Ship-breaking.com 2012
Bulletins of information and analysis on ship demolition, # 27 to 30
From January 1st to December 31st 2012

Robin des Bois
2013
Ship-breaking.com
Bulletins of information and analysis on ship demolition

2012

Content

# 27 from January 1st to April 15th ................................................................. 3
(Demolition on the field (continued); The European Union surrenders; The Senegal project; Letters to the Editor; A Tsunami of Scrapping in Asia; The END – Pacific Princess, the Love Boat is not entertaining anymore)

# 28 from April 16th to July 15th ................................................................. 77
(Ocean Producer, a fast ship leaves for the scrap yard; The Tellier leaves with honor; Matterhorn, from Brest to Bordeaux; Letters to the Editor; The scrapping of a Portuguese navy ship; The India – Bangladesh pendulum The END – Ocean Shearer, end of the cruise for the sheep)

# 29 from July 16th to October 14th ................................................................. 133
(After the Exxon Valdez, the Hebei Spirit; The damaged ship conundrum; Farewell to container ships; Lepse; Letters to the Editor; No summer break; The END – the explosion of Prem Divya)

# 30 from October 15th to December 31st ................................................................. 197
(Already broken up, but heading for demolition; Demolition in America; Falsterborev, a light goes out; Ships without place of refuge; Demolition on the field (continued); Hong Kong Convention; The final 2012 sprint; 2012, a record year; The END – Charlesville, from Belgian Congo to Lithuania)

Global Statement 2012 ................................................................. 266
An 83 year old veteran leaves for ship-breaking. The Great Lakes bulker *Maumee* left for demolition at the Canadian ship-breaking yard at Port Colborne (see p 61).

A sea lion loses a place of refuge. The *Akademik Vavilov* has left for demolition in India (see the Reefer section on p 46).
Demolition on the field (continued)

South Pacific

The wreck of the *Rena*, run aground on a New Zealand reef October 5, 2011, suffered new injuries during the recent storms and new waves of waste, oil and containers have been spilled. Around 250 containers remain prisoner on the wreck. Clean-up efforts for waste on the beach continue. To make an example, two employees of the company entrusted with the dismantling of the wreck were fired for having drunk, without moderation, bottles of Sauvignon that had escaped from their container.

Atlantic North-West. The wreck of the *Canadian Miner*, ran aground September 20 on Scatarie Island (Nova Scotia, Canada), has degraded during the winter. Two specialized companies, one American, the other Turkish, must hand in their plan for dismantlement to federal and provincial authorities. The inventory of onboard or integrated hazardous materials is not known even though the ship left the Canadian Great Lakes in tow to be demolished in Turkey. Fishermen fear that the on-site demolition of the *Canadian Miner* would be harmful to the lobster fishing season, extending from May to July.
**North-East.**
Pushed by the storm, the cargo ship under the Antigua-and Barbuda flag Carrier ran aground on concrete blocks bordering Colwyn Bay in Northern Wales. The seven Polish sailors are safe, the German ship owner declaring the ship a total loss. PGC Demolition, a company based near Manchester, is contracted to pump the marine gas oil and bilge water, then demolish the ship *in situ*, if all goes well. The ship will be boned in 10 weeks.

---

**Mediterranean**
The *Costa Concordia* should, after a year of work, be reflated and towed. But to what port? It is unknown which. Towards Genoa, or Livorno, or Palermo, or another Mediterranean port or even directly above underwater pits where she will be sunk? Italy has a long tradition of sinking commercial ships. Will they continue? Another unknown factor is the state of the starboard side: Is she waterproof, cracked, twisted, broken, or open to waters of the Mediterranean? She is submerged and impossible to examine for security reasons. In other words, in the event of a long reflating operation, will the *Costa Concordia* be really transportable? In this instance, the Italian government will validate the option held back by Costa Crociere SpA and its parent company Carnival Corporation. See the report from Robin des Bois “From the *Titanic* to the *Costa Concordia*” and the photo report from Giglio Island.
The European Union surrenders
The European Union continues to show interest for the conditions of ship-breaking. After the “Green Paper on Better Ship Dismantling” from the European Commission in 2007, the European Parliament resolution on “the European strategy for better ship dismantling” in 2009 and a series of meetings between all parties interested about the end of a ship’s life, the Commission just proposed new regulation on ship demolition, to be discussed at the next Parliament and European Council meetings. In the first place, meetings will be about “requiring member-States to ratify the Hong Kong convention for the Safe and Environmentally Sound Recycling of Ships”. Signed in 2009, the convention has not at this time been ratified by any of the IMO members and will be archaic when it goes into effect.

During this long wait, the transitional european regulation must secure the interim. The European Union put their ambition on hold. Yesterday it envisioned the anticipated application of the Hong Kong convention or even an enlargement of its constraints; today, it is just about to designate the dismantling sites fulfilling the convention requirements and take into account the measures of demolition preparation such as the inventory of hazardous materials and the recycling plan. Even though the actual European regulation forbids a minima, but without success, export to a non-OCDE country, the opportunity to dismantle in a distant facility provided that it be included in the European list is considered a satisfying issue to the penury of European sites…But is it the penury of sites in Europe that oblige European ship owners to export, or the exportation that holds back the emergence of such an industry in Europe?

Only the ships flying the flag of a member-State of the European Union are concerned by the regulation. The notion once put before the Commission of “Ships with strong links to Europe” has been whisked away. The carrying out of this regulation showed itself useless. Close to 40% of ships that left to be demolished belonged to a European ship owner, but only 13% sail under European colors. A disuasive measure is targeted at shipowners who sell their ships to sites not agreed upon. Article 23 of the regulation project previews sanctions of which the amount is not defined: ‘Where a ship is sold and, within less than six months after the selling, is sent for recycling in a facility which is not included in the European list, the penalties shall be: a) jointly imposed to the last and penultimate owner if the ship is still flying the flag of an European Member State; b) only imposed to the penultimate owner if a ship is not flying anymore the flag of an European Member State.”

This tortuous article 23 applied to the world’s oceans will be easily bypassed by dropping anchor for more than 6 months in a remote bay, by sales to ephemeral ghost companies, and transfers under specialized flags like Tuvalu, Mongolia, Comoros, Saint Kitts and Nevis, Togo, Moldavia…

The Senegal Project
The Spanish Group Ferrometal has the ambition to open a ship demolition site in northern Senegal, south of Saint Louis in the rural community of Leona, in proximity to Louga. Ferrometal specializes in international trading of ferrous and nonferrous metals. The project is ambitious. It plans the digging on an access channel 20 meters deep and 1.5 kilometers long, protected by two cement block dikes, an 800 meter long initial dismantlement quay on the water, and a dry dock for final demolition.

This global port project dedicated to the demolition of ships would be built ex nihilo. That is, nothing in the present case being around 300 meters of beach, a wooden backshore and 315 hectares of natural land. According to the Senegalese press, the project was approved by the rural community of Leona and by the regional council. Mrs. Cornelia Man, director of Ferrometal, met with the highest government authorities of Senegal on this subject. At the same time, Chinese interests want to build a factory to extract waste and by-products from demolition with the reservation that the terrain must be allocated to them in order to stock non-recyclable waste. Ferrometal often cites as natural deposits for the port-site the maritime cemeteries at Nouadhibou and the west African coast, without expanding upon the technical or nautical means to move the wrecks, of which the quasi-totality are no longer navigable.

