

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

42, from October 1 to December 31, 2015

January 28, 2016

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Veronica born Kungsholm, from Clydebank to Alang beach, 1966-2015 †

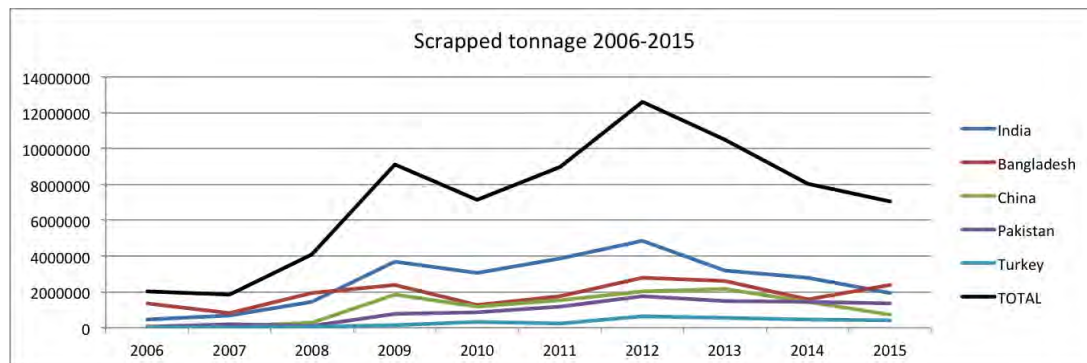


December 14, 2015, Alang © Franz A. Havranek

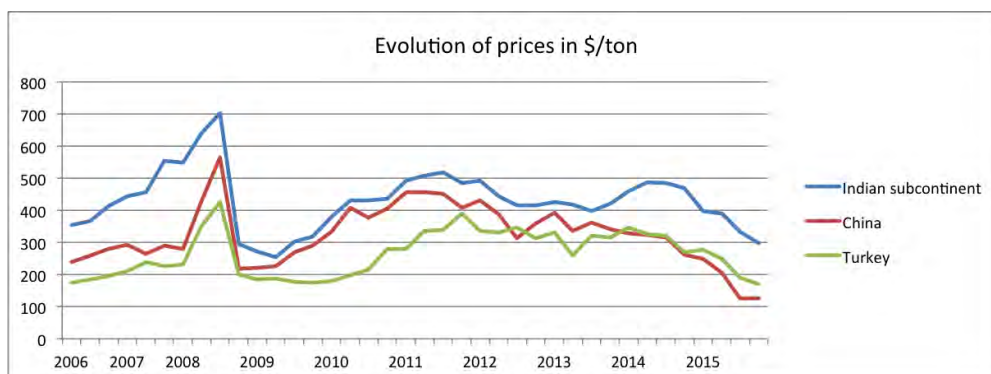
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January 1, 2006 - Dec. 31, 2015: 10 years of shipbreaking

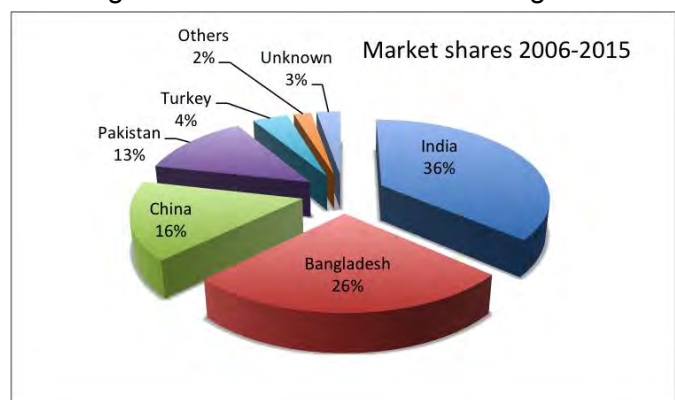
In 10 years, Robin des Bois' bulletin "Shipbreaking" has noted and observed the demolition of more than 8,000 ships, humbles, stars, monsters or wonders. A convoy of 1400 km, 64 million tons of metal to be recycled, 3 million tons of waste for disposal.



In 2006, the so-called Eldorado of 1000 merchant ships to be dismantled each year was a fantasy. The balance sheet actually reached a maximum of 300 ships. The threshold of 1000 was reached in 2009 after the outbreak of the global financial crisis; the peak was reached in 2012 with over 1,300 ships dismantled that year. This abundance has not fathered an industry in Europe; the demolition of large vessels remains a niche business, by opportunity or necessity. At the end of a ship's life, the dominant criterion of the shipowner is the price offered by the demolition site. It is by far much higher in Asia. In 2015, even the Chinese shipowners send their ships to Bangladesh.



The industry is concentrated in five countries representing 95% of the dismantled tonnage over the decade. India and Bangladesh share the 1st place alternately. China goes from runaway phases and purchase prices close to those of the Indian subcontinent to stagnation phases to the point of demolishing only Chinese and north Korean ships. Pakistan is installed in the segment of large tankers or bulk carriers, Turkey on the freighters and ferries operated in the Mediterranean and Royal Navy's ships.



Failing to have become a global challenge issue, ship breaking remains confined in Asia with the sea mark of the Hong Kong Convention on ship recycling at the horizon. Signed in May 2009, its implementation is still far. However, it is from now a focal point calling shipbreaking yards to gradually improve sanitary and safety conditions for workers and environmental protection.

10 years of "Shipbreaking" bulletin : 16 ex vessels, outstanding, controversial, historical, magnificent, cursed.



1

Q 790. The Mother of all hulls gave birth to the "Shipbreaking" bulletin in 2006.



2

France. She died in 2007 at Alang renamed **Blue Lady**.



3

Maersk Barcelona. The oil slick Queen, a 61 km long oil trail off Brittany in 2005. Beheaded in 2008 in Alang at 675 \$ per ton.



4

MC Ruby. Cast in stone. 9 stowaways thrown overboard between Takoradi and Le Havre.



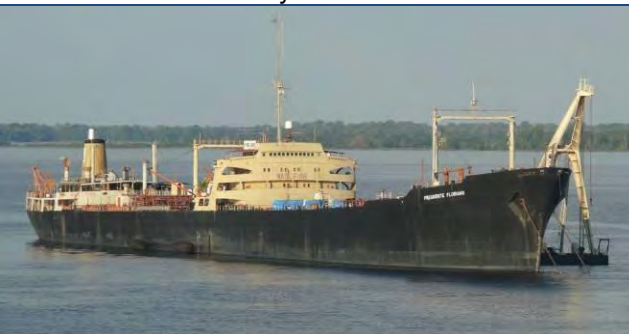
5

Knock Nevis. The biggest among the biggest ones. 458 m in length. Built in 1976 by Sumitomo. Scrapped by Priya Blue.



6

Oiseaux des Iles. The last three-masted vessel built in Nantes in 1935. Demolished in the Caribbeans in 2009.



7

Presidente Floriano. Robin des Bois' experts have immediately identified her as sistership of the **Speedol Star**. Built in Japan in 1960, scrapped in India in 2010.



8

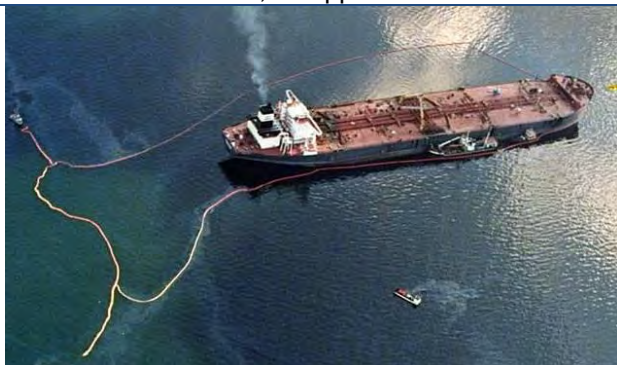
Al Zahraa, homeport Bassorah. The Ro Ro was used to carry Saddam Hussein's armoured vehicles. Broken up in Klaipeda (Lithuania) in 2011.



9
Salam ex Saint-Clair. Ro Ro on fire in Marseille in 1990. Jumboized in 1992 and converted to ferry *El Salam* 89, cut to Ro Ro in 2007, scrapped in India in 2011.



10
Probo Koala. Trafigura's floating refinery spread panic in Abidjan (Côte d'Ivoire) in 2006.



11
Exxon Valdez. 27 years after, Alaskan herrings still remember her.



12
Ocean Shearer. The ex container ship could take 120,000 sheep on cruise from Australia to the Middle East.



13
Pacific Princess. The ultimate call of the « Love Boat » turned into drama. 2 fatalities at Aliaga in August 2013.



14
Hebei Spirit. After darkening South Korea in 2007, the tanker was scrapped in Bangladesh in 2012.



15
JB Ford. The eldest one, the Great Lakes veteran, launched in 1903. Broken up in Duluth (Minnesota, United States)



16
Costa Concordia. The Gigantic is being deconstructed in Genova.

1 Marine Nationale / 2 DR- Mer et Marine / 3 Adri Schouten / 4 Eric Hourli-Le Marin / 5 © Auke Visser / 6 Carnet Maritime / 7 Vladimir Knyaz / 8 Alwalid Khalid Alsaadi / 9 Yvon Perchoc / 10 Port d'Amsterdam / 11 NOAA / 12 Les Blair / 13 Alan Mackenzie / 14 Im Hun-jong / Yonhap / 15 Great Lakes Steamship Society / 16 Robin des Bois

Cameroon: *Chantal Biya*, forgotten in Douala



© 237 online

The *Chantal Biya* IMO No. 9150004 was built in 1997 in Gemersheim (Germany) by Neue Germersheimer Schiffswerft. Cameroon State wanted to own a vessel for dredging national ports and primarily that of Douala. Named in honor of the second wife of the President of the Republic Paul Biya, the *Chantal Biya* enters the service of the National Ports Office of Cameroon; she works for the maintenance of the access channel to the port of Douala in the Wouri estuary, which suffers from chronic silting up. Despite her efforts, the *Chantal Biya*, through the fault of her low capacity, one grab and a 630 m³ hopper, has not been able to ensure the safety of ship traffic in a port which receives 95% of maritime traffic of the country. A tender is launched in 2013 and won by a private Chinese company, China Harbour Enterprise Company (CHEC). The *Hanjun 4012* with a 4500 m³ hopper capacity, built in 2006, is now in charge since August 2014 of the daily dredging of Douala port. The *Chantal Biya* is forgotten in a corner of the port. She is waiting to sink or to be demolished.



© Vladimir Knyaz

Chantal Biya versus *Hanjun 4012*



© Dave Leonard

Brest: *Captain Tsarev*, wherewhenwhat

The *Captain Tsarev* endlessly clouds the skyline of Brest. The matter becomes urgent, we dare say as every 4 years, periodicity of the maritime festival "Tonnerres de Brest" (Thunders of Brest). Prestigious guests are expected, but once again, the unwanted occupy the docks. In 2008, the *Clemenceau* overstayed in the military port since returning from India two years earlier. In 2012, the reefer *Matterhorn* was expelled in extremis to Bordeaux and the *Captain Tsarev* - already - exiled to a remote part of the commercial port. In 2016, the *Captain Tsarev* is still there, along

Tonnerres de Brest 2016



with new galley companions gathered at basin No. 5, the *Antigone Z* and the *Karl*.

Brittany Region took the matter in hand and announced plans to evacuate the ship no later than May 2016. The termination of ownership rights was signed. Complications are financial. The container ship is heavily in debt. 7 years of dock fees, unpaid towing fees, and moreover a mortgage of € 1 million that the detaining Greek bank refuses to release or negotiate, making it unsellable. In 2012, the services of the Ministry of Ecology estimated its value between € 700,000 and 1 million.

Facing the touristic emergency, the risk is that the region yields her to a buyer unconcerned about legal proceedings which could order a hurried demolition, afloat and at risks.



September 20, 2012 © Laurent Mignaux/MEDDE

Methania

According to information received by Robin des Bois, the gas carrier *Methania* is about to be sold for export and demolition. The potential buyer is based in Asia; the sale would take place under cover of continuation of operations. The ploy was used by Gaz de France for the *Descartes* sold in 2007 to Taiwan Maritime Transport and demolished in Bangladesh straight away. After more than one year docked at Marseille, and although a small crew is responsible for routine maintenance, is the *Methania* really seaworthy? Her new owner must request and obtain departure clearance from the Ship Safety Centre.

See also "[A Belgian LNG Carrier stranded in Marseille](#)", September 17 2015 and "[Shipbreaking](#)" # 41, p 4.



Bye bye *Methania* ? © Erwan Guéguénat

Military and auxiliary vessels

Italian diesel submarines in Sicily



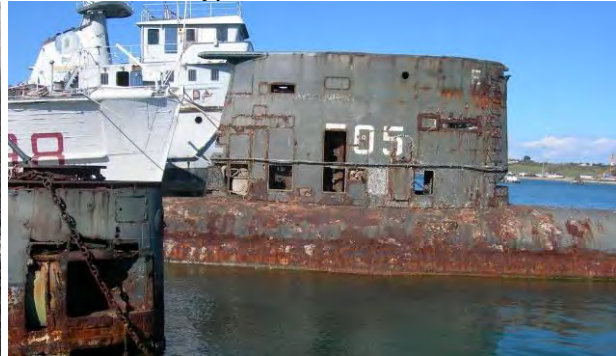
© DR

They are in the process of self-demolition in Augusta Bay at Punta Cugno, in the bad company of rusty or capsized wrecks surrounded by anti-pollution booms.

- The *Bagnolini*, identification number 505, was launched in 1967 and decommissioned in 1991. According to the official website of the Italian Navy "she was named after a valiant submarine which during the Second World War first days sank the British cruiser *Calypso*".



© Navi e Capitani



© Betasom.it

- The *Lazzaro Mocenigo*, identification number 514, has long been dedicated to a museum project threatened today not to say abandoned.



© D. Ranieri



© Betasom.it

The 2 twin submarines 46.20 m long, 4.75 m wide and 593 t displacement submerged, were propelled by 2 Fiat engines. They were intended to track Russian and Warsaw Pact submarines and were equipped with an innovative system of wire-guided torpedoes.

The French nuclear submarines in Cherbourg

The military port of Cherbourg is preparing for the deconstruction of French nuclear powered submarines. Vagueness is surrounding the dismantling planning. The lack of radioactive waste storage facilities availability and the fear of espionage do not foster a precise timing and the transparency of informations.

Phases 1 and 2 have completed extraction of spent fuel that has been immersed in a cooling pool down the past watchtower of the military port pending a possible reprocessing or disposal. After radioactive liquids were drained and pipes sealed, the reactor and heat exchanger compartment of each submarine was routed to an extensible warehouse, agricultural style, pending radioactivity decay, cutting of internal structures, packaging of these in large dimension packets and a hypothetical storage location. This will be the distant and uncertain stage 3. Each reactor compartment measures 10 m in diameter, 8 m long and weighs 700 tons.

Removal of a reactor unit © DGA



At this stage, the *Redoutable*, the *Terrible*, the *Foudroyant*, the *Tonnant*, the *Indomptable* and the *Inflexible* have been subjected to phases 1 and 2. After cutting and removing the reactor units, the front and rear sections have been welded together; except for the *Formidable* turned into a museum, the first generation nuclear submarines are afloat in the Napoleon III basin and used as maintops by seagulls.

Reduced hulls, approximately 7000 tons in weight and 120 m long, are considered to be free from radioactivity. After scraping algae, mussels and other invaders from the outer shell, and after removal and stripping of cables, equipment and paints containing PCBs and asbestos, metals, high-strength steel, aluminum, lead, brass, stainless steel and copper, will be cut, sorted and recycled. The monitoring of each project will be carried out by DCNS and 3 subcontractors specialised in asbestos removal, chemical clean-up and metal recycling. 18 months would be needed for each *Redoutable* type submarine.



Laid-up submarines in Cherbourg © Vincent Groizeleau/Mer et Marine

Then will come the turn of the 6 *Ruby*-class SSN submarines and around 2035 of 4 nuclear power ballistic missile submarines of the second generation *Triumphant*-class. In 2040, if this nuclear powered vessels dismantling and deconstruction commitment still prospers in Cherbourg, the cumbersome aircraft carrier *Charles de Gaulle* with her 2 nuclear reactors will follow.

Rainwater and process water will be discharged in the Bay of Cherbourg after pre-treatment or directed through pipes to the urban water treatment plant. To reduce the risk of fire spreading within the hulls, 4 fire hydrant of 60m³ / h flow rate will be available and the fire marine brigade should be able to take action within 5 minutes. The most vulnerable populations are the maritime policemen, the military and their families which are accommodated less than 150 m away from the dry docks. A radioactivity-monitoring portal will check outgoing waste.

The public hearing which ended up at the beginning of this year does not specify the modalities for inspection of the sites by French Nuclear Safety Authority.

French Navy auxiliary vessels

The *Clemenceau* effect is prolonging for the benefit of decommissioned vessels of the French Navy. A contract for the demolition of 7 ships was awarded in November 2015 in accordance with the now well-oiled procedure of European calls for tenders. The ex-landing platform docks *Orage* L9022 and *Ouragan* L9021, the ex-transport and support vessel *Bougainville* L9077, the ex-repair ship *Jules Verne* A620, the ex-supply tug *Rari* R634 and the ex-light ferry ships *Francis Garnier* L9031 and *Jacques Cartier* L9033 will be dismantled in Ghent (Belgium) by Galloo Recycling.

