.

![](image1.png)

The Greek bulker **SD Victory** arriving Port Kembla (Australia), March 2009 © [Peter Karberg](mailto:Peter.Karberg@shipbreaking.com)


SST (ex-Magic Fortis, ex-Magic Triangle, ex-Ikan Tampico, ex-Sanmari, ex-Star Libra, ex-Fuji Angel). IMO 8323915. Bulk carrier. Length 183 m, 7,337 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1985 in Chiba (Japan) by Mitsui. Owned by STX POS Ship Management (South Korea). Detained in 2004 in Vladivostok (Russia). Sold in February 2012 by her Korean shipowner to the Singapore-based Emu Management. The ship was damaged after grounding on the Middle Rocks near Horsborough lighthouse, the East entrance of Singapore Strait; a few months later she was sold as is in Singapore for demolition in Bangladesh. 360 US$ per ton.


Tim Buck. IMO 8319861. Bulk carrier. Length 162 m, 7,953 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2007 in Bayonne (France) and in 2008 in Antwerp (Belgium) and Tianjin (China). Sold for demolition in India. 429 US$ per ton.

Titan (ex-Kimisis III, ex-Kimisis, ex-Golden Condor). IMO 8117146. Bulk carrier. Length 190 m, 8381 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Imari (Japan) by Namura. Owned by Albamar Shipping Co SA (Greece). Detained in 2002 and 2006 in Hamburg (Germany), in 2008 in Barcelona (Spain), in 2010 in Woods Hole (United States) and Yingkou (China) and in 2012 in Kandla (India). On March 13th, 2009, the Titan bound for South Korea with an iron ore cargo, was hijacked by Somali pirates in the Gulf of Aden; the ship and her 24 crewmen were released one month later without further details on the ransom paid. Sold for demolition in India.

Titan, at Cooper Consolidated Ship Buoys on Mississippi River (United States), April 2008 © Captain Peter


Gadani (Pakistan) 15 November 2012 © Shahid


Cement carrier

*Follia* (ex-*Kamal*, ex-*East Challenger*, ex-*Kilgas Challenger*, ex-*Happy Fellow*, ex-*Sunny Boy*, ex-*Teresa*). IMO 6705224. Cement carrier. Length 71 m. Panamanian flag. Classification society Hellenic Shipping Register. Built in 1967 in Kristiansand (Norway) by Kristiansands MV; general cargo carrier successively converted into a gas carrier in 1972 and into a cement carrier in 1999. Owned by Brodogradiliste Zanatsko Proizvodnoi Usluzno Poduzece (Croatia). Detained in 2001 in Lisbon (Portugal), in 2002 in Aalborg (Denmark) and in 2005 in Mersin (Turkey). Laid up for many years in Cres port (Croatia); the ship is eventually broken up by local Viktor Lenac shipyard.

![Image of Follia](December 2012, in Rijeka (Croatia) © Hansdegraaf / Shipspotting)


Heavy load carrier

*PWP 1* (ex-*Karla Omayra*, ex-*Kapitan Poinc*, ex-*Thor Scan*). IMO 8111790. Heavy load carrier. Length 123 m. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Leer (Germany) by Jansen. Owned by Mujur Shipping (Malaysia). Detained in 1999 in Antwerp (Belgium), in 2002 in Iquique (Chile), in 2007 in Ambarli (Turkey), in 2008 in Taranto (Italy) and in 2009 in Laem Chabang (Thailand). Sold for demolition in China. The unladen *PWP 1* was heading from Singapore to a Guangzhou ship-breaking yard when she lost power after a fuel tank leaked. The ship and her 16 crewmen from Malaysia, Indonesia, Burma and Bangladesh were rescued and towed to Sanya port, south of the Hainan island, famous for its tropical beaches and its Chinese nuclear submarines base.

![Image of PWP 1](PWP 1, in Chittagong, Bangladesh, June 2012 © Ivan Meshkov)
Miscellaneous
Asso Diciannove (ex-Augustea Diciannove, ex-Parktor). IMO 7700128. Offshore supply vessel. Length 56 m, 1,459 t. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1978 in Lauenburg (Germany) by J G Hitzler Schiffwerft Und Maschinenfabrik GmbH. Owned by Augusta Offshore SpA (Italy). Sold for demolition in Turkey. 300 US$ per ton.