Ferrometal’s management presented the project to Robin des Bois. It responds to a need on the west coast of Africa and at the same time asks questions about the protection of the natural and marine environment, the disruption of traditional activities, and the training of workers. The preliminary risk could be that while waiting for this complex, long, and expensive facility to be completed, a new ship cemetery will set in on the beaches of Leona or around it.
The Robin des Bois Mailbox

From Simon, Quebec City, Canada, received March 7, 2012

I came across you when I was looking for information on the sinking of the Canadian Miner. I really liked your site. But I found at least one error of which I wanted to make you aware. So here it is. In your latest edition of “ship-breaking.com”, you wrote about the tugboat Hellas which had had problems after towing a ship, the Federal Miramichi (IMO 9315549), and you say that it is a chemical tanker. In fact, it is a general cargo ship.

I looked at other ships with their IMO numbers that had left to be demolished in Europe and Asia (Turkey in general) and I did not find them. You talked about the Saunière (IMO 7028489), left for dismantling June 3, 2011, but you did not mention other ships that left in almost the same time frame. The Halifax (IMO 5120075), constructed in 1969 left for dismantling May 25, 2011, in Turkey July 2011(photo found on shipspotting.com) and the Algontario (IMO 5301980) constructed in 1960, in West Germany, sent for demolition June 27 2011. On an environmental level, the Halifax is the most dangerous of the three. It’s a steam ship, and therefore concerning asbestos, she must be something. I don’t know if she was cleaned up before being sent to Aliaga, Turkey.

The Canadian great lakes fleet still possesses 3 steam ships, all built in the 1960s, possibly insulated with asbestos. Last year, I was a mechanics officer on board one of the steam ships. The company conducted air tests and I saw the results of the test, and the air contained little asbestos. For the moment.

Two other ships (probably, and this is only hearsay, they were fastened in a strange place...) are being broken up in a site, at Port Colborne, in Ontario, on Lake Erie, owned by the same company that will demolish the Canadian Miner. The James Norris (IMO 5169124), built in 1952 (steam ship, the last to function with alternative equipment...) and the Maumee (IMO 5057709), built in 1929 (this one beats the record for longevity) but given a new motor in 1964. The demolition is done on the water’s edge, without too much protection for the environment. You should take a look at Canada, the great lakes fleet is old (an average of close to 40 years) and they are beginning to update the fleet since the federal government abandoned the customs tax of 25% on new ships built abroad. Since then, many new ships are being ordered. CSL has 5 new ships of the Trillium class and Algoma Central Corporation has 6 ships of the Equinox class. The old ships will go to be dismantled, as we have seen for some years now, in Turkey.

I do not know if you have heard this story. The Kathryn Spirit (IMO 6717069), built in 1967 in Sweden, was to be scrapped by a company that knew nothing about the trade. They wanted to deconstruct it, on the water, on a bank close to the St. Laurent sea route, at Beauharnois. Some citizens and the mayor were panic-stricken, and now, no other news. I don’t know what happened, I don’t know if the ship is deconstructed or where it is. On the environmental side, there is so much laxity on the part of the provincial and federal government on this subject.

Response from Robin des bois

Hello Simon, you are right in that the Federal Miramichi is not a chemical tanker; according to Germanischer Lloyd she is a general cargo carrier and we erroneously classed her as a chemical tanker because after her immobilization at Cherbourg she was carrying urea, a nitrogenous chemical. We will make a correction in bulletin n° 27.

We really appreciate your information on the great lakes fleet in Canada and on its renewal. We were aware of the demolition of the Maumee who was on our list, but not of the James Norris. We also benefitted from your information about the departures of the Halifax and the Algontario. We noticed that old Canadian ships left for breaking in Turkey (Algointario, Agawa Canyon in 2010, Saunière, Canadian Miner in 2011) and your precision concerning taxes on Imported ships explains these demolitions.

Our inventories are as complete as possible, but there can be some gaps concerning the sales to Turkey or China (often made public after the fact or not at all...).

We do not know the practics of Port Colborne (We heard talk about the demolition of old American octogenarian bulk carriers on the Great Lakes some years ago. It presented itself as the first site in the world to be certified as ISO 14001... but we have not had the occasion to study it. We imagine that the demolition is done afloat and not in dry dock. We don’t know if the final cutting is done on a slipway like in Belgium or Denmark (and in certain Turkish sites) and what is the method of confining pollutants, particularly drainage water and asbestos) and especially its putting into practice. Generally, we are more supportive to sites in proximity rather than exporting the danger across the oceans. In case of exportation, it seems to us imperative to furnish to the demolisher with an inventory of dangerous materials on board, or proceeding to a preliminary extraction without testing the integrity of the hull or to repatriate the dangerous waste that cannot be treated/stocked in the demolisher’s country (typically PCBs or asbestos, or radioactive sources...)

As for the Kathryn Spirit we have heard talk of this controversy on the demolition by “Groupe Saint-Pierre”.

Please do not hesitate to send us news from Canada.
From Tuomas, Vuosaari Harbour - Helsinki, Finland, received March 6, 2012
Hello
Thank you for your detailed reports on the ship demolition market. While reading the most recent one (#26), I spotted a mistake. According to the report ro-ro vessel BALTCICA (IMO 8813154) was sold for demolition in India "as is in Fujairah". This information is incorrect as she is currently moored at Vuosaari harbour in Helsinki, Finland - in fact, I can see her red hull from my office window.

Response from Robin des Bois
Thank you for your interest and this information.
In our latest bulletin, we announced the RoRo Baltica IMO 8813154 was to be broken up from various information sources such as brokers and the European database Equasis. In this database, the sale and status of the Baltica was updated on 11 November 2011, from "in service" to "to be broken up".
There are sometimes mistakes even in the official database like Equasis (I remember a car carrier which was supposed to be broken up but of which a contact in New Zealand pointed out she was still carrying cars from Korea to New Zealand).
I suppose this is also the case with Baltica, unless the delivery is delayed for some reason. There might have been confusion with the Balticum (ex-Tor Baltica) or the Clare (ex-Dana Baltica)?
Anyway, I will be grateful if you could take a picture of the ship from your office window while she is moored in Helsinki and send it to me!

Baltica at Helsinki, March 12, 2012 © Tuomas

PS : The Equasis database has corrected the ship’s status in its latest update: it is now “in service”.

From Egidio, Genoa, Italy. Received January 19, 2012
After reading about your intentions of preparing an item above some cases of abandoned ships, I realized there is a third vessel with a possibly sad future here in Genova. I am talking of the cruise ship Pacific that has been seized since November 2008 because of the debt claimed from the yard that was refurbishing her. On board there are only three people but it is unlucky she can resume her career.

From Egidio, Genoa, Italy. Received March 6, 2012
The cruise vessel Pacific (ex-Pacific Princess), IMO 7018563, has been sold to the Turkish company CEMSAN, which is active in shipbreaking for € 2.5 millions. The vessel is actually berthed in Genova and is suppose to leave the port in the next weeks.
The Pacific arrived at Genova in November 2008 to be refurbished at the local Officine San Giorgio yards. As soon as the huge quantity of asbestos present in the ship was revealed the refurbishment costs proved to be too expensive for the shipowner, so the works were stopped and the ship was seized after the yard did not received the amount dues. The asbestos is still on the ship, of course.
After three auctions the ships has been sold directly to Turkish interests.

Response from Robin des Bois
Thank you for the news about the ex-Pacific Princess which is also developed in this bulletin. (See The END p 72-73)
A Tsunami of Scrapping in Asia. Results from January to April, 2012.

The overcapacity of the fleet and the penury of cargo to transport are leading hundreds of ships towards Asian demolition sites. In these conditions, “green recycling” is forgotten. They sell to whomever has the best offer and it is often he who is disregarding the protection of workers and the environment. Mediterranean Shipping Company (MSC) sold, in the last four months of the year, 15 medium size container ships, representing around 180,000 tons of metal. At $500 per ton, that quickly fills up the piggy bank. Some of these container ships were constructed in 1992, in 1990, even in 1989. They are far from reaching the average age of container ships sent for ship-breaking in 2011 or 2010, which is 29 years. For the ship owners, it is more profitable to demolish the ship than to operate it.

