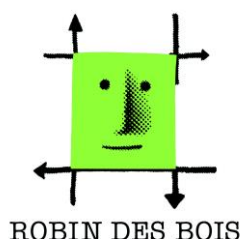


30



ROBIN DES BOIS

From October 15, to December 31, 2012

Ship-breaking.com

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Already broken-up, but heading for demolition!



N° IMO 7113674

Bow Elm © Syndin / Shipspotting



N° IMO 8990328

May 2010, *Ling Hai* in Thailand © Geir Vinnes

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:



Lyubov Orlova, berthed in St John's (Canada), October 2012 © Robert Young

Last minut, « *Lyubov Orlova* left under tow, broke her line and is adrift off Newfoundland coast » - [see press release](#)

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.



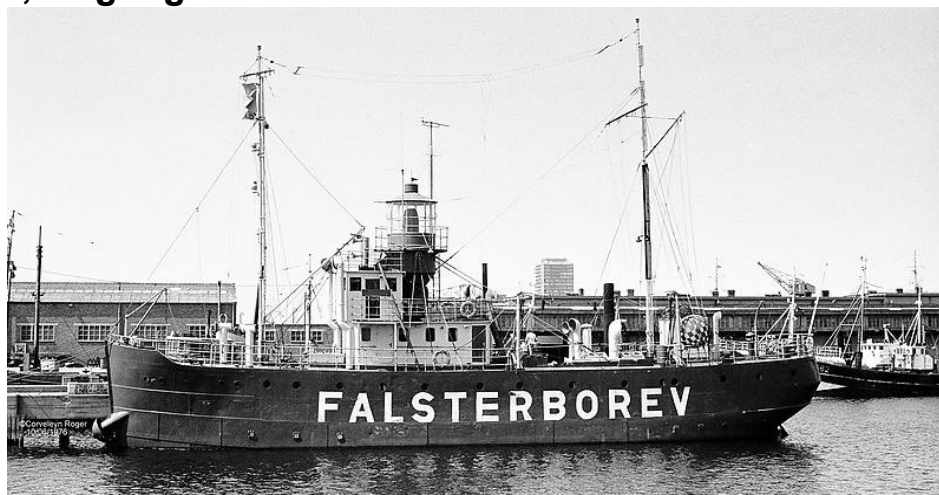
Black Prince arriving Cherbourg (France), December 2008 © quinquin29 / Shipspotting

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.



Le Havre © Jacques Braquehais



October 2012, removal of the wreck © Quentin Déhais

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.



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"](#)). “



The sinking of *Baltic Ace*

© Mammoet Salvage - Screenshot 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.

By unit

1 India, **142** (42%)
2 China, **60** (18%)
3 Turkey, **40** (11%)
4 Bangladesh, **35** (10%)
5 Pakistan, **28** (8%),
6 Denmark, **5** (1%)

By tonnage of metal recycled

1 India 1.150.000 t (43%)
2 China, 450.000 t (17%)
3 Bangladesh, 381.000 t (14%)
4 Pakistan, 354.000 t (13%)
5 Turkey, 125.000 t (5%)

By category

1 : bulk carrier, 127 (37%)
2 : general cargo, 69 (20%).
3 : container ship, 52 (15%)
4 : tanker, 51 (15%)

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 Brittany 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 199m 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.



Bassens, *Matterhorn* being dismantled in drydock © R Escher

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.



December 2001, floating hotel-hostel at Am Stadthafen 72 - 18057 Rostock © **Wolfgang Kramer**

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 Acuaticos 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 / Marinettraff**



Nona Mary (ex-*Dimitios Miras*, ex-*Olympia*, ex-*Ion*, ex-*Monaco*). IMO 7217078. Ferry. Length 100 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1972 in Le Havre (France) by Ateliers et Chantiers du Havre. Owned by Mare Naftiki (Greece). Sold for demolition in Turkey.



Nona Mary in Alexandroupoli (Greece), September 2011 © **Alex Volos**

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 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.



March 2007, the *Pride Of Dover*, in Calais (France)
© **Ferry Fantastic**



29 Novembre 2012, names and distinctive features hidden under the white paint, the *Pride of Dover* is towed to Turkey © **Tedingham / Shipspotting**

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.

Rodanthi (ex-*Virgo*). IMO 7353078. Ferry. Length 137 m, 6,500 t. Togolese flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai. Owned by GA Ferries (Greece). Sold for demolition in Turkey.



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)

Frey (ex-*Pegasus*, ex-*Stimul*). IMO 8907008. Factory ship. Length 105 m. Vanuatu flag. Classification society Det Norske Veritas. Built in 1991 in Gijon (Spain) by Gijon Naval.



Fishing in the Pacific Ocean, October 2009 © **Marinetraffic**



May 12th 2011, Mauritania © **regtain**

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.



Mauritania, May 15th 2011, after the fire © **regtain**



February 2012, Puerto de La Luz y Las Palmas (Canary) © **Rico Voss**

Leonid Novospasskiy. IMO 7704019. Factory ship. Length 94 m, 3,153 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Nord Pilgrim Ltd (Russia). Sold for demolition in Turkey.



Or. IMO 8326230. Factory ship. Length 62 m, 1,758 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Stralsund (Germany) by Volkswerft VEB. Owned by Kuzema (Russia). Sold for demolition in Liepaja (Latvia).



Fishing in the Smutthavet area, off Norway, May 2007 © **Frode Adolfsen**



Sergey Makarevich. IMO 8015908. Factory ship. Length 94 m, 3,357 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Virma Co Ltd (Russia). Sold for demolition in Turkey.



April 1999, Hamburg (Germany) © A Spörri



Reefer

Al Mareekh (ex-Linderos, ex-Pacific Universal). IMO 8211461. Reefer. Length 150 m, 8,465 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by London Ship Managers Ltd (United Kingdom). Sold for demolition in India.



Al Mareekh in Antwerp (Belgium), June 2009 © Alec Sansen

Frio Adriatic (ex-San Paulo, ex-Kolskiy Zaliv, ex-Kolskij Zaliv). IMO 8620129. Reefer. Length 152 m. Belize flag. Classification society Bureau Veritas. Built in 1986 in Wismar (Germany) by Mathias Thesen. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in China. 350 US\$ per ton.



Frio Baltasar (ex-Green Freesia, ex-Pacific Freesia, ex-Gomba Victoria, ex-Santo Alakhram, ex-Alakhram, ex-Gomba Challenge). IMO 7508312. Reefer. Length 108 m, 2,372 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Mumbai (India) by Mazagon Dock ; general cargo carrier converted into a reefer in 1984 and lengthened from 91 to 108 m in Amsterdam (Netherlands). Owned by Baltic Atlant Shipping S.L. (Spain). Detained in 1998 in Ijmuiden (Netherlands). Sold for demolition in India.



Frio Gaspar (ex-Green Violet, ex-Pacific Violet, ex-Mechi Venture, ex-Gomba Venture). IMO 7508348. Reefer. Length 108 m, 2,423 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Mumbai (India) by Mazagon Dock ; general cargo carrier jumboized in 1983, lengthened from 91 to 108 m and converted into a reefer. Owned by Baltlanta (Lithuania). Sold for demolition in India.



Frio Poseidon (ex-San Louis, ex-Kildinskiy Proliv). IMO 8811687. Reefer. Length 173 m, 7,397 t. Belize flag. Classification society Bureau Veritas. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Baltmed Reefer Services (Greece). Detained in 2012 in Osaka (Japan). Sold for demolition in Jiangyin (China). 348 US\$ per ton.



Frio Spain (ex-Olypos, ex-Cold Wind, ex-North Wind, ex-East Wind). IMO 8303903. Reefer. Length 126 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Fu Long Marine Shipping Co Ltd (China). Detained in 1998 in Villagarcia de Arosa (Spain) and in 2012 in Busan (South Korea). Sold for demolition in Jiangyin (China).



Indian Ocean. IMO 8613011. Reefer. Length 151 m, 6,805 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradiliste. Owned by Ecuadorian Line Inc (United States). Detained in 2003 Fernandina Beach (Florida, United States) and in 2008 in New York (United States). Sold for demolition in India. 405 US\$ per ton.



Indian Ocean last port call in Antwerp (Belgium) before leaving for demolition, October 2012 © Alec Sansen

Invincible (ex-Penzhinskiy Zaliv). IMO 8521828. Reefer used as fish carrier. Length 152 m, 7,240 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2007 in Nakhodka (Russia). Sold for demolition in China. 350 US\$ per ton.



Pusan Reefer (ex-Ural Mountain, ex-Mistrau). IMO 8316077. Reefer. Length 142 m, 5,248 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Lavinia Corp (Greece). Sold for demolition in India. 380 US\$ per ton.



Sapphire (ex-Interocean n°2, ex-Interocean n°8, ex-Podlasie). IMO 8509545. Reefer. Length 140 m, 5,827 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Murmansk Trawlfleet Co (Russia). Detained in 2003 in Kagoshima (Japan). Sold for demolition in Turkey.



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 (Massachusetts, 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

Al Kawthar (ex-*Dendro Gold*, ex-*Tartan*, ex-*Normar Splendour*, ex-*Rathmoy*, ex-*Tomoe 63*). IMO 8203804. Tanker. Length 96 m, 2,201 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1982 in Imabari (Japan) by Asakawa. Owned by Red Sea Marine Services (Saudi Arabia). Sold for demolition in Pakistan.

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 Valparaíso (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 foreground, laid up in Niterói (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**

Continental (ex-*Continental Spirit*, ex-*Continental*). IMO 9019688. Tanker. Length 243 m, 14,204 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Koje (South Korea) by Samsung. Owned by V Ships Plc (United Kingdom). Detained in 2012 in Dumai (Indonesia). Sold for demolition in India. 430 US\$ per ton. Delivered with "a gas free for hot works certificate for a guaranteed green recycling" according to her shipowner.



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.



« Rado », Gadani © **Shahid**

Eagle Strait (ex-*Angel N°6*, ex-*Pacific Onyx*, ex-*Astrolabe*). IMO 8806383. Tanker. Length 176 m, 7,738 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Winson Shipping Co Ltd (Taiwan). Detained in 2003 in Geelong (Australia) and in 2007 in Daesan (South Korea). Sold for demolition in China. 385 US\$ per ton.



Faith (ex-*MT Faith*, ex-*Khian Island*, ex-*C Ruby*, ex-*Pacific Ruby*, ex-*Burwain Electra*). IMO 9047427. Tanker. Length 247 m, 18,238 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Gdynia (Poland) by Gdynia Shipyard. Owned by Fairline Maritime SA (Romania). Sold for demolition in Pakistan.



Faith being beached in Gadani (Pakistan), November 17th, 2012 © **Shahid**

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-*Hawaiian 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.



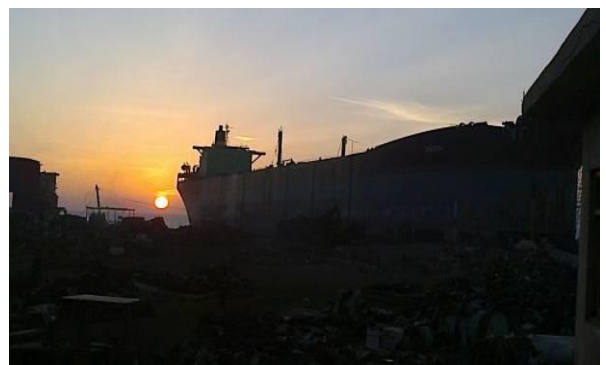
Great News (ex-Saetta, ex-Minerva, ex-Bright Eagle). IMO 8208347. Tanker. Length 228 m, 13,676 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Worldwide Green Tankers Ltd (Greece). Sold for demolition in Bangladesh.



Jelita (ex-Alexandros, ex-Mekhanik Yuryev, ex-Alkyonis). IMO 8521268. Tanker. Length 170 m, 7,165 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Kawajiri (Japan) by Kanda Zosensho. Owned by Benetech Surveys SA (Greece). Sold for demolition in Pakistan.



Jerash (ex-Berge Chief, ex-Berge Beaumont, ex-Beaumont, ex-Sea Beauty). IMO 7382263. Tanker. Length 345 m, 32,401 t. Jordanian flag. Classification society Det Norske Veritas. Single hull ship built in 1976 in Leirvik (Norway) by Stord Verft; converted in 2006 into a floating storage unit. Owned by Ministry of Mineral Resources (Jordan). Sold for demolition in Pakistan.



and in Pakistan © Shahid

Jerash, in Aqaba, Jordan, December 2010 © **Brian Crocker**

Jin Hai Tong (ex-Jian She 35). IMO 9109689. Tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1995 in Pusan (South Korea) by Daedong SB. Owned by Shanghai Dingheng Shipping Co (China). Sold for demolition in Xinhui (China).

Jin Hai Yang (ex-Jian She 33). IMO 9109665. Tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1995 in Pusan (South Korea) by Daedong SB. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition in China.

Lanka (ex-Rofos, ex-Saraband, ex-Biakh, ex-Probo Biakh). IMO 8309787. Tanker. Length 183 m, 13,707 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Siqiriya Maritime Corp (Philippines). Detained in 2012 in Khark Island (Iran). Sold for demolition in Pakistan.



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.



Okawango (ex-Ardesen 1, ex-Transpetrol III, ex-Rifat Nisanci, ex-Transport). IMO 7827378. Tanker. Length 52 m. Moldovan flag. Unknown classification society. Built in 1981 in Balat (Turkey) by Gunsin. Owned by Transpetrol Uluslararası (Turkey). Sold for demolition in Turkey.