Asso Diciotto (ex-Augustea Diciotto, ex-Nautilus, ex-Agip Nautilus). IMO 8100791. Offshore supply vessel. Length 65 m, 1,096 t. Deflagged from Italy to Belize for her last voyage as Diciotto. Classification society RINA. Built in 1982 in La Spezia (Italy) by Sgorbini. Owned by Augusta Offshore SpA (Italy). Sold for demolition in India. 413 US$ per ton.


Valisia (ex-Lady Valisia, ex-Far Supplier, ex-King Supplier). IMO 8110966. Offshore supply vessel. Length 68 m, 1,901 t. St Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1982 in Nordfjordeid by her Norwegian shipowner in March 2012 to the Indian Doehle Danautic India Pvt Ltd prior to her demolition in India.

ICGS Vijaya. IMO 8007391. Coast Guard patrol vessel. Length 74 m, 1,001 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Bombay (India) by Mazagon Dock. Owned by Indian Coast Guard (India). Sold for demolition in India.

Car carrier


The END

Charlesville

The Belgian Shipping Company (Lloyd Royal) S.A. commissioned between 1948 and 1951 five mixed passenger and cargo boats that sailed between Antwerp and the Belgian Congo. The only survivor of this series, the Charlesville, has just been sold for scrap.

Launched 12 August 1950 by the John Cockerill shipyard in Hoboken, near Antwerp, and commissioned in March 1951, Charlesville (from the name of a Congolese city of Western Kasai, today Djokopunda) is the fifth and last of the series. She is a vessel of 10,946 gross tons, 153.67 m in length, 19.76 m wide, has a depth of 12.14 m and a draught, when laden, of 8.38 m. With a deadweight of 9,128 tons, she carried cargo in six holds served by eighteen derricks with a lifting capacity of 5 to 40 tons and could accommodate up to 248 passengers. Her propulsion was provided by a Burmeister & Wain turbine of 9,250 horse power at a speed of 16 knots.

Her entire Belgian career took place on the Congo route with seven to eight return trips per year. From and to Antwerp, she mainled served Matadi and Boma, but also, on some trips, Lobito, Angola, then a Portuguese colony and the terminus of the Benguela Railway which enabled to reach the Congolese province of Katanga. The trips of the Charlesville also include stops in Tenerife in the Canary Islands for bunkering.
Trips to the Congo came to an end in 1967, seven years after the colony gained independence. The *Charlesville* was then sold to the East German State company, Deutsche Seereederei Rostock, and became the *Georg Büchner*, the name of the German "revolutionary" writer (1813-1837). Her favourite destination was now Havana from Rostock with, eventually, additional stops in Poland, Sweden, Rotterdam or her former home port, Antwerp.

February 1974, Santiago de Cuba © CybersBase

These trips continued until 1977. The ship, then 26 years old, would live on for another 35 years, but berthed. Her owner now used her as a stationary training ship. To allow for training on modern equipment, the foremast was removed and replaced by a massive crane, profoundly altering her profile. Acquired in the 1990s by the city of Rostock, the *Georg Büchner* was then partly converted into a youth hostel (€ 19 to 22 including breakfast) and partly into a hotel. Some premises have been kept in their original state.
Maintenance of this vessel, exceeding sixty years of age, became problematic, so it was decided to terminate her operations. Organisations have tried to save her as the last ship to the Congo, as she is representative of Belgian maritime heritage, but without success. Some have alerted public opinion by citing her as the ship in "Tintin in the Congo", but this is not the case, the Charlesville was built in 1951 whereas "Tintin in the Congo" was first published in 1930. The ship featured in the comic is actually the first Thysville (1922-1947).

The other four vessels in the series were the Albertville (1948), demolished in 1973, Leopoldville (1948), which became the Congolese PE Lumumba in 1967, demolished in 1974, the Elisabethville (1949), lost in a fire in Antwerp in 1968, and Baudouinville (1950), renamed Thysville (second ship of this name) in 1957, sold in 1961 and demolished in 1973.

The sale of the Georg Buchner, currently listed and protected as a Maritime Heritage site of the Land of Mecklenburg-Western Pomerania, would be suspended pending a final decision by the city of Rostock on a possible downgrade.

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