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

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

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

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

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

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

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

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

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

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


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

**Coming soon**

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

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

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

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

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

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

Remove the Rena

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

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

After this token of good will, the ship owner and insurer have no intention of giving in and are attempting to persuade local authorities to let the remaining parts rest as they are now at the bottom of the sea. They already have the enthusiastic support of a local underwater-diving club that sees with the Rena’s wreck a new play ground. The paradox comes from that the owner and insurer put forward the safety of the professional divers’ moving around the wreck as an argument to definitively abandon the Rena. Local associations have just launched a counter attack publishing on March 20 a petition addressed to the New-Zealand Government demanding the entire ship to be removed and that the reef be restored.

Background: on October 5th 2011, the Rena hurrying to reach Tauranga on the North Coast hit the Astrolabe Reef and grounded; she was carrying 1,368 containers and 1,700 t of bunker fuel oil. The ship hull cracked, the fuel oil along with the cargoes escaped from the containers spilled the shoreline and Motiti Island, thousands of seabirds were oiled. The Rena broke in two and sank in January 2012. The master and the second officer were later sentenced to jail for seven months following charges of operating a vessel in a manner likely to cause danger, discharging a contaminant, and altering ship documents. The ship owner was fined 300,000 $ and agreed to pay an additional 27 million $ in compensation to the State. The total cost to the Government of New Zealand is around 47 $ to date.

What has happened to them?

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

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

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

![Luno, before the cutting](https://anglet.fr)

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

![Demolition of the *TK Bremen* January 2012](https://anglet.fr)

A resurgence, January 2014

1 Philip Plisson – 2 Robin des Bois – 3 Le Télégramme

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

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

<table>
<thead>
<tr>
<th>category</th>
<th>recycled metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : container ships, 55 (24%)</td>
<td>1 : container ships, 886,000 t (40%)</td>
</tr>
<tr>
<td>2 : general cargo, 54 (23%)</td>
<td>2 : tankers, 566,000 t (25%)</td>
</tr>
<tr>
<td>3 : tankers, 45 (19%)</td>
<td>3 : bulk carriers, 437,000 t (20%)</td>
</tr>
<tr>
<td>4 : bulk carriers, 42 (18%)</td>
<td>4 : general cargo, 158,000 t (7%)</td>
</tr>
</tbody>
</table>

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

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

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

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

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

**Demolition after bars**

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

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

![Batang Anai](Batang Anai © Nmj/Shipspotting) ![Ahlers Bridge](Ahlers Bridge © Belgian Navy.be)

**Years and meters**

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

The veteran Soroy © Arild Steinsland / Simplon postcards

(See also the training ship RTS Sindbad Bitic p 55)
Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).

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

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

Ship and crew detained in a port for deficiencies.

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

Cattle carrier


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

Heavy load carrier

Make way for the very big ones

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

1. Fei He
2. Hanjin Oslo
3. MSC Ayala
4. Maersk Delano
5. Maesk Miami
6. Jolly
7. Sana
8. Kapitan Artyukh

Photos:
Container ship


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

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

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


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


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

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

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

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

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

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

**Hanjin Marseilles.** IMO 9015541. Container ship, 4024 teu. Length 290 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.
Hanjin Nagoya. IMO 9155028. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.

The sulfurous Hanjin Nagoya arriving at Hamburg (Germany), December 2008 © Jens Boldt

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

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

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


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

Panama Canal, February 2012
© Pete Roberts

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

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

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

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


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

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


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


**Maersk Delano** (ex-MSC Salerno, ex-Shenzen Bay). IMO 9079547. Container ship, 4230 teu. Length 292 m, 19,268 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Sold and renamed **Repton** prior to her departure for demolition in India. 470 $ per ton.
**Maersk Delmont (ex-Colombo Bay, ex-Tor Bay).** IMO 9103037. Container ship, 4230 teu. Length 292 m, 19,278 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2011 in Tianjin (China). Sold and renamed **Sezze** prior to her departure for demolition in Bangladesh. 470 $ per ton.

![Image of Maersk Delmont](image)

Under the Victorian skies (British Columbia, Canada), February 2006 © Patrick Lawson

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**Maersk Miami (ex-Nedlloyd Hong Kong).** IMO 9001253. Container ship, 4181 teu. Length 279 m, 23,859 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt Gmbh& Cie Kg (Germany). Beached for demolition in India as **Hemol**. 450 $ per ton.

![Image of Maersk Miami](image)

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**Maersk Trapani (ex-Thorkil Maersk, ex-CMA CGM Hispaniola, ex-Marienborg, ex-Thorkil Maersk).** IMO 8820224. Container ship, 1316 teu. Length 161 m, 7,817 t. Liberian flag. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Greece). Sold and shortened to **Trapani** prior to her departure for demolition in Turkey. 377 $ per ton.