One Emerald (ex-*Titan Gemini*, ex-*Progress*, ex-*Asian Progress*, ex-*Ariake*). IMO 8701844. Tanker FSO (Floating Storage and Offloading unit). Length 324 m, 32,724 t. Deflagged from Thailand to Comoros for her last voyage as *Mera*. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by Nathalin Offshore Co Ltd (Thailand). Officially renamed *Nas Energy I*, she is beached for demolition in Pakistan as *Mera*. 435 US\$ per ton.

Mera, Pakistan © **Shahid**



Providence (ex-*Severomorsk*, ex-*Petroskald*, ex-*Oktella*). IMO 7915826. Tanker. Length 174 m, 9,651 t. Nigerian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Genesis Worldwide Shipping Ltd (Nigeria). Sold for demolition in India. 400 US\$ per ton including 150 t of bunkers.



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.



Torben Spirit arriving Sydney Port (Australia), November 2011 © **Clyde Dickens**

Union Force (ex-*Giacinta*). IMO 8315047. Tanker. Length 165 m, 5,194 t. Deflagged from Hong Kong to Comoros for her last voyage. Classification society American Bureau of Shipping. Navire built in 1984 in Kudamatsu (Japan) by Kasado Dockyard. Owned by UF Ltd (United Kingdom). Sold for demolition in Mumbai (India).



The Italian *Giacinta* off Valetta (Malta), October 2003 © **Cpt. Lawrence Dalli**

United Star (ex-*Star Ohio*, ex-*Citadelle*). IMO 9014846. Tanker. Length 274 m, 20,437 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Kojé (South Korea) by Samsung. Owned by Marine Management Services (Greece). Sold for demolition in Pakistan. 437 US\$ per ton.



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 Dongs (France), February 2006 © Christian Plagué

White Rose (ex-*Rose*, ex-*Fos II*, ex-*Fos*, ex-*Aris Double*, ex-*Pobeda*). IMO 8033314. Tanker used as floating storage. Length 243 m, 16,240 t. Tuvaluan flag. Classification society Germanischer Lloyd. Built in 1981 in Kerch (Ukraine) by Zaliv Shipyard. Detained in 2005 in Nakhodka (Russia) and in 2006 in Port Kavakas (Russia). Sold for demolition in Pakistan.



Chemical tanker

Blackfin (ex-*Sara Viking*, ex-*Torm Sita*, ex-*Bona Bay*, ex-*Golar Perth*). IMO 8913837. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double bottom ship built in 1990 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 440 US\$ per ton.



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 (ex-*Fort Leopard*, ex-*Northern Leopard*). IMO 8709286. Chemical tanker. Length 171 m, 9,440 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odfjell Management AS (Norway). Sold for demolition in India. 435 US\$ per ton including 70 t of stainless steel.



Bow Leopard approaching Hoek van Holland (Netherlands), September 2012 © BraCom / Shipspotting

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.



Choyang Greenpia (ex-*Olympic Flame*, ex-*Robela*, ex-*Rathlynn*, ex-*Rich Crane*). IMO 7818004. Chemical tanker. Length 106 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1978 in Imabari (Japan) by Higaki. Owned by Cho Yang Co Ltd (South Korea). Detained in 2001 in Zeebrugge (Belgium), in 2002 in Singapore and in 2003 in Las Palmas (Spain). Sold for demolition in Jiangyin (China).



Larasati. IMO 9012109. Chemical tanker. Length 90 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasak (Japan) by Hayashikane. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Xinhui (China).

Longfin (ex-*Torm Margrethe*). IMO 8700008. Chemical tanker. Length 229 m, 15,050 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Detained in 2000 in New York (United States). Sold for demolition in Pakistan. 443 US\$ per ton.



Longfin passing Tilos (Greece), July 2007 © Frank Behrends

Lucretia. IMO 9161962. Chemical tanker. Length 118 m, 3,174 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Nagasaki (Japan) by Evergreen. Owned by Fuji Marine Ltd (Japan). Sold for demolition in India.

Marlin (ex-AOG *Marlin*, ex-*Difko BIRTHA*, ex-*Sitalouise* ex-*Burwain Baltic*, ex-*Nordfarer*). IMO 8420610. Chemical tanker. Length 229 m, 14,995 t. Deflagged from Marshall Islands to St Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Double hull ship built in 1987 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Shipcare Management (Germany). Detained in 2012 in Port Elizabeth (South Africa). Sold for demolition in India.



Saehan n°7 (ex-*Hoshu Maru*). IMO 8414427. Chemical tanker. Length 89 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Kinoh (Japan) by Sasaki Zosen KK. Owned by Saehan Marine Gas Co Ltd (South Korea). Sold for demolition in Jiangyin (China).

Setyawati. IMO 9100281. Chemical tanker. Length 89 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1994 in Fukuoka (Japan) by Fukuoka Zosen. Owned by PT Berlian Laju Tanker (Indonesia). Sold for an unknown destination of demolition.

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.



March 15th, 2012 © You Tube



Stolt Valor, after the fire was extinguished, March 27th, 2012 © MS Bakhshayesh / Shipspotting

Theresa Mediterranean (ex-Maritina, ex-Amphitrite, ex-Torm Kristina, ex-Nortank Queen, ex-Stavik). IMO 8308111. Chemical tanker. Length 229 m, 14,889 t. Tuvaluan flag. Classification society Bureau Veritas. Double hull ship built in 1986 in Koje (South Korea) by Samsung. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Montreal (Canada), in 2008 in Tianjin (China), in 2010 in New Orleans (United States) and in 2012 in Rotterdam (Netherlands). Sold for demolition in India. 445 US\$ per ton.



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.



Union Triumph (ex-Fortune Hera, ex-Neptra Progress, ex-Ammala 2, ex-Vokkou, ex-Tomoe 1). IMO 8416578. Chemical tanker. Length 116 m. Togolese flag. Unknown classification society. Double hull ship built in 1984 in Imabari (Japan) by Asakawa. Owned by Union Triumph Ltd (United Kingdom). Detained in 2000 in Qingdao (China). Sold for demolition in Turkey. 310 US\$ per ton.



Gas carrier

Jemila (ex-Bermeo, ex-Butadiez). IMO 7905522. Gas carrier. Length 127 m. Bahamian flag. Classification society Bureau Veritas. Built in Olaveaga (Spain) by AESA. Owned by Norbulk Shipping (United Kingdom). Sold for demolition in Turkey.



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 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.



Fire onboard the *Kanthicha*, October 2012 © Maritime Bulletin

OBO – Oil / Bulk / Ore carrier

Front Viewer. IMO 9008160. OBO. Length 285 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built 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 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.

APL Zircon entering Port Botany (Australia) April 2008 © David Firth



Bosporus Bridge. IMO 9043768. Container ship, 3720 teu. Length 277 m, 17,720 t.

Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Onishi (Japan) by Shin Kurushima. Owned by Goldenport Shipmanagement Ltd (Greece).

Detained in 2008 in Ningbo (China) and in 2011 in Shenzhen (China). Sold for demolition in Bangladesh.



Cape Norman (ex-TS *Kelung*, ex-YM *Mumbai I*, ex-Hong Kong *Star*, ex-Tiger *Breeze*, ex-Sea-Land *Europe*, ex-Maersk *Ankara*, ex-Cape *Norman*). IMO 9121429. Container ship, 1384 teu. Length 175 m, 8,140 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by DS Schiffahrt GmbH & Co KG (Germany). Sold for demolition in Mumbai (India).



Cape Scott (ex-P&O Nedlloyd *Thekwini*, ex-Indiependent *Leader*, ex-Cape *Scott*). IMO 9134696. Container ship, 1170 teu. Length 151 m, 5,822 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2011 in Singapore. Sold for demolition in India.



Conti Hong Kong (ex-YM *Pearl River*, ex-MSK *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 Niederelbe 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.



Conti Shanghai (ex-Norasia *Shanghai*). IMO 9113630. Container ship, 3469 teu. Length 242 m, 14,850 t. German flag. Classification society Germanischer Lloyd. Built in 1996 in Kiel (Germany) by Howaldtswerke Deutsche Werft. Owned by BBG-Bremer Bereederungs Gesellschaft mbH & Co KG (Germany). Detained in 2005 in Ambarli Turkey). Sold for demolition in India where she arrived as *Shan*.



Conti Shanghai in Vitoria (Brazil), March 2010 © Manoel Domingos

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 bunkers 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.



Elisabeth Rickmers (ex-CCNI *Vado Ligure*, ex-Delmas *Joinville*, ex-Pacific *Discovery*, ex-CSAV *Santos*, ex-*Elisabeth Rickmers*). IMO 9082790. Container ship, 1728 EVP. Length 185 m, 7,890 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2004 in Hong Kong and in 2010 in San Juan (Puerto Rico). Sold for demolition in India. 442 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.



Greet (ex-*LT greet*, ex-*Ever Greet*). IMO 8204523. Container ship. Length 231 m, 14,180 t. Marshall Islands flag. Classification society RINA. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2002 in Rotterdam (Netherlands) and in 2003 in Hamburg (Germany). Sold for demolition in India.



Hanjin Osaka (ex-*Ville de Shanghai*, ex-*Hanjin Osaka*). IMO 9015527. Container ship, 4024 teu. Length 289 m. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Pusan (South Korea) by Hanjin HI Co. Owned by F Laeisz Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Hong Kong. Sold for demolition in India. 447 US\$ per ton.



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 Kojima (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.



Hansa India in Oman, November 2011 © Viktor / Shipspotting

Italia (ex-*Zim Italia*). IMO 8806785. Container ship, 3352 teu. Length 236 m, 14,465 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1991 in Kiel (Germany) by Howaldtswerke DW. Owned by Doris Maritime Services SA (Switzerland). Detained in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in Bangladesh. 409 US\$ per ton including 200 t of bunkers.



At Port Phillip Heads (Victoria State, Australia), September 2012 © Mark Ridgway

Jaru Bhum (ex-Asian *Plutus*). IMO 8214528. Container ship. Length 137 m, 4,183 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by RCL Shipmanagement Pte Ltd (Thailand)). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in Mumbai (India).



KMA 1 (ex-Esham, ex-Chesham, ex-CTE *Alicante*, ex-Oahu). IMO 7913191. Container ship. Length 121 m, 3,658 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co (Burma). Sold for demolition in Mumbai (India).



Lola B (ex-Carmen *Dolores H*). IMO 9071040. Container ship, 758 teu. Length 135 m. Spanish flag. Classification society Germanischer Lloyd. Built in 1994 in Lobith (Netherlands) by Scheepswerf De Hoop BV. Owned by Boluda Lines SA (Spain). Sold for demolition in Turkey as *Ola*.

LT Genova (ex-Nuova *Genova*). IMO 8818166. Container ship. Length 236 m. Panamanian flag. Classification society RINA. Built in 1993 in Castellammare (Italy) by Fincantieri. Owned by Technomar Shipping Inc (Greece). Detained in 2009 in Shanghai (China). Sold for demolition in Jiangyin (China).



LT Trieste (ex-Nuova *Trieste*). IMO 8818178. Container ship. Length 234 m, 17,259 t. Maltese flag. Classification society RINA. Built in 1993 in Castellammare (Italy) by Fincantieri. Owned by Technomar Shipping Inc (Greece). Detained in 2010 and 2011 in Singapore. Sold for demolition in India.



LT Trieste in Kaohsiung (Taiwan), December 2009 © Taiwan-UAV

Madura (ex-Kota *Mawar*, ex-Ibuki, ex-Mare *Ibericum*, ex-Indamex *Impala*, ex-ANL *Impala*, ex-Carina *Challenger*, ex-CSAV *Ranco*, ex-Mare *Ibericum*). IMO 9080405. Container ship, 1697 teu. Length 180 m, 7,381 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Pologna) by Szczecinska Nowa Stocznia S.A. Owned by Sea Change Maritime Pte Ltd (United States). Detained in 2003 in Naples (Italy) and in 2011 in Singapore. Sold for demolition in India. 448 US\$ per ton.



Maria (ex-Teresa del *Mar*, ex-Maren *S*, ex-Egoli *Star*, ex-Nordana *Challenger*, ex-CMB *Medal*, ex-Cielo Del *Brasile*, ex-Yolande *Delmas*, ex-Red Sea *Enfant*, ex-Hyundai *Riviera*, ex-Ville de *Mercure*). IMO 8513792. Container ship, 1597 teu. Length 163 m, 6,869 t. Togolese flag.



Classification society Bureau Veritas. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Ademar Shipping Lines Sarl (Lebanon). Sold for demolition in India where she arrived as *Ria*.

Maria in Istanbul (Turkey), August 2010 © Frank Behrends

Maria Rickmers (ex-*Boundary*, ex-*Marfret Normandy*, ex-*Melbridge Palm*, ex-*Karawa*, ex-*Coni Guayas*, ex-*Maria Rickmers*). IMO 9063976. Container ship, 1160 teu. Length 163 m. German flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in Turkey.



Markella (ex-*Islander*, ex-*Cerrina*, ex-*APL Quetzal*, ex-*Zim Caribe I*, ex-*Lucy Borchard*, ex-*City of Liverpool*, ex-*Cerrina*). IMO 9012771. Container ship, 626 teu. Length 128 m. Deflagged from Panama to Equatorial Guinea for her last voyage as *Kella*. Classification society Germanischer Lloyd. Built in 1993 in Stralsund (Germany) by Volkswerft. Owned by Commercial S.A (Greece). Sold for demolition in Pakistan.



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 Brasilia (ex-*Kobe*, ex-*Hanjin Kobe*). IMO 8502872. Container ship, 2668 teu. Length 241 m, 14,173 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Shipping & Trading S.A (Greece). Detained in 2008 in Melbourne (Australia). Sold as is in Singapore for demolition in India. 442 US\$ per ton including 350 t of bunkers.