The first ones expected in Belgium in the Spring of 2016 will be the *Jules Verne*, decommissioned at Toulon and the *Rari*, decommissioned at Brest.



Jules Verne commemorative postcard.

United States, the National Defense Reserve Fleet

Flint. T-AE-32. OMI 8970720. *Kilauea* class ammunition ship, the 5th of the series. She was first deployed in Fall of 1972 during the Vietnam war. Length 172 m, 11,915 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Litton. In 1995, she was transferred to the US Military Sealift Command (MSC). She kept serving as a support vessel for the US Navy or on emergency operations with a crew reduced to 125 civilian sailors ; she used to accommodate up to 400 mariners when she was serving the US Navy. In November 2013, she was decommissioned and laid up in the Beaumont Reserve Fleet. She will not leave Texas and will be dismantled at Brownsville by All Stars Metals.



With gun mounts ,October 12, 1975, in US Navy times.
© US Navy courtesy of Vallejo Naval and Historical Museum.



April 6, 2007, South China Sea
© US Navy / MCC Spike Call

4th quarter 2015 overview

tonnage recycled

- 1 Bangladesh 723,000 t (45%)
- 2 India 579,000 t (38%)
- 3 Pakistan, 182,000 t (11%)
- 4 China, 43,000 t (6%)
- 5 Turkey, 28,000 t (2%)

ships

- 1 Bangladesh, 61 (35%)
- 2 India, 61 (35%)
- 3 Pakistan, 19 (11%)
- 4 Turkey, 11 (6%)
- 5 China, 6 (3%)

172: compared to the 3rd quarter (121 ships), the number of scrapped ships rebounded in India, Bangladesh, and to a lesser extent in Pakistan. Still, the total remains low compared to the boom years counting 1000 ships (from 250 up to 400 ships each quarter). Bangladesh takes back the lead. Together these three countries, Bangladesh, India and Pakistan, account for 94% of the scrapped tonnage.

The price per ton continued to erode. The highest dropped below \$ 300; the threshold of \$ 250 is in sight. The most expensive ship of the quarter is the chemical tanker *Bow Victor*, awarded \$ 450 per ton for her stainless steel tanks.

The lightweight tonnage of this quarter amounts to 1,6 million tons against more than 2 million in the first two quarters. 33 ships (19%) were built in Europe, 64 (37%) belonged to European shipowners (EU or EFTA), 158 (92%) were demolished in shipbreaking yards of the Indian subcontinent, China or Turkey, 7 (10%) including 5 ships operated by the oil industry in the North Sea are being dismantled in European Union sites.

60%: bulk carriers (86 vessels) represent the majority of the scrapped tonnage. Large capesize vessels (over 110,000 dwt) and panamax (60 to 80,000 dwt) represent 70% of the tonnage of the family, the average age from cradle to grave is 25 years.

Container ships are the other scrap champions. The order frenzy for giant ships in the past years continues to push toward the exit small to medium carriers. In November, 238 container ships were considered as "idle", including 31 of 8,000 boxes or over. The lifetime of a container ship is short. The average age in 2014 was 22 years. Experts expect this trend to accentuate in the coming months. The operating life of a container ship is getting close to that of a truck.

tonnage recycled

- 1 : bulk carriers, 960,000 t (60%)
- 2 : container ships, 370,000 t (23%)
- 3 : tankers, 145,000 t (9%)
- 4 : general cargo, 64,000 t (4%).

category

- 1 : bulk carriers, 86 (50%)
- 2 : container ships, 28 (16%)
- 3 : general cargo and tankers, 17 (10 %)
- 4 : offshore supply vessels, 9 (5%)



At least 38 vessels (22%) were deflagged just before departing for demolition in Bangladesh, India, Pakistan and Turkey. The pace is accelerating: it was 16% in the previous quarter. This time, Comoros (15 ships) is the favorite funeral flag ahead of the Palau archipelago (6 ships).



After the bars, the scrap yard

26 of the ships (15%) were controlled by a classification society that does not belong to the IACS (International Association of Classification Societies) or without classification. The substandard ships are still priority scrap choice: at least 98 (57%) have been previously detained in world ports with a detention rate of 73% for bulk carriers, 65% for general cargo carriers, 54% for container ships and 29% for tankers.

The podium of substandard ships is occupied by 3 general cargo carriers: tied for gold medal with 13 detentions each the *Reijo 1* demolished in India (p 18) and the *Creac'h* demolished in Turkey (p 16). Bronze medal for the *Milano Sky* which would have deserved gold: banned from European ports in 2013,

11 detentions only but during 57 days in Durban, South Africa and 45 days in Bayonne, France (p 17). With 7 detentions of which 91 days in 2001, the reefer *Wind Forrader* (p 10) deserves a special mention.



Reijo 1, in Singapour, November 2015
© MG Klingsick



Creac'h in Sulina (Romania), March 2012
© DMG/MarineTraffic

Ages and sizes

The broken ships range between 56 years of age for the ore transshipment vessel *Priyamvada* (p 47) and 7 years for the damaged tanker *Fair Afroditi* (p 30). The average age drops to 27 years - 25 years for bulk carriers and 21 for container ships. The *Philadelphia*, dismantled in India, was only 13.



The venerable *Priyamvada*, anchored in Goa Bay (India), May 2013 © Smulick Goronzola

49 vessels have a length of less than 150 m, 56 measure between 150 and 199 m and 67 over 200 m. The convoy of ships demolished this quarter would stretch out over 31 km.

The largest and heaviest, is the *Margot N* (p 45), built in South Korea, scrapped in Bangladesh: 322 m long, 255,028 dwt, for a lightweight of 38,505 t.



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



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



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



Ship and crew detained in a port for deficiencies.



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

Flags of the last voyage



Comoros



Kiribati



Libéria



Niue



Palau



Panama



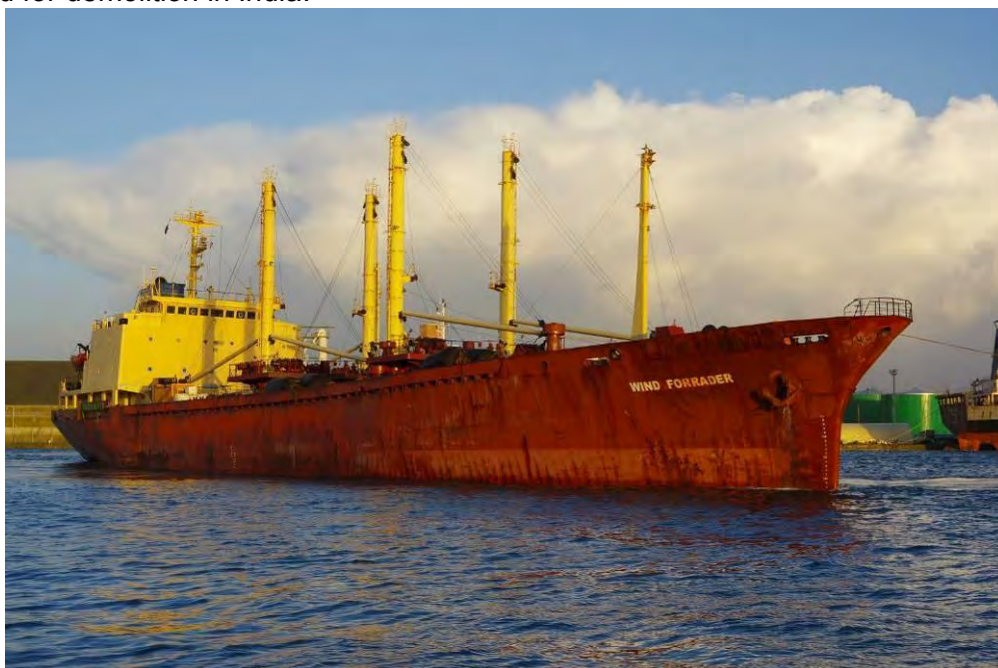
St. Kitts
& Nevis



Togo

Reefer

Wind Forrader (ex-*Beauty Song*, ex-*Smara III*, ex-*Bosco Polar*, ex-*Reefer Badger*). IMO 8223452. Reefer. Length 107 m, 2,461 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kinoue (Japan) by Kishimoto Zosen. Owned by JSC Atlantrybflot Scientific-Industrial Association (Russia). Detained in 1998 in Esbjerg (Denmark), in 1999 in Bremerhaven (Germany), in 2001 during 91 days in Falmouth (United Kingdom), in 2002 in Malaga (Spain), in 2003 in Kaliningrad (Russia) and in 2011 in Velsen (Norway) and Hafnarfjörður (Iceland). Sold for demolition in India.



Wind Forrader, in Brest (France), November 2014 © Erwan Guéguénat

Fishing ship / factory ship

8 factory ships from 54 to 101 m in length have left to be broken up. Unfortunately, the race to gigantism does not slow down. The Chinese group Jiangsu Sunline Deep Sea Fisheries has just ordered a new factory ship designed to fish krill around the Antarctic continent. 115 m in length. Baleen whales feed on krill. In addition to conventional net trawling, the new mechanical monster will use continuous pumping to catch schools of krill. Krill oil is very appreciated for its high omega 3 content.

Aleksandra (ex-Alexandra, ex-San Fernando de Maldonado, ex-Ligita, ex-Mozhayskiy). IMO 8721909. Fishing ship. Length 54 m, 948 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Volgograd (Russia) by Volgogradskiy SZ. About 290 ships of the *Alpinist* class, or project 503 have been built from 1971 to 1994 by the shipbuilding yards of Iaroslav, Volgograd and Kiev; a few units have been modified for crab fishing. Owned by Magadanryba (Russia). Sold for demolition in Busan, South Korea.



June 2003 MarineTraffic



December 12, 2015, the crow's nest and the gantry have gone, dismantling operations have started, Busan (South Korea) © Lappino



Gissar. IMO 8131790. Factory ship. Length 101 m, 3,120 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. One of the 201 ships of the *Prometey* class, or project Atlantik 464; they were equipped for fishing and for the production of frozen fish, canned fish-liver, fish-meal and fish-liver oil. Built in Stralsund (Germany) by Volkswerft VEB. Owned by Pacific Marine (Russia). Sold for demolition in Bangladesh.



Gissar, off Vladivostok (Russia), April 2015 © Sergei Skriabin



3 more ships of the *Barentsevo More* class, or project 1332, have been sent to the breakers this quarter. 61 ships of this type left the Lithuanian shipyard SZ Baltiya of Klaipeda between 1973 and 1983. The basic type was equipped for fishing, salting, canning and for the production of fish oil and meal. “Shipbreaking” # 41 had already noted the departure of *Klintsy* for demolition at Klaipeda.

Khvalynsk. IMO 8033285. Factory ship. Length 62 m, 1300 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°51 of the serie, Built in 1982 then modified and equipped with freezing machinery (Project 1332 M). Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).



In the foreground, *Khvalynsk*, call sign UAWX © Vitaliy Vashutkin



Menzelinsk. IMO 7833183. Factory ship. Length 59 m, 1,290 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°42 in the series, built in 1980. Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).



Menzelinsk, call sign UAWQ © Vitaliy Vashutkin

Novoazovsk. IMO 7642613. Factory ship. Length 70 m, 1,633 t. Russian flag. Classification society Russian Maritime Shipping Register. N° 12 in the series, built in 1976; like the *Klintsy*, she was jumboized, lengthened from 59 to 70 m, and equipped with freezing machinery (project 1332 MU). Owned by JSC Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Klaipeda, Lithuania.



April 1993, *Novoazovsk* at Cuxhaven (Germany) © Ulf Kornfeld

October 2015. Arriving at Klaipeda for demolition © Gena Anfimov



General cargo

Adamar (ex-Izborsk, ex-Ladoga-13). IMO 7614628. General cargo. Length 81 m, 1,045 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Uusikaupunki (Finland) by Rauma-Repola. Detained in 2010 in Szczecin (Poland). Sold by her Cyprus ship-owner N.N.N. Marine Ltd to the Ukraine-based Viko Marine prior to her beaching for demolition in Turkey.



Amneh-F (ex-East Castle, ex-Ameglia Star, ex-Range, ex-Eagle Prosperity, ex-David Bluhm, ex-OOCL Affluence, ex-David Bluhm, ex-Eagle Sea, ex-David Bluhm, ex-Annapurna, ex-Ville d'Aurore, ex-David Bluhm). IMO 8215778. General cargo. Length 133 m, 4,173 t. Panamanian flag. Classification society RINA. Built in 1983 in Neuenfelde (Germany) by Sietas. Owned by Nereide Marine SA (Greece). Detained in 2010 in Bremen (Germany), in 2013 in Nea Moudhania (Greece) and in 2015 in Drepanon (Greece). Sold for demolition in India.



As *East Castle*, June 2012, Vlissingen, Netherlands
© Ron van de Velde



Amneh F, Alang, November 2015
© Jimit Shah

An Kwang (ex-Anawa Kyar, ex-Ocean Tiger). IMO 8510623. General cargo. Length 100 m, 2,345 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Shinsung Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.



Transshipment at Busan, South Korea, July 2011 © V Tonic / Marinetrtraffic

Banglar Doot (ex-Seaspac I, ex-Banglar Doot). IMO 8617110. General cargo. Length 159 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Guangzhou (China) by Guangzhou SY. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Rotterdam (Netherlands) and in Kashima (Japan), in 2003 in Vladivostok (Russia), in 2004 in Lianyungang (China), in 2006 in Aqaba (Jordan) and in 2013 in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh.





Banglar Mamata. IMO 7913270. General cargo. Length 154 m, 5,706 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2009 in Jinzhou (China) and in 2010 in Xiamen (China) and Kandla (India). Sold for demolition in Bangladesh.



Spotted in Nantes (France) in 2000 © **Pascal Riteau**

Banglar Moni (ex-Antje). IMO 8120818. General cargo. Length 150 m, 6,090 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Singapore and twice in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. She was one of the last *Neptun 421* still in service. There is only one survivor now. See the chapter The END, p 61.

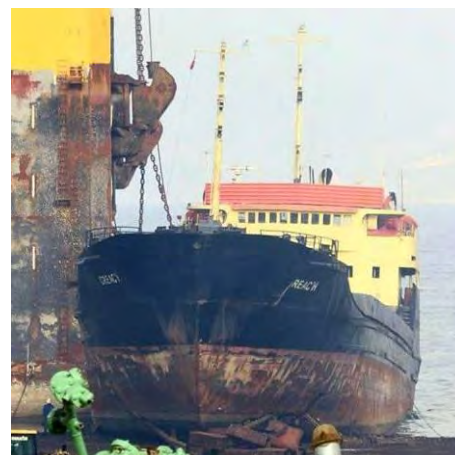


Banglar Moni, off Dubai, June 2005 © **Reinier Meuleman**

Creac'h (ex-Marika, ex-Stropus, ex-Baltiskiy-52). IMO 6801212. General cargo. Length 96 m. Cambodian flag. Classification society International Register of Shipping. Built in 1966 in Kaliningrad (Russia) by Yantar. Owned by Oldington Invest Corp (Georgia). Detained in 2001 in Naples, Genova and Leghorn (Italy), in 2005 in Izmit (Turkey) and in Varna (Bulgaria), in 2006 in Gemlik (Turkey) and in Nikolayev (Ukraine), in 2009 in Trabzon (Turkey) and again in Izmit and in Nikolayev, in 2010 in Nikolayev again and in 2015 in Tulcea (Romania) and in Fatsa (Turkey). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with *Reijo 1*. Sold for demolition in Turkey.



Creac'h in Yuzhnyy Bug River, Ukraine, August 2011
© **Bengt-Rune Inberg**

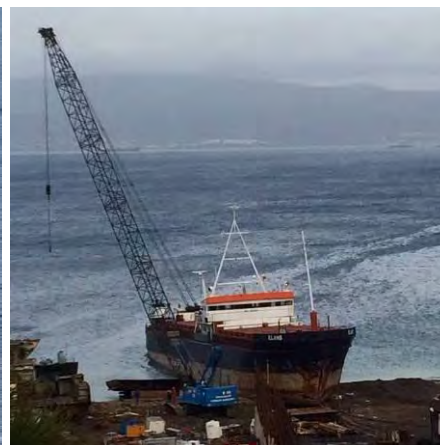


At Aliaga © **Selim San**

Elans (ex-*Modisk*, ex-*Kar*, ex-*Zeynep D*, ex-*Liberty*, ex-*Tavda*). IMO 8031392. General cargo. Length 82 m, 961 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1981 in Rosslau (Germany) by Elbwerften. Owned by Niesco Shipping Co Ltd (Ukraine). Detained in 2002 in Taganrog (Russia), in 2005 in Koper (Slovenia) and in Novorossiysk (Russia) and in 2009 and 2011 in Izmit (Turkey). Sold for demolition in Turkey.



Elans, southbound on the Bosphorus on June 2010 © Wil Weijsters



Aliaga. © Selim San

Kang Nam 5 (ex-*Peace n°12*, ex-*Cho Sung n°3*, ex-*Heiwa Maru n°12*). IMO 8626006. Ex dredger converted to general cargo carrier in 2005. Length 60 m. North Korean flag. Classification society Korea Classification society. Built in 1984 in Nagashima (Japan) by Nagashima Zosen. Owned by Korea Kumrung Trading Co Ltd (North Korea). Detained in Hong Kong in 2006 and in Yantai (China) in 2011 and 2013. Sold for demolition in China.