![Image of Maersk Trapani](image)

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**Maersk Trapani.** Northbound in the Bosphorus, June 2011 © Wil Weijster

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

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

![Image of Nedlloyd America](image)

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

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


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


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


Classification society China Classification Society. Built in 1994 in Sakaide (Japan) by
Kawasaki. Owned by COSCO (China). Detained in 2004 in Osaka (Japan). Sold for demolition
in Xinhui, China.

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

Romy Believer (ex-Believer, ex-Sven Oltman, ex-Emily Borchard, ex-
Gracechurch Planet, ex-Sven Oltman). IMO 9031454. Container ship, 510
teu. Length 117 m, 2,760 t. Maltese flag. Classification society
Germanischer Lloyd. Built in 1992 in Neuenfelde (Germany) by
demolition in Turkey.

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

Container ship, 3280 teu. Length 240 m, 14,788 t. Iranian flag. Classification society Germanischer
Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omid Darya Ship
Management Co (Iran). Sold for demolition in Bangladesh. 457 $ per ton.

Santiago (ex-CCNI Vancouver, ex-Togo Star, ex-Santiago, ex-CCNI Chiloe, ex-
174 m, 10,033 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last
voyage as Santiago. Classification society Germanischer Lloyd. Built in 1996 in Flensburg (Germany) by
Flensburger. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Alexandria (Egypt)
for demolition in India. 402 $ per ton.

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


General cargo


[Image of Abdul B](https://example.com)

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

[Image of Abdul Prince](https://example.com)

**Ahmad H (ex-Amro F, ex-Urgench, ex-Josephine, ex-Inma).** IMO 7713278. General cargo. Length 104 m. Deflagged from Panama to Togo for her last voyage as *Med Mermaid*. Classification society Isthmus Bureau of Shipping. Built in 1979 in Gijon (Spain) by Duro Felguera. Detained in 2000 in Trieste and in Venice (Italy), in 2001 in Leghorn (Italy), in 2005 in Venice again, in 2009 in Novorossiysk (Russia), in 2012 in Alexandria (Egypt) and in 2013 in Antalya (Turkey). Sold by her Romanian owner Arados Shipping to Energy Marine Services SA, a Panama-based shell company, prior to be beached for demolition in Turkey.

[Image of Ahmad H](https://example.com)


[Image of Al Hadi](https://example.com)


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

The detentions of the An Yang He ©Robin des Bois

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


In Setubal (Portugal), March 2013 © JJ Faria Nunes


Matadi Bridge future Faith, June 2001, Antwerp (Belgium) © Minthi and her detentions © Robin des Bois


The detentions of the Little Dona © Robin des Bois


Ship-Breaking # 35 - Robin des Bois – April 2014 - 29/62


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

Orange Breeze February 2013 near Vladivostok, Russia. © Vitali

**Oranus (ex-Maria C, ex-Gulf Pride, ex-Interoccean 1, ex-Calugaren).** IMO 8503826. General cargo. Length 131 m, 3,278 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1985 in Braila (Romania) by Braila Santierul Navale. Owned by Zahra Maritime Services Co (Syrie). Detained in 2006 in Mumbai (India), in 2007 in Salerno (Italy) and in 2009 in Kavala (Greece) and Varna (Bulgaria). Sold for demolition in India.

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


Pamela Stream, December 2011 © Bushmakin


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

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

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The detentions of the Semar © Robin des Bois

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

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

Siderfly (ex-Borgfeld, ex-Eemsea, ex-Borgfeld). IMO 8412405. General cargo. Length 100 m, 1,456 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Elsfleth (Germany) by Elsflether Werft; jumboized en 1990 and lengthened from 89 to 100 m. Owned by Eestinoa OU (Estonia). Detained in 1999 in Setubal (Portugal), in 2002 in Genoa and in Pescara (Italy) and in 2005 in Nantes (France). On October 28th 2013, Siderfly collided with the gas tanker Coral Ivory.
in the Kiel Canal. The ship is badly damaged, refloated but is eventually towed for demolition in Denmark. She arrived in Grenaa in February 2014.

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

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


Reefer.