MSC Brasilia, arriving Port Chalmers, Otago Harbour (New Zealand), October 2011 © **Gordon Allfrey**

MSC Chelsea (ex-*Concordia*, ex-*Hyundai Inchon*, ex-*Nedlloyd Seoul*, ex-*Red Sea Eureka*, ex-*Incotrans Pacific*, ex-*JSS Los Angeles*, ex-*Scandutch Concordia*, ex-*Concordia*). IMO 8128925. Container ship, 1282 teu. Length 164 m, 7,845 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Emden (Germany) by Thyssen Nordsee Werke. Owned by MSC Mediterranean Shipping Co - MSC (Switzerland). Sold for demolition in India.



MSC Dymphna (ex-*Hanjin Rotterdam*). IMO 8608195. Container ship, 2932 teu. Length 241 m, 12,774 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1988 in Koje (South Korea) by Samsung. Owned by MSC Mediterranean Shipping Co - MSC (Switzerland). Detained in 2000 in Hamburg (Germany). Sold for demolition in India. 430 US\$ per ton.



MSC London (ex-*Keelung*, ex-*Hanjin Keelung*). IMO 8502884. Container ship, 2668 teu. Length 241 m, 14,148 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2012 in Fremantle and in Port Botany (Australia). Sold for demolition in India where she arrived as *Don*.



MSC Lugano (ex-CSCL Bremen, ex-Choyang Success). IMO 8714217. Container ship, 3032 EVP. Length 241 m, 13,970 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Transman Shipmanagers SA (Greece). Detained in 2004 in Vancouver (Canada), in 2005 in Naples (Italy) and in 2006 in Savannah and New York (United States). Sold for demolition in India. 446 US\$ per ton.



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.



MSC Washington (ex-Maersk Trondheim, ex-Lars Maersk). IMO 8300145. Container ship, 3016 teu. Length 270 m, 19,220 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Costamare Shipping Co SA (Greece). Detained in 2003 in Port Botany (Australia). Sold for demolition in India.



Northern Faith (ex-Indamex Mumbai, ex-Conship Innovator, ex-Ville dde Libra, ex-Northern Faith). IMO 9064877. Container ship, 3538 teu. Length 226 m, 13,339 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as *Faith*. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH (Germany). Sold for demolition in Bangladesh. 415 US\$ per ton.



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

Northern Harmony (ex-MSK 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.



Olympia (ex-P&O Nedlloyd Cesme, ex-ACX Swallox, ex-QC Mallard, ex-Hansa Coral, ex-Sea Eagle, ex-Contship Australia, ex-Ocean Australia, ex-Fine Eagle). IMO 8513778. Container ship, 1022 teu. Length 148 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Peter Döhle Schiffs-KG (Germany). Sold for demolition in Turkey.



Philip (ex-MSC Rimini, ex-Maersk Rimini, ex-Safmarine Shebeli, ex-Estestar, ex-P&O Nedlloyd Kowie, ex-Kent Scout, ex-Ulf Ritscher). IMO 8908519. Container ship. Length 158 m, 5,099 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Dania Marine ApS (Denmark). Detained in 2007 in Gemlik (Turkey) and in 2012 twice in Singapore. Sold for demolition in Mumbai (India).



Pos Yantian (ex-Clifton Bridge, ex-Humber Bridge). IMO 8808226. Container ship, 3720 EVP. Length 277 m, 17,540 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sakaide (Japan) by Kawasaki. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India.



Rabat (ex-CMA CGM Rabat, ex-Kathrine Sif, ex-Maersk Lamentin, ex-Sea-Land Guatemala, ex-Kathrine Sif). IMO 8901638. Container ship, 967 teu. Length 133 m. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. Owned by CMA CGM (France). Detained in 2005 in Marsaxlokk (Malta) and in 2009 in Rades (Tunisia). Sold for demolition in Turkey.



Red Strength (ex-MOL Strength, ex-Alligator Strength). Container ship. IMO 9118836. Container ship. Length 250 m, 16,118 t. Deflagged from Panama to Tuvalu for her last voyage as *Jai Ho*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Sold for demolition in India.

Saipan Carrier (ex-Jaya Mercury, ex-Eagle Cloud, ex-Maersk Astro, ex-Westerland). IMO 8100698. Container ship. Length 133 m, 4,180 t. Malaysian flag. Classification society Bureau Veritas. Built in 1981 in Neuenfelde (Germany) by Sietas. Owned by Hub Shipping (Malaysia). Sold for demolition in India.



Saipan Star (ex-Asia Star). IMO 8130071. Container ship. Length 116 m, 2,971 t. Malaysian flag. Classification society Bureau Veritas. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by Hub Shipping (Malaysia). Detained in 2003 in Hong Kong. Sold for demolition in India.



Saipan Star in Port Kelang (Malaysia), October 2010
© Mara

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.



Silver Bay (ex-*Ym Genova II*, ex-*Cape North*, ex-*Tiger Pearl*, ex-*Maersk Skagen*, ex-*Cape North*). IMO 9134567. Container ship, 1504 EVP. Length 175 m, 8,040 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by NSC SchiffahrtsgesellschaftmbH & Cie KG (Germany). Sold as is in Singapore for demolition in India. 411 US\$ per ton.



Sin Chon (ex-*Jutha Parichart*, ex-*X-Press Dhaulagiri*, ex-*Ensign*, ex-*CMBT Ensign*, ex-*CMB Ensign*, ex-*Marland*, ex-*WEC Rotterdam*, ex-*Elbe D*, ex-*Elbe*). IMO 7720881. Container ship. Length 163 m, 6,908 t. North Korean flag. Classification society Korea Classification Society. Built in 1979 in Kiel (Germany) by Howaldtswerke-DW. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2002 in Vostochny (Russia), in 2005 in Lisbon (Portugal) and Antwerp (Belgium), in 2006 in Larnaca (Cyprus) and Bandar Khomeini (Iran), in 2007 in Lianyungang (North Korea) and in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



Sinokor Star (ex-*Vela*). IMO 8717790. Container ship. Length 107 m, 2,055 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Pusan (South Korea) by Daedong SB Co. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Jiangyin (China). 365 US\$ per ton.

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

Sujin (ex-Cape Hatteras, ex-P&O Nedlloyd Inca, ex-Cala Panama, ex-Maersk Cebu, ex-Eagle Dawn, ex-Acx Iris, ex-Cape Hatteras). IMO 9004205. Container ship, 923 teu. Length 145 m, 4,950 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by MTW. Owned by Dania Marine ApS (Denmark). Sold for demolition in India.



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.



Trader 1 (ex-Ocean Trader I, ex-Ocean Trader, ex-Calapadria, ex-Zim Brasil I, ex-Atlantico, ex-Ocean Trader). IMO 9129811. Container ship, 1608 teu. Length 168 m, 7,395 t. Deflagged from Liberia to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by Mathias Thesen Werke. Owned by Evette Shipmanagement Ltd (Greece). Sold for demolition in India.



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.



Vasco Bharathi (ex-Adee, ex-APL Guadalajara, ex-Hannes Oltmann, ex-Susan Borchard, ex-Beaver Dimitra, ex-Hannes Oltmann). IMO 9012783. Container ship, 655 teu. Length 128 m, 4,040 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1993 in Stralsund (Germany) by Volkswerft VEB. Owned by Vasco Maritime (Singapore). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



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.

Nafplio (ex-*Makedonia 2*, ex-*Antares*, ex-*Antonios* ex-*Monte Roro*, ex-*Lady Queen*, ex-*Mounivet*, ex-*Monte d'Oro*). IMO 7011254. Ro Ro. Length 72 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1970 in Emden (Germany) by Schulte & Bruns. Owned by New Lines Shipping (Greece). Detained in 2005 in Izmir (Turkey). Sold for an unknown destination of demolition.



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 Rokei*). 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.

Seaboard Trader (ex-*Penny I*, ex-*Nopal Dana*, ex-*Union Sydney*, ex-*Leela Dan*, ex-*Mont Laurier*). IMO 7208194. Ro Ro. Length 149 m, 4,861 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Turku (Finland) by Wartsila. Owned by Seaboard Marine (United States). Sold as is in the Caribbean for an unspecified destination of demolition, maybe the Dominican Republic. 215 US\$ per ton.



Seaboard Trader anchored in Rio Haina, (Dominican Republic), August 2012 © Shipspotting

General cargo

Adria Blu (ex-Gazal Star, ex-Polar, ex-Arawak Chief, ex-Polarwind, ex-Disarfell, ex-Lucy Borchard, ex-Triton I, ex-Contship Three, ex-Triton). IMO 7510860. General cargo. Length 94 m. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Muya Denizcilikve Ticaret Ltd (Turkey). Detained in 2004 in Constanza (Romania) and in 2012 in Poti (Georgia). Sold for demolition in Turkey.



Ahmed Arab (ex-Cape York, ex-Delmas Durville, ex-Griffin Star, ex-Australia Current, ex-Delmas Joinville, ex-C.D. Abidjan, ex-C.R. Abidjan). IMO 8122581. General cargo. Length 170 m, 9,052 t. Saudi Arabian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 2002 in Melbourne (Australia), in 2003 in Newcastle (Australia) and in 2006 in Singapore. Sold for demolition in India.



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 *Goiath 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.



Ala heading upstream to Wisbech (United Kingdom) to discharge a cargo of timber, September 2012
© Holly / Shipspotting



Alexander 1 (ex-Alexander, ex-Golden Trader, ex-Quarry Bay, ex-Venus, ex-Uniserra, ex-Radom). IMO 8302260. General cargo. Length 149 m, 6,876 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1990 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by Euroafrica Linie Zeglugowe Sp z (Poland). Detained in 2001 in Savona (Italy). Sold for demolition in India. 450 US\$ per ton.



Alexander 1 in Terneuzen (Netherlands), October 2011 © T Boendermaker

Altanger (ex-Star Altanger, ex-Northern Dawn, ex-Star New York, ex-New York Rainbow). IMO 8502822. General cargo. Length 168 m, 7,746 t. Singapore flag. Classification society Det Norske Veritas. Built in 1986 in Onishi (Japan) by Shin Kurushima. Owned by Masterbulk Maritime Pte Ltd (Singapore). Sold for demolition in India. 400 US\$ per ton.

Atlantic Hope (ex-*Olga*, ex-*Lykes Hunter*, ex-*Global Spirit I*, ex-*Norgate Pride*, ex-*PCC Houston*, ex-*Montreal*, ex-*Santiago*, ex-*Aenas*, ex-*Baltiysk*). IMO 8715285. General cargo. Length 174 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). Detained in 2001 in Novorossiysk (Russia), in 2005 in Montreal (Canada), in 2006 in Leghorn (Italy), in 2007 in Fredericia (Denmark) and in 2008 in Klaipeda (Lithuania). Sold for demolition in India.



Balticland (ex-*Nomadic Pollux*, ex-*Baltikum*, ex-*Pollux*). IMO 7514414. General cargo. Length 156 m, 6,765 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Haugesund (Norway) by Haugesund MV. Owned by Imperial Ship Management AB (Sweden). Detained in 2004 in Toledo (United States), in 2007 in Gulluk (Turkey) and in 2012 in Haifa (Israel). Sold for demolition in India. 422 US\$ per ton.



Arriving IJmuiden (Netherlands), March 2012 © Peter Beentjes

Barry (ex-*Staris*, ex-*Concord*, ex-*Abitibi Concord*). IMO 8409616. General cargo. Length 123 m, 3,626 t. Lebanese flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Mody Shipping Co (Lebanon). Detained in 2004 in Grundartangi (Iceland) and in 2012 in Gabes (Tunisia). Sold for demolition in Mumbai (India). 391 US\$ per ton.



Bay (ex-*Samos Bay*, ex-*Lebork*). IMO 7384297. General cargo. Length 106 m, 2,554 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Norfes-Marine Service Co Ltd (Russia). Detained in 2003 in Niigata (Japan). Sold for demolition in Jiangyin (China) where she arrived on November 28th. Robin des Bois had been previously alerted about this old cargo carrier suspected to be broken up (See Ship-breaking.com #29, Letters to the Editor).



May 2012, South Korea © Matthaios

Bhoruka Prabhu (ex-Morsoe, ex-Hanne M, ex-Hanne Trigon). IMO 7637383. General cargo. Length 60 m, 545 t. Indian flag. Unknown classification society. Built in 1978 in Rongkobing (Denmark) by Nordsovaerftet. Owned by Mak Lines (India). Sold for demolition in India.



Cape Preston (ex-Delmas Bougainville, ex-C.D. Douala, ex-C.R. Douala). IMO 8122579.



General cargo. Length 170 m, 9,052 t. Liberian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by G Bros Maritime SA (Greece). Detained in 2002 in Brisbane (Australia) and in 2007 in Port Alma (Australia). Sold for demolition in Mumbai (India). 431 US\$ per ton.

Cape Preston, Vatica Bay (Greece), March 2011
© KAP / Marinetraffic

Cathrina (ex-Breeze, ex-Raban I, ex-Hebei Friendship, ex-Hebei 2, ex-Slapy). IMO 7827691. General cargo. Length 146 m, 4,944 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Meramar General Trading LLC (United Arab Emirates). Detained in 2009 in Mumbai (India). Sold for demolition in Mumbai (India). 374 US\$ per ton.



Cheremkhovo (ex-Thalassini Axia). IMO 8306541. General cargo. Length 177 m, 8,097 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by FESCO (Russia). Sold for demolition in Jiangyin (China).



Dak (ex-Antivari, ex-Joy, ex-Port de Lyon, ex-Marina, ex-Terschelling, ex-Cargo Liner VI). 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.



De Sheng (ex-Qingjiang, ex-Cluden). IMO 7611559. General cargo. Length 144 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by COSCOL (China). Sold for demolition in China.