Me Linh (ex-*Marianne Schulte*). IMO 8126836. General cargo. Length 135 m. Vietnamese flag. Classification society Germanischer Lloyd. Built in 1983 in Ulsan (South Korea) by Donghae SB Co. Owned by Vinalines Shipping Co (Vietnam). Sold for demolition in a local Vietnamese yard.



Me Linh at Ho Chi Minh City, Vietnam, February 2015 © Gordon Dalzell

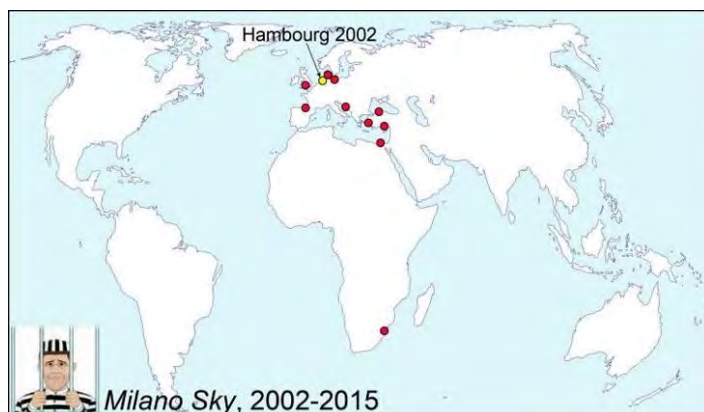
Milano Sky (ex-*Westwind II*, ex-*Westwind*, ex-*Tertia*). IMO 8515635. General cargo. Length 101 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters. Owned by Engy Shipping Lines (Egypt). Detained in 2002 in Hamburg and in Husum (Germany), in 2004 in Szczecin (Poland), in 2009 in Bartin (Turkey), Izmir (Turkey) and Alanya (Turkey), in 2010 in Damietta (Egypt) and during 57 days in Durban (South Africa), in 2011 during 45 days in Bayonne (France) and then in Portland (United Kingdom) and in 2013 in Slatine (Croatia).



Banned from European ports for multiple detentions. Bronze medallist of substandard ships this quarter with 11 detentions. Sold for demolition in Turkey.



Westwind II, future *Milano Sky*, August 2011
© Erwin Willemse



The detentions of *Milano Sky* © Robin des Bois

MSC Anna (ex-*Palmgracht*). IMO 8414752. General cargo. Length 113 m, 3,938 t.



Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Shimizu (Japan) by Miho. Owned by MSC Mediterranean Shipping Co (Switzerland). Sold for demolition in India. US \$ 307 per ton.



MSC Anna, leaving Valencia Port (Spain) on January 2, 2009. © Manuel Hernández Lafuente



Reijo 1 (ex-*Sea Master*, ex-*Bonex Pride*, ex-*Gracia*, ex-*Atlas*, ex-*Daisy*, ex-*Sea Highway*, ex-*Osa Grande*). IMO 8319897. General cargo. Length 110 m, 2,259 t. Deflagged from Panama to Kiribati for her last voyage as *Eijo*. Classification society Inter maritime Certification Services. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. Detained in 2008 in Incheon and in Ulsan (South Korea), in Rizhao (China) and twice in Guangzhou (China), in 2009 twice again in Incheon, in 2010 in Lianyungang (China), in Pyeongtaek (South Korea) and again in Ulsan, in 2014 again in Rizhao and in 2015 in Caofeidian (China) and in October in Yantai (China). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with *Creac'h*. Sold by her Chinese ship-owner to the Mumbai-based Elektrans Shipping Pvt Ltd a few days prior to be beached for demolition in India.



Reijo 1, November 11, 2015, Singapore.
© Martin Klingsick



SC Sunny (ex-*Seneca Maiden*, ex-*Asian Manila*, ex-*Lady Rose*, ex-*ALS Prosperity*). IMO 8601446. General cargo. Length 155 m, 5,546 t. Panamanian flag. Classification society RINA. Built in 1986 in Uwajima (Japan) by Uwajima Zosensho. Owned by Brother Marine Co (Hong Kong, China). Detained in 2015 in Hong Kong (China). Sold for demolition in India.



Tanto Fajar II (ex-*Bernina*, ex-*St Spirit*, ex-*Nikolay Kantemir*, ex-*Baykovo*).

IMO 8901004. General cargo. Length 98 m, 2,462 t. Deflagged from Indonesia to Kiribati for her last voyage. Classification society International Ship Classification. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Detained in 2002 in Rijeka (Croatia) and in 2009 in Hong Kong. Sold by her Indonesian ship-owner Tanto Intim to the Indian broker Elektrans Shipping Pvt Ltd just prior to her departure towards Bangladesh. US \$ 275 per ton.



Toyca-1 (ex-*Merzifon*). IMO 7364534. Ex tanker converted in 2005 to general cargo carrier. Length 111 m. Turkish flag. Classification society Turk Loydu. Built in 1974 in Yarimca (Turkey) by Marmara Shipbuilding. Owned by OF Denizcilik Ticaret AS (Turkey). Detained in 2004 in Constanta (Romania). Sold for demolition in Turkey.



© Marc Ottini



Aliaga, December 2015 © Selim San

Zeynep Dundar (ex-*Burak N*, ex-*Golden Bridge*, ex-*Arktis Sky*, ex-*P&O Nedlloyd Coral*, ex-*P&O Nedlloyd Eritrea*, ex-*Arktis Sky*, ex-*Zeynep Undar*).

IMO 8616582. General cargo. Length 80 m. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1987 in Ringkøbing (Denmark) by Nordsovaerftet. Owned by BRN Deniz Tasimaciligi Ticaret Ltd (Turkey). Detained in 2006 in Leghorn (Italy), in 2012 in Southampton (United Kingdom) and in 2013 in Bruges (Belgium). Sold for demolition in Turkey.



Zeynep Dundar, April 24, 2015, port of Bartin (Turkey) © Babür Halulu

Container ship



RICKMERS GROUP



The Rickmers Group disposed of 3 ships among the 11 of the 2200 boxes family. The Taiwanese sisters all headed towards the Indian shipbreaking yards. They were only 17 years of age.

Alice Rickmers (ex-Kota Maju, ex-Alice Rickmers, ex-Direct Kea, ex-CMA CGM Cezanne, ex-CGM Cezanne, ex-Alice Rickmers). IMO 9152765. Container ship, 2226 teu. Length 196 m, 11,459 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in



Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Fujairah to Indian breakers. US \$ 293 per ton including 150 t of bunkers.

Alice Rickmers arriving at Iquique-Chile on March 4, 2006 coming from Callao- Peru.

© Osvaldo Morales Cáceres



Andre Rickmers (ex-Marfret Provence, ex-CGM Matisse, ex-Andre Rickmers). IMO 9152789. Container ship, 2210 teu. Length 196 m, 11,459 t. Deflagged from Liberia to Comoros for her last voyage as *Andi*. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2011 in Dunkirk (France) and in 2012 in Antwerp (Belgium). Sold for demolition in India. US \$ 293 per ton including 200 t of bunkers.



Leaving from Valencia Port (Spain) on February 25, 2013. © Manuel Hernández Lafuente

Andreas (ex-CGM Renoir, ex-Andreas Rickmers). IMO 9152777. Container ship, 2210 teu. Length 196 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2012 in Xiamen (China). Sold for demolition in India.



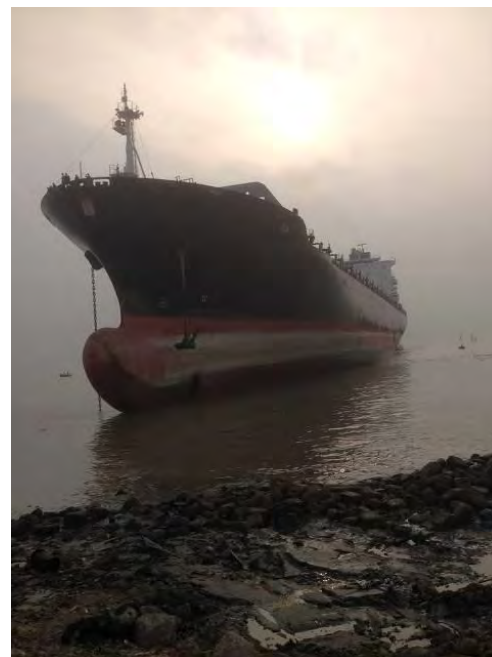


APL Malaysia (ex-MOL Value, ex-APL Malaysia, ex-Northern Glance). IMO 9196917. Container ship, 4890 teu. Length 294 m, 20,058 t. Liberian flag, Palau flag for her last voyage as *Sia*. Classification society Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2001 in Onomichi (Japan) and in 2003 in Hong Kong. In November 2015, she was acquired by the well-known Prayati Shipping, renamed, deflagged and then beached for demolition in Bangladesh on December 11. US \$ 317 per ton.



Off Florida, July 2013 © Steve OBrien

Sia, ex *APL Malaysia*, beached at Chittagong, Bangladesh, December 16. © Viral Shah



Despina P (ex-Beauty River, ex-Belstar). IMO 8901391. Container ship, 1932 teu. Length 188 m, 8,760 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Inchon (South Korea) by Halla Engineering. Owned by Eurobulk Ltd (Greece). Detained in 2013 in Singapore. Sold for demolition in Bangladesh. 310 \$ per ton.



Despina P at Tanjung Pelepas, Malaysia, January 16, 2014 © Viktor



Dongtai Fortune (ex-Seavoyager, ex-Thailand Star I, ex-Seavoyager, ex-Saudi Damman, ex-Westerbrook, ex-Zim Paraguay, ex-Puente Atlantico, ex-Magdalene, ex-Nedlloyd Zaandam, ex-Woermann Ubangi, ex-Westerbrook). IMO 8508412. Container ship, 1033 teu. Length 151 m, 5,124 t. Deflagged from Hong Kong to Sierra Leone in October 2015 and then Kiribati for her last voyage as *Fortune*. Classification society Germanischer Lloyd. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Detained twice in 2003 in Hong Kong. Sold by her Chinese shipowner to the Mumbai-based Elektrans Shipping Pvt Ltd just prior to her departure from Dalian (China) bound for India as final destination.



Dorikos (ex-CMA CGM Quetzal, ex-Dorikos, ex-Colombia, ex-MSA Africa, ex-Dorikos, ex-P&O Nedlloyd Bahrain, ex-Nedlloyd Seoul, ex-Dorikos). IMO 9114191. Container ship, 1610 teu. Length 171 m, 7,887 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Dioryx Maritime Corp (Greece). Sold for demolition in India. US \$ 316 per ton.



CMA CGM Quetzal, port of Le Havre (France), November 15, 2007 © **Pascal Brede**



Dorikos idle at Valletta (Malta), July 29, 2015
© **Captain Peter**



Ever Racer. IMO 9088110. Container ship, 4229 teu. Length 294 m, 22,144 t. Panamanian flag, pavillon Comores for her last voyage as *Acer*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Evergreen Marine Corp (Taiwan). Detained in 1999 in Los Angeles (United States). Sold as is



in Singapore for demolition in Bangladesh. US \$ 322 per ton.



Ever Racer September 04, 2008
Flushing, Vlissingen, Netherlands
© **Ron van de Velde**

Federal (ex-Hyundai Federal, ex-APL Federal, ex-Hyundai Federal, ex-APL Confidence, ex-MOL Confidence, ex-Federal, ex-Hyundai Federal). IMO 9065625. Container ship, 4469 teu. Length 275 m, 21,656 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2014 in Fremantle (Australia). Sold for demolition in India. US \$ 328 per ton including an important amount of bunkers.



Federal, departing Busan New Port, bound for Alang and demolition, January 2016. © **Lappino**



Hanjin Marseilles. IMO 9015541. Container ship, 4024 evp. Length 290 m, 19,007 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Hanjin Shipping Co Ltd (South Korea). In spring 2014, *Hanjin Marseilles* was bound for demolition. Her Equasis status became « to be broken up ». The Korean ship-owner is taking delivery of its 10,000 teu capacity new units (Cf "[Shipbreaking](#)" # 35). Nevertheless, *Hanjin Marseilles* has been going on operations for a year and a half. This time, it's for real. She ended up on Alang beach. *Hanjin Los Angeles* (IMO 9128130) 4024 teu, *Hanjin Paris* (IMO 9128128) and *Hanjin Rome* (IMO 9161766) 5302 teu, were also all bound for demolition according Equasis, but their service has been as well extended. In the first quarter 2014, Hanjin had sold for demolition 15 container ships at an average price of US \$ 480 per ton; *Hanjin Marseilles* fetched US \$ 310

Information	Since
IMO number :	9015541
Name of ship :	HANJIN MARSEILLES (during 1993)
Call sign :	DSNX9
MMSI :	440411000
Gross tonnage :	51299 (during 1994)
DWT :	62623
Type of ship :	Container Ship (during 1993)
Year of build :	1993
Flag :	Korea (Republic of) (during 2004)
Status of ship :	To Be Broken Up (since 06/02/2014)
Last update :	11/02/2014

Hanjin Marseilles leaving Le Havre (France),
October 12, 1997. © **Pascal Bredel**



Hansa Africa (ex-Maruba Simmons, ex-Hansa Africa, ex-ANL Excellence, x-Ville de Venus, ex-Ibn Zaidoun, ex-Hansa Africa). IMO 9134517.

Container ship, 3398 teu. Length 243 m, 13,949 t. Deflagged from Germany to Comoros for her last voyage as *Rica*. Classification society Germanischer Lloyd. Built in 1997 in Koje (South Korea) by Samsung. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2002 in Port Botany (Australia) and in 2013 in Fremantle (Australia). Sold as is in the Persian Gulf for demolition in India. US \$ 293 per ton.

In Melbourne (Australia) © **Marc Ottini**



HH Nikol C (ex-Boston Express, ex-Essen Express). IMO 9036909. Container ship, 4639

teu. Length 294 m, 20,775 t. Liberian flag.



Classification society Germanischer Lloyd. Built in 1993 in Koje (South Korea) by Samsung. Owned by Konig & Cie GmbH & Co KG (Germany). Sold for demolition in India.

HH Nikol C leaving Port 2000, Le Havre (France), June 6, 2015 on her first and last call under this name.

© **Pascal Bredel**



Horizon Trader (ex-CSX Trader, ex-Sea-Land Trader, ex-American Entente, ex-Austral Entente). IMO 7326233. Container ship. Length 248 m, 17,110 t. United States flag. Classification society American Bureau of Shipping. Built in 1973 in Pascagoula (United States) by Ingalls Litton; jumboized in 1977 and lengthened from 204 to 248 m.

Austral Entente, January 01, 1974
at Auckland, New Zealand
© Chris Howell



Since January 2015, this vintage vessel had been laid up in Brownsville, Texas, close to the ship-breaking yards used by the US MARAD to dismantle decommissioned ex naval ships. Her ship-owner Horizon Lines had been taken over in late 2014; her new owner, Matson, announced in the summer 2015 that the *Horizon Trader* will be the very last ship of its fleet to be demolished on the Asian beaches. The container ship left the Gulf of Mexico towed by the *Miss Gaunt*, ex *Gauntlet* IMO 7716957, built in 1976 by Mc Dermott (Louisiana, United States) which has just been renamed and deflagged to Curacao. She is the one giving the position of the convoy through the Automatic Identification System (AIS). The



AIS of the *Horizon Trader* is shut off, which entailed rumors and phantasms by some American NGOs: the ship would be carrying dangerous, or even radioactive materials and would be hiding to discharge them at sea. Another story is told: the *Horizon Trader* would be down on the sea bottom. In fact, the convoy was off South Africa in November 2015 and then called at Mauritius in early December. Eventually, the 2 ships headed to Alang. The *Horizon Trader* was delivered to the breakers on January 8, 2016.

Horizon Trader at San Juan, Puerto Rico March 2012 © Foggy/Shipspotting

Marc (ex-Ania, ex-Marcampania, ex-Niledutch Shanghai, ex-Marcampania, ex-Lina, ex-Rejane Delmas, ex-Contship New Zealand). IMO 9070034. Container ship, 1599 evp. Length 163 m, 7,030 t. St. Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1994 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Interworld Shipping Agency LLC (United Arab Emirates). Detained in 2013 and in 2015 in Chah Bahar (Iran). Sold for demolition in India.




MCC Java (ex-Triumph, ex-CMA CGM Itajai, ex-Triumph, ex-Lykes Racer, ex-Triumph, ex-P&O Nedlloyd Everest, ex-Triumph, ex-P&O Nedlloyd Lagos, ex-Nedlloyd Lagos, ex-Nedlloyd Rio, ex-Triumph). IMO 9060297. Container ship, 1576 teu. Length 168 m. Indonesian flag. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by MCC Transport (Singapore). Sold for demolition in Bangladesh.