The ex banana carrier Pocantico, future Baltic Mariner, passing Hoek van Holland on 16th April 1984 © Malcolm Cranfield

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

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


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


Kremen, January 2013 © Chris Howell
Tanker


At Ningbo (China), April 2005 © Gradimir Radev


At Ningbo (China), April 2005 © Gradimir Radev


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

Ship-Breaking # 35 - Robin des Bois – April 2014 - 36/62

Georgia, May 2013 © PILOT2019 / MarineTraffic

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

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


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

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

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


**New Vitality** at Yosu (South Korea), October 2007 © Valerly Balalaev


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


**Overseas Beryl**, outbound from Corpus Cristi. (Texas, United States), March 2009. © Knut Helge Schistad


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

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

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


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

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


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

Chemical tanker


Gas tanker


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

Gaz Symphony at Perama, Piraeus, (Greece), September 2010 © Dennis Mortimer

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


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

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

The detentions of the New Season © Robin des Bois


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

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

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

Bulk carrier

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

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

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

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

Alabama Belle on the river Weser, Brake (Germany), May 2012 © Claus Schaefe


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


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


CSL Atlantic in Brisbane (Australia) February 05, 2013 © John Wilson
Father S (ex-Ata, ex-Japan Apricot). IMO 8406377. Bulk carrier. Length 300 m, 25,464 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Port Hedland (Australia), Ningbo (China) and Vancouver (Canada) and in 2013 in Tianjin (China). Sold as is in Singapore for demolition in Bangladesh. 461 $ per ton.

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


Green Ocean 1 (ex-Med Integrity, ex-Glenita, ex-Graneagles). IMO 8307961. Bulk carrier. Length 186 m, 8,299 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Bulk Shipping Lines (Bangladesh). Detained in 2009 in Koper (Slovenia) and Gwangyang (South Korea), in 2011 in Taizhou (China) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 430 $ per ton.


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


In Kaohsiung (Taiwan), May 2013 © CY Chen


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


At Gulleuk, (Turkey), November 2010 © MarineTraffic


The detentions of the Safarini © Robin des Bois


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


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

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


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


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

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

Ro Ro

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

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

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


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


Vinni on the Kiel Canal (Germany), January 2011 © PixelOpa/ MarineTraffic

Car carrier


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

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

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

Miscellaneous

Tug

Offshore supply vessel

Dredger

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


Training ship

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

Ferry / Passenger ship

**Anna Marine** – **Ant-1** – **Ant-2**

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

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

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

Ant-2 (ex-Stena Seafarer, ex-European Seafarer, ex-Puma, e-Union Trader, ex-Union Melbourne). IMO 7361594. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1980, lengthened from 125 to 142 m and refitted for the transport of passengers. Owned by Anship LLC (Russia). In the afternoon of November 2, 2013, the Ant-2 suffered a fire on her service between Skadovsk (Ukraine) and Zonguldak (Turkey). The ship reduced her speed and made her way to Sevastopol where the fire that took in one of the embarked trucks was finally controlled. The 34-crew members and 68 passengers that refused to be evacuated were safe; the fire destroyed six vehicles in the garage deck. Sold for demolition in Turkey.
**Gardenia – Larkspur**

The two former Transeuropa Ferries were acquired by Oilchart International, of Antwerp, that was their provider of bunkers. The bills were unpaid. The *Gardenia* became the *Ardenia* and the *Larkspur*, *Larks*. This shortening of names bodes the sale to the demolition, though this is not the case officially to date. The *Ardenia* is still laid up in Ostend and *Larks* is drydocked in Sluiskil (P.B) on the canal Gand-Terneuzen.

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

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

**Harput (ex- Mikołaj Kopernik).** IMO 7336721. Ferry. Length 126 m, 3,404 t. Turkish flag. Classification society Turk Loydu. Built in 1974 in Brevik (Norway) by Trosvik Verksted. As Mikołaj Kopernik, this ship had been serviced for her entire Polish career (1974-2008) on the link between Świnoujście (outer harbor of Szczecin) and Ystad, in Sweden, under the colors of the Polish Ocean Lines. She was sold in 2008 to the Turkish group Konin, rather known in the domain of public works. she has been awaiting an assignment since April 2009. In February 2014, she is finally sold for demolition in Turkey.

**Harput, in Cuxhaven (Germany), June 2008 © Klaus Fruehauf**
St. Joseph the Worker (ex-Hankyu n°24). IMO 7518393. Ferry. Length 151 m, 6,604 t. Pavillon Philippines. Classification society American Bureau of Shipping. Built in 1976 in Kure (Japan) by Kanda Zosensho. The ex Japanese ferry Hankyu n°24 owned by Hankyu Ferry was acquired in 1999 by Negros Navigation Company (inner lines of Philippines) and renamed St. Joseph The Worker. This company was incorporated in the 2GO Group (Chinese-funded) in 2012. Towed and beached for demolition in Chittagong (Bangladesh) as the simple Joseph. 422 $ per ton.


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

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

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

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

*CUNARD COUNTESS, she has had all sorts of experiences*

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

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

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

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

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

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

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

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

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