417 ships went to be broken up in the beginning of 2012, making a rhythm of 28 ships per week. In 2011, the steady rhythm was only about 20 ships per week. That means a tsunami of ships to be demolished rushed into the Asian sites. The accumulated demolition permitted the recycling of over 3.5 million tons of metal. Of 417 ships to demolish, 410 (98%) went to Asia; 149 (36%) were constructed in Europe, 181 (43%) belonged to European ship owners.

<table>
<thead>
<tr>
<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 194 (47%)</td>
<td>1 India, 1,660,000 t (47%)</td>
<td>1 : bulk carrier, 148 (35%)</td>
</tr>
<tr>
<td>2 Bangladesh, 59 (14%)</td>
<td>2 Bangladesh 585,000 t (16%)</td>
<td>2 : general cargo, 106, (25%)</td>
</tr>
<tr>
<td>3 Turkey, 55 (13%)</td>
<td>3 Pakistan, 519,000 t (14%)</td>
<td>3 : tankers 66 (16%)</td>
</tr>
<tr>
<td>4 China, 53 (13%)</td>
<td>4 China, 516,000 t (14%)</td>
<td></td>
</tr>
<tr>
<td>5 Denmark, 4 (1%)</td>
<td>5 Turkey, 172,000 t (5%)</td>
<td></td>
</tr>
<tr>
<td>6 Pakistan, 38 (9%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Canada, 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Belgium, 1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

It is always in India where the majority of ships arrive, as much in number as in volume although Bangladesh is back on the market at the second place. The new government policy in Bangladesh as regards the demolition of ships will not turn the local practises upside down if only that the ships must from now on wait a week to obtain their official certificate and their authorization to be beached for demolition. The return of Bangladesh has not begun price wars and overbidding. On the contrary, the abundance of ships to be broken up has lowered the tariffs of the Indian subcontinent under the $500 per ton bar. But the habitual gap between the subcontinent and China is reducing. China, where the demand for metal is very high, offers to buy at around $425 per ton.

Japan has landed in India. A Japanese delegation, among which were MOL, NYK, Mitsubishi, and Kawasaki, met the Gujarat Chief Minister with the goal of converting Alang yards into an international-level yard, safe and eco-friendly as per guidelines of the IMO and future international regulations. The Japanese will be disposed to invest $22.5 million in this conversion project of Indian sites. Let us remember that MOL sent in these last months a series of large tankers for demolition in India, insisting on conditions of dismantlement respectful of the environment.

After detention, ship-breaking awaits

88 (21%) of the ships going to be broken up are not controlled by a classification society belonging to IACS (International Association of Classification Societies) or are without classification. The substandard ships are therefore a priority: at least 268 (63%) were detained in worldwide ports with a rate of detention more than 75% for general cargo carriers, reefers and bulk carriers, and 66% for container ships. The rate of detention is 21% for oil tankers. On the podium of detentions in this issue of Ship-breaking.com are four general cargo carriers, the Four Seasons, 11 detentions between 2003 and 2012, the Chronis, the Selen and the Orient III and a gas tanker, the Patchawaradee-8, 10 detentions each. (cf.p 19, 25, 29, 34, 37).

Years and meters

The age of ships sent away ranges between 15 years for the container ship ACX Hibiscus, victim of a collision at Singapore, and 83 years for the Great Lakes bulker Maumee, demolished in Canada. The average age is 29 years. 127 ships have a length less than 150 m, 155 measure between 150 and 199 m and 135 more than 200 m. 11 ships measure more than 300 m among which the Oriental Nicety ex-Exxon Valdez and her sistership the S/R Long Beach. The largest ship to be broken up was the single hull VLCC tanker Antiparos, with a length of 333 m.
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.

**Tanker**

*Exxon Valdez*

The oil terminal of Alyeska said in 1987 that a massive oil spill could only come about at worst once every 241 years. The statistics were formal, but they had forgotten to say that the disaster will happen at the beginning of operations. In 1998, Exxon Shipping Company reduced the crews aboard tankers that operated the shuttle between Alaska and California, with the approval of the Coast Guard. They went from 20 to 16 sailors thanks to the task flexibility criteria.

During the night of March 22, 1989, Joseph Hazelwood arrives at Valdez. It is the relief of the crew of the Exxon Valdez, which is being loaded up. The next day, he spends the afternoon at the Pipeline Club with the chief mechanic. Beer and vodka are drank at a steady rythm, according to inquirers.

At 9:00 pm on March 23, 1989, the Exxon Valdez cast off for Long Beach. At 11:25 pm, the commandant Hazelwood calls land and signals that he wants to leave the sound by the access channel. He identifies the ship as the Exxon Baton Rouge, his former ship, and corrects himself. The Vessel Traffic Center gives the green light. Now it is a matter of catching up on the 30 minutes lost leaving the terminal.

Hazelwood retires, leaving the direction of operations to two officers, of which neither has a pilotage license. One of the two is in training.

At midnight, the Exxon Valdez leaves the access channel and does not veer to the right as all well-known mapped out, written, oral, and routine procedures say to do. Nobody on land notices the fatal error.

At 12:08 am, the Exxon Valdez strikes, and is stanned in a reef. From 12:35 to 1:41 am the commandant tries to free the ship. Subsequent testimony says to the contrary that he tried and succeeded in fixing it definitively in the reef, guaranteeing a minimum of stability.

3 hours later, the Coast Guard arrives on the scene. The sea smells of oil. Mr. Hazelwood is smoking on the bridge and is immediately asked to put out his cigarette. The Coast Guard is there, but no aid. Yet the terminal had promised that, at the latest 3 hours after the beginning of such an event, 4500 meters of antipollution booms and 2 hydrocarbon skimming ships would be deployed to the scene. The first victims of thousands would be the sea otters, seals, sea lions, humpback whales and then 2500 Aleutian Indian fishers and fish amateurs, oil-encumbered and intoxicated fish, and other ones gone to other places, death breathing down their necks.

7 years after the drama, the commandant Hazelwood was acquitted of the main charges of which was navigating under the influence of alcohol and condemned to 1000 hours of community service and a fine of $50,000 to the State of Alaska for ‘gross negligence’.

After the lightening of her residual cargo, towing and repairs, the Exxon Valdez carried on in other places and under other names her sulfurous career. In July 1990, she leaves the dry dock of San Diego, California, reenters service under the name Exxon Mediterranean, to be loaded with oil in the Persian
Gulf and frequents European ports. American regulation and the Oil Pollution Act of 1990 prevents Exxon from reentering the ship in its North American fleet for traffic towards Alaska. In the beginning of the 90s, the petroleum society transfers its shipping activities to its newly created subsidiary, Sea River Maritime, Inc. and gives it the *Exxon Mediterranean*, which becomes the *Seariver Mediterranean*, then the *S/R Mediterranean*. We can find the tanker at Lisbon (Portugal), at Le Havre (France) or at Southampton (United Kingdom). She keeps her United States flag until 2005. After January 1, 2005, the European regulations adopted after the *Erika* (1999) and *Prestige* (2002) oil spills banned single hull ships from transporting heavy fuel in European waters. The *S/R Mediterranean* becomes the *Mediterranean*, adopts the Marshall Islands flag of convenience and leaves Europe.