CC Itajai, April 2006 in Durban (South Africa)
© Marc Ottini

MSC Challenger (ex-*Hyundai Challenger*, ex-*Navarino*, ex-*Henz*, ex-*Zim Shenzen*, ex-*California Zeus*, ex-*Hidaka Maru*). IMO 8417948. Container ship, 2633 teu. Length 233 m, 14,966 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Costamare Shipping Co SA (Greece). Detained in 2006 in Shanghai (China) and in 2007 in Melbourne (Australia). Sold for demolition in Bangladesh. US \$ 336 per ton.



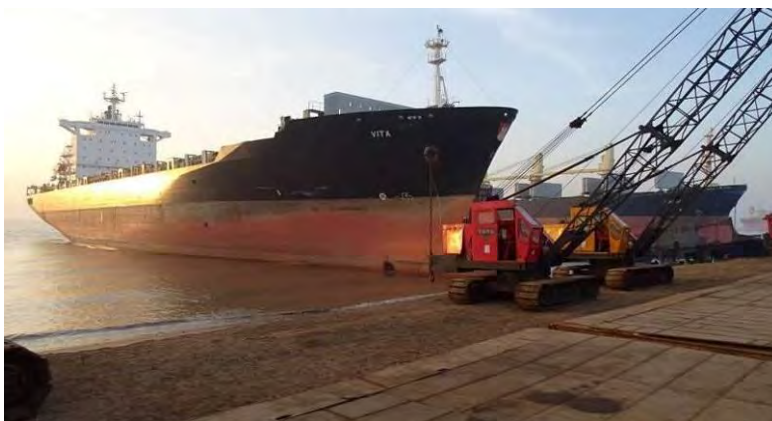
 *Northern Diversity* (ex-*Indamex Godavari*, ex-*MSC Bursa*, ex-*P&O Nedlloyd Barcelona*, ex-*Northern Diversity*). IMO 9147112. Container ship, 3607 teu. Length 245 m, 14,097 t. Deflagged from Liberia to Comoros for her last voyage as *Sity*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldts GmbH & Co KG (Germany). Sold as is in Singapore for demolition in India. US \$ 299 per ton.



 *Northern Vitality* (ex-*Laguna*, ex-*Northern Vitality*, ex-*MSC Rio Plata*, ex-*Northern Vitality*, ex-*Ming Trusty*, ex-*Hyundai Trusty*). IMO 9122423. Container ship, 2808 teu. Length 196 m, 11,107 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as *Vita*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldts GmbH & Co KG (Germany). Detained in 2005 in New York (United States). Late August 2012, while Wilhelmshaven was waiting for the *MSC Flaminia* struck by a fire, spotlights turned on the *Northern Vitality*. She had been for several months at Jade Weser Port, Wilhelmshaven's new container terminal; she was sold for demolition. The last Port State was European; the ship-owner was German; the *Northern Vitality* should in theory be dismantled in Europe or in an OECD State. The authorization for her departure was postponed. The container ship finally left Germany in mid-October 2012 for further operation (See ["Shipbreaking" # 29](#) p 37). 3 years later, usual trick, the container ship left South-East Asia and headed for Alang beach without any media noise.



Information	Since
IMO number :	9122423
Name of ship :	NORTHERN VITALITY (since 01-09-2009)
Call sign :	V2GY
MMSI :	304377000
Gross tonnage :	29115 (during 1997)
DWT :	40080
Type of ship :	Container Ship (during 1997)
Year of build :	1997
Flag :	Antigua and Barbuda (since 01-01-2002)
Status of ship :	To Be Broken Up (since 23-08-2012)
Last update :	04/09/2012



« *Vita* » beached in Alang, plot V1 at Priya Blue Industries Pvt. Decembre 15, 2015. © **Viral Shah**
It should be noted that part of the beaching plot is covered with an assembly of concrete slabs.

Philadelphia (ex-*Hanjin Philadelphia*). IMO 9232101. Container ship, 4389 teu. Length 282 m, 18,848 t. Liberian flag. Classification society Germanischer Lloyd. Built in 2002 in Pusan (South Korea) by Hanjin HI. Owned by Reederei F Laeisz GmbH (Germany). Sold for demolition in India. US \$ 300 per ton.



Philadelphia, visiting Melbourne, Australia, August 06, 2015, © **Paul Finnigan**



Pusan (ex-*MSC Navegantes*, ex-*Pusan*, ex-*MSC Kenya*, ex-*Pusan Senator*). IMO 9139488. Container ship, 4688 teu. Length 294 m, 18,851 t.

German flag, Palau flag for her last voyage as *San*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2012 in Seattle (United States). Sold as is in Singapore for demolition in Bangladesh. US \$ 315 per ton including a 69 t propeller.



Singapore. IMO 9143063. Container ship, 5390 evp. Length 276 m, 24,225 t.

Deflagged from Hong Kong to Liberia for her last voyage. Classification society RINA. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Sold as is in Singapore for demolition in Bangladesh.



Tanto Satria (ex-*Da Li*, ex-*Tiger Stream*, ex-*Sea Success 1*, ex-*Eagle Success*, ex-*Sea Laurel*, ex-*Marivia*, ex-*Eagle Nova*, ex-*Marivia*, ex-*EA Endeavour*, ex-*Husa II*, ex-*Marivia*, ex-*Mississippi*, ex-*Marivia*, ex-*European Eagle*, ex-*Marivia*). IMO 8104498. Container ship, 584 teu. Length 127 m, 3,280 t. Deflagged from Indonesia to Kiribati for her last voyage as *Satria*. Classification society Bureau Veritas. Built in 1982 in Bremerhaven (Germany) by Rickmers Werft. Sold by her Indonesian ship-owner Bauhinia Shipping Pte Ltd to the Indian broker Elektrans Shipping. Sold for demolition in India.



Da Li at Singapore anchorage in 2002 © John White



Thermaikos (ex-*CMA CGM Colibri*, ex-*Thermaikos*, ex-*Norasia Punjab*, ex-*Thermaikos*, ex-*Puerto Cabello*, ex-*Thermaikos*, ex-*P&O Nedlloyd Santos*, ex-*Zim Buenos Aires*, ex-*Thermaikos*, ex-*Alvaro Diaz*). IMO 9114189. Container ship, 1610 teu. Length 171 m, 7,891 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Dioryx Maritime Corp (Greece). Sold for demolition in India. US \$ 316 per ton.



Tiger Bridge (ex-*City of Hamburg*, ex-*Astrid Schulte*, ex-*Ibn Al Kadi*, ex-*American Senator*, ex-*Choyang Green*, ex-*American Senator*, ex-*Astrid Schulte*). IMO 8901884. Container ship, 2238 teu. Length 182 m, 8,595 t. Marshall Islands flag.

Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Eurobulk Ltd (Greece). Detained in 2011 in Singapore. Sold for demolition in Bangladesh. US \$ 340 per ton.



City of Hamburg at Terneuzen (Netherlands) on August 2006.
© Marc Ottini

Ville d'Aquarius (ex-Lykes Tiger, ex-Ville d'Aquarius). IMO 9125607. Container ship, 4113 teu. Length 259 m, 15,887 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo for the German ship-owner Conti Reederei. From the start, she has been chartered by CMA CGM (France) along with her sisterships *Ville d'Orion*, *Ville de Taurus*, *Ville de Mimosa*, *Ville d'Antares* and *Ville de Virgo*. In 2005, CMA CGM acquired the 2 elder ones, *Ville d'Aquarius* and *Ville d'Orion*, 38 millions \$ each, and sold them 2 years later to the subsidiary company Global Ship Lease. Since April 2014, the 2 ships have been chartered by X-Press Feeders on the India / United Arab Emirates service. Detained in 2011 in Shenzhen (China). Sold for demolition in India. US \$ 337 per ton.



Ville d'Aquarius, on Alang Beach, November 2015 © Viral Shah

Ville d'Orion (ex-ANL California, ex-Ville d'Orion). IMO 9125619. Container ship, 4113 evp. Length 259 m, 15,904 t. Cyprus flag. Classification society Bureau Veritas. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by CMA CGM (France). On March 24, 2001, *Ville d'Orion* made a spectacular call at Los Angeles, with her collapsed container stacks. 70 damaged containers were unloaded. None would have been lost at sea. Detained in 2006 in Miami (United States) and in 2011 in Shenzhen (China). Sold for demolition in India. US \$ 328,25 per ton according to GSL press release.



March 2001, Los Angeles © Cargolaw



Cape Town (South Africa), December 2012 © Ian Shiffman

Xiang Wang. IMO 9106352. Container ship, 392 evp. Length 112 m. Chinese flag. Classification society China Classification society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by China Shipping Group (China). Sold for demolition in China.



Kanmon Kaikyo, Japan , March 2014 © V Tonic



Zenit (ex-MOL Universe, ex-Safmarine Amazon, ex-Maersk Wellington, ex-Zenit). IMO 9127813. Container ship, 1617 evp. Length 178 m, 9,480 t. Deflagged from Marshall Islands to Comoros for her last voyage. Classification



society Germanischer Lloyd. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Sold as is in Hong Kong for demolition in Bangladesh. US \$ 290 per ton.



Rio Haina, Dominican Republic, August 26, 2012
© b47b56 /shipspotting

Ro Ro



Span Asia 15 (ex-Sulpicio Express Dos, ex-Hokuo Maru). IMO 8817265. Ro Ro. Length 136 m, 4,355 t. Deflagged from Philippines to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1988 in Akitsu (Japan) by Shin Kurushima. Owned by Philippine Span Asia Carrier (Philippines). Sold for demolition in Bangladesh. US \$ 325 per ton.



Span Asia 16 (ex-Sulpicio Express Tres, ex-Honshu Maru). IMO 8817071. Ro Ro. Length 129 m, 4,219 t. Deflagged from Philippines to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1989 in Imabari (Japan) by Imabari Zosen. Sold by her Filipino owner Span Asia Carrier (Philippines) to Trio Maritime Ltd a Saint-Kitts-et-Nevis-based shell company. Sold for demolition in Bangladesh. US \$ 325 per ton.



Span Asia 16, July 26, 2014, Manila, Philippines © Viktor

Tanker

Araevo (ex-*Sea Merchant*, ex-*Alkinoos*, ex-*Freja Baltic*, ex-*Kirsten*). IMO 9009009. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Kherson (Ukraine) by Khersonskiy SSZ. Owned by Aegean Marine Petroleum SA (Greece). Sold for demolition in Pakistan. US \$ 340 per ton.



Piraeus Roads, August 14, 2010
© Peter j. Fitzpatrick



At Gadani, Pakistan, December 21, 2015
© Shahid Ayub

Ba VI (ex-*M Nuri Cerrahoglu*, ex-*Bralanta*). IMO 7389065. Tanker converted to Floating Production Storage Offloading unit (FPSO). Length 285 m, 21,900 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1976 in Göteborg (Sweden) by Gotaverken Arendal. Sold in 1985 to Cerrahogullari Umumi Nakliyat Varpurculuk ve Ticaret AS from Istanbul (Turkey) then in 1994 to Vietsovpetro, joint Russian-Vietnamese enterprise for offshore oil and gas exploration and production. The tanker is converted to FPSO and operated on the Bach Ho oil field (White Tiger Oil and Gas Field) off Ho Chi Minh City. Sold for demolition and towed to Bangladesh by *Mtide Salvage 1* (IMO 8409977).



Super tanker *M. Nuri Cerrahoglu*. © Steinar Norheim

Bonsu Q (ex-*Bonsu*, ex-*Ditas*). IMO 7726225. Tanker. Length 143 m. Ghanaian flag. Unknown classification society. Built in 1982 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Saltpond Offshore Producing (Ghana). Sold for demolition in Turkey.



The Georgian tanker *Bonsu*, May 2005 © MarineTraffic

Fair Afroditi. IMO 9447419. Tanker.

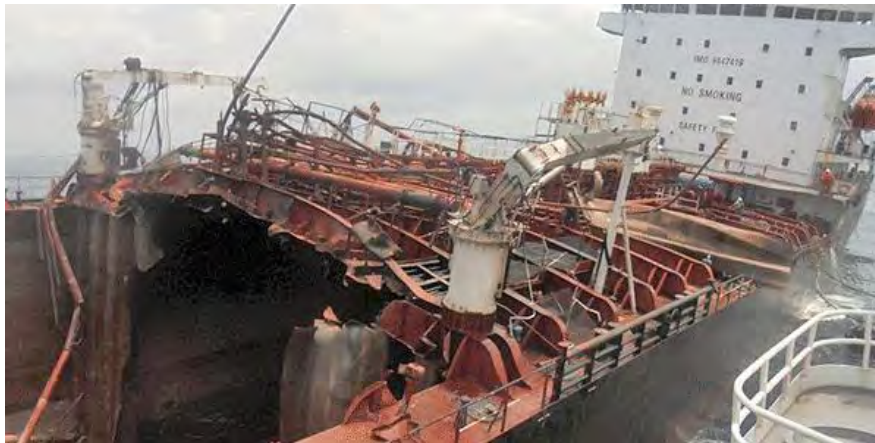


Length 135 m, 4,259 t. Liberian flag. Classification society China Classification society. Double hull ship built in 2008 in Yueqing (China) by Xinshun Group. Owned by Fairdeal Group Management SA (Greece). Detained in 2013 in Gunsan (South Korea).



Singapore, April 2009 © M Klingsick

On August 14, 2015, *Fair Afroditi* was anchored off Lome (Togo). Prior to loading, she suffered an explosion during tank cleaning. The engine room got flooded, the ship developed a list. After bunkers and oily waters were removed, the ship was reinforced, watertight sealed, towed to Turkey and finally beached for demolition late December 2015.



After the explosion © Tsaviris

Jelita Bangsa (ex-*Atlantic Hero*, ex-*Stena Concertina*). IMO 8917821. Tanker. Length 232 m, 15,225 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Trada Shipping (Indonesia). Sold as is in Balongan (Indonesia) for demolition in Pakistan. 250 \$ per ton.



Kosiam (ex-*Asif II*, ex-*Kinmei*). IMO 7810519. Tanker. Length 97 m, 2,372 t. Deflagged from Tuvalu to St. Kitts & Nevis for her last voyage as *Siam 1*. Classification society Global Marine Bureau. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Coam Co Ltd (South Korea). Sold for demolition in Bangladesh. 280 \$ per ton.



Moskovskiy C (ex-*Moskovskiy Festival*). IMO 8206947. Tanker. Length 179 m, 9,540 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Caroil Transport Marine Ltd (Cyprus). Sold as is in Cuba for an unspecified destination of demolition. US \$ 205 per ton.



Calland Canal (Rotterdam Europoort), December 2004 © Aart van Bezooijen



Nanhai Kai Tuo (ex-*Java*, ex-*H.J. Haynes*). IMO 7008855. Ex supertanker of Chevron Shipping Co converted to Floating Production, Storage and Offloading unit (FPSO). Length 285 m, 30763 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1970 in Malmö (Sweden) by Kockums MV; shortened in 1980 from 316 m to 285 m then converted in 1994 to FPSO. Owned by China National Offshore Oil Co / CNOOC (China). *Nanhai Kai Tuo* was operated on Xijiang oil field, off Hong Kong. Nevertheless, she left South China Sea under tow of the *Resolve Monarch* up to the shipbreaking yards of Bangladesh.



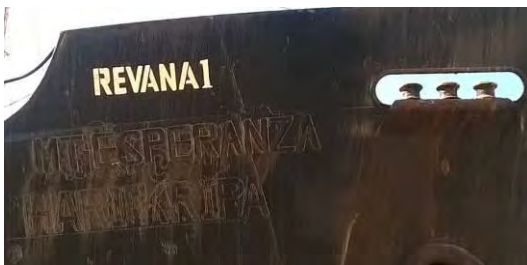
Supertanker *HJ Haynes* © Seaman / Navi e Armatori



FPSO *Nanhai Kai Tuo*, October 2010 in Hong Kong, China © Helen Krmic

Revana 1 (ex-*Esperanza*, ex-*Hari Kripa*, ex-*Adriana*, ex-*Arabian Victory*, ex-*Kiyo Maru* n°53).

IMO 8405323. Tanker. Length 80 m, 938 t. Tanzanian flag. Classification society Universal Marine Classification. Built in 1984 in Minoe (Japan) by Sasaki. Owned by Al Rafedain Marine Services LLC (United Arab Emirates). Sold for demolition in Pakistan.



Revanna 1, ex *Esperanza*, ex *Hari Kripa*... © Shahid Ayub



Gadani Beach, November 25, 2015 © Shahid Ayub

Sea Czar (ex-*Al Widadia*, ex-*Nice*, ex-*Kalba Nice*, ex-*Amina*, ex-*Hasnaa*, ex-*Midorikai Maru* n°1). IMO 7011149. Tanker. Length 83 m, 938 t. Palau flag. Unknown classification society. Built in 1969 in Hakata (Japan) by Watanabe Zosen. Sold for demolition in Pakistan.



Vista 1 (ex-*Marshal Chuykov*). IMO 8227977. Tanker. Length 243 m, 16,350 t. Panamanian flag. Unknown classification society. Built in 1985 in Kerch (Ukraine) by Zaliv. Owned by Akron Trade & Transport (United Arab Emirates). Detained in 2003 in St Croix (United States). Beached for demolition in Pakistan as *Mars*, in memory of her baptismal name.