Debora (ex-Porrino, ex-Lill-Nina, ex-Conti Lebanon, ex-Cremon) IMO 6501537. General cargo. Length 94 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1965 in Rendsburg (Germany) by Nobiskrug. Owned by M Hannestad AS (Norway). Detained in 2004 in Lisbon (Portugal), in 2005 in Randers (Denmark) and in 2007 in Koge (Denmark). Sold for demolition in Denmark in Grenaa.



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



Deima (ex-*Sormovskiy-18*). IMO 7041405. General cargo. Length 114 m, 845 t. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1970 in Gorki / Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Unimarine Management (Syria). Detained in 2011 in Iskenderun and in 2012 in Novorossiysk (Russia) and Gemilk (Turkey). Sold for demolition in Turkey.



Deima, July 2006 © Fred / Marinetraffic

Devon (ex-*Pilos*). IMO 8018053. General cargo. Length 164 m. Greek flag. Classification society American Bureau of Shipping. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima Hi. Owned by Scarmar Shipping Agency SA (Greece). Sold for demolition in Turkey.



Eagle N (ex-*Nikita A*, ex-*Thor Guardian*, ex-*Sitria*, ex-*Falstria*, ex-*Star Falstria*, ex-*FP Clipper*). IMO 8401353. General cargo. Length 187 m, 8,728 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Germanischer Lloyd. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Silvia Shipmanagement Ltd (Bangladesh). Sold for demolition in India.

Egemen Doven (ex-*Onego Bay*, ex-*Eastern Navigator*, ex-*Plytenberg*, ex-*Southern Amelia*, ex-*Noumea Express*, ex-*Nils R*, ex-*Kodaly*). IMO 8702874. General cargo. Length 93 m. Panamanian flag. Classification society International Register of Shipping. Built in 1991 in Guangzhou (China) by Guangzhou Wenchong. Owned by PTS Tasimacilik Vedenizcilik (Turkey). Detained in 2003 in Las Palmas (Spain), in 2006 in New Orleans (United States), in 2007 in Novorossiysk (Russia) and in 2009 in Izmir (Turkey). Sold for demolition in Turkey.



Elbrus (ex-*Battersea Bridge*, ex-*Jolly Topazio*, ex-*Nordana Benefactor*, ex-*Zim Houston*, ex-*Zim New York*, ex-*Kapitan A.Krivobokov*). IMO 8918095. General cargo. Length 155 m, 7,175 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by Universal Maritime Services Ltd (Ukraine). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India.



Emden I (ex-*Emden*, ex-*Sirt*, ex-*El Hashaishi*). IMO 7915175. General cargo. Length 134 m, 4,351 t. Togolese flag. Unknown classification society. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Sea Rose Maritime LLC (Syria). Detained in 1998 in Leghorn (Italy) and Hamburg (Germany), in 1999 in Antwerp (Belgium), in 2000 de nouveau in Hamburg and in 2009 in Damietta (Egypt). Sold for demolition in India.



Ercan S (ex-*Crown Pearl*, ex-*Mevlut Doven*, ex-*Marine Pride*, ex-*Onego Blues*, ex-*Western Navigator*, ex-*Bovenhusen*, ex-*Golden Trader*, ex-*Southern Cross*, ex-*Bartok*). IMO 8702850. General cargo. Length 93 m. Panamanian flag. Unknown classification society. Built in 1990 in Guangzhou (China) by Guangzhou Wenchong. Detained in 2001 in Auckland and Whangarei (New Zealand), in 2005 in Montreal (Canada), in 2006 in Rostock (Germany) and in New Orleans (United States), in 2007 in Ghent (Belgium) and Cadix (Spain) and in 2008 in Norfolk (United States). Sold for demolition in Turkey.



Everest (ex-Safmarine Cavalla, ex-NDS Promoter, ex-Blackfriars Bridge, ex-Libra Callao, ex-Seal Madagascar, ex-Kapitan A Dotsenko). IMO 9015709. General cargo. Length 155 m, 7,122 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Universal Maritime Services Ltd (Ukraine). Detained in 2010 in Mumbai (India). Sold for demolition in India.



Everest, in Singapore, July 2012 © Viktor / Marinetraffic

Fahim (ex-Josephina I, ex-Orka, ex-Nikiti, ex-Sunrise, ex-Cupid). IMO 7504914. General cargo. Length 94 m. Tanzanian flag. Unknown classification society. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Murad AK (Syria). Detained in 2001 in Ravenna (Italy) and Rijeka (Croatia), in 2006 in Gabes (Tunisia), in 2008 in Chioggia (Italy), in 2009 in Ravenna again and in 2010 in Naples (Italy). Sold for demolition in Turkey.



Fas Var (ex-Vanessa). IMO 9064700. General cargo. Length 120 m. Maltese flag. Classification society Bureau Veritas. Built in 1994 in Mawei (Japan) by Mawei SY. Owned by CMA CGM (France). Detained in 2004 in Naples (Italy). Sold for demolition in Turkey.



Gang Run 7 (ex-Gui Jiang, ex-Sea Falcon). IMO 7419535. General cargo. Length 143 m. Chinese flag. Unknown classification society. Built in 1977 in Chita (Japan) by Ishikawajima-Harima. Owned by Yingkou Gangrun Logistics Ltd (China). Sold for demolition in Jiangyin (China).



Golden Bridge (ex-Alkestis, ex-Velebit, ex-Bhasa). IMO 7719222. General cargo. Length 152 m, 6,284 t. St Kitts & Nevis flag. Unknown classification society. Built in 1981 in Pula (Croatia) by Uljanik Shipyard. Sold to the Indian Hermes Maritime Services just prior to her departure for demolition in India.



Golden Light (ex-Saigon 3, ex-Scotian Express, ex-Jade II). IMO 7822380. General cargo. Length 144 m, 3,906 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Hoang Dat Co Ltd (Vietnam). Detained in 2001 in Trieste (Italy), in 2009 in Zhanjiang (China), in 2011 in Vishakhapatnam (India) and Fangcheng (China) and in 2012 in Tanjung Priok (Indonesia) and Kakinada (India). Sold for demolition to Vietnamese buyers. 322 US\$ per ton.



Golden Light, Koh Si Chang (Thailand)
© Geir Vinnes

Hilde G (ex-Amiral Akdeniz, ex-Es Deniz 1, ex-Tanga, ex-Covadonga, ex-Alalma). IMO 7707097. General cargo. Length 97 m, 2,200 t. Comorian flag. Classification society Bureau Veritas. Built in 1978 in Vigo (Spain) by J Barreras. Detained in 1998



in Sete (France), in 2001 in Sevilla and Cartagena (Spain), in 2002 in Cagliari (Italy) and Sète (France), in 2004 in Constanta (Romania), in 2005 in Bandirma (Turkey), in 2006 in Izmir and Gemlik (Turkey), in 2007 in Vasto (Italy), Novorossiysk (Russia), Port-Said (Egypt) and Limassol (Cyprus), in 2008 in Braila (Romania) and in 2010 in Marina di Carrara (Italy) and then again in Novorossiysk.

Es Deniz, Bosphorus Strait, June 2008 **Henk Kouwenhoven**

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.



Hilde-G, idle in Saint-Malo (France), June 2011 © **Pascal Riteau**

Ilya (ex-Cecilia M, ex-Eagle Spirit, ex-Millennium Eagle, ex-Vidal Aboitiz). IMO 9111228. General cargo. Length 134 m, 5,060 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Balthellas Chartering SA (Greece). Detained in 2004 in Aviles (Spain), in 2005 in Saint-John (Canada) and Antwerp (Belgium) and in 2008 in Gdansk (Poland). Sold for demolition in India. 413 US\$ per ton.



Indian Fortune (ex-Indian Challenger, ex-Benefit Wisdom, ex-Kalinda, ex-Bertina, ex-Cordelia, ex-Carmel, ex-Diamond Fortune, ex-Luzon). IMO 8412948. General cargo. Length 156 m, 5,508 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Uwajima (Japan) by Uwajima Zosensho. Owned by Wisdom Marine Lines (Taiwan). Detained in 2004 in Gdansk (Poland), in 2006 in Port Headland (Australia), in 2007 in Tees (United Kingdom) and in 2008 in Vungtau (Vietnam). Sold as is in Singapore for demolition in Mumbai (India). 429 US\$ per ton.



Kestrel Arrow (ex-Jade Forest, ex-Star Everace, ex-Everace). IMO 8013857. General cargo. Length 208 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1983 in Kanasashi (Japan) by Toyohashi Co Ltd. Owned by Gearbulk Ltd (Norway). Detained in 2011 in San Antonio (Chile). Sold for demolition in Jiangyin (China).



Kimon A (ex-*Amaryllis*, ex-*Clipper Amaryllis*). IMO 8115320. General cargo. Length 164 m, 5,663 t. St Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Albamar Shipping Co SA (Greece). Detained in 2005 in Montreal (Canada). Sold for demolition in India. 430 US\$ per ton.



Ladoga 9 (ex-*Lani*). IMO 7347495. General cargo. Length 81 m, 953 t. Cambodian flag. No classification society according her last Port State Control. Built in 1974 in Reposaar (Finland) by Reposaaren Konepaja. Owned by Regal Co Ltd (Russia). Detained in 2004 in Okinawa (Japan). Sold for demolition in Jiangyin (China).



Lady Dina (ex-*Bassma*, ex-*Captain Nader*, ex-*Nader II*, ex-*Patch*, ex-*Dispatch*, ex-*Huelin Dispatch*, ex-*Island Commodore*). IMO 7047368. Marchandises diverses. Length 79 m. Bolivian flag. Classification society Korea Classification Society. Built in 1971 in Bremen (Germany) by Rolandwerft; jumboized in 1977 and lengthened from 69 to 79 m. Owned by Alexandria Navigation SA (Egypt). Detained in 1999 in Viana do Castelo (Portugal), in 2005 in Alexandria (Egypt) and Iskenderun (Turkey), in 2006 in Alexandria again, in 2007 in Mersin (Turkey) and Alexandria still and in 2008 in Tripoli (Lebanon) and Alexandria furthermore. Sold for demolition in Turkey.



Laemthong Glory (ex-*Neptune Turquoise*). IMO 7533006. General cargo. Length 143 m, 4,075 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Laemthong International Lines (Thailand). Sold for demolition in Mumbai (India).

Laemthong Pride (ex-*Neptune Spinel*, ex-*Milos Island*). IMO 7627948. General cargo. Length 143 m. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima. Owned by (Laemthong International Lines (Thailand)). Detained in 2012 in Paranagua (Brazil). Sold for demolition in Mumbai (India).



Leeds Castle (ex-*CSAV Barcelona*, ex-*Westwood Halla*, ex-*Star Livorno*, ex-*Yucatan*, ex-*Wieldrecht*). IMO 8010697. General cargo. Length 187 m, 11,120 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by B Navi (Italy). Sold for demolition in India.



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.



Lisa (ex-*Staropoliye*, ex-*Elisabeth*, ex-*Eskdalegate*, ex-*Fredericksgate*, ex-*Bruni*). IMO 6905331. General cargo. Length 96 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by Kirazoglu Shipping and Trade (Turkey). Detained in 2003 in Vlissingen (Netherlands), in 2004 in Trabzon (Turkey), in 2005 in Casablanca (Morocco) and in 2006 in Izmit (Turkey). Sold for demolition in Turkey.



Loard Yaakob 1 (ex-*Lady Malakeh*, ex-*Lady M*, ex-*Rasha Moon*, ex-*Al Wasim*, ex-*Amavisti*, ex-*Sykron*, ex-*Chezine*, ex-*Anna H*, ex-*Julia*). IMO 7026558. General cargo. Length 74 m. Tanzanian flag. Unknown classification society. Built in 1970 in Neuenfelde (Germany) by JJ Sietas. Detained in 2005 in Ambarli (Turkey), in 2007 in Alexandria (Egypt), in 2009 in Mersin (Turkey) and in 2010 in Alexandria again and then twice in Sibenik (Croatia). Sold for demolition in Turkey.



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 Zosensho. 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 Somalit 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

Merks Matale (ex-Jade Ocean, ex-Etoile, ex-Anne Gro). IMO 8507303. General cargo. Length 159 m, 6,939 t. Sri Lankan flag. Classification society RINA. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Mercantile Marine Management (Sri Lanka). Detained in 2003 in Kashima (Japan), in 2006 in Tianjin (China), in 2007 in Kandla (India), in 2008 in Aqaba (Jordan) and in 2011 in Kandla again. Sold for demolition in Mumbai (India). 390 US\$ per ton.



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.



Mohegan Princess (ex-Cape Howe, ex-Griffin Flora, ex-TMG Quito, ex-FMG Quito, ex-DSR Tianjin, ex-Earl Trader, ex-Concord Inuki, ex-Lavender, ex-VCalene II, ex-Bea, ex-Saiko, ex-CC Long Beach). IMO 8213835. General cargo. Length 166 m, 7,362 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Sanoyasu (Japan) by Mizushima. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 417 US\$ per ton.

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.



Pacific Carrier (ex-*Vitya Chalenko*). IMO 7111626. General cargo. Length 106 m. Mongolian flag. Unknown classification society. Built in 1971 in Rostock (Germany) by Neptun Werft. Owned by Aqua Agency co Ltd (Russia). Detained in 2009 in Niigata (Japan) and in 2010 in Maizuru (Japan) and Tianjin (China). Sold for demolition in Jiangyin (China).



Palmyra I (ex-*Palmyra*, ex-*Kenmare*, ex-*Singapura*, ex-*Raute*). IMO 7501819. General cargo. Length 118 m, 3,133 t. Moldovan flag. Classification society Germanischer Lloyd. Built in 1975 in Hakata (Japan) by Watanabe Zosen. Owned by Rayan Maritime Services (Lebanon). Sold for demolition in Mumbai (India).