In 2007, Sea River Maritime resells the ship to the Chinese COSCO. The *Exxon Valdez* is converted into a dry bulk carrier at Guangzhou (China) and is relaunched in December 2008 under the name of *Dong Fang Ocean* and the flag of Panama. In April 2011, still the property of COSCO, she is renamed *Oriental Nicety* but remains Panamanian. In December 2011, she leaves Dalian (China) for Singapore and is resold to Best Oasis Ltd., a Hong Kong based subsidiary of the Indian Priya Blue Industries, itself famous for having demolished the *Blue Lady* (ex-Norway, ex-France) in 2006. The destiny of the former *Exxon Valdez* is sealed, and she becomes the *Oriental N* flying the Sierra Leone flag for her last voyage, towards India.


CE Ulsan (ex-Ulsan Spirit). IMO 8806527. Tanker. Length 244 m, 18,311 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh. US $ 480 per ton including 350 t of bunkers.


Isabel Barreto. IMO 8008589. Tanker utilisé comme stockage flottant. Length 171 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Callao (Peru) by SIMA. Owned by Petrolera Transoceanica SA (Peru). Sold as is in Peru for an unknown but Asian destination of demolition and renamed Isabell flying the Tuvaluan flag.


![Low Rider](image)


Anchored at Guanabara Bay/Rio de Janeiro (Brazil), August 2008 © Edson de Lima Lucas


S/R Long Beach (ex-Exxon Long Beach). IMO 8414532. Tanker. Length 301 m. Deflagged from United States to Tuvalu for her last journey. Classification society American Bureau of Shipping. Single hull ship built in 1987 in San Diego (United States) by NASSCO. Owned by Seariver Maritime Inc (United States). This sistership of the Exxon Valdez has remained American until the last minute but one. Laid up since September 2009, in February 2012, she was deflagged to Tuvalu, shortened to “Beach” and sold for demolition in China.


Chemical tanker


Bruce Park (ex-Jipro Star). IMO 9043732. Chemical tanker. Length 132 m, 3,868 t. Deflagged from United Kingdom to Indonesia. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1992 in Akitsu (Japan) by Shin Kurushima. The ship was sold by Ofer Brothers Group (Israel) to the Indonesian Waruna Nusasentana, deflagged, renamed « Medelin Master » and eventually resold for demolition in India in February 2012. US $ 603 per ton including stainless steel tanks.

Bruce Park, passing New Waterway at Rozenburg in Rotterdam (Netherlands), September 2009 © Henk Jungerius


The chemical tanker Northern Bell in New York (United States), November 2006 © Tom Turner


**Sun Queen 1** (ex-*Araucaria*). IMO 8201492. Chemical tanker. Length 133 m, 3,488 t. Panamanian flag. Classification society Bureau Veritas. Double bottom ship built in 1984 in La Rochelle (France) by les Ateliers et Chantiers de la Rochelle. *Araucaria* was built for the Brazilian company Flumar (Transportes Fluviais e Marítimos) subsidiary of Louis Dreyfus Armateurs until 1999. She was the first of a serie of two ships, the second one, *Angelim*, was broken up Alang in 2011. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. US $ 820 per ton including 426 t of stainless steel.

*Araucaria* leaving São Salvador da Baia de Todos os Santos (Brazil), March 2007. At US $ 820, she is breaking the price record in this edition #27 © *Felipe Carvajal*


**Gas tanker**

*Elba* (ex-*LNG Elba*, ex-*SNAM Elba*, ex-*Esso Liguria*). IMO 6928632. Gas tanker. Length 208 m, 14,481 t. Italian flag. Classification society RINA. Built in 1970 in Genoa (Italy) by Italcantieri. Owned by Carbofin EnergiaTrasporti SpA (Italy). Sold for demolition in Turkey where she will join her sistership *LNG Palmaria*.


*Emsgas*, in Vung Tau (Vietnam), September 2009 © Ivan Meshkov


24 February 2012, **LNG Palmaria** is being towed to the demolition yard in Aliaga © Tomasello Letterio


Ferry
Calypso (ex-Kärnan). IMO 7021807. Ferry. Length 85 m. Turkish flag. Classification society Turk Loydu. Built in 1970 in Svendborg (Sweden) by Svendborg Skibs. Owned by Fergun Shipping Co Ltd (Turkey). Sold for demolition in Turkey. She was successively the Danish Kärnan servicing between Elseneur and Helsingborg from 1970 to 1993, the Maltese Calypso operating as a shuttle between the Malta and Gozo islands from 1993 to 2004 and still as Calypso but Turkish for service between Tacusu (Turkey) and Girne (Turkish part of Cyprus) since 2004.

October 2002, Calypso laid up in Valletta (Malta) © Shipspotting

Discovery Sun (ex-Balanga Queen, ex-Scandinavian Sun, ex-Caribe Bremen, ex-Caribe, ex-Svea Star, ex-Freeport 1, ex-Freeport). IMO 6815158. Ferry. Length 134 m, 6,566 t. Deflagged from Bahamas to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1968 in Lübeck (Germany) by Orenstein & Koppel. Owned by Discovery Cruise Line (United States). This ferry divided her 44 year career with cruises between Florida and the Bahamas (under the names of Freeport, Caribe, Caribe Bremen, Scandinavian Sun and Discovery Sun) and connections in the Baltic (as the Svea Star and Balanga Queen). Her last owner, Discovery Cruise Line, who deployed her in the Bahamas, removed her from service in September, 2011 due to financial losses.


Mirage 1 (ex-Club Mirage, ex-Magic 1, ex-Seminole Empress, ex-Crucero Express, ex-Jupiter, ex-Bolero, ex-Scandinavica, ex-Prince of Fundy II). IMO 7221433. Ferry. Length 141 m, 7,852 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1973 in Prairie-au-Duc (France) by Dubigeon Normandie. From the very beginning of her career the Mirage 1 has had various assignments : start in the West Atlantic on the Portland (Maine) - Yarmouth (Nova Scotia) line ; as the Norwegian Prince of Fundy II during the summers of 1973 to 1976 ; between Sweden and Germany as the Scandinavica chartered by Stena Line from 1978 to 1980 ; between Norway and Denmark from 1981 to 1994 as the Norwegian Bolero, while under the ownership of Fred Olsen. Then renamed Jupiter and chartered by Color Line. She was operated as a cruise ship in the Caribbean islands as Crucero Express with a Bahamian owner from 1994 on, then renamed Seminole Empress in 1996. From 1999 onwards owned by the Israeli Dynamic Shipping Services and flying the Bahamian flag she was successively named Magic 1, Club Mirage and Mirage 1 and mainly operated between Israel, Turkey and Greece. Sold for demolition in Turkey. US $ 328 per ton.
Princess Victoria (ex-Ciudad de Algeciras, ex-Bahia de Cadiz). IMO 7901746. Ferry. Length 99 m. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1980 in Santander (Spain) by Santander Astilleros. She had two periods in her career. As the Spanish Bahia de Cadiz renamed Ciudad de Algeciras in 1985, she ran between Algeciras and Ceuta in the Gibraltar Strait. She was then renamed Princess Victoria with a Turkish owner and flying the Cambodian flag and serviced between Trabzon (Turkey) and Sotchi (Russia) in the Black Sea. Owned by Oz Star Denizcilik (Turkey). Detained in 2006 in Sotchi (Russia), in 2008 in Trabzon (Turkey) and in Sotchi again and in 2010 in Novorossiysk (Russia). Sold for demolition in Turkey.

Scotia Prince (ex-Stena Olympica). IMO 7119836. Ferry. Length 143 m, 6,963 t. Bahamian flag. Classification society Bureau Veritas. Built in 1972 in Kraljevica (Croatia) by Titovo; jumboized in 1987 and lengthened from 125 to 143 m. This ferry was originally delivered as the Swedish Stena Olympica and was assigned to the Göteborg - Kiel or Göteborg - Frederikshavn lines. Sold in 1982 to Prince of Fundy Cruises (USA), she became the Panamanian Scotia Prince on the Portland (Maine) - Yarmouth (Nova Scotia) line, until this service was suspended in 2004. She was then chartered according to needs: in 2005, she was used to provide housing to victims of the cyclone Katrina in New Orleans; in 2006, she was chartered by Comanav (Morocco) and Algérie Ferries in the Mediterranean Sea. In 2007, she was acquired by International Shipping Partners (USA) and reflagged to Bahamas, chartered from 2007 to 2008 by Comanav, in 2009 by Acciona Trasmediterranea (Spain) on the Almeria - Algeria line, in 2010 by Marmara Lines (Turkey) on the Ancona - Cesme line between Italy and Turkey. She was then chartered in 2011 by Flemingo Lines (India) for the Tuticorin – Colombo service; on her way to this charter she was used to help evacuate Indian and Sri Lankan nationals in Libya. She was laid up in December, 2011 due to economic losses by her owner Flemingo. Detained in 2006 in Genoa (Italy). Sold for demolition in India. US $ 430 per ton.
**Tasucu (ex-Wilhelm Kaisen, ex-Najaden).** IMO 6619700. Ferry. Length 85 m. Deflagged from Turkey to Togo and chartered by the Maltese Government in August 2012 for the evacuation of workers out of Libya; deflagged again to British Virgin Islands. Classification society Turk Loydu. Built in 1967 in Aarhus (Denmark) by Flydedock. Originally a ferry (wagons, cars, passengers) for Danish railroads under the name *Najaden* on the Elseneur – Helsingborg line, and then on the Bojden – Fynshav line. Sold in 1998 to Elbe Ferries (Germany) and renamed *Wilhelm Kaisen*; when she was operated on the Brunsbuttel – Cuxhaven line. Sold in 2003 to Akgünler Islmelerleri (Turkey) and renamed *Tasucu*; to service the Tasucu (Turkey) - Kyrenia (Turkish part of Cyprus). Sold for demolition in Turkey. US $ 337 per ton.

*In Kyrenia July 2006 © Marinetraffic*

**Passenger ship.**

**Lyubov Orlova.** IMO 7391434. Passenger ship. Length 100 m, 2,695 t. Cook Islands flag since 2009. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in Saint Petersburg (Russia). Former Soviet passenger ship owned by Far Eastern Shipping Company (Fesco) from Vladivostok; acquired in 1986 by the Lubov Orlova Shipping Company, Malta based with Russian capital. This vessel with a capacity of 122 passengers was finally chartered by Cruise North Expeditions, an Inuit company which assigned her on their summer cruises in the Northern Canada. (Hudson and Baffin Bay …). As a result of salaries not paid to her 51 crew members and debts to her bunker suppliers she was seized on September 25th, 2010 in St John (Newfoundland, Canada). She was replaced by her sister-ship the Bahamian *Clipper Adventurer* (ex-Anna Tarasova) managed by International Shipping Partners, Miami. On August 27th, 2010, the *Clipper Adventurer* ran aground on a reef in the region of Nunavut, threatening the Canadian Arctic Ocean (Cf. “A new contaminated site in the Arctic”). The *Lyubov Orlova* was sold as is for an unknown destination of demolition. US $ 275 per ton.

*In Tenerife, April 2004 ©Trenor / Naviearmatori.net*

**Ocean Mist** (ex-Royal Star, ex-Ocean Islander, ex-City of Andros, ex-San Giorgio). IMO 5309906. Dual passenger / general cargo ship equipped with refrigerated compartments, later converted into a passenger ship in 1977. Length 112 m, 4,143 t. Cambodian flag. Classification society American Bureau of Shipping. Built in 1956 by Cantieri Riuniti dell’Adriatico, in Trieste, she was delivered as *San Giorgio* to the Italian company Adriatica for its passenger / cargo services between Italy, Greece and Turkey. She was converted into a cruise ship when she was acquired in 1976 by a Greek shipowner. It should be noted that under the name *Royal Star* (1990-2008), she was generally operated from Mombasa (Kenya) on cruises to the Indian Ocean Islands by the African Safari Club company based in Sweden, which is an unusual assignment. Sold for demolition in India.
Pacific (ex-Pacific Princess, ex-Sea Venture). IMO 7018563. Passenger ship. Length 171 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Emden (Germany) by Rheinstahl Nordseewerke. Owned by Quail Cruises Ship Management Ltd (Spain). Known for her starring role in the TV series in the 70s the “Love Boat”. Sold for demolition to Turkey after being laid up for 2 years in Genoa when plans to bring her up to standard were dropped. US $ 260 per ton. See The Robin des Bois Mailbox, Egidio p 6 and The END p 72-73.

General cargo


Alida Gorthon. IMO 7524201. General cargo. Length 141 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemiissoler Maritime Co (Cyprus). Sold for demolition in India where she will join her sistership Forest Trader ex-Margit Gorthon (Cf. below).


(Japan), in 2002 in Kawasaki (Japan), in 2004 again in Kobe and in Kunsan (South Korea); in 2005 again in Kunsan puis in Pyeongtaek (South Korea) and in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.


**BM Defender** (ex-Clipper Ipanema, ex-Concord Daisen, ex-Brave Spirit, ex-Eternal Fuji). IMO 8017009. General cargo. Length 166 m, 8,405 t. Panamanian flag. Classification society RINA. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen and completed in Numakuma par Tsuneishi SB. Owned by BM Shipping Group SpA (Italy). Sold as is in Batam (Indonesia) for demolition in India.

**BM.Hope** (ex-Bao Yue Hong, ex-Spring, ex-Ming Spring). IMO 7618284. General cargo. Length 172 m, 7,737 t. Panamanian flag. Classification society International Register of Register. Built in 1978 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by BM Shipping Group SpA (Italy). Detained in 2009 in Lianyungang (China) and in 2009 in Bandar Abbas (Iran). Sold as is in Chittagong for demolition in Bangladesh.


**Conti Express** (ex-Panama Express, ex-Panama Express, ex-Delmas Cartier, ex-Panama Maru). IMO 8009466. General cargo. Length 169 m, 8,815 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Mitsubishi. Owned by Cyprus Maritime Co (Greece). Sold for demolition in India.


Daniella (ex-Daniela, ex-ANI, ex-Vanity, ex-Trinity, ex-Regulus, ex-Cimpia Turzii). IMO 9014640. General cargo. Length 131 m, 3,460 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Tulcea (Romania) by Tulcea SN. Owned by PIC Shipping (Ukraine). Detained in 2000 in Southampton (United Kingdom), in 2005 in Mersin (Turkey), in 2009 in Constanta (Romania) and Sète (France) and in 2011 in Koper (Slovenia) and Haifa (Israel). Sold for demolition in Turkey.


Eren (ex-Magnitka, ex-Volgo-Balt 133). IMO 8857760. General cargo. Length 114 m. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1970 in Komarno (Slovakia) by ZTS. Owned by Adamar Shipping & Trading SA (Turkey). Detained in 1999 in Eysk (Russia), in 2005 in Marsala (Italy) and Izmir (Turkey), in 2006 again in Eysk and then in Tuzla (Turkey), in 2007 in Izmit (Turkey), in 2010 in Kdz.eregli (Turkey) and in 2011 again in Izmit. Sold for demolition in Turkey.

Fade 1 (ex-Saquer 1, ex-Zahra, ex-Mareg 19, ex-Keiy Kokeb, ex-Pep Comet). IMO 7507045. General cargo. Length 99 m, 1,903 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1977 in Frederikshavn (Denmark) by Orskovs. Owned by Hamadah Shipping Co (Syria). Detained in 2007 in Thessaloniki (Greece) and Safaqa (Egypt) and in 2010 in Suez (Egypt). Sold for demolition in Mumbai (India).


Hanseatic Sea leaving Eemshaven (Netherlands), March 2010 © Frits Olinga


Humboldt Current in Koper (Slovenia), April 2009 © Popazzi / Marinetraffic


Kefah F (ex-Hebei Mercy, ex-Yong Qing, ex-Caroline Schulte, ex-Evelyn, ex-Rank, ex-Frank Schroder). IMO 7412915. General cargo. Length 139 m, 3,500 t. Cambodian flag. Classification society International Register of Shipping. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by FGM ShipManagement Co Ltd (United Kingdom). Detained in 2005 in Bandirma (Turkey), in 2007 in Iskenderun (Turkey) and Damietta (Egypt) and in 2009 again in Damietta and in Mersin (Turkey). Sold for demolition in India.


Orient III (ex-Rembrandt, ex-Finiki, ex-Pacduchess). IMO 7374632. General cargo. Length 171 m, 6,918 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2002 in Antwerp (Belgium), in 2003 in Ulsan (South Korea) and Kandla (India), in 2004 in Civitavecchia (Italy) and Paradip (India), in 2005 in Hong Kong, in 2006 in Koper (Slovenia), in 2007 in Venice (Italy) and in 2010 in Mesaieed (Qatar) and Bandar Abbas (Iran). Sold for demolition in India.


Falmouth (United Kingdom), in 2004 and 2005 in Leixoes (Portugal), in 2008 in Iskenderun (Turkey), in 2009 in Bejaia (Algeria) and Antalya (Turkey) and in 2010 in Antwerp (Belgium) and Larnaca (Cyprus). Sold for demolition in Mumbai (India).


Rosborg (ex-Clipper Itajai, ex-Orient Clipper, ex-African Sky, ex-Minos, ex-Cape Verde, ex-Tendai Maru). IMO 7813183. General cargo. Length 166 m, 8,301 t. Deflagged from PBahamas to Panama. Classification society RINA. Built in 1978 in Numakuma (Japan) by Tsuneishi. Detained in 2010 in Xiamen (China). Son armateur Dannebrog Rederi (Denmark) le cède in Navalmar Uk Ltd (United Kingdom) avant revente for demolition in India. US $ 485 per ton.


Sargodha. IMO 7822017. General cargo. Length 153 m, 5,449 t. Pakistani flag. Classification society Lloyd’s Shipping Register of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by Pakistan National Shipping Corp (Pakistan). Detained in 2004 in Constanta (Romania), in 2006 in Venice (Italy) and Izmit (Turkey), in 2008 in Pyeongtaek (South Korea) and in 2011 in Kandla (India). Sold for demolition in Pakistan.

Selen (ex-Helen, ex-Norden, ex-Holger). IMO 7822536. General cargo. Length 80 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Hamburg (Germany) by Norderwerft. Owned by Sea Partners Maritime Inc (Ukraine). Detained in 1999 in Copenhagen (Denmark), in 2004 in Bari (Italy), in 2007 in Savona (Italy), Figueira da Foz (Portugal), Chalkis (Greece), Iskenderun (Turkey) and Trieste (Italy), in 2008 in Leghorn (Italy) and Pasajes (Spain) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.


Taigeta, Netherlands, March 2011 © J Klaasman


Uchur (ex-Ula, ex-Barwil Express, ex-Max Bastian, ex-Cap Baitar, ex-Max Bastian). IMO 7612034. General cargo. Length 116 m, 3,159 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Hiroshima (Japan) by Ujina Zosensho KK. Owned by Azia Shipping (Russia). Detained in 2001 in Rotterdam (Netherlands), in 2003 in Vladivostok (Russia), in 2005 in Hong Kong (China) and Sendaishiogama (Japan), in 2007 in Ulsan (South Korea) and in 2008 in Rizhao (China). Sold for demolition in China.


Container ship

**ACX Hibiscus.** IMO 9159141. Container ship. Length 193 m, 7,300 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Toyohashi (Japan) by Kanasashi. Owned by Act Carriers Corp (Japan). In December 2011, she collided with the British container ship *Hyundai Discovery* at the end of the traffic separation scheme to the east of Singapore. Both vessels were seriously damaged, no injuries or fatalities have been reported. The **ACX Hibiscus** was sold as is in Singapore, renamed **Hibiscus**, deflagged to Saint Kitts & Nevis and eventually left for demolition in India.

In Singapore, 14th December 2011 © Captain46 / Shipspotting


**Al Manakh.** IMO 8117263. Container ship. Length 211 m, 12,888 t. Kuwaitian flag. Classification society Lloyd’s Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. US $ 519 per ton including bunkers for the journey.


**Al Mirqab.** IMO 8117304. Container ship. Length 211 m, 12,861 t. Kuwaitian flag. Classification society Lloyd’s Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition in India. US $ 488 per ton including bunkers for the voyage.

**Amal S** (ex-**Sirte Star**, ex-**Wan Ning He**, ex-**Neustadt**). IMO 8411853. Container ship. Length 122 m, 4,349 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1986 in Gijon (Spain) by Juliana Gijonesa. Owned by Diamond Shipping Co (Syria). Detained in 1999 in Rotterdam (Netherlands), and in 2002 in Breme (Germany) and Gioia Tauro (Italy). Sold for demolition in Mumbai (India).


Cape Race (ex-MSC Perth, ex-MSC Argentina, ex-CSAV Callao, ex-Copiapo, ex-Yucatan, ex-Jean Bosco). IMO 9005417. Container ship. Length 201 m, 13,496 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by DS SchiffahrtGmbH & Co KG (Germany). Detained in 2004 in Fremantle (Australia) and in 2005 in Melbourne (Australia). Sold as is in Freeport (Bahamas) for demolition in India. US $ 348 per ton including 350 t of bunkers.


**Jolly Argento (ex-Saudi Makkah, ex-Hugo Oldendorff, ex-Wladislaw Sikorski).** IMO 7900077. Container ship. Length 200 m, 15,405 t. Italian flag. Classification society RINA. Built in 1981 in La Ciotat (France) by les Ateliers and Chantiers de la Ciotat. The Jolly Argento and Jolly Oro (see below) were originally two of the four Polish Ro Ro container ships delivered in 1981 by Chantiers de l’Atlantique and Chantiers de La Ciotat to the French Polish Shipping Company. This financial company was created by an agreement between the French and Polish Governments to help the French shipyards which were lacking new shipbuilding orders. They were chartered bareboat to Polish Ocean Lines and assigned to the Europe – East Coast service (with a call at Le Havre). In 1992 the four vessels were resold to different shipowners. The Chantiers de l’Atlantique built the Kazimierz Pulaski (broken up in 2006) and the Stefan Starzynski (renamed Jolly Oro) and the Chantiers Navals de La Ciotat built the Tadeusz Kosciuszko (broken up in 2006) and the Wladyslaw Sikorski (renamed Jolly Argento). Owned by Ignazio Messina & C SpA (Italy). Sold for demolition in India.


**Khaled Ibn Al Whaleed.** IMO 8117249. Container ship. Length 211 m, 12,858 t. United Arab Emirates flag. Classification society Lloyd’s Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 1998 in Rotterdam (Netherlands), in 2003 in La Spezia (Italy), in 2004 in Fos-sur-Mer (France). Sold as is in Khorfakkan for demolition in India. US $ 514 per ton.


**MSC Maria in Terneuzen (Netherlands), September 2011 © Frank Behrends**


MSC Sarawak (ex-Sky Venus, ex-Ibn Bajjah, ex-Algeciras Bay, ex-Clarence, ex-Nedlloyd Clarence). IMO 8124917. Container ship. Length 210 m, 14,544 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Tianjin Centrans Shipping Management Co (China). Detained in 2007 in Houston (Texas, United States) and in 2010 in Suez (Egypt). Sold as is in Sri Lanka for demolition in India. US $ 480 per ton including 450 t of bunkers.


Qatari Ibn Al Fuja'A (ex-Kota Selamat). IMO 8117299. Container ship. Length 211 m, 12,861 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Detained in 2001 in Singapore. Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. US $ 502 per ton including bunkers for the journey.


Factory ship.

Reefer

Baltijas Cels (ex-Bereg Baltiki). IMO 8701052. Fish carrier. Length 152 m, 9,398 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2007 in Kawasaki (Japan) and in 2011 in Punta Arenas (Chile). Sold as is in China for an unknown destination of demolition. US $ 410 per ton.


**Nelson Star (ex-Jean, ex-Chiquita Jean).** IMO 8917558. Reefer. Length 151 m, 5,288 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1993 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers (United Kingdom). Detained in 2002 in Port-Vendres (France) and in 2009 in Bushire (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US $ 575 per ton including 262 t d’aluminium.


Snow Drift (ex-Greenfield, ex-South Cathay). IMO 7228302. Reefer. Length 173 m, 9,220 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1973 in La Ciotat (France) by les Ateliers and Chantiers de La Ciotat. This ship was the 5th one in a series of eight reefers delivered between 1972 and 1974 by Chantiers Navals de La Ciotat to the Swedish shipowner Salen. With 39 years of age, she is the survivor of the family: her seven sisterships were broken up between 1998 and 2010. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India.


Valparaiso Star. IMO 8713586. Reefer. Length 141 m, 5,613 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Sevilla (Spain) by AESA. Owned by Star Reefers Poland Sp (Poland). Detained in 2007 in Philadelphia (United States) and in 2009 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US $ 415 per ton.


Ro Ro

Indus (ex-Strada Corsara, ex-Tor Hafnia, ex-Dana Hafnia, ex-Kattegat Syd, ex-Nordborg, ex-Belinda, ex-Linne, ex-Linnea). IMO 7389194. Ro Ro. Length 161 m, 5,182 t. Deflagged from Italy to Saint Kitt & Nevis for her last journey. Classification society RINA. Built in 1979 in Lodose (Sweden) by Lodose Varf. Sold by the Italian Stradeblu Srl to the Indian Doehle Danautic and resold for demolition in India.


The Latvian Ro Ro Transfer in Göteborg (Sweden), January 2011 © J Ericsson


Vikingland. IMO 7718541. Ro Ro. Length 190 m, 10,927 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Chiba (Japan) by Mitsui; jumboized in 1996 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 2007 in Antwerp (Belgium). Sold for demolition in India.
Bulk carrier

![The Greek ore carrier *Alina II* loading iron ore in Sept-Iles (Quebec, Canada), February 2009 © Harold Hogan](image)

The Greek ore carrier *Alina II* loading iron ore in Sept-Iles (Quebec, Canada), February 2009 © Harold Hogan


 Castillo de Soutomayor on the Amazonas River (Brazil), May 2010 © Foggy / Shipspotting


 Dakshineshwar. IMO 8409771. Bulk carrier. Length 189 m, 10,100 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Sri Lanka for demolition in India. US $ 430 per ton.


 Diamond Warrior in Istanbul (Turkey), March 2011 © Frank Behrends
Don Raul (ex-Sea Coral, ex-New Ruby, ex-Sanko Ruby). IMO 8307870. Bulk carrier. Length 188 m, 7,292 t. Chilean flag. Classification society RINA. Built in 1984 in Sasebo (Japan) by Sasebo H.I. Owned by Empremar SA (Chile). Sold as is in Rosario (Argentina) for demolition in India, the ship announced she is actually heading towards Turkey. US $ 320 per ton.


Fisher K (ex-Eastwind). IMO 8014796. Bulk carrier. Length 170 m, 7,224 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Oshima (Japan) by Oshima SB. Owned by Marine Fleet Management (Pakistan). Detained in 2003 in Quebec City (Canada), in 2006 in Tilbury (United Kingdom), Patillos (Chile) and Charleston (South Carolina, United States) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan.


Gokcan (ex-Western Avenir, ex-Noble, ex-Asian Brilliance). IMO 8124802. Bulk carrier minéralier. Length 189 m, 7,738 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo H.I. Owned by Kardeniz Denizcilik (Turkey). Detained in 1999 in Hamburg (Germany), in 2003 in Amsterdam (Netherlands), in 2009 in Gladstone (Australia) and Lianyungang (China) and in 2010 in Tyne (United Kingdom). Sold for demolition in India. US $ 510 per ton.


**Heron (ex-Reliance Trader, ex-Sanko Reliance).** IMO 8316297. Bulk carrier. Length 188 m, 10,797 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Ranger Marine SA (Greece). Detained in 2005 in Iskenderun (Turkey) and in 2010 in Izmit (Turkey). Sold for demolition in India. US $ 495 per ton.


Hyundai Cosmos. IMO 8503761. Bulk carrier. Length 290 m, 20,804 t. Deflagged from South Korean to Sierra Leone for her last journey. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold for demolition in India. US $ 443 per ton including 450 t of bunkers.


Island Singapura (ex-Jin Da, ex-Bonito, ex-Bonita, ex-Star Bonita, ex-Reina Bonita). IMO 8412766 . Bulk carrier. Length 190 m, 8,817 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in (Taiwan) by China Shipbuilding Corp. Owned by SK Shipping Co Ltd (South Korea). Detained in 2006 in Murmansk (Russia), in 2008 in Ghent (Belgium) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.

James Norris. IMO 5169124. Bulk carrier. Length 202 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1952 in Midland (Canada) by Midland SB. Owned by Algomar Central Corp (Canada). Whereas other Canadian bulk carriers left for demolition in Turkey (Algoisle, Saunière, Canadian Miner but also Algontario and Halifax), the James Norris is staying in Canada and is being broken up in Port-Colborne, Ontario. See also Simon's comments on the Canadian Great Lakes fleet in The Robin des Bois Mailbox. p. 5

Winter lay-up in Port Colborne (Canada) © Jim Winsor


Lemeshev (ex-Sergey Lemeshev). IMO 8222587. Bulk carrier. Length 185 m, 7,755 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by BM Shipping Ltd (Ukraine). Detained in 2000 in Ghent (Belgium) and Aalborg (Denmark), in 2008 in Mersin (Turkey), in 2009 in Gdansk (Poland) and in 2010 in Barcelona (Spain) and Ashdod (Israel). Sold for demolition in India. US $ 485 per ton.

Lemno, on the Mississippi River (United States), March 2011 © Paul Sullivan


Lovestar II (ex-Mandarin Moon, ex-New Jade, ex-Western Jade, ex-New Jade, ex- Sanko Jade). IMO 8309359. Bulk carrier. Length 181 m, 8,025 t. Liberian flag. Classification society China Classification Society. Built in 1984 in Imari (Japan) by Namura. Owned by DND Management Inc (Greece). Detained in 2000 in Long Beach (California, United States). Sold for demolition in India US $ 475 per ton, the Lovestar II actually arrived in Chittagong (Bangladesh) on 26th March, due to more attractive financial conditions. The ship was beached there in April.


The Moldovan bulk carrier Macro, April 2011 © Marinetraffic


Mandakini. IMO 8321058. Bulk carrier. Length 189 m, 10,362 t. Deflagged from India to Comoros. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Headland (Australia) and in 2004 in Hong Kong (China). Sold for demolition in Bangladesh.

The Indian Mandakini became Comorian before her beaching for demolition in Bangladesh. Here in Lyttelton (New Zealand), August 2008 © Wayne A' Court


Murshidabad. IMO 8409769. Bulk carrier. Length 189 m, 10,246 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in Pakistan.


Ocean Queen. IMO 8608092. Bulk carrier. Length 294 m, 23,138 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Okpo (South Korea) by Korea Shipbuilding. Owned by STX Pan Ocean Co Ltd (South Korea). Detained in 2002 in Dampier (Australia). Sold as is in South Korea for demolition in India. US $ 430 per ton including 250 t of bunkers.


Panamax Sun (ex-Bosco Sun, ex-Big Blue, ex-Lei Zhou Hai). IMO 8023967. Bulk carrier. Length 225 m, 12,299 t. Cyprus flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2000 in El Ferrol (Spain) and Lisbon (Portugal), in 2002 in Qinhuangdao (China), in 2003 in Port Adelaide (Australia), and in 2009 in Incheon (South Korea) and Ningbo (China). Sold for demolition in India. US $ 505 per ton.

Pataliputra. IMO 8409757. Bulk carrier. Length 189 m, 10,253 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation Of India (India). Sold for demolition in India.


The beaching of Pioneer Epos in Gadani (Pakistan), January 2012 © artemteslya /Shipspotting


**Santa Cruz II (ex-Pine Royal, ex-Aerosmith, ex-Prodigy, ex-Kali L, ex-Quebec, ex-Port Quebec).** IMO 7423940. Bulk carrier. Length 224 m, 12,270 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Soosung Corp Ltd (South Korea). Detained in 2000 in Hamburg (Germany) and in 2011 in Zhuhai (China). Sold for demolition in Bangladesh.


**Sea Bird (ex-Hanjin Casablanca, ex-Westin Won, ex-West Ballori).** IMO 8117328. Bulk carrier. Length 224 m, 11,739 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Hellenic Star Shipping Co (Greece). Detained in 2001 in Lisbon (Portugal), in 2010 in Hamburg (Germany) and Incheon (South Korea) and in 2011 in Galveston (United States). Sold for demolition in Pakistan. US $ 517 per ton including 250 t of bunkers.


Sea Green (ex-Belgreeting, ex-Western Greeting, ex-Pacific Greeting). IMO 8313350. Bulk carrier - OBO. Length 186 m, 10,262 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Trader Maritime Ltd (Greece). Detained in 2000 in Vancouver (Canada), in 2007 in Genoa (Italy), in 2010 in Novorossiysk (Russia) and in 2011 in Gioia Tauro (Italy) and Bandar Khomeini (Iran). Sold for demolition in India.


Xin Hua as Abkhazia in Xiamen (China) October 2009 © Ivan Meshkov


Car carrier


Miscellaneous

Dredger


Tug

Heavy load carrier

Cattle carrier
**Pacific Princess, the Love Boat is not entertaining anymore**

The passenger ship *Pacific* which has been laid up in the Genoa port since 2009 will finish her long forty year career in the Turkish ship-breaking yard in Aliağa. It is a discreet and sad end for a vessel which was once a star.

*Summer 1987, in the Geiranger Fjord © Tzman / Shipspotting*

Built in 1971 in Emden by Rheinstahl Nordseewerke as the Norwegian *Sea Venture* under the ownership of Oivind Lorentzen she was first destined to cruise between New York and the Bermuda Islands. Acquired in 1975 by Princess Cruises, a subsidiary company of the British P&O, she was renamed *Pacific Princess*, a name under which she would become famous across the globe.

*Official poster © Simplon Postcards*

Effectively she was chosen as the flagship for the American TV series “The Love Boat” aired from 1977 to 1987, a series which greatly contributed to popularize ocean cruises as a form of holiday in particular across the Atlantic.

*The Love Boat ©ABC*  
*Pacific Princess, in Helsinki, June 1999 © Aleksi Lindström*
Following twenty seven years of flying Princess Cruises’ colours, she was sold in 2002 to Seahawk North America and was transferred to the Bahamian flag and simply named Pacific. She was then chartered to Pullmantur, a Spanish cruise ship company, which became a subsidiary company of Royal Caribbean Cruises Ltd.

Acquired in 2008 by Quail Cruises Ship Management, a company set up by Pullmantur’s former director, she was scheduled to undergo maintenance in the San Giorgio del Porto shipyards in Genoa; however the plans were eventually dropped. The Pacific Princess was 169 meters in length with a width of 24.60 meters. Her gross tonnage reached 20,186 tonnes and she was equipped with 324 cabins. She could navigate at a speed of 19 knots, thanks to four Fiat engines with a total horse power of 18,000.
Sources
American Bureau of Shipping ; Associated Press ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Cape Breton Post (the) ; Chittagong Port Authority (the) ; Clarkson’s ; Daily Post (the) ; Daily News and Analysis (DNA) - India ; Det Norske Veritas ; Elwatan ; Equasis ; European Maritime Security Agency ; Gala ; Germanischer Lloyd ; Global Marketing Systems ; Indian Ocean Memorandum of Understanding ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Maritime New Zealand ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Indiакс ; Mumbai Port Trust (the) ; Nippon Kaiji Kyokai ; Optima Shipbrokers ; Ouest-France ; Presse-Ocean ; Radio Canada ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles et archives ; RTBF ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Simpion Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping.

Director of Publication : Jacky Bonnemains.
Editors : Christine Bossard, Jacky Bonnemains
Research : Christine Bossard with Charlotte Nithart, Elodie Crépeau, Zachary Johnson
Translation : Zachary Johnson, Christine Bossard, Miriam Potter
Many thanks to Cornier for his contribution
and to Shiploversworldwide
Tamuno Ibi: Demolition by way of punishment. The Nigerian forces are without pity: after the crew evacuation, they put a radical end to the career of the petroleum smuggler by setting fire to it.

Swan Diana: European until the end. This small bulker, originally sailing as an East-German navy supply ship will not leave the European shores; she is being broken up in Ghent (Belgium).
**Ocean Producer**, a fast ship leaves for the scrap yard (ex-MSC Kiwi, ex-Perth, ex-CP Master, ex-Lykes Master, ex-ADCL Sultana, ex-Norasia Sultana)

1995-2000, was the big time for fast ship projects. The office of consultants made them hold out the prospect. The Cherbourg docks waited for them. The Norasia company representing Chinese and German interests dreamed of these fast container ships reaching the speed of 40 knots. The result was recognized less easy and less sumptuous. Former **Ocean Producer**, eldest of a family today split up is also the first to leave for ship breaking, at the age of 13. Norasia fast ships were not lacking in style but they had been forced well before the other container ships and for other reasons that the cost of fuel to adopt a slow speed.

The **Ocean Producer** was the first of a series of ten container ships with a capacity of 1,388 (TEU) put in service between 1998 and 2000 by the Norasia company, based in Freiburg (Switzerland). They had been designed to ensure trafficking of “niche” which could be more profitable, and to do this, they had been provided with a very powerful propulsion (34,000 hp) in comparison to their size, giving them a speed of 25 knots. Norasia was acquired in 2000 by the South American Company Vapores (Chile), and the ships had been taken over by a new company, Abu Dhabi Container Line (ADCL) named by the former operators of Norasia and the investors from Abu Dhabi.

We could see them on three main routes for Norasia, then ADCL: Europe/ Montreal, trans-Pacific, and the Mediterranean / Far East. The results have not lived up the expectations and their operation was disrupted by technical problems apparently complex enough. From 2001 they were all decommissioned and for the most part seized. Bought out in 2001 by the Monaco V. Ships, they sailed again after having been the subject of adaptations for a lower speed (20 knots).

All but one passed in 2004/2005 to the Mediterranean Shipping Company - MSC, owned or chartered. Only the **