Gadani Beach, December 17. © Shahid Ayub

Chemical tanker

Bow Victor (ex-*Jo Brevik*). IMO 8416322. Chemical tanker. Length 183 m, 9,487 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1986 in Florø (Norway) by Ankerlokken Florø. Owned by Odfjell



Management AS (Norway). Detained in 2013 in Foynes (Ireland). Sold for demolition in India. US \$ 450 per ton including 1,280 tons of stainless steel.



Bow Victor departing Morehead City, NC, USA
© Plimsollgear/MarineTraffic

Multi Delta (ex-*Sichem Eva*, ex-*Songa Eva*, ex-*Lake Eva*, ex-*Jakov Sverdlov*, ex-*Yakov Sverdlov*). IMO 8517073. Chemical tanker. Length 151 m, 6,217 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Pula (Croatia) by Uljanik. Owned by Multiline Shipping Co Pt (Indonesia). Detained in 1999 in Montreal (Canada), in 2001 in Quebec (Canada) and in 2009 in San Francisco (United States). Sold for demolition in Bangladesh. US \$ 300 per ton.



Red Sea, June 2009
© Marc Ottini



Gas tanker



Korea Gas. IMO 8515879. Gas tanker. Length 109 m, 2,461 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Smart Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.



Oceanus (ex-*Oceanus 09*, ex-*Snowdon*). IMO 8811754. Gas tanker. Length 99 m, 1,990 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1989 in Imabari (Japan) by Higaki Shipbuilding. Owned by Youngsan Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.

Pathfinder (ex- *Kwangyang Gas*, ex-*Honam Gas*). IMO 8718720. Gas tanker. Length 109 m, 2,462 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Inter Ocean Shipping Co Ltd (South Korea). Sold for demolition in India.



Kwangyang Gas at Yeosu, Yosu, South Korea, May 14, 2013
© Tord Avsnes Sæle



September 2014, still in South Korea
© Yun Dylan

Saehan Stellar (ex-*Gas Orchis*, ex-*Gas East*). IMO 9016698. Gas tanker. Length 103 m, 2,265 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Kochi (Japan) by Shin Kochi Jyuko. Owned by Saehan Marine Gas Co Ltd (South Korea). Detained in 2005 in Tokuyama (Japan). Sold for demolition in India. US \$ 315 per ton.



On the Yangze, April 2011 © AF van Rhijn

Bulk carrier



African 4 (ex-*African Iris*, ex-*Wish*, ex-*Kent Loyalist*, ex-*Blue Pearl*, ex-*Sunny Napier*). IMO 7801324. Bulk carrier. Length 165 m, 6,979 t. Deflagged from Liberia to Togo in June 2015. Classification society Nippon Kaiji Kyokai. Built in 1978 in Onishi (Japan) by Kurushima. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2008 in



Hamburg (Germany). Sold for demolition in India. US \$ 275 per ton.



March 13, 2013 proceeding to Bassens to load cargo
© Pascal Riteau



Anangel Ambition. OMI. Bulk carrier. Length 280 m, 19,215 t. Deflagged from Greece to Comoros for her last voyage as *Bambi*. Classification society American Bureau of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold as is in Singapore for demolition in Bangladesh. US \$ 307 per ton.



Anangel Ambition, Europoort, Rotterdam, Netherlands, March 16, 2014
© Arjan Elmendorp



Angara (ex-*AG Methodios*, ex-*Voge Prestige*, ex-*National Prestige*). IMO 9110523.



Bulk carrier. Length 225 m, 11,750 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Port Lincoln (Australia) and in 2007 in Guangzhou (China). Sistership of the *Ancona*, ex *AG Vartholomeos* (see "[Shipbreaking](#)" # 40, p 2, "Grexit for 2 bulkers"). Sold for demolition in Pakistan. US \$ 287 per ton.



Vancouver, June 2011, © Malcolm Milar

Aquafaith. IMO 9120968. Bulk carrier. Length 283 m, 22,088 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla Engineering. Owned by Carras SA (Greece). Detained in 2011 in Tangshan (China). Sold for demolition in Bangladesh. US \$ 288 per ton.



Guanabara Bay, Rio de Janeiro (Brazil), May 2009 © **Edson de Lima Lucas**

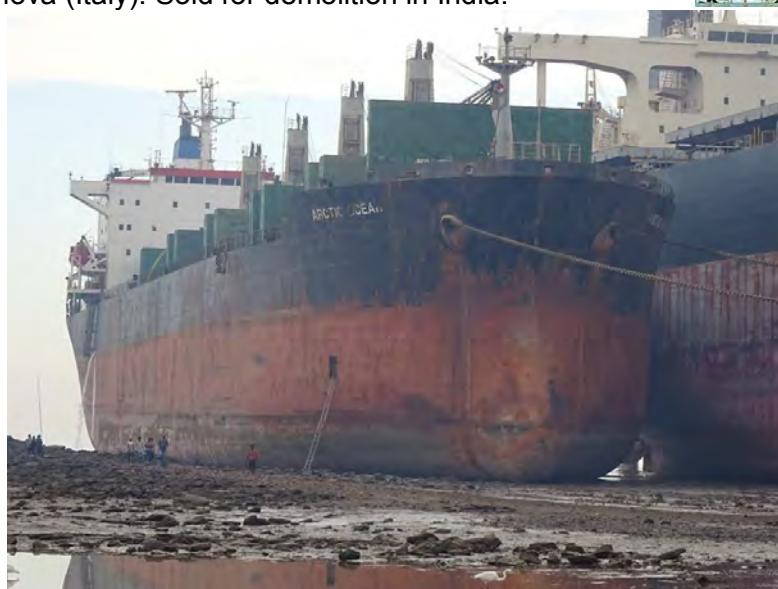
Arctic Ocean (ex-Joalmi, ex-Salavat). IMO 8902450. Bulk carrier. Length 183 m, 7,723 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2006 in Genova (Italy). Sold for demolition in India.



Arctic Ocean at Lisbon, Portugal
October 30, 2013 © **Pedro Amaral**



At Alang, December 2015 © **Viral Shah**



Areti (ex-Koyo Maru). IMO 8315023. Bulk carrier. Length 230 m, 14,266 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by Kon-Quest SA (Greece). Detained in 2007 in Gladstone (Australia). Sold for demolition in Pakistan. US \$ 283 per ton.



Gadani, December 17, 2015
© **Shahid Ayub**

Aristides NP. IMO 9043990. Bulk carrier. Length 225 m, 9,829 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Eurobulk Ltd (Greece). Detained in 2010 in Gunsan (South Korea) and in San Francisco (United States). Sold for demolition in India.



AT 30 (ex-Cornilios, ex-Olympic Mentor, ex-Patricia R, ex-Callioe Patronicola). IMO 8307650. Bulk carrier. Length 183 m, 6,574 t. Togolese flag. Classification society RINA. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by T Fleet Management Ltd (Lebanon). Sold for demolition in Pakistan. US \$ 304 per ton.

AT 30, ex-Olympic Mentor lost her flame.



December 2015, Gadani. © **Shahid Ayub**



At Montoir (France), February 11, 2009 © **Erwan Guéguénat**

Atlantis (ex-Orbit, ex-Siam Pearl, ex-Chennai Polivu). IMO 8128078. Bulk carrier. Length 182 m, 9,129 t. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Detained in 1999 in Leith (United Kingdom) and in 2010 in Shanghai (China). Sold for demolition in India. US \$ 285 per ton.



Balthazar (ex-Iron Man, ex-Pandesia, ex-Docelake). IMO 9161730. Bulk carrier. Length 225 m, 11,168 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by AM Nomikos Transworld Maritime Agencies SA (Greece). Detained in 2012 in Tianjin (China). Sold for demolition in Bangladesh. US \$ 296 per ton.



Balthazar at Quequen, Argentina, July 24, 2014 © **Maxi Alonso**

Bashundhara 2 (ex-Emerald). IMO 8316223. Bulk carrier. Length 189 m, 8,731 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by Symphony Shipmanagement (Bangladesh). Detained in 2007 in Redcar (United Kingdom), in 2011 in Tianjin (China) and in 2013 in Nanjing (China). Sold for demolition in Bangladesh.



Bashundhara-3 (ex-Epiphanay, ex-Darya Lakshmi, ex-Neo Helenium, ex-Sanko Helenium). IMO 8308898. Bulk carrier. Length 185 m, 7,510 t. Bangladeshi flag. Classification society RINA. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Symphony Ship Management (Bangladesh). Detained in 2000 in Long Beach (United States) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh.



C. Summit (ex-lanthe, ex-Loire Ore, ex-Channel Commander). IMO 9108623. Bulk carrier. Length 273 m, 18,530 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2015 in Hay Point (Australia). Sold for demolition in Bangladesh. US \$ 334 per ton.



C Summit, anchored at Guanabara Bay/Rio de Janeiro (Brazil). © **Edson de Lima Lucas**

Camellia (ex-K Camellia). IMO 8813673. Bulk carrier. Length 312 m, 24,925 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Koje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Detained in 2012 in Port Hedland (Australia). Sold for demolition in Bangladesh. US \$ 320 per ton.

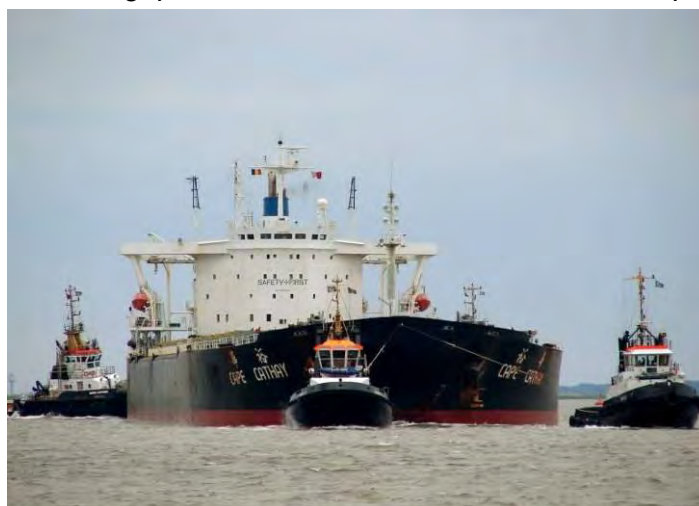


Cape Canada (ex-Cape Wakaba, ex-Cape Maple). IMO 9116565. Bulk carrier. Length 289 m, 20,884 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Sea Lines Co Ltd (Greece). Sold for demolition in India. US \$ 287 per ton.



Cape Cathay. IMO 9043603. Bulk carrier. Length 271 m, 18,530 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Sold as is in Singapore for demolition in India. US \$ 287 per ton including enough bunkers for the voyage.

Cape Cathay on it's way to Berendrechtlock in Antwerp. She is escorted by four tugs to get in to the lock, July 2006. © **Marie Anne**



Chang Feng 1 (ex-Yuan Feng, ex-Worada Naree, ex-Kizo Maru, ex-Handy Jade, ex-Golden Jade, ex-Oceanid, ex-Ocean Monarch). IMO 8223335. Bulk carrier. Length 161 m, 5,820 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Dalian Chain Star Ship Management Co Ltd (China). Detained in 2000 in Oita (Japan), in 2001 in Port Hedland (Australia), in 2006 in Greenore (Ireland) and in 2007 in Silvertown (United Kingdom). Sold for demolition in Bangladesh. US \$ 307 per ton.



Choulex (ex-Sanko Spark, ex-World Spark). IMO 9074511. Bulk carrier. Length 274 m, 18,615 t. Bermuda flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Swiss Marine Corp Ltd (Switzerland). Detained in 2008 in Dampier (Australia), in 2011 in Vlissingen (Netherlands), in 2012 in Lianyungang (China) and in 2014 in Zhanjiang (China). Sold for demolition in Bangladesh. US \$ 330 per ton, including 500 t of bunkers.



Choulex, August 19, 2011 at Flushing, Vlissingen, Netherlands
© Gerolf Drebes

Collonges (ex-Montego II, ex-Donau Ore, ex-Winona). IMO 9032551. Bulk carrier. Length 270 m, 18,572 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2014 and in 2015 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 287 per ton.



Collonges, Sydney Harbour, completing turn under North Head. 3 March 2009.
© Clyde Dickens

Countess Sea (ex-Go Friendship, ex-ABG Madhava, ex-Little Annou, ex-Pearl Crest, ex-Halla Phoenix). IMO 9082958. Bulk carrier. Length 187 m, 7,628 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1994 in Inchon (South Korea) by Halla Engineering & Heavy Industries. Owned by Way-East Shipping Agency Co (Taiwan). Detained in 2000 in Novorossiysk (Russia), in 2004 in New York (United States), in 2011 in Murmansk (Russia) and in 2015 in Singapore. Sold for demolition in India.



Courage (ex-Hsin Ho). IMO 9134983. Bulk carrier. Length 224 m, 9,649 t. Panamanian flag. Classification society CR Classification society (CRCS). Built in 1997 in Ariake (Japan) by Hitachi Zosen. Owned by Courage Maritime Group (Taiwan). Detained in 2004 in Newcastle (Australia), in 2008 in Antwerp (Belgium), in 2009 in Sept-Iles (Canada) and Dunkirk (France) and in 2013 in New Orleans (United States). Sold as is in Hong Kong for demolition in India. US \$ 261 per ton.



Daio Creacion IMO 9179309. Woodchip carrier. Length 200 m, 10,154 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Mitsui OSK Lines Ltd / MOL (Japan). Detained in 2015 in Portland



(Australia). Sold for demolition in India.



Daio Creacion on the River Clyde at Erskine (Scotland, United Kingdom), October 2010.
© **Willie Michael**


Dona Zoitsa (ex-Bel East, ex-Belem, ex-XinXing Hai, ex-Northern Venture). IMO 9081784. Bulk carrier. Length 224 m, 10,064 t. Liberian flag. Classification society Det Norske Veritas. Built in 1995 in Sasebo (Japan) by Sasebo HI. Owned by Arion ShippingLtd (Greece). Detained in 2009 in Bunbury (Australia). Sold for demolition in



Pakistan. US \$ 289 per ton.

Eirini L (ex-Fiora Topic). IMO 8318893. Bulk carrier. Length 187 m, 8,107 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Lomar Shipping & Management (Greece). Detained in 2004 in Savona (Italy) and in 2012 in Novorossiysk (Russia). Sold for demolition in Pakistan. US \$ 290 per ton.



 *Electronica* (ex-Antonis G. Pappadakis, ex-Atlantica, ex-Atlantic Crown, ex-Atlantic Rose). IMO 9087271. Bulk carrier. Length 225 m, 10,454 t. Deflagged from Malta to Niue for her last voyage as « *Tronica* ». Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Kassian Maritime Navigation Agency Ltd (Greece). Detained in 2008 in Qingdao (China), in 2009 in Ghent (Belgium), in 2010 in Bunbury (Australia) and in 2013 in Norfolk (United States). Sold as is in Singapore for demolition in Bangladesh. US \$ 281 per ton including 750 t of bunkers.



Singapore, December 27, new identity and new flag prior to her departure for demolition.

Everglory. IMO 8512889. Bulk carrier. Length 225 m, 270 t. Panamanian flag. Classification society RINA. Built in 1988 in Numakuma (Japan) by Tsuneishi. Owned by Fujian Hengfeng Shipping Co Ltd (China). Detained in 2000 in Niigata (Japan), in 2005 in Newcastle (Australia) and in 2015 in Ningbo (China). Sold for demolition in India.



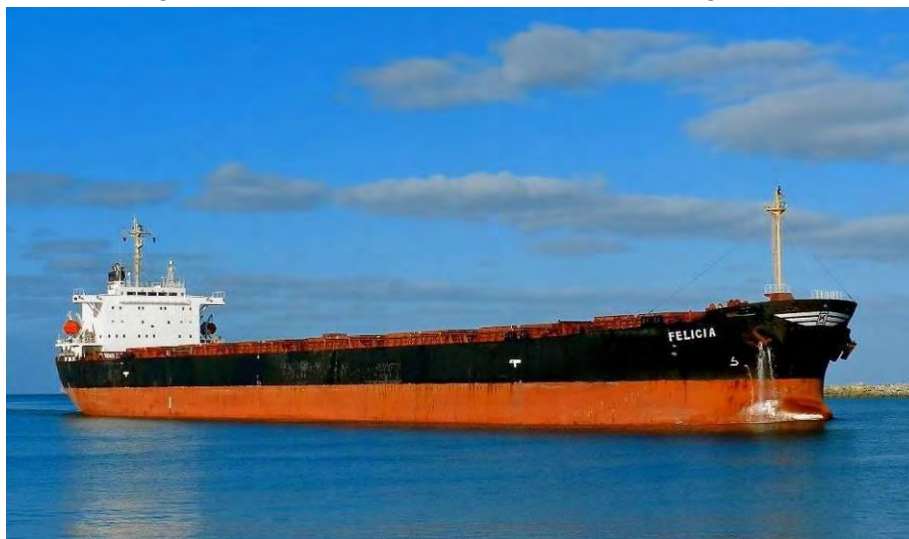
Everglory, February 21, 2015, Mindoro Strait, Philippines © Vladimir Knyaz



Felicia (ex-Coral Wind). IMO 9154139. Bulk carrier. Length 225 m, 10,166 t. Deflagged from Panama to Comoros for her last voyage as *Eli*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Sasebo (Japan) by Sasebo HI. Owned by Carras SA (Greece). Detained in 2014 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 262 per ton including 770 t of bunkers.



Felicia, January 25, 2014, Outer Harbour, Port Adelaide, Australia
© sema4/Shippotting



Force-One (ex-Vina del Mar, ex-MST Callao, ex-Navios Pioneer, ex-Western Hope, ex-Sanko Taurus). IMO 8309000. Bulk carrier. Length 180 m, 7,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Force Shipping (Egypt). Detained in 2005 in Vancouver (Canada), in 2008 in Patillos (Chile) and in 2014 in Tuticorin (India) and in Kandla (India). Sold for demolition in India. US \$ 282 per ton.

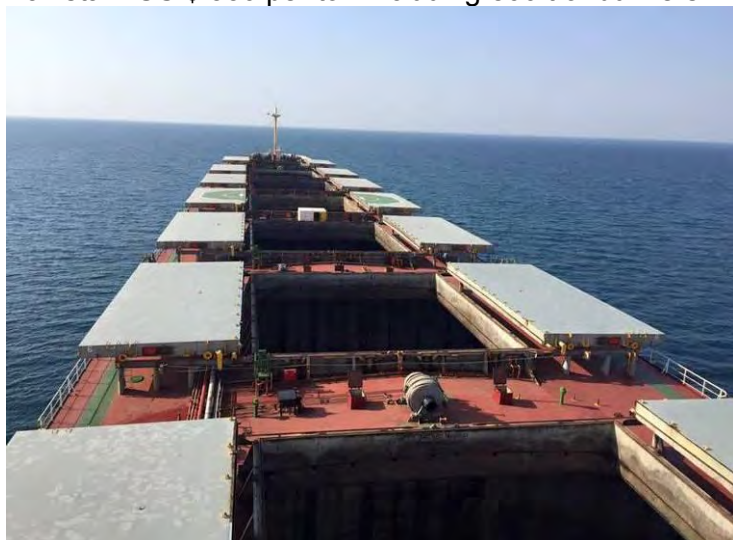


Constanta, Romania, September 2013
© AE Marine Traffic

Fortune Star (ex-*Anna A*, ex-*Saint Rafael A*, ex-*Hatemi 8*, ex-*Diana Island*). IMO 7926928. Bulk carrier. Length 146 m, 4,223 t. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Imabari (Japan) by Imabari Zosen. Owned by Fujian Mainstar Shipping-Chr (China). Detained in 2002 in Split (Croatia), in 2007 in Haikou (China) and in 2008 in Guangzhou (China). Sold for demolition in Bangladesh.



Giovanni (ex-*World Raven*, ex-*Toplink*). IMO 9138915. Bulk carrier. Length 225 m, 10,228 t. Bahamian flag. Classification society American Bureau Of Shipping. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Gestion Maritime SAM (Monaco). Sold for demolition in Pakistan. US \$ 330 per ton including 800 t of bunkers.



Gadani, Pakistan, November 2015
© Rizwan Yaseen

GNS Donghae (ex-*Dimitrios S*, ex-*Alwine Oldendorff*, ex-*Tatry*). IMO 8807193. Bulk carrier. Length 225 m, 9,865 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by KT Capital Corp (South Korea). Detained in 2001 in Brindisi (Italy), in 2003 in Newcastle (Australia), in 2005 in Shenzhen (China) and in 2010 in Newcastle again. Sold for demolition in Bangladesh. US \$ 282 per ton.



Go Public (ex-*MarinChris*, ex-*Transworld*). IMO 9045900. Bulk carrier. Length 224 m, 9,808 t. Deflagged from Bahamas to Liberia for the end of her life. Classification society Nippon Kaiji Kyokai. Built in 1993 in Maizuru (Japan) by Hitachi. Owned by Marine Spirit SA (Greece). Detained in 2005 in Port Adelaide (Australia), in 2006 in Newcastle (Australia), in 2011 in New Orleans (United States), in 2013 in Nanjing (China), in 2014 in Incheon (South Korea) and in Gibraltar (United Kingdom) and in 2015 at Piraeus (Greece). Deflagged and renamed *Go Pub* in April 2015. Sold for demolition in Pakistan.



© Shahid Ayub



© Marine Traffic



Goodfaith (ex-CK *Goodfaith*, ex-Torres Bulker, ex-Nego Wes, ex-Elliott Bay). IMO 9076404. Bulk carrier. Length 165 m. Deflagged from Cyprus to Togo for her last voyage towards the demolition yards. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shimonoseki (Japan) by Mitsubishi. Owned by Star Marine Management Inc (Greece). In February 2015, the *Goodfaith* ran aground on a rock of Andros Island in the Aegean Sea. She was sailing empty from Elefsina, near Athens, to Odessa (Ukraine). The 22 crew members were rescued. The coast guard observed a minor pollution. The ship remained pinned on Andros rocks; the stern section was cut up in order to free the vessel. *Goodfaith* was first towed to Salamis shipyards and then eventually beached for demolition in Turkey on October 19.



Aground on Andros © **Mazin Hussein**



Half cut in Piraeus July 2015 © **Sakis Antoniou**

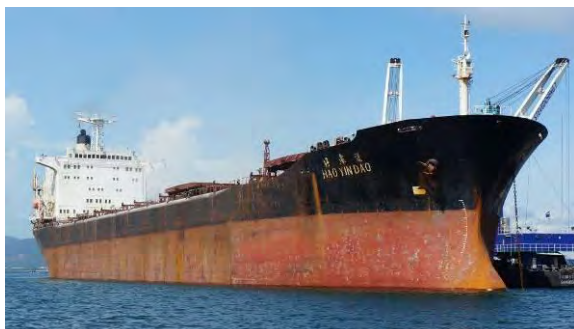
Great Prestige IMO 9148623. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1998 in Jinhae (South Korea) by Daedong SB Co. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2011 in Port Hedland (Australia). Sold for demolition in China.



Great Prestige, at berth in Brest (France), July 2009 © **Erwan Guéguénat**



Hao Yin Dao (ex-Stefania, ex-Petra, ex-Antonis S Lemos, ex-Yasmine, ex-Sparto, ex-Jaraconda). IMO 7929243. Bulk carrier. Length 224 m, 11,271t. Deflagged from Panama to Comoros for her last voyage as *Hao*. Classification society



Intermaritime Certification Services. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Xiamen ITG Shipping Co Ltd (China). Detained in 2007 in Vancouver (Canada), in 2008 in Zoushan (China) and in 2013 in Tianjin (China). Sold as is in Hong Kong for demolition in Bangladesh. US \$ 268 per ton.

Hao Yin Dao, Koh Si Chang Transhipment Area, Thailand July 16, 2014 © **Geir Vinnes**

He Bang (ex-*Archangelos R*, ex-*Paola II*). IMO 9020560. Tanker converted to bulk carrier in 2008. Length 232 m. Chinese flag. Classification society China Classification society. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Tianjin Cosbulk (China). Her demolition is ongoing in Xinhui (China).



Tanker times, *Archangelos R*, June 2006 leaving Santos (Brazil) © **Rafael Ferreira Viva**



Bulker times, *He Bang*, at Mizushima, Japan, February 2011 © **Kozo1356/Vesseltracker**

Hui Hong II (ex-*Bianco ID*, ex-*Bandai*). IMO 9170286. Bulk carrier. Length 225 m, 9,027 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Qingdao Huiquan Shipping Co (China). Detained in 2012 in Kwinana (Australia). Sold for demolition in India. US \$ 295 per ton.



Infinity (ex-*Orient*, ex-*Thor Orchid*, ex-*Grant Mariner*, ex-*Pomorac*). IMO 8115215. Bulk carrier. Length 183 m, 7,878 t. Liberian flag. Classification society Bureau Veritas. Built in 1985 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Makro Denizcilik (Turkey). Detained in 2014 in Bandar Khomeini (Iran). Sold for demolition in India.



Infinity in the Kola Bay near Murmansk, Russia
June 2012 © **Maksim Abramov**



Irene (ex-*Pacific Ace*). IMO 9034327. Bulk carrier. Length 225 m, 11,958 t. Greek flag, Panamanian flag for her last voyage as *Global Trader 1*. Classification society American Bureau of Shipping. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Detained in 2002 in Esperance (Australia).



Sold as is in Singapore by her Greek ship-owner Fafalios Shipping to Partagas Maritime, a Liberia-based shell company. Her final destination is unspecified. US \$ 330 per ton including 1000 t of bunkers.

Irene, April 28, 2015, at Perama, Piraeus, Greece
© **Giorgos Mertis**

Ismail Deeb (ex-*Alam Senang*, ex-*Atlantic*, ex-*Golden Alliance*). IMO 8308812. Bulk carrier. Length 178 m, 6,384 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2007 in Savona (Italy). Sold for demolition in Pakistan. US \$ 283 per ton.



Thailand (Siam port), May 2012
© Osman Ismail

Jahan Moni (ex-*Noni*, ex-*Uljanik*). IMO 9102954. Bulk carrier. Length 183 m, 9,219 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1996 in Pula (Croatia) by Uljanik. Owned by Brave Royal Shipping (Bangladesh). Detained in 2002 in Yantai (China), in 2005 in Port Adelaide (Australia), in 2011 in Thessalonique (Greece), in 2012 in Chennai/Madras (India), in 2013 in Novorossiysk (Russia) and in 2014 in Lianyungang (China). Sold for demolition in Bangladesh.



★ ★ *Jia Da 16* (ex-*Bei Lun Hai 16*, ex-*Dong Fang Hai*, ex-*Neptune Sheratan*). IMO 8103298. Bulk carrier. Length 187 m, 7,579 t. Chinese flag, Panamanian flag for her last voyage as *Nemo*. Unknown classification society. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Ningbo Longsheng Shipping Co Ltd (China). Sold for demolition in Bangladesh. US \$ 270 per ton.



King David (ex-*Cape Toronto*, ex-*Tai Fu Star*, ex-*Crystal Star*, ex-*Azul Glory*, ex-*Dyna Aquarius*). IMO 9157612. Bulk carrier. Length 289 m, 21,258 t. Bahamian flag. Classification society Bureau Veritas. Built in 1998 in Okpo (South Korea) by Daewoo. Owned by Actis Ship Management (Ukraine). Sold for demolition in India. US \$ 280 per ton.

Ladoga (ex-*Warrior*, ex-*Cape Ladoga*, ex-*Cape Warrior*, ex-*China Act*). IMO 9106601. Bulk carrier. Length 270 m, 18,884 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Leader Shipmanagement (Ukraine). Detained in 2008 in Newcastle (Australia), in 2011 in Tees (United Kingdom) and in 2015 in Xiamen (China). Sold and beached for demolition in Bangladesh as *Leora*. US \$ 288 per ton.



🇵🇹 *Li Hua* (ex-*Evpo Agnic*, ex-*World Candour*). IMO 7632412. Bulk carrier. Length 176 m, 6,912 t. Deflagged from Panama to Comores for her last voyage. Classification society Panama Shipping Registrar. Built in 1977 in Shimizu (Japan) by Kanasashi. Owned by Fujian Huarong Marine Shipping Group Corp (China). Detained in 1998 in Middlesbrough (United Kingdom) and in 2008 in Xiamen (China). Sold as is in Taiwan to be demolished in Bangladesh, *Li Hua* was finally beached in India as *Clio*. US \$ 215 per ton including 200 t of bunkers.



Li Hua at Keelung, Taiwan, May 2012
© Chun Hsi



Lucija (ex-Pacific Premier). IMO 9114141. Bulk carrier. Length 185 m, 8,039 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Ulsan (South Korea) par Hyundai. Owned by Splosna Plovba Doo (Slovenia). Sold for demolition in India. US \$ 320 per ton including 1000 t of bunkers.



December 16, 2015, *Lucija*, beached at Alang
© Viral Shah

Margot N (ex-Eastern Fortune, ex-Honam Sapphire, ex-Niels Maersk). IMO 8707226. VLOC (Very Large Ore Carrier). Length 322 m, 38,505 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Blue Ocean Ship Management Ltd (United States). Detained in 2011 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. US \$ 327 per ton.



Margot N, February 01, 2015. Anchored at Guanabara Bay/Rio de Janeiro. © Edson de Lima Lucas

Nagil Batar (ex-Guang Ying, ex-Antarios Breeze, ex-Florence, ex-Denbulk, ex-Neo Pelargonium, ex-Sanko Pelargonium). IMO 8313130. Bulk carrier. Length 185 m, 7,180t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Osaka (Japan) by Osaka Zosen. Owned by Chahaya Shipping & Trading Co Pte Ltd (Indonesia). Detained in 2010 in Xiamen (China). Sold to be demolished in India, she was finally beached in Bangladesh with a 6860 t damaged coal cargo.



Nagil Batar, Sabang, Indonesia © Cekmint Cekmus

New Smart (ex-Oriental Pioneer, ex-Oriental Fortune). IMO 9139983. Bulk carrier. Length 225 m, 9,714 t. Hong Kong flag. Classification society China Classification society. Built in 1996 in Tadotsu (Japan) by Hashihama Zosen. Owned by Qinhuangdao Hezhong Ship Management Co Ltd (China). Sold for demolition in Pakistan. US \$ 295 per ton including 600 t of bunkers.

Newcastle Max (ex-Nadia F, ex-Agate, ex-National Progress). IMO 9159567. Bulk carrier. Length 225 m, 9,460 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1997 in Oppama (Japan) by Sumitomo. Owned by Enterprises Shipping & Trading SA (Greece). Detained in 2001 in Norfolk (United States) in 2008 in Newcastle (Australia) and in 2013 in New Orleans (United States). Sold for demolition in Bangladesh. US \$ 325 per ton.




December 31, 2014, *Newcastle Max*, enter the North-lock of IJmuiden. Netherlands © **Willem Oldenburg**




Ocean Lovely (ex-Ocean Fortune). IMO 8313049. Bulk carrier. Length 180 m, 6,853 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsurumi (Japan) by NKK. Owned by Hengfa Shipping In (Hong Kong, China). Sold for demolition in India. US \$ 290 per ton.



Ocean Fortune June 17, 2014, Constanta, Romania, during unloading © **Sorin Titu**

 *Pacific Navigator*. IMO 9126780. Bulk carrier. Length 288 m, 22,370 t. Deflagged from Hong Kong to Niue for her last voyage as *Navigator*. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Detained in 2014 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh. US \$ 323 per ton including 500 t of bunkers.

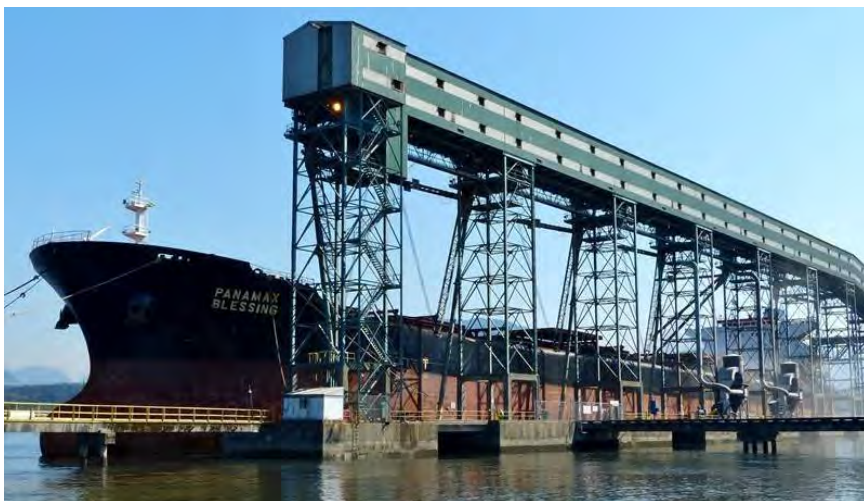


 *Pacific Vitality*. IMO 9126778. Bulk carrier. Length 288 m, 22,339 t. Deflagged from Hong Kong to Niue for her last voyage as *Vitality*. Classification society American Bureau of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Sold as is in Singapore for demolition in Bangladesh. US \$ 323 per ton including 650 t of bunkers.

Panamax Applause (ex-Jupiter Applause, ex-Jupiter Island, ex-Oklahoma Rainbow, ex-Jupiter Island). IMO 9161479. Bulk carrier. Length 225 m, 9,737 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. US \$ 320 per ton.



Panamax Blessing (ex-Mahakam, ex-Formentera, ex-Ioannis N. Pateras, ex-Hebei Princess, ex-Blessing). IMO 9085869. Bulk carrier. Length 225 m, 12,178 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Shanghai (China) by Hudong Shipyard. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2001 in Rostock (Germany), in 2003 in Vancouver (Canada), in 2008 in New Orleans (United States) and in Shanghai (China), in 2010 in Geraldton (Australia) and in 2013 in Ulsan (South Korea). Sold for demolition in India. US \$ 320 per ton.



Panamax Blessing loading grain at Cascadia terminal, Vancouver, BC, Canada, July 2014 © ML Jacobs

Pearl River (ex-Alianca Pearl, ex-Pearl River, ex-Hugo Oldendorff). IMO 9135901. Bulk carrier. Length 199 m, 9,287 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou International. Owned by MPC Munchmeyer Petersen Steamship GmbH & Co KG (Germany). Detained in 2014 in Dublin (Ireland). Sold for demolition in India.