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



Pioner Moldavii. IMO 7741263. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Detained in 1998 in Loviisa (Finland), in 1999 in Saint-Malo (France) and in 2011 in Sheerness (United Kingdom). Sold for demolition in Turkey.



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

Ratan Pearl (ex-*Sea Gulf*, ex-*Boe Gulf*, ex-*Zuetina*, ex-*Multimax Dover*, ex-*Golden Trader*, ex-*Otava*). IMO 8602373. General cargo. Length 119 m, 3,318 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by Ratanpur Shipping Services (Bangladesh). Detained in 2006 in La Spezia (Italy) and in 2009 in Bremen (Germany) and Antalya (Turkey). Sold for demolition in Bangladesh.



Rising Glory (ex-*Pallavi C*, ex-*Yue Cheng*, ex-*Wen Feng Shan*, ex-*Hong Qi 196*). IMO 8828915. General cargo. Length 101 m, 1,864 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Guangzhou (China) by Guangzhou Huangpu. Owned by Eastern Bulk Co Ltd (India). Detained in 2009 in Haiphong (Vietnam). Sold for demolition in Bangladesh.



Sagitta (ex-*Khamza*). IMO 8036093. General cargo. Length 125 m, 1,934 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Navashino (Russia) by Oka Shipyard. Owned by MD Shipping Co (Ukraine). Detained in 2003 in Port-Saint-Louis (France). Sold for demolition in Turkey.



SC Excellent (ex-DD Progress, ex-Petronia, ex-Wec Rotterdam, ex-City of Liverpool, ex-Barrister, ex-Carmen). IMO 7932616. General cargo. Length 169 m, 7,890 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1981 in Kiel (Germany) by Howaldtswerke-DW. Owned by Evergood Shipping Ltd (China). Detained in 2007 in Izmit (Turkey). Sold for demolition in India.



SC Excellent descendant le Yangtse (China), February 2011 © Knut Helge

Sea Resolve (ex-X Press Resolve, ex-Andromache, ex-Bengal Progress, ex-Andromache). IMO 8126812. General cargo. Length 135 m, 4,397 t. St Vincent & Grenadines flag. Classification society Polish Register of Shipping. Built in 1983 in Ulsan (South Korea) by Donghae SB. Owned by Silo Management SA (Greece). Detained in 2009 in Novorossiysk (Russia). Sold for demolition in Mumbai (India). 426 US\$ per ton.



Sino South (ex-Thor, ex-Thor Commander, ex-Elena S, ex-Pisces Voyager, ex-Barrister, ex-Victoria Bay, ex-Isar Express, ex-Norasia Carthago, ex-Carthago). IMO 8306670. General cargo. Length 169 m. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Kiel (Germany) by Howaldtswerke. Owned by Shanghai Vasteast International Shipping Management Co (China). Detained in 1998 in Hamburg (Germany) and in 2012 in Bushire (Iran). Sold for demolition in Jiangyin (China).



Starford 2 (ex-J Ocean, ex-May Sunrise, ex-Ocean Queen I). IMO 8313477. General cargo. Length 105 m, 2,242 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Usuki (Japan) by Usuki Shipyard. Owned by Seaway International Shipmanagement (China). Detained in 2007 in Tianjin (China). Sold for demolition in China by Xiasha Shipyard.



Thor Jupiter (ex-Mariman, ex-Pacprince). IMO 8311065. General cargo. Length 189 m, 9,540 t. Thai flag. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Thoresen & Co (Thailand). Detained in 2010 in Vungtau (Vietnam) and in 2011 in Tianjin (China). Sold for demolition in India. 432 US\$ per ton.



Tind (ex-Lystind). IMO 8811297. General cargo. Length 90 m. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Kraljevica (Croatia) by Titovo. Owned by DFDS Logistics AS (Norway). Sold for demolition in Denmark in Esbjerg.



Tuckahoe Maiden (ex-Anangel Jupiter, ex-Alpha Jupiter). IMO 8314835. General cargo. Length 164 m, 5,806 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 417 US\$ per ton.

Uranus (ex-Lady S, ex-Olga M, ex-Agios Nikolaos, ex-Gudride, ex-Gudrid). IMO 7383956. General cargo. Length 94 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Unimarine Management Co (Syria). Detained in 2000 in Sète (France) and Lisbon (Portugal), in 2001 in Alexandroupolis (Greece), 2002 in Rijeka (Croatia), in 2004 in Rijeka again and then in Novorossiysk (Russia), in 2005 in Casablanca (Morocco), in 2007 in Constanta (Romania), in 2009 in Istanbul (Turkey), in 2010 in Damietta (Egypt), twice in Constanta again.



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

Vanernsee (ex-*Carina*, ex-*Intermare*, ex-*Voga*, ex-*Vanernsee*). IMO 8320626. General cargo. Length 88 m. St Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Leer (Germany) by Jansen Schiffswerft. Owned by Caspi Shipping Ltd (Israel). Detained in 2000 in Ponta Delgada (Portugal), in 2001 in Monopoli (Italy), in 2005 in Tuzla (Turkey), in 2006 in Ortona (Italy) and La Goulette (Tunisia), in 2007 in Aliaga (Turkey), in 2008 in Larnaca (Cyprus) and Haifa (Israel) and in 2012 in Ashdod (Israel). Sold for demolition in Turkey. Bronze medalist on the sub-standard ships podium, with 9 detentions.



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

Vangsnes (ex-*Hanseatic Star*, ex-*Pamela*, ex-*Boberg*). IMO 8513326. General cargo. Length 82 m. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters Schiffswerft. Owned by Stella Shipping A/S (Denmark). Detained in 2010 in Gdynia (Poland) and Aeroskobing (Denmark). Sold for demolition in Denmark in Grenaa.



Vienna S (ex-*Farah I*, ex-*Maria P*, ex-*Rosi*, ex-*Amy*, ex-*Arosia*, ex-*Eco Dao*, ex-*Else Beth*, ex-*Corvette*). IMO 7615024. General cargo. Length 72 m. Moldovan flag. Classification society Maritime Lloyd. Built in 1977 in Neuenfelde (Germany) by Sietas. Owned by Safe Fleet Maritime Co (Syria). Detained in 1999 in Arkhangelsk (Russia), in 2005 in Cagliari (Italy), in 2006 in Gaeta (Italy), in 2011 in Iskenderun (Turkey) and in 2012 in Port Said (Egypt). Sold for demolition in Turkey.



Viva (ex-*Pacifica 1*), ex-*Seaway*, ex-*Ciboney*, ex-*Lipsk N/Bieberza*). IMO 7631626. General cargo. Length 84 m. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1978 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Direct Solutions LLC (Ukraine). Detained in 2005 in Ambarli (Turkey) and La Goulette (Tunisia) and in 2008 in Casablanca (Morocco). Sold for demolition in Turkey.



Wizard (ex-*Ky Fortune*, ex-*Seanet Dream*, ex-*Tongli Success*, ex-*Wahana*, ex-*Sun Kung N°11*, ex-*Hercules*). IMO 8510104. General cargo. Length 101 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1985 in Kochi (Japan) by Kochi Zosen. Owned by Trans Line Co Ltd (Russia). Detained in 2003 in Qingdao (China). Sold for an unknown destination of demolition.



Yang Gak Do 3 (ex-*Adreum*, ex-*Won Jin*). IMO 8305872. General cargo. Length 70 m. North Korean flag. Classification society Korea Classification Society. Built in 1983 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Korea Yanggakdo Shipping Co (North Korea). Detained in 2007 in Vladivostok (Russia). Sold for demolition in Jiangyin (China).



Yuriy Dvuzhilnyy. IMO 8730522. General cargo. Length 124 m, 2,990 t. Ukrainian flag. Classification society Ukraine Register of Shipping. Built in 1989 in Oka (Russia) by Navashino. Owned by Donbass (Ukraine). Detained in 2002 in Genoa (Italy) and in Piraeus (Greece), in 2009 in Ashdod (Israel) and in 2011 in Novorossiysk (Russia). Sold for demolition in Turkey. 321 US\$ per ton.



Zagore (ex-*Tchumerna*, ex-*Chumerna*). IMO 7425259. General cargo. Length 134 m. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Trimpex Union Ltd (Bulgaria). Detained in 2007 in Izmit (Turkey) and in 2009 in Venice (Italy). Sold for demolition in Turkey.



Zahra I (ex-*Vasco di Gama*, ex-*Tiger Arrow*, ex-*Heimar J*, ex-*Flensburg*, ex-*Fas Austria*, ex-*Fas Var*, ex-*Nedlloyd Rose*, ex-*Ville du Levant*, ex-*Lido Adriatico*, ex-*Seacrest Pioneer*, ex-*Bacol King*, ex-*BCR King*, ex-*RMS Laguna*, ex-*Heinrich J*). IMO 8405024. General cargo. Length 116 m. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Owned by Ocean Shell Shipping (United Arab Emirates). Detained in 2009 in Kolkata (India). Sold for demolition in Pakistan.



Bulk carrier

Advent (ex-*Adventure II*, ex-*Adventure I*, ex-*Sweet Lady*, ex-*Pinazo*, ex-*Guridi*). IMO 7900261. Bulk carrier. Length 187 m, 7,879 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Puerto Real (Spain) by AESA. Owned by Bulcom Ltd (Cyprus). Detained in 1998 in Novorossiysk (Russia), in 2005 in South Shields and Newport (United Kingdom), in 2011 in Novorossiysk again and in 2012 in Koper (Slovenia). Sold for demolition in Mumbai (India).



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.



Alexandria (ex-Xenia). IMO 8004181. Bulk carrier. Length 180 m, 6,384 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Z & G Halcoussis (Greece). Sold for demolition in Bangladesh.



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-Maha Padmaja, ex-Pytheas, ex-Kakawi, ex-Ikan Selayang, ex-Pindosex-Yannis C). IMO 8020745. Bulk carrier. Length 180 m, 6,244 t. Tuvaluan flag. Classification society Indian Register of Shipping. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by El Amira Shipping (Egypt). Detained in 2010 in Quebec (Canada). Sold for demolition in Pakistan. 412 US\$ per ton.



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

An Fu Star (ex-Hebei Courage, ex-Obo Venture). IMO 8116934. Ex oil/bulk/ore carrier converted into a bulk carrier in 2001. Length 236 m, 12,019 t. Hong Kong flag. Classification society RINA. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by China Tone Shipping Ltd (China). Detained in 2000 in Quebec (Canada). Sold for demolition in Xinhui (China).



Aonoble (ex-Seletar Spirit, ex-Pacific Mercury). IMO 8706624. Bulk carrier. Length 247 m, 17,065 t. Panamanian flag. Classification society China Classification Society. Built in 1988 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Sold for demolition in India.

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.



Artemis (ex-Antalina, ex-Wiltrader, ex-Consensus Sea, ex-Manila Prosperity, ex-Union Pioneer). IMO 8314794. Bulk carrier. Length 178 m, 6,400 t. Greek flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Albamar Shipping Co SA (Greece). Detained in 2007 in Saint Petersburg (Russia), in 2008 in Shenzhen (China), in 2009 in Silvertown (United Kingdom) and in 2010 in Tianjin (China). Sold for demolition in India. 410 US\$ per ton.



Atlantic Express. IMO 8412223. Bulk carrier. Length 151 m, 6,508 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Forde (Norway) by Ankerlokken. Owned by Marine Ship Management Inc (United States). Detained in 1999 in Baton Rouge (United States). Sold for demolition in Bangladesh. 385 US\$ per ton.



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

Attractive (ex-IDC 2, ex-Massy Phoenix, ex-Sanko Phoenix). IMO 8307595. Bulk carrier. Length 183 m, 7,468 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Maryville Maritime Inc (Greece). Sold for demolition in Bangladesh. 408 US\$ per ton.



Avanta (ex-Southgate, ex-Menina Elisa, ex-Oriental Swan). IMO 8129917. Bulk carrier. Length 161 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2003 in Iquique (Chile) and in 2011 in Cienfuegos (Cuba), Novorossiysk (Russia) and Alexandria (Egypt). Sold for demolition in India.



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.



Bet Prince (ex-Iron Prince, ex-Lowlands Trassey). IMO 9041045. Bulk carrier. Length 284 m, 22,750 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1995 in Belfast (United Kingdom) by Harland & Wolff. Owned by Enterprises Shipping & Trading SA (Greece). Detained in 2005 in Hamburg (Germany).



January 2010, outbound Rotterdam © Fred Vloot



Aut 2012, distressed in China © Tsavliris

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.

Biloxi Belle (ex-*Arrow*, ex-*Saint Nicholas*, ex-*Ayia Markella*, ex-*Kongsfjord*, ex-*Jasaka*, ex-*J Suda*, ex-*Virtue*, ex-*Cypress*, ex-*Sanko Cypress*). IMO 8316261. Bulk carrier. Length 188 m, 7,341 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. 428 US\$ per ton including 200 t of bunkers.

Bistretz (ex-*Cherni Vrakh*). IMO 7425261. Bulk carrier. Length 134 m, 3,527 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Trimpep Union (Bulgaria). Detained in 2007 in Izmir (Turkey). Sold for demolition in Turkey.



Blida. IMO 7705635. Bulk carrier. Length 156 m, 5,488 t. Algerian flag. Classification society Bureau Veritas. Built in 1978 in Toyohashi (Japan) by Kanasashi Zosen. Owned by International Bulk Carrier (Algeria). Detained in 2002 in Liverpool (United Kingdom). Sold for demolition in India where she arrived as *Beena*. 432 US\$ per ton.



C Laurel (ex-*Cape Pampas*, ex-*Vasco da Gama*, ex-*Ken Kon*, ex-*Channel Enterprise*, ex-*Orient Enterprise*). IMO 8907565. Bulk carrier. Length 273 m, 17,656 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2002 in Middlesbrough (United Kingdom). Sold for demolition in China. 391 US\$ per ton.



Cape M (ex-*Cape Mor*, ex-*Sunny Wealth*, ex-*Nishiura*, ex-*Nishiura Maru*). IMO 8407498. Bulk carrier. Length 300 m, 25,222 t. Dominican flag. Classification society Bureau Veritas. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2011 in Puerto Bolivar (Colombia). Sold for demolition in India.



Carrie (ex-*Central Carrier*, ex-*Southern Carrier*, ex-*Adaro*, ex-*Orient Eternity*, ex-*Vathy*, ex-*Adamas*). IMO 8204028. Ex OBO converted into a bulk carrier in 2004. Length 254 m, 14,836 t. Comorian flag. Classification society Inter maritime Certification Services. Built in 1983 in Kobe (Japan) by Kawasaki. Sold for demolition in Pakistan.



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

Chang Jian. IMO 8333465. Bulk carrier. Length 163 m, 5,400 t. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China. 306 US\$ per ton.



Chang Tong. IMO 8326565. Bulk carrier. Length 163 m. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.



China (ex-*Yiosonas*, ex-*Ariston*, ex-*Giovanni Grimaldi*). IMO 8917754. Bulk carrier. Length 262 m, 20,528 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Marghera (Italy) by Fincantieri Breda. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2007 in Gladstone (Australia). Sold for demolition in India. 405 US\$ per ton



Conqueror (ex-*Blue Fortune*, ex-*Ilias D*, ex-*Pacific Serenity*, ex-*Maritime Transit*, ex-*New Prospect*). IMO 8122062. Bulk carrier. Length 190 m, 8,979 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2006 in Quangninh (Vietnam), in 2010 in Shanghai (China) and in 2012 in Mokpo (South Korea). Sold for demolition in India.



Conqueror (ex-*Pisces Explorer*, ex-*Esperanza*, ex-*Star Esperanza*, ex-*Yuri*). IMO 8223579. Bulk carrier. Length 190 m, 7,760 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by Leros Management SA (Greece). Detained in 2012 in Novorossiysk (Russia). Sold for demolition in India.



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**

Dimitrovsky Komsomol. IMO 8510934. Bulk carrier. Length 199 m, 9,654 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar (Bulgaria). Sold for demolition in Turkey. 309 US\$ per ton.



Eleftheria (ex-*Zoodotis*, ex-*Co-Op Expreso*, ex-*Manila Express*, ex-*Co-Op Express III*). IMO 8204418. Bulk carrier. Length 209 m, 11,103 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Imari (Japan) by Namura. Owned by World Management Inc (Greece). Detained in 1998 in Hamburg (Germany) and in 2006 in Cartagena (Spain). Sold for demolition in India.



Eridge. IMO 9043471. Bulk carrier. Length 266 m, 16,035 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Bangladesh.



Fareast Sunny (ex-*Amalia*, ex-*Golden Pegasus*, ex-*Golden Wing*). IMO 8819201. Bulk carrier. Length 180 m, 6,506 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by Jiangsu Fareast Shipping Co Ltd (China). Detained in 2002 in Jacksonville (United States), in 2003 in Batangas (Philippines) and in 2009 in Mourilyan (Australia). Sold for demolition in China. 325 US\$ per ton.



Firmeza (ex-*Craig the Pioneer*). IMO 8519370. Bulk carrier. Length 195 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Tsu (Japan) by Nippon Kokan. Owned by TMT – Taiwan Maritime Transport (Taiwan). Sold for demolition in Xinhui (China).

Freesia (ex-*Sweet Brier*). IMO 8812629. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mihara (Japan) by Koyo Dock. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in China.



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

Friendship V (ex-*Friendship*, ex-*Maritime Friendship*, ex-*Atlantic Concord*). IMO 8323123. Bulk carrier. Length 175 m, 6,865 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari SB. Owned by Voras Navigation SA (Greece). Detained in 2008 in Iskenderun (Turkey), in 2010 in New Orleans (United States) and in 2012 in Belfast (United Kingdom). Sold for demolition in India. 396 US\$ per ton.



Frigia (ex-*Michael S*, ex-*Lady Lory*, ex-*Karosel*, ex-*Korosten*, ex-*Mikhail Stelmakh*, ex-*General Mascardo*, ex-*Brisknes*). IMO 7507485. Bulk carrier. Length 177 m, 8,122 t. Panamanian flag. Classification society Turk Loydu. Built in 1978 in Shimizu (Japan) by Nippon Kokan. Owned by Garanti Finansal Kiralama AS (Turkey). Detained in 2010 in Ashdod (Israel). Sold for demolition in India. 424 US\$ per ton.



Front Driver. IMO 8906884. Bulk carrier. Length 285 m, 22,877 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore for demolition in Pakistan. 410 US\$ per ton.



Frontier Carrier (ex-*HS Acacia*, ex-*Sundance II*, ex-*Continental Spirit*). IMO 8028072. Bulk carrier. Length 224 m, 11,913 t. Deflagged from South Korean to St Kitts & Nevis for her last voyage as *Frontier 51*. Classification society Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Polembros Shipping Ltd (Greece). Detained in 2005 in Philadelphia (United States). Sold for demolition in India. 412 US\$ per ton.



Georgia S. IMO 8009521. Bulk carrier. Length 190 m, 8,546 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Skaarup Management (Hong Kong, China). Sold for demolition in Jiangyin (China). 350 US\$ per ton.

Gina (ex-*Thor Allinace*, ex-*Archimedes*). IMO 8312174. Bulk carrier. Length 189 m, 9,210 t. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by ATL Shipping Ltd (China). Detained in 1998 in Rotterdam (Netherlands), in 2007 in Lianyungang (China) and in 2011 in Paradip (India). Sold for demolition in Bangladesh. 410 US\$ per ton.



Globe Unity (ex-*Butron*). IMO 8716382. Bulk carrier. Length 274 m, 24,094 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Puerto Real (Spain) by AESA. Owned by Tianjin Huihang International Shipping (China). Sold for demolition in Jiangyin (China). 380 US\$ per ton including 600 t of bunkers.



Great One (ex-*Natalie*, ex-*Petriana*, ex-*Ikan Kerapu*). IMO 7918268. Bulk carrier. Length 224 m, 11,480 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kobe (Japan) by Mitsubishi. Detained in 2009 in Bandar Khomeini (Iran). Sold by her Chinese shipowner to the Indian Doehle Danautic just prior to her departure for demolition in India. 420 US\$ per ton.



Green Island (ex-*Stellar Grace*, ex-*Shin Oji*, ex-*Shin Oji Maru*). IMO 8507183. Bulk carrier. Length 199 m, 10,098 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari Zosen. Owned by Asia Pacific Shipmanagement Pte Ltd (Singapore). Sold for demolition in India.

Gulmar (ex-*Atlas Sun*, ex-*Giant*, ex-*Millenium Falcon*, ex-*Soren Toubro*, ex-*Oak Star*). IMO 8014708. Bulk carrier. Length 191 m, 6,850 t. Turkish flag. Classification society Turk Loydu. Built in 1981 in Toyama (Japan) by Nipponkai. Owned by Gulnak Denizcilik Nakliyat (Turkey). Detained in 2005 in Novorossiysk (Russia) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in India. 430 US\$ per ton.



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

Hae Un (ex-*Vero*, ex-*Great Prize*, ex-*World Prize*). IMO 7930060. Bulk carrier. Length 170 m, 6,227 t. North Korean flag. Classification society Korea Classification Society. Built in 1980 in Osaka (Japan) by Osaka Zosensho. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2002 in Rostock (Germany), in 2011 in Kakinada (India) and in 2012 in Nantong (China). Sold for demolition in India.



Hai Yuan (ex-*Nirmal Sangeeta*, ex-*Father M*, ex-*Akra Sounion*, ex-*Star Orion*). IMO 8105272. Bulk carrier. Length 186 m, 7,720 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shanghai (China) by Hudong Shipyard. Owned by Harmony Growing Ship Management Co (China). Detained in 2010 in Nakhodka (Russia) and in 2012 in Shantou (China). Sold for demolition in Bangladesh. 404 US\$ per ton.



He Bang (ex-*Archangelos R*, ex-*Paola II*). IMO 9020560. Tanker converted into a bulk carrier in 2008 in China by Nantong COSCO shipyard. Length 232 m, 14,165 t. Chinese flag. Classification society China Classification Society. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Tianjin Cosbulk Ship Management Co (China). Sold for demolition in Pakistan. 377 US\$ per ton.

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 Safaqa (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.



Hong Kong Sun (ex-*Maritime Valour*, ex-*Kasina*). IMO 8208206. Bulk carrier. Length 161 m, 6,203 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Tradewind Ship Management Ltd (Bangladesh). Detained in 2000 in Kwinana (Australia), in 2004 in Singapore, in 2007 in Tarragona (Spain) and in 2012 in Mundra (India). Sold for demolition in Bangladesh. 390 US\$ per ton.



Hua Fu Star (ex-*Trader*, ex-*Ace Trader*). IMO 8316247. Bulk carrier. Length 229 m, 13,982 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1987 in Mihara (Japan) by Koyo Dock. Owned by China Master Shipping Ltd (China). Sold for demolition in Xinhui (China). 350 US\$ per ton.



Hua Jin Shun (ex-*Gem of Haldia*, ex-*Captain Regglezos*, ex-*Mihailis P.*, ex-*Oak Glory*). IMO 8005927. Bulk carrier. Length 228 m, 12,141 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Tadotsu (Japan) by Hashihama SB. Owned by Huahai Ship Management (China). Detained in 2001 in Hamburg (Germany), in 2003 in Weipa (Australia) and in 2012 in Quanzhou (China). Sold for demolition in Xinhui (China). 342 US\$ per ton.



Hua Jin Xi (ex-*Gem of Cochin*, ex-*Theofano M*, ex-*Montauk*, ex-*Guinomar Trader*, ex-*Pacific Prosperity*). IMO 8015192. Bulk carrier. Length 228 m, 12,192 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Huahai Ship Management (China). Sold for demolition in Xinhui (China).

Indrani (ex-*Yvonne S*, ex-*Stellar Venus*, ex-*Kumasachi Mapru*). IMO 8516689. Bulk carrier. Length 225 m, 9,709 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1986 in Tadotsu (Japan) by Hashihama Shipbuilding. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2004 in Royal Portbury (United Kingdom) and in 2012 in Ningde (China). Sold for demolition in China. 355 US\$ per ton.



Iolcos Glory (ex-*Shoshin Maru*). IMO 8103535. Bulk carrier. Length 228 m, 12,814 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Iolcos Hellenic Maritime Enterprises Co (Greece). Detained in 2001 in Port Kembla, (Australia), in 2007 in Torre Annunziata (Italy) and in 2011 in Lisbon (Portugal). Sold for demolition in India. 428 US\$ per ton.



Iolcos Glory departing Lorient (France), April 2009 ©
Pierre Yves Gasnier



Iron Monger 2 (ex-Morning Lady, ex-Morning Glory II). IMO 9003172. Tanker converted into an ore carrier in 2010. Length 244 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Onomichi (Japan) by Onomichi Zosen. Owned by Taiwan Maritime Transport - TMT Co Ltd (Taiwan). Detained in 2011 in Port Hedland (Australia). Sold for demolition in Xinhui (China).



Iroquois Maiden (ex-Vienna Wood N, ex-Nand Shweta, ex-Sea Union, ex-Kepbreeze). IMO 8109008. Bulk carrier. Length 183 m, 8,134 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh.

Iroquois Maiden in Santos (Brazil), July 2005
© Rogério Cordeiro



Jin Han (ex-Victoria, ex-Diavolezza, ex-El Aalim). IMO 7925558. Bulk carrier. Length 242 m, 13,350 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Shangha Zhengdong Shipping Co (China). Detained in 2008 in Tarragona (Spain). Sold for demolition in Xinhui (China) by Xiasha Shipyard. 360 US\$ per ton.



Jin Shan Hai. IMO 8025549. Bulk carrier. Length 176 m, 7,643 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Shiogama (Japan) by Tohoku. Owned by COSCO (China). Sold for demolition in China.

Kapitan Vakula. IMO 8326321. 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 2000 in Bremen (Germany). Sold for demolition in India.



Karolina (ex-Almar, ex-Hyubdai n°18). IMO 8308068. Bulk carrier. Length 187 m, 8,029 t. Maltese flag. Classification society Bureau Veritas. Built in 1986 in Inchon (South Korea) by Inchon Engineering. Owned by Losinjska Plovidba Brodarstvo (Croatia). Detained in 2007 in Leghorn (Italy). Sold for demolition in India.



Karolina, port of Antwerp (Belgium), arriving in front of the Berendrecht lock © Larry / Shipspotting

Kee Lung. IMO 8128755. Bulk carrier. Length 188 m, 7,923 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Taiwan Navigation Co Ltd (Taiwan). Detained in 2006 in Antwerp (Belgium). Sold for demolition in Bangladesh. 418 US\$ per ton.



Khaled Ben Muhiedine (ex-Ain Oussera, ex-Cosmos Victory, ex-Tensha Maru n°10). IMO 8220321. Bulk carrier. Length 174 m, 7,411 t. Belize flag. Classification society Bureau Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Judi Group JKM (Lebanon). Detained in 2002 in Charleston (United States), in 2003 in Algeciras (Spain) and in 2004 in Venice (Italy). Sold for demolition in India. 402 US\$ per ton including 200 t of bunkers.



Kulsamut (ex-Golden Progress, ex-Full Rise, ex-Kalimutu, ex-ESSCO Horizon, ex-Victory, ex-Victorious). IMO 7716206. Bulk carrier. Length 148 m, 4,637 t. Thai flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Takamatsu (Japan) by Shikoku. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2000 in Antwerp (Belgium), in 2001 in Lisbon (Portugal), in 2004 in Gunsan (South Korea), in 2005 in Hong Kong and in 2011 in Lumut (Malaysia). Sold for demolition in Mumbai (India).



Lady Sera (ex-Cruiser, ex-Sinhai, ex-Ocean Priti). IMO 8026660. Bulk carrier. Length 183 m, 6,406 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Olaveaga (Spain) by AESA. Owned by Minamar Deniz Tasima Cilik Tic Ltd (Turkey). Detained in 2007 in Aqaba (Jordan), in 2008 in Ulsan (South Korea), in 2010 in Iskenderun and Kdz.Eregli (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in Pakistan.



Langeron (ex-Yick Hua, ex-Lori J, ex-Pacific Defender, ex-Santa Lucia). IMO 8312136. Bulk carrier. Length 178 m, 6,396 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Transbulk Management Inc (Greece). Sold for demolition in India. 435 US\$ per ton including full spares.



Leros (ex-Highland Effort, ex-Western Key, ex-Belisland, ex-Belnippon). IMO 8300523. Bulk carrier. Length 188 m, 8,412 t. Deflagged from Malta to St Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by Ikarus Marine Ltd (Greece). Detained in 2009 in Gemlik (Turkey) and in 2012 in Rio Grande (Brazil). Sold for demolition in Turkey. 320 US\$ per ton.



Liberty Star (ex-Arion). IMO 8510647. Bulk carrier. Length 225 m, 10,942 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in Jiangyin (China). 390 US\$ per ton.

Limnos (ex-Liman). IMO 9053775. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1992 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement (Greece). Detained in 2004 in Westwego (United States) and in 2009 in Ghent (Belgium). Sold for demolition in Bangladesh.



Longevity (ex-Samsun Meriel, ex-Gladstone, ex-Global Ace). IMO 8312150. Bulk carrier. Length 225 m, 11,028 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Maizuru (Japan) by Hitachi. Owned by Samsun Logix Corp (South Korea). Detained in 2000 in Newcastle (Australia), in 2007 in Geraldton (Australia) and in 2008 in Tianjin (China). Sold for demolition in Bangladesh. 413 US\$ per ton.



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 Panama Shipping Registrar. Built in 1981 in Shiogama (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).



Luyang Hong Kong (ex-*Barcelona Bright*, ex-*Pearl of Ras Al Khaimah*, ex-*Great Nancy*, ex-*World Nancy*). IMO 8010881. Bulk carrier. Length 235 m, 11,725 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1981 in Aioi (Japan) by Ishikawajima-Harima. Owned by Qingdao Luyang Ship Management Ltd (China). Sold for demolition in China. 375 US\$ per ton.



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

Maha Deepa (ex-*Astromar*, ex-*Al Majeed*). IMO 8128676. Bulk carrier. Length 191 m, 8,809 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brazil. Owned by Five Stars Shipping Co (India). Detained in 2002 in San Vicente (Chile), in 2004 in Port Hedland (Australia), in 2005 in Amsterdam (Netherlands) and in 2008 in San Francisco (United States). Sold for demolition in Pakistan. 404 US\$ per ton.



Makeevka (ex-*World Shanghai*). IMO 8101927. Bulk carrier. Length 196 m, 7,935 t. Deflagged from Ukraine to Moldova for her last voyage as *Makeev*. Classification society Ukraine Register of Shipping. Built in 1982 in Shanghai (China) by Jiangnan Shipyard. Owned by Donbass Commercial Fleet (Ukraine). Detained in 1998 in Baie Comeau (Canada), in 2004 in Quebec (Canada), in 2006 in Izmit (Turkey) and in 2008 in Falmouth (United Kingdom). Sold for demolition in India. 415 US\$ per ton.



Man Hai. IMO 8220228. Bulk carrier. Length 190 m, 8,670 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Osaka (Japan) by Osaka Zosensho. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

Matilda (ex-*Siboelf*). IMO 9011935. Bulk carrier ex-OBO. Length 229 m, 14,710 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Goodwood Ship Management (Singapore). Sold for demolition in India. 418 US\$ per ton.



Maud (ex-Sibonina). IMO 9036519. OBO converted into an ore carrier. Length 247 m, 16,811 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Goodwood Ship Management Pte Ltd. (Singapore). Sold for demolition in Pakistan.



Mellow Wind. IMO 9138965. Bulk carrier. Length 289 m, 20,335 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 423 US\$ per ton.



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.



Nassau Pride (ex-Golden Trinity, ex-Golden Princess). Bulk carrier. IMO 8110320. Bulk carrier. Length 178 m, 7,897 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Trojan Maritime Inc (Greece). Detained in 2004 in Dampier (Australia). Sold for demolition in India.



Nava Eliza (ex-Tetien). IMO 8312045. Bulk carrier. Length 190 m, 9,094 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Sitinas Shipping Co (Greece). Detained in 2001 in Tomakomai (Japan), in 2005 in Newcastle (Australia) and in 2009 in Paldiski (Estonia). Sold for demolition in Bangladesh.



New Oji Pioneer. IMO 9088574. Bulk carrier. Length 200 m, 9,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Magsaysay MOL Ship Management (Philippines). Sold for demolition in India. 430 US\$ per ton.



New Oji Pioneer arriving Bluff (New Zealand), passing former Stirling Point signal station, October 2010 © Chris Howell

Nyack Princess (ex-Sea Cattleya, ex-Sanko Cattleya). IMO 8308953. Bulk carrier. Length 181 m, 7,143 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by TBS Shipping Services Inc (United States). Sold for demolition in Pakistan. 398 US\$ per ton.



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

Ocean Korea. IMO 8113516. Bulk carrier. Length 224 m, 12,278 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo SB. Owned by KDB Capital Corp (South Korea). Detained in 2004 in Port Cartier (Canada). Sold for demolition in China. 382 US\$ per ton.



Ocean Lucky (ex-Fine Star, ex-Vancouver Victory, ex-MG Tsangaris, ex-Maersk Sebarck). IMO 8010843. Bulk carrier. Length 224 m, 11,901 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Ariake (Japan) by Hitachi. Owned by Hengfa Shipping Inc (China). Detained in 2008 in Tianjin (China) and Varna (Bulgaria). Sold for demolition in China. 365 US\$ per ton.



Ocean Noble. IMO 8323434. Bulk carrier. Length 179 m, 6,966 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki HI. Owned by STX Pan Ocean Co Ltd (South Korea). Detained in 2009 in Sfax (Tunisia). Sold for demolition in China. 376 US\$ per ton including 200 t of bunkers.



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

Okoltchitza. IMO 8120375. Bulk carrier. Length 185 m, 7,836 t. Bulgarian flag. Classification society Bulgarski Koraben Registrar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Baie Comeau (Canada), in 2007 in Rotterdam (Netherlands) and in 2012 in Mersin (Turkey). Sold for demolition in India.



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

Opal II (ex-Ability, ex-Nobility, ex-Kalisti, ex-Federal Vibeke, ex-Kristianiafjord, ex-dan Bauta, ex-Nosira Lin). IMO 7920027. Bulk carrier. Length 188 m, 6,807 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Pallion (United Kingdom) by Sunderland SB. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1998 in Szczecin (Poland), in 2000 in Leghorn (Italy), in 2002 in New Orleans, in 2006 in Cork (Ireland), in 2007 in Las Palmas (Spain), in 2008 in Ashdod (Israel), in 2009 in Bandar Abbas (Iran) and in 2010 in Kandla (India). Sold for demolition in India.



Ostsee Merchant (ex-Ghent Trader, ex-Stamos). IMO 8407694. Bulk carrier. Length 225 m, 12,520 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1985 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by V Ships (Monaco). Sold for demolition in Pakistan. 410 US\$ la tonne.



Panormitis D (ex-*Pacific Ocean*). IMO 8306967. Bulk carrier. Length 187 m, 7,994 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Baru Delta Maritime Inc (Greece). Detained in 2010 in Constanta (Romania). Sold for demolition in India. 500 US\$ per ton.



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

Peng Yan (ex-*Maricobber*, ex-*Asia Unity*). IMO 8020563. Bulk carrier. Length 223 m, 12,377 t. Chinese flag. Classification society China Classification Society. Built in 1981 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by COSCO Shenzhen (China). Sold for demolition in China in Zhuhai. 340 US\$ per ton.

Qinfa 6 (ex-*Irenes Power*, ex-*Global Power*, ex-*Ramona*, ex-*Yamato*) IMO 8400440. Bulk carrier. Length 237 m, 12,553 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Qinfa Group Ltd (China). Detained in 2007 in Gladstone (Australia) and in 2008 in Royal Portbury (United Kingdom). Sold for demolition in India. 418 US\$ per ton.



Qinfa 9 (ex-*Emerald Bay*, ex-*Maersk Marlin*, ex-*Pacific Isis*). IMO 8913942. Tanker converted into a bulk carrier in 2008. Length 225 m, 12,157 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen ; converted in 2008 in Lixin (China) by China Shipping Industry Co. Owned by Well Deep Ltd (Hong Kong). Sold for demolition in India.

Reunion (ex-*Go Patoro*, ex-*Welfair*, ex-*Deep Blue*, ex-*Nord Power*). IMO 8907917. Bulk carrier. Length 269 m, 17,353 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Antares Shipmanagement SA (Greece). Detained in 1999 in Hamburg (Germany), in 2006 in Gijon (Spain), in 2007 in Newcastle (Australia) and in 2009 in Vishakhapatnam (India) and Port Hedland (Australia). Sold as is in Singapore for demolition in Bangladesh where she arrived as *Ion*. 397 US\$ per ton.



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.



River Boyne on the way to Port Jackson, Sydney (Australia), November 2011. The coal bunkers can be seen behind the accommodation block. © **Richard Goodman**

River Embley. IMO 8018144. Ore carrier, sistership of the latter. Length 255 m, 18,150 t. Deflagged from Australia to Sierra Leone for her last voyage as *Rover*. Classification society Lloyd's Register of Shipping. Built in 1983 in Nagasaki (Japan) by Mitsubishi. In May 2012, she was sold by her Australian shipowner ASP Ship Management Group to the Indian Doehle Danautic Pvt and left Australia bound for Singapore. Some months later she was sent for demolition in Bangladesh.

Roger M Jones (ex-*Siboti*). IMO 9009396. Bulk carrier. Length 229 m, 14,710 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Copenhagen (Denmark) by B & W Skibsvaerft. Owned by B + H Equimar (Singapore). Sold for demolition in Pakistan. 438 US\$ per ton.



Sagar (ex-*Ganga Sagar*). IMO 8409783. Bulk carrier. Length 189 m, 10,275 t. Deflagged from India to Tuvalu for her last voyage. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation of India (India). Detained in 2004 in Newcastle (Australia). Sold for demolition in Bangladesh.



Saligna. IMO 9078153. Bulk carrier. Length 200 m, 9,817 t. Deflagged from Netherlands to St Kitts & Nevis for her last voyage as *Align*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by MOL Netherlands Bulkship BV (Netherlands). Sold for demolition in India.



Santo Success (ex- *Santos Success*, ex-*Kamsar Voyager*, ex-*Guinomar Baobab*, ex-*Barrister*, ex-*Montvale*, ex-*Ryoshin Maru*). IMO 8220175. Bulk carrier. Length 225 m, 10,420 t. Cyprus flag. Classification society RINA. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Emirates Trading Agency LLC (United Arab Emirates). Detained in 2011 in Dangjin (South Korea). Sold for demolition in Pakistan.



SD Victory (ex-*Halla Endeavour*, ex-*Oriental Venus*). IMO 8516677. Bulk carrier. Length 225 m, 9,753 t. Greek flag. Classification society Det Norske Veritas. Built in 1986 in Tadotsu (Japan) by Hashihama Zosen. Owned by World Management Inc (Greece). Detained in 2000 in Dampier (Australia), in 2004 in Wallaroo (Australia) and in 2007 in Vancouver (Canada). Sold for demolition in Pakistan.



The Greek bulk carrier *SD Victory* arriving Port Kembla (Australia), March 2009 © **Peter Karberg**

Sea Brilliance (ex-*River Dignity*, ex-*Sanko Dignity*). IMO 8307167. Bulk carrier. Length 179 m, 6,620 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

Sea Flourish (ex-*New Orion*, ex-*Anglo Orion*, ex-*Sanko Orion*). IMO 8308991. Bulk carrier. Length 181 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by COSCO Bulk Carrier Co (China). Sold for demolition in China.

Sea Link (ex-*Duckyang Glory*, ex-*Great Jupiter*, ex-*Stone Gemini*, ex-*Olympic Gemini*, ex-*Fa Fa Venture*). IMO 7908897. Bulk carrier. Length 223 m, 11,451 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dock. Owned by Shipping Allied Corp (South Korea). Detained in 2002 in Donghae (South Korea), in 2003 in Newcastle (Australia) and in 2010 in Busan (South Korea and Rizhao (China). Sold for demolition in Xinhui (China). 330 US\$ per ton.



Sea Sparkle (ex-*Escrino*, ex-*New Lapis*, ex-*Sanko Lapis*). IMO 8307208. Bulk carrier. Length 190 m. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Detained in 2006 in Tuticorin (India). Sold for demolition in Jiangmen (China).



Sea Swift (ex-*Oriental Ruby*). IMO 8300511. Bulk carrier. Length 190 m, 8,143 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by COSCO BulkCarrier Co (China). Sold for demolition in China.

Sin Yuan (ex-*Jag Vikram*, ex-*Jag Kranti*, ex-*Rhadika*, ex-*Mia*). IMO 7714741. Bulk carrier. Length 170 m, 6,670 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1980 in Osaka (Japan) by Osaka Shipbuilding. Owned by Harmony Growing Ship Management Co (China). Detained in 2001 in Bremen (Germany). Sold for demolition in Xinhui (China). 320 US\$ per ton.



Speedy Falcon (ex-*Hamburg Harmony*, ex-*Pearl of Kuwait*, ex-*Ektor*, ex-*Maersk Sentosa*). IMO 8004466. Bulk carrier. Length 225 m, 12,960 t. Mongolian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ariake (Japan) by Hitachi. Owned by Falcon Shipping Co (Vietnam). Detained in 2004 in Newcastle (Australia), in 2006 in Mangalore (India), in 2009 in Zhoushan (China) and in 2011 in Taean (South Korea). Sold for an unknown destination of demolition.



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.



Magic Fortis in Istanbul (Turkey) © Graeme Sweeney

Stellar Stream. IMO 8708311. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oppama (Japan) by Sumitomo. Owned by Pegasus Maritime Co Ltd (Japan). Detained in 2002 in Niihama (Japan) and in 2007 in Carthagène (Spain). Sold for demolition in Turkey.



Sunrise 89 (ex-Santa Barbara). IMO 8029820. Bulk carrier. Length 153 m, 5,215 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Hakata (Japan) by Watanabe Zosen. Owned by Sunrise Shipping & Trading (Vietnam). Sold for demolition in India. 405 US\$ per ton.



SV Nikolay (ex-Sorbona, ex-Bonavis, ex-Black Sea, ex-Ciudad de Guayaquil, ex-Indian Ocean, ex-World Oak). IMO 8025329. Bulk carrier. Length 186 m, 7,848 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Osaka (Japan) by Osaka Zosensho. Owned by Fedcominvest (Monaco). Sold for demolition in India.



T Star (ex-Nazire, ex-Fikret Manoglu, ex-New Gold, ex-Sanko Gold). IMO 8307428. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Shipping Bank Co Ltd (South Korea). Detained in 2002 in Vancouver (Canada), in 2009 in Odessa (Ukraine), in 2010 in Ningbo (China) and in 2012 in Ulsan (South Korea) and Zhanjiang (China) . Sold for demolition in Bangladesh. 415 US\$ per ton.



TCT Hope (ex-SB King, ex-Altair I, ex-Great Star, ex-Supersonic, ex-Sonic Youth, ex-Presence, ex-Eastern Presence, ex-United Faith). IMO 8024260. Bulk carrier. Length 223 m, 11,033 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by TCT Maritime Co Ltd (South Korea). Detained in 1999 in Long Beach (United States). Sold for demolition in India. 431 US\$ per ton.



Tegucigalpa (ex-Milanos). IMO 7387237. Bulk carrier. Length 136 m, 3,376 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gijon (Spain) by Juliana Gijonese. Owned by International Shipping Group (Lebanon). Detained in 2005 in Monfalcone (Italy) and in 2011 in Castellon de la Plana (Spain). Sold for demolition in Mumbai (India). 365 US\$ per ton.



Tilos (ex-Madre, ex-Ta). IMO 9045390. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1991 in Nikolayev (Ukraine) by Okean Shipyard. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2009 in Mormugao (India) and Portland (United States). Sold for demolition in India. 404 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 1983 in Mizushima (Japan) by Sanoyasu. 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

Tupungato (ex-Western Kourion, ex-Western Humboldt, ex-Endeavor, ex-Endeavor I). IMO 8312758. Bulk carrier. Length 183 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Ultragas Ltd (Chile). Sold for demolition in Jiangyin (China).

Victormount (ex-Van Nice, ex-Giorgos, ex-ICL Raja Mahendra, ex-Pilion, ex-Riambel, ex-Jovian Liberty, ex-General Hizon). IMO 8118578. Bulk carrier. Length 189 m, 9,238t. St Vincent & Grenadines flag. Classification society RINA. Built in Imari (Japan) by Namura. Owned by Treasure Target (China). Detained in 2004 in Kwinana (Australia) and in 2006 in Honolulu (Hawaiï, United States). Sold for demolition in Xinhui (China). 375 US\$ per ton including 400 t of bunkers.



Vine. IMO 8806498. Bulk carrier. Length 266 m, 15,071 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo SB. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2001 in Moji/Kitakyushu (Japan). Sold for demolition in Bangladesh.



Winning Brother (ex-*Hebei Tiger*, ex-*Collier*, ex-*Nasia*, ex-*Alpha Centauri*, ex-*Century Ibis*). IMO 8406078. Bulk carrier. Length 299 m, 22,687 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Winning Shipping (Hong Kong, China). Detained in 2002 and 2005 in Rotterdam (Netherlands) and in 2009 in Dampier (Australia). Sold for demolition in Pakistan. 420 US\$ per ton.



Gadani (Pakistan) 15 November 2012 © Shahid

Yan Ping (ex-*Revive*, ex-*Swift Flight*, ex-*Kavo Delfini*, ex-*Dolphin*, ex-*Aegean Dolphin*). IMO 8028747. Bulk carrier. Length 225 m, 11,367 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Dalian Yanping Shipping Management Co (China). Detained in 2006 and 2009 in Rotterdam (Netherlands) and in 2010 in Kakinada (India). Sold for demolition in China by Xiasha Shipyard. 382 US\$ per ton including a bronze working and spare propeller.



Yi Tong (ex-*Pacific Bangguang*, ex-*Morakot Naree*, ex-*Clipper Sletta*, ex-*Sletta*, ex-*Kiwi Ace*). IMO 8114895. Bulk carrier. Length 147 m, 4,673 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Takamatsu (Japan) by Shikoku. Owned by Fujian Tonghe Shipping Co Ltd (China). Sold for demolition in China. 325 US\$ per ton.



Zeesh Glory (ex-*Fang Zhou*, ex-*Cape B*, ex-*Cape Hatteras*, ex-*Star Valley*, ex-*Amstelvaart*). IMO 7929138. Bulk carrier. Length 202 m, 10,198 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Zeesh Ocean Shipping Ltd (China). Detained in 2001 in Antwerp (Belgium), in 2003 in Piraeus (Greece) and in 2007 in Santander (Spain). Sold for demolition in Jingjiang (China).



Zhong Hang 1 (ex-*Good Friend*, ex-*Great Sky*, ex-*Pandesia*, ex-*Maersk Seraya*, ex-*General Aguinaldo*, ex-*Limelock*). IMO 8000472. Bulk carrier. Length 223 m, 12,074 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by Brother Marine Co (China). Detained in 2001 in Tianjin (China). Sold for demolition in Bangladesh. 421 US\$ per ton.



Zhushui 8 (ex-*Minoan Euro*, ex-*Four Euro*, ex-*Unieuro*, ex-*Mare Vikingo*, ex-*Allegre*, ex-*Birdie*, ex-*Annalock*). IMO 8108602. Bulk carrier. Length 225 m, 12,250 t. Panamanian flag. Classification society RINA. Built in 1984 in Copenhagen (Denmark) by Burmeister & Wain Skibsværft A/S. Owned by Zhu Shui Shipping Co Ltd (China). Detained in 2008 in Algeciras (Spain). Sold for demolition in Xinhui (China). 365 US\$ per ton.



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.



December 2012, in Rijeka (Croatia) © Hansdegraaf / Shipspotting

Invicta. IMO 8201791. Cement carrier. Length 145 m, 4,594 t. Panamanian flag. Classification society Lloyd's Register of Shipping Built in 1983 in Neuenfelde (Germany) by Sietas. Owned by John T Essberger GmbH & Co KG (Germany). Sold for demolition in India.



Sold for

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.



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 Diciannove in Ravenna (Italy) July 2006 © Jacques Pirson

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.



Maridive 106 (ex-MZ 106, ex-Gulf Fleet n°21). IMO 7717080. Offshore supply vessel. Length 55 m. Egyptian flag. Classification society American Bureau of Shipping. Built in 1977 in Houma (United States) by Quality Equipment. Owned by Maritide Offshore Oil Services (Egypt). Sold for an unknown destination of demolition.

Maridive 108 (ex-MZ 108, ex-Maritide 108, ex-Prospect Seahorse, ex-PBR 371). IMO 8127488. Offshore supply vessel. Length 53 m. Egyptian flag. Classification society American Bureau of Shipping. Built in 1982 in Pascagoula (United States) by Hudson Shipbuilders. Owned by Maritide Offshore Oil Services (Egypt). Sold for an unknown destination of demolition.

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 (Norway) by Nordfjord. Sold by her Norwegian shipowner in March 2012 to the Indian Doehle Danautic India Pvt Ltd prior to her demolition in India.



Lady Valisia, in Darwin (Australia), October 2007
© Mick Prendergast

Vos Challenger (ex-Dea Challenger, ex-Asia Maru, ex-Aomjai II, ex-Selco Supply II, ex-Ibis Six). IMO 7392983. Offshore supply vessel. Length 59 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1975 in Waterhuizen (Netherlands) by Pattje. Owned by Vroon Offshore Services Ltd (Netherlands). Sold for demolition in Grenaa (Denmark).



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

Kano (ex-*Feedersailor*, ex-*Carola Schulte*). IMO 7236139. Ro Ro converted into a car carrier in 1991. Length 88 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1972 in Emden (Germany) by Schulte & Bruns. Owned by Vival Marine Ltd (Ukraine). Detained in 2007 in Leghorn (Italy) and in 2011 in Constanta (Romania). Sold for demolition in Turkey.



Pearl Ray (ex-*San Marcos*, ex-*Oppama*, ex-*Oppama Maru*). IMO 7825435. Car carrier. Length 190 m, 11,852 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Oppama (Japan) by Sumitomo HI. Owned by Ray Car Carriers (Isle of Man, United Kingdom). Detained in 2006 in Pyeongtaek (South Korea). Sold for demolition in India.



Pearl Ray in Columbia City, Oregon United States), September 2009 © Phil Gilston

Seijin (ex-*Seijin Maru*). IMO 8417572. Car carrier. Length 200 m, 12,203 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2000 in Southampton (United Kingdom) and in 2012 in San Francisco (United States). Sold for demolition in India.



The END

Charlesville

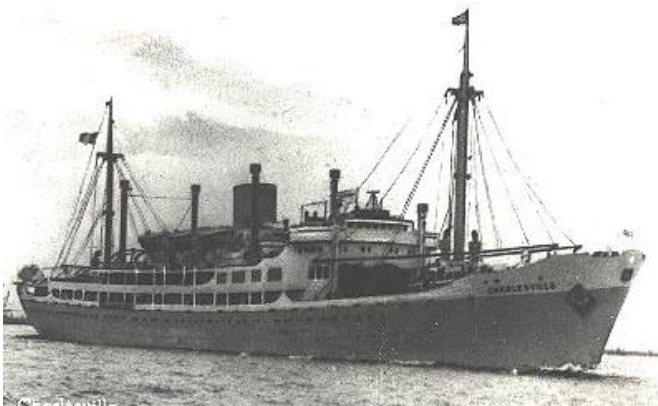
The Belgian Shipping Company (Lloyd Royal) S.A. commissioned between 1948 and 1951 five mixed passenger and cargo boats that sailed between Antwerp and the Belgian Congo. The only survivor of this series, the *Charlesville*, has just been sold for scrap.

© CMB

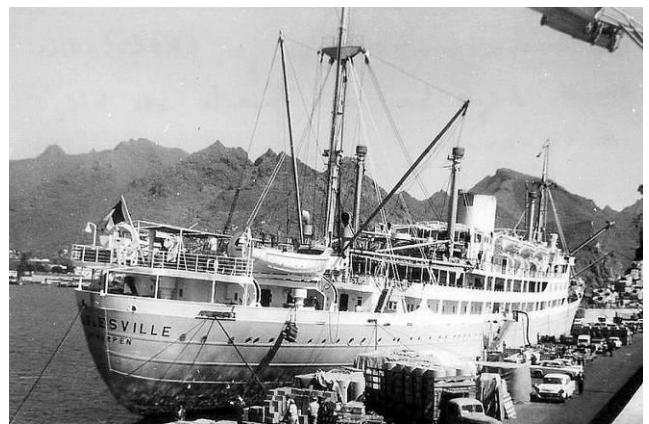


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Launched 12 August 1950 by the John Cockerill shipyard in Hoboken, near Antwerp, and commissioned in March 1951, *Charlesville* (from the name of a Congolese city of Western Kasai, today Djokopunda) is the fifth and last of the series. She is a vessel 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.



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© Seniorennet

Her entire Belgian career took place on the Congo route with seven to eight return trips per year. From / and to Antwerp, she mainly 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.



De luxe cabin © CMB



© Seniorennet



The swimming pool © CMB



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 Buchner*, 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.

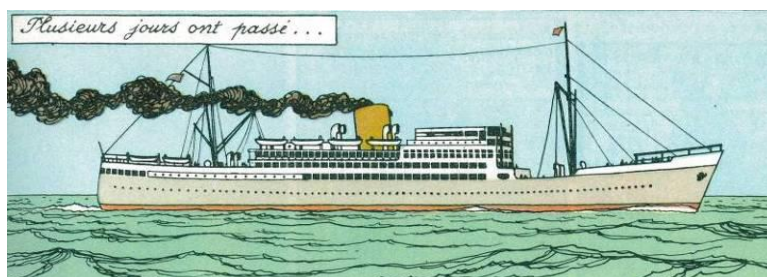
February 1974, Santiago de Cuba © CybersBase

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 Buchner* 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.



Berthed in Rostock (Germany) © Robert Schuenzer

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).



© Hergé / Moulinsart



Thysville

© CMB

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.



Sources

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