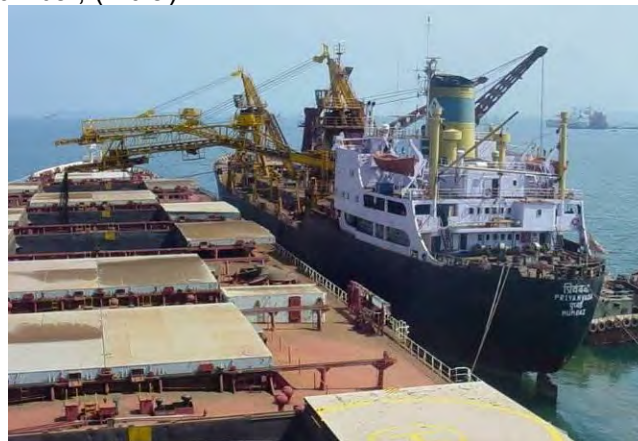


Ploypailin Naree (ex-Rubin Bonanza). IMO 9074717. Bulk carrier. Length 169 m, 6,095 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Imabari Zosen. Owned by Precious Shipping Public Co Ltd (Thailand). Sold for demolition in India.

Priyamvada (ex-Jagar Swamini, ex-Otto Springorum). IMO 5267380. Bulk carrier. Length 161 m, 7,150 t. Indian flag. Classification society Indian Register of Shipping. Built in 1959 in Emden (Germany) by Rheinstahl Nordsee; converted in 1982 to ore trans-shipment vessel. Owned by Sesa Resources (India). Sold as is in Goa for demolition in India. US \$ 205 per ton. At 56 years of age, she is the eldest one this quarter. Her sisterships have all been broken up more than 30 years ago: *Rheinstahl* in 1984 in Ulsan (South Korea), *Anita Thyssen* in Kaohsiung (Taiwan) in 1978 and *Arenberg* in Santander (Spain) in 1978 after she was fire-damaged in the Mediterranean while carrying phosphate ore from Casablanca (Morocco) towards Mumbai, (India).



December 02, 2008, at Goa Bay, India
© John Wilson



Trans-shipment operations, November 15, 2003
© Erdem Turna

Qi Yuan (ex-*Atlantic Monterrey*, ex-*Goldensari Indah*). IMO 8408715. Bulk carrier. Length 198 m, 7,933 t. Panamanian flag. Classification society RINA. Built in 1986 in Osaka (Japan) by Osaka Zosensho. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2006 in Kwinana (Australia) and in 2012 in New Orleans (United States). Sold for demolition in Bangladesh. US \$ 306 per ton including a spare propeller.



July 11, 2014 at Vanino, Russia © andy.ru73

Qinfa 8 (ex-*Emerald Hill*, ex-*Pacific Queen*). IMO 8916334. Ex tanker converted to bulk carrier in 2007. Length 225 m, 10,857 t. Chinese flag. Classification society China Classification society. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by China Qinfa Group Ltd (China). Sold for demolition in China. US \$ 125 per ton.

Renuar (ex-*Panacea*, ex-*Hai Kang*). IMO 9042221. Bulk carrier. Length 225 m, 12,033 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Shanghai (China) by Hudong Shipyard. Owned by Pavimar SA (Greece). Detained in 2008 in Gunsan (South Korea). Sold for demolition in Pakistan. US \$ 299 per ton.



Off Ilha Grande, in Rio de Janeiro (Brazil), October 2007
© Cesar T. Neves



Gadani, Pakistan, December 2015 © Shahid Ayub

Ribbon (ex-*World Ribbon*). IMO 9163295. Bulk carrier. Length 225 m, 10,116 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1998 in Sasebo (Japan) by Sasebo HI. Owned by Augustea Group Srl (Italy). Detained in 2015 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 305 per ton including 1000 t of bunkers.



Rui Fu Star (ex-*Ikan Altamira*, ex-*Alam Sayang*, ex-*Bel Ombre*, ex-*Yuko Maru*). IMO 8401341. Bulk carrier. Length 183 m, 7,478 t. Panamanian flag. Classification society RINA. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Five Ocean Maritime Services Co (China). Sold for demolition in Bangladesh.

Rui Fu Union (ex-*Desert Wind*, ex-*Desert Trader*, ex-*Desert Song*, ex-*Cassia*, ex-*Patriotis*). IMO 8315140. Bulk carrier. Length 190 m, 8,200 t. Panamanian flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Rui Fu Ship Management Co Ltd (China). Sold for demolition in Bangladesh. US \$ 310 per ton.

RZS Fortune (ex-Sumihou, ex-Asahisan). IMO 9136589. Bulk carrier. Length 289 m, 19,960 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Stella Ship Management Pte Ltd (Singapore). Detained in 2006 in Newcastle (Australia), in 2008 in Hay Point (Australia), in 2010 in Dampier (Australia) and in 2015 in Newcastle again. Sold for demolition in Pakistan. US \$ 320 per ton.



At Gadani (Pakistan) © Shahid Ayub



At Richards Bay, South Africa, March 2013 © Peter Terry-Lloyd

S Atlantic (ex-Royal Emerald F, ex-Atermon, ex-Oriente, ex-Oriental Spring, ex-Sanko Lyra). IMO 8314990. Bulk carrier. Length 180 m, 7,140 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by LA Maritime SA (Greece). Detained in 2005 in Port Hedland (Australia) and in 2013 in Pyeongtaek (South Korea). Sold for demolition in Pakistan. US \$ 315 per ton.



Kiel Canal, July 2007 © Michael Siebert



At Gadani (Pakistan) © Shahid Ayub

Samjohn Light. IMO 9074688. Bulk carrier. Length 224 m, 9,970 t. Greek flag. Classification society American Bureau of Shipping. Built in 1994 in Maizuru (Japan) by Hitachi. Owned by Golden Flame Shipping SA (Greece). Sold for demolition in India. US \$ 281 per ton.



SCF Suek (ex-Gianni D, ex-St. Nicholas, ex-Kiev). IMO 9120322. Bulk carrier. Length 225 m, 15,335 t. Liberian flag. Classification society Det Norske Veritas. Built in 1998 in Nikolayev (Ukraine) by Okean. Owned by Unicom Management Services (Cyprus). Sold for demolition in India.




SCF Suek, February 2015, arriving Willemstad, Port of Curacao. Bound for Curacao Drydock Company (CDM) © Cees Bustraan

Sea Breeze (ex-*Arados H*, ex-*Samali S*, ex-*Nordholm*). IMO 7501871. Bulk carrier. Length 118 m, 3,043 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Arados Shipping (Romania). Detained in 1998 in Rotterdam (Netherlands), in 2003 twice in Antwerp and in 2006 in Varna (Bulgaria). Sold for demolition in Pakistan.




Sea Fortune (ex-*Seawind*, ex-*Jasper*). IMO 9141974. Bulk carrier. Length 225 m, 10,360 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by Athenian Ship Management Inc (Greece). Detained in 2008 in Hay Point (Australia) and in 2014 in Ningbo (China). Sold for demolition in India. US \$ 308 per ton including 900 t of bunkers.



 *Sea Venus* (ex-*Maratha Explorer*, ex-*Oceanic Explorer*). IMO 8916152. Bulk carrier. Length 225 m, 9,937 t. South Korean flag, pavillon Comores for her last voyage as *Venus*. Classification society Korean Register of Shipping. Built in 1990 in Imari (Japan) by Namura. Owned by SW Shipping Co Ltd (South Korea). Detained in 1998 in Hamburg (Germany), in 1999 in Mobile (United States), in 2002 in Bremen (Germany), in 2006 in Murmansk (Russia), in 2007 in Hay Point (Australia) and in 2011 in La Plata (Argentina). Sold for demolition in Bangladesh. US \$ 315 per ton including 400 t of bunkers.




 *Shadfar* (ex-*Admiral*, ex-*Dais*, ex-*Iran Shariati*). IMO 8309696. Bulk carrier. Length 190 m, 9,203 t. Deflagged from Iran to Comoros for her last voyage as *SPM* then *Winner*. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM.). Detained in 2002 in Hay Point (Australia), in 2007 in Hamburg (Germany), in 2008 in Hong Kong and in 2011 in Kandla (India). Sold by her Iranian owner Rahbaran Omid Darya Shipmanagement to the Indian broker Prayati Shipping prior to her departure for demolition in India.



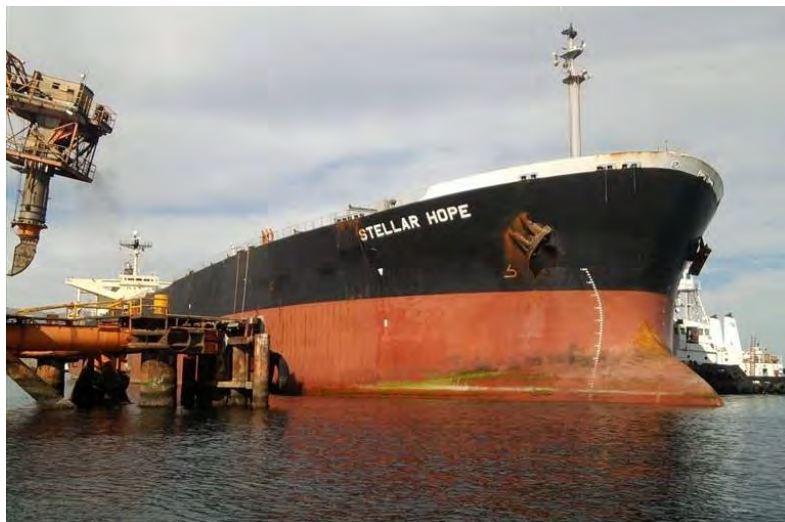
Dais leaving Chiwan (China), June 2008
© Marc Ottini



 *Stellar Hope*. IMO 9130602. Bulk carrier. Length 273 m, 17,792 t. Deflagged from Panama to Comoros for her last voyage as *Larch*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tsu (Japan) by NKK Corp. Owned by Toyo Sangyo Co Ltd (Japan).



Detained in 2006 in Kawasaki (Japan) and Port Hedland (Australia). Sold as is in Singapore for demolition in Bangladesh. US \$ 285 per ton.



Isla De Cedros, Baja California, Mexico, November 2010 © 7394 Jmmp

Sujitra Naree (ex-Tiger Durban). IMO 9116307. Bulk carrier. Length 166 m, 6,262 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsurumi (Japan) by Nippon Kokan. Owned by Precious Shipping Public Co Ltd (Thailand). Sold for demolition in Bangladesh. US \$ 275 per ton.

Taio Rainbow. IMO 8616374. Woodchip carrier. Length 198 m, 9,235 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Misuga Kaiun Co Ltd (Japan). Detained in 2000 in Portland (Australia). Sold for demolition in Bangladesh.



Toledo (ex-Rosanna). IMO 7638557. Bulk carrier. Length 156 m, 5,107 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Onomichi (Japan)



by Onomichi Zosen. Owned by International Shipping Group & Trading Ltd (Turkey). Detained in 2004 in Novorossiysk (Russia) and in 2009 in Monfalcone (Italy). Sold for demolition in India. US \$ 276 per ton.



Island Kefallinia (Greece), October 2009
© MarineTraffic

Trustworthy (ex-Irine M, ex-Perseus, ex-Aghia Marina, ex-Bright Skies, ex-Bright Peak). IMO 7713876. Bulk carrier. Length 147 m, 4,573 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Imabari (Japan) by Imabari Zosen. Owned by Unifleet Management Co (Lebanon). Detained in 2004 in Lisbon (Portugal), in 2005 in Motril (Spain), in 2007 in Izmit (Turkey), in 2012 in Damietta (Egypt) and in 2014 in Novorossiysk (Russia). Sold for demolition in India.



Tuo Fu 1 (ex-Hong Yuan 1, ex-Frontier Express). OMI 9044451. Ex tanker converted to bulk carrier in 2010. Length 229 m, 14,050 t. Panamanian flag. Classification society RINA. Built in 1993 in Imari (Japan) by Namura. Owned by Tuo Fu Ocean Shipping Ltd (Hong Kong, China). Detained in 2010 in Alexandria (Egypt) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.



Tanker *Frontier Express* in Singapore, January 2008
© Klaas-Jan Brouwer



Bulker *Tuo Fu 1* in Durban, South Africa, February 2015 © Dave Leonard

Tuo Fu 11 (ex-Corona A, ex-Corona Ace). IMO 9084164. Bulk carrier. Length 230 m, 10,780 t. Panamanian flag. Classification society RINA. Built in 1994 in Kobe (Japan) by Kawasaki. Owned by Tuofu Shipping (China). Detained in 2009 in Newcastle (Australia). Sold for demolition in Bangladesh.



Turgut Reis (ex-Vera I, ex-Eastwind Ruhr, ex-EW Horsham, ex-Horsham, ex-Sininni, ex-Burwain Pollux, ex-Sonja). IMO 8706478. Ex tanker converted to bulk carrier in 2008. Length 170 m, 8,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Turgutreis Denizcilik (Turkey). Detained in 2005 in Mersin (Turkey), in 2006 in Izmir (Turkey), in 2010 in Vancouver (Canada) and in 2013 in Rijeka (Croatia). Sold for demolition in India.




Xin Shang (ex-KS Grace, ex-Lady, ex-Siswala ex-Spring Swallow, ex-Sanko Swallow). IMO 8307777. Bulk carrier. Length 185 m, 7,626 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Shun Xin Marine Ltd (Hong Kong, China). Detained in 2003 in Hong Kong (China), in 2004 in Newcastle (Australia) and in 2011 in Ulsan (South Korea). Sold for demolition in Bangladesh. US \$ 265 per ton.

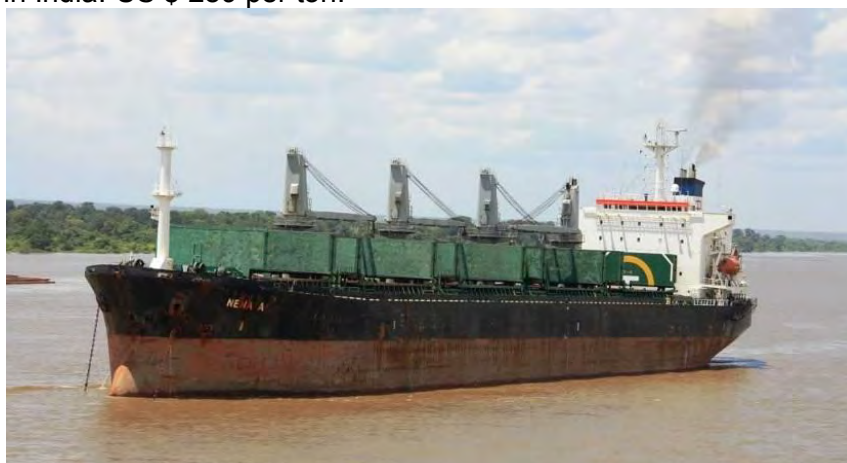


Xing Heng Da (ex-Chios Joy, ex-Grace T, ex-Maersk Teluk, ex-Neptunus, ex-Knight Kim). IMO 8715481. Bulk carrier. Length 224 m, 10,646 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hong Sheng Da Ship Management (Hong Kong, China). Detained in 2008 in Wallaroo (Australia) and in 2014 in Tiangshan (China). Sold for demolition in Bangladesh. US \$ 305 per ton.




 *Yuan Feng Hai* (ex-Wu Chang Hu, ex-Egret, ex-Golden Dove, ex-Wu Chang Hu). IMO 8021828. Bulk carrier. Length 228 m, 13,973 t. Deflagged from China to Comoros for her last voyage as *Feng*. Classification society China Classification society. Built in 1983 in Ariake (Japan) by Hitachi. Owned by Yuanfeng Shipping Co Ltd (China). Sold for demolition in Bangladesh. US \$ 307 per ton.

Zena A (ex-Nena A, ex-Pacific King). IMO 9087221. Bulk carrier. Length 185 m, 8,012 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Sea Quest Shipmanagement (Croatia). Detained in 2001 in Singapore, in 2013 in Alexandria (Egypt) and in 2015 in Taman (Russia). Sold for demolition in India. US \$ 289 per ton.



Nena A, anchored on the Orinoco River, September 08, 2011, Puerto Ordaz, Venezuela © Captain Ted

Zhe Hai 151 (ex-Bonasia, ex-Southeast Alaska, ex-Alaka, ex-Sanko Prosperity). IMO 8400256. Bulk carrier. Length 168 m. Chinese flag. Classification society China Classification society. Built in 1986 in Tamano (Japan) by Mitsui. Owned by Zhejiang Shipping Group Co Ltd (China). Sold for demolition in China.

 *Zhong De 1* (ex-Feggites, ex-Neelam, ex-Unity T, ex-Mui Kim). IMO 8715493. Bulk carrier. Length 224 m, 10,644 t. Deflagged to Palau then Comoros for her last voyage as *Duke*. Classification society Polish Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Detained in 2006 in Valencia (Spain), in 2011 in Yingkou (China), Vancouver (Canada) and Zhenjiang (China) and in 2013 and 2014 in Lianyungang (China). Sold, deflagged and renamed in April and then in June prior to her departure for demolition in Bangladesh. US \$ 320 per ton.



Cement carrier

Falkland Cement (ex-Cemfeed, ex-Cem Feeder, ex-Terceirensen, ex-Cement King). IMO 7303281. Cement carrier. Length 99 m. Bahamian flag. Classification society Bureau Veritas. Built in 1973 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by KGJS Cement AS (Norway). Detained in 2003 in Palma de Majorque (Spain) and in 2004 during 76 days in Aveiro (Portugal). Sold for demolition in Turkey.



April 21, 2015 Bergen, Norway, shipspotting at Sotra-bridge. © Tomas Østberg- Jacobsen

Car carrier

Autoracer. IMO 9079200. Car carrier. Length 120 m. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by United European Car Carriers Unipessoal (Portugal). She arrived on her own powered in Grenaa (Denmark). She was partially dismantled but the hull and the castle were eventually towed to Gdynia (Poland).



December 6, 2014, *Autoracer* entering Le Havre (France) © Pascal Breidel



November 18, 2015, 1 year later, dismantling in Grenaa © Bendt Nielsen



Serasi VIII (ex-Aichi Maru). IMO 8921793. Voiturier. Length 148 m, 4,800 t. Deflagged from Indonesia to Comoros for her last voyage as *Sera*. Classification society Biro Klasifikasi Indonesia. Built in 1991 in Setoda (Japan) by Naikai. Owned by Toyofuji Serasi Indonesia (Indonesia). Sold for demolition in Bangladesh.



Miscellaneous

Offshore supply vessel

Oil prices collapse, offshore supply vessels leave to be broken up. Denmark and India are their main destinations. It may be noted that *Grampian Sprite* (ex-*Stirling Sprite*), IMO 8104345, built in 1983 at Great Yarmouth (United Kingdom) by Richards Drydock & Engineering, was ultimately saved. She arrived from Aberdeen (Scotland, United Kingdom) at Fornaes Shipbreaking in Grenaa (Denmark) in November. She was « sold for recycling » according to her classification society Bureau Veritas, and was in extremis put back in service as *NSM Sea* for the Norwegian North Marine Sea AS.

Mahanuwara (ex-*Smit-Lloyd 114*). IMO 7412018. Offshore supply tug. Length 64 m, 1,528 t. Sri Lanka flag. Classification society American Bureau of Shipping. Built in 1975 in Millingen (Netherlands) by Bodewes, H.H.. Owned by Lanka Maritime Services Ltd (Sri Lanka). Sold for demolition in India.



Mahaweli (ex-*Darius*). IMO 8104230. Offshore supply tug. Length 53 m, 985 t. Sri Lanka flag. Classification society Bureau Veritas. *Mahaweli* was built in 1982 at Cherbourg by Constructions Mécaniques de Normandie as the French *Darius* for SURF (Compagnie des Moyens de Surface adaptés à l'exploitation des océans, in short SURF), a company which was taken over by Groupe Bourbon in 1991. She was an offshore supply vessel mainly operated in West Africa. She was sold in 2007 to the State-owned Sri Lanka Shipping Company, renamed *Mahaweli* and reflagged to Sri Lanka. She was delivered to the Alang breakers on December 18, 2015.



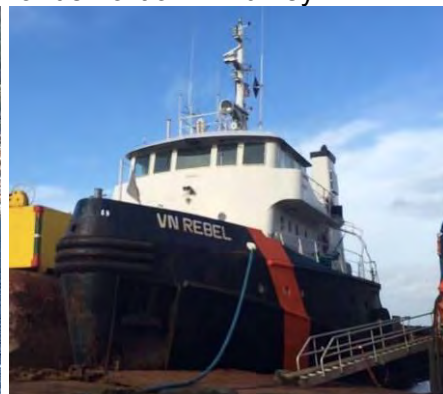
Anchored off Galle, Sri Lanka on 01 December 2011 © Fleetmon

Samudrika 4. IMO 8311728. Offshore supply tug. Length 55 m, 1,008 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Visakhapatnam (India) by Hindustan. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

VN Rebel (ex-*Vos Zephiros*, ex-*Grecale Terzo*, ex-*O.I.L. Supply 2*). IMO 7633832. Offshore supply tug. Length 50 m. Italian flag. Classification society RINA. Built in 1977 in Singapore by Singapore SB. Owned by SeaOwl France (France). Sold for demolition in Turkey.



September 2013, at Toulon-La Seyne (France)
© G Gyssels



Aliaga © Selim San

Vos Emperor (ex-*Black Watch*, ex-*Kaskazi*). IMO 7608485. Ex fishing ship converted to standby-safety vessel. Length 38 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1977 in Leer (Germany) by Jansen ; converted in 1991. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Emperor sailing from Lerwick, Shetland Archipelago (Scotland, United Kingdom). June 04, 2011 © **Sydney Sinclair**

Vos Patrol (ex-*Dea Patrol*, ex-*Estay Tide*). IMO 8030661. Ex supply vessel converted to standby-safety vessel in 2006. Length 55 m. Barbados flag. Classification society American Bureau of Shipping. Built in 1982 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Patrol, April 15, 2013 Aberdeen, United Kingdom
© **George58**

Vos Siren (ex-*Dea Siren*, ex-*Cole Tide*). IMO 8030673. Ex supply vessel converted to standby-safety vessel in 2006.. Length 55 m. Barbados flag. Classification society American Bureau of Shipping. Built in 1982 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Siren, inbound at Great Yarmouth from UKCS. May 05, 2014 © **Paul Gowen**

Vos Warrior (ex-*Britannia Warrior*, ex-*Suffolk Warrior*). IMO 7225673. Ex fishing ship converted to standby-safety vessel in 1977. Length 37 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Woolwich (United Kingdom) by Cubow. Owned by Vroon Offshore Services Limited (United Kingdom). Sold for demolition in Ghent, Belgium, by Galloo Recycling.



Research vessel

Ocean Seeker (ex-*Granuaile II*, ex-*Granuaile*). IMO 7012179. Research vessel. Length 81 m. United Kingdom flag. Classification society Germanischer Lloyd. Built in 1970 in Port Glasgow (United Kingdom) by Ferguson Bros.



Granuaile at Cork, Ireland, in November 1984 © Allan Ryszka-Onions

Ex Irish buoy and lighthouse tender boat converted in 2000. Owned by Gardline Shipping Ltd (United Kingdom). Sold for demolition, she arrived on her own power at Fornaes shipbreaking yard in Grenaa, Denmark on December 18.

Ocean Seeker, November 27, 2013
Immingham, United Kingdom © Igor Dilo



Tug

Al Towfan (ex-*Al Entisar*, ex-*Nakilat-7*, ex-*Al Entisar*). IMO 8112225. Tug. Length 46 m, 813 t. United Arab Emirates flag. Classification society Bureau Veritas. Built in 1982 in Hardinxveld (Netherlands) by Damen. Owned by Mubarak Marine Llc (United Arab Emirates). Sold for demolition in Mumbai, India.



Al-Towfan, January 02, 2013, at Fujairah, United Arab Emirates © Tarbatness

Ferry

Sherbatskiy (ex-*Oleander*, ex-*P&OSLL Picardy*, ex-*Pride of Bruges*, ex-*Pride of Free Enterprise*). OMI 7820497. Ferry. Length 132 m, 7,179 t. Cyprus flag. Classification society Bureau Veritas. Detained in 2002 in Dunkirk (France).



This ferry was the third in a series of three built in 1980 for the English shipping company Townsend Car Ferries by the shipyard Schichau Unterweser, Bremerhaven. The first two were the *Spirit of Free Enterprise* and the *Herald of Free Enterprise*.



In the North Sea/ English Channel. May 1984.
© Viktor Geinbihner



Pride Of Bruges, in the North Sea, July 1998
© Capt. Jan Melchers

The *Pride of Free Enterprise* began her career on the Dover/Calais line. Due to the takeover of Townsend by P&O European Ferries, she came in 1987 under the control of that company and was transferred to the Dover / Zeebrugge line. She was renamed *Pride of Bruges*. From 1991 on, she returned for most of the time on the Calais line.

In 1998, during the merger between P&O and Stena becoming P&O Stena Line, she was renamed *P&OSL Picardy*. She was decommissioned at Dunkirk in early 2000 and purchased the following year by the Slovenian Transeuropa Ferries group who renamed her *Oleander* under Cypriot flag and assigned her to the Ostend / Ramsgate line.



Oleander at Ostend (Belgium), October 2009.
© Pascal Bredel



Sherbatskiy leaving Almeria (Espagne) on June 2013
© Manuel Mohedano Torres

In 2010, she left this line and was chartered between Almeria (Spain) and Nador (Morocco) first by the Moroccan ship-owner Comarit, then in 2012 by the Spanish Acciona Trasmediterranea. In 2013, year of the disappearance of Transeuropa Ferries, the *Oleander* was acquired by the Slovenian Novgorod Shipping, became the *Sherbatskiy* and kept sailing under Spanish charter until the end of 2015. Decommissioned, she was then sold for scrap and delivered on December 11, 2015 under the name of *Sher* in Alang (India). \$ 220 per ton.

The *Sherbatskiy* was the last survivor of the trio. The *Herald of Free Enterprise* capsized March 6, 1987 in the port of Zeebrugge (193 victims) following a water ingress through the front door left open; refloated, she was demolished in Kaohsiung (Taiwan) the following year. The *Spirit of Free Enterprise*, now the *Pride of Kent*, then the *P&OSL Kent*, became the Greek *Anthi Marina* in 2003 and was demolished in 2012 in Aliaga.

Passenger ship

Veronica (ex-Mona Lisa, ex-Victoria, ex-Sea Princess, ex-Kungsholm). *Veronica*. OMI 6512354. Passenger ship. Length 201 m, 17,923 t. Bahamian flag. Unknown classification society. Built in 1966 in Clydebank (Scotland, United Kingdom) by John Brown & Co.



Beached at Alang November 19, 2015, the *Veronica* was originally the Swedish liner *Kungsholm* delivered in 1966 to the Swedish American Line. Last regular liner between Göteborg and New York, she was also suitable for cruising.



1966, arrival at Göteborg
© Göteborgs Posten



1969, *Kungsholm* cruising in Papeete - Tahiti (French Polynesia). © Michel Floch



© Göteborgs Posten

Sold in 1975 to Flagship Cruises (USA) and transferred under the Liberian flag, she keeps her name and continues to cruise.



Conversion into *Sea Princess* at Bremer Vulkan

Collection Hermann Rabbel

She is acquired in 1978 by P&O and becomes the English *Sea Princess*. During her overhaul at the German Bremer Vulkan shipyard, she loses one of her two funnels and the remaining one takes a more modern profile.

While remaining with the P&O, she is renamed *Victoria* in 1995

Victoria departing Turku (Finland),
August 2002
© Eerik Laine



Acquired in 2002 by Bahama-based Leonardo Shipping, under Greek management, renamed *Mona Lisa* (the funnel is then decorated with the Gioconda), she sails under charter of the German company Holiday Kreuzfahrten until its bankruptcy in 2006.

In the winter 2006/2007 she becomes a hotel ship during the "Asian Games" in Qatar, then is chartered in 2007 to the Spanish Pullmantur who renames her *Oceanic II*. She also operates for a few months in late 2007 and early 2008 as a floating university for the American organization "The Scholar Ship".

Oceanic II



Istanbul (Turkey), July 2007 © Olaf Kuhnke



Darling Harbour, Sydney (Australia) © Clyde Dickens

She becomes the *Mona Lisa* again in 2008 and is regularly chartered by the German company Lord Nelson Seereisen, but also used during the winter 2008/2009 by the Japanese organization "Peace Boat" and early 2010 as a floating hotel in Vancouver for the Olympic winter Games.



Mona Lisa at Le Havre (France), August 29, 2009 © Pascal Bredel



The *Mona Lisa*, which is no longer in compliance with the SOLAS Convention (Safety Of Life At Sea), is finally acquired in October 2010 by DSME Oman, a subsidiary of Daewoo Shipbuilding & Engineering Company. She is then docked by the Korean group in the shiprepair complex port at Duqm on the coast of the Indian Ocean and has been used since summer 2011 under the name *Veronica* as a floating hotel and restaurant. The deluxe room there costs US \$ 300 a night.

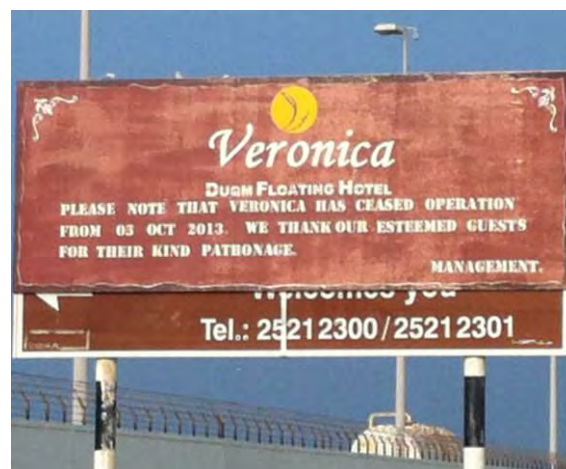


Veronica © Reuben Goossens /SS Maritime

The hotel *Veronica* closed down in October 2013. After 2 years of lay-up on site, the former ocean liner is finally sold as is in Oman and towed for demolition in India. US \$ 238 per ton.



October 2015 © Neil Thomas



© Reuben Goossens /SS Maritime

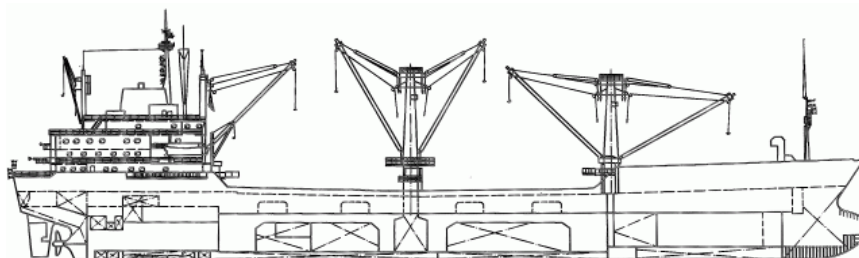
The END

Almost the end for the *Neptun 421* series

The *Banglar Moni*, built in 1983 as *Antje* for Horst Oldendorff, Singapore, and immediately sold to the Bangladesh Shipping Corporation, was the penultimate of still active *Neptun 421*. It's almost the end of a cult series, named after the number of the first-born, the *Cam Doussié*.



This series built between 1977 and 1985 by the Neptun shipyard in Rostock, at the time in East Germany, counted 33 ships. They had as main features a length of 150,20 meters, a width of 21,05 meters and deadweight of 12,600 tons. They were versatile cargo ships with nevertheless a capacity of about 400 twenty-foot equivalent container units (TEU). Their "Velle" type derricks could tilt and move in all directions, with an endless cable and 2 winches.



1979 Deutfracht/Seereederei Rostock (VEB) / 2012 Seeleute Rostock e.V.

The main initial purchasers were East and West German ship-owners (13 units including 7 for Vinnen of Bremen, namely the *Merkur Sea*, *Merkur River*, *Merkur Bay*, etc.), Norwegian (5 units) and the East German state Deutsche Seereederei (5 units, *Pritzwalk*, *Pasewalk*, *Glauchau*, *Crimmitschau* and the famous *Fliegerkosmonaut der DDR Sigmund Jähn*, perhaps the longest name of the Merchant Navy).



© Archives DSR, Seeleute Rostock →



Fliegerkosmonaut der DDR Sigmund Jähn, named in honor of the first German cosmonaut having flown in space to the Salyut 6 station on August 26, 1978.

Three of the *Neptun 421* flew the French flag at the Société Navale Caennaise (Naval Company from Caen). These were the *Thésée* (1980 to 1994), the *Galatée* (1982 to 1990) and the *Hébé* (1986-1994). The trio has mainly served the western coast of Africa, like many of their African sister-ships, namely the seeded Cameroonian *Cam Doussié*, sank following a collision on March 2nd, 1987 with the Spanish container ship *Puerto Santana* off the coast of Morocco and the Gabonese *M'Passa* and *L'Abanga*, used from 1983 to 1994 by Sonatram (Société Nationale de Transport Maritime).



Coll. E Guéguéniat

The Safmarine, specialized in African routes, also appreciated the *Neptun 421*. It chartered 8 of those for long or short periods renaming them *Safmarine Lobito*, *Safmarine Gabon*, *Safmarine Palanca*, *Safmarine Boma*, etc.

The *Neptun 421* were known for their sturdiness. When they were not accident damaged, they approached or exceeded 30 years. The *Crimmitschau* even spent her entire career without changing name. She ended up in Bangladesh in 2009, at the age of 30 years.



Young years © archives DSR/Seeleute Rostock



June 3, 2009, last stop at Honfleur © E Guéguéniat

The only survivor is the Panamanian *Port Said* owned by the Egyptian company Red Sea Navigation Company which is no other than the former Gabonese *L'Abanga*. She entered her thirty-third year.



Coll. E Guéguéniat



© Conor Mulligan

Sources:

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Editors and artistic directors: Jacky Bonnemains and Christine Bossard

Documentation and illustrations: Christine Bossard

with Elodie Crépeau and Charlotte Nithart

Translation: Laurence de Bodinat, Christine Bossard and Jacky Bonnemains

Director of publication: Jacky Bonnemains.

In collaboration with Gérard Cornier, maritime journalist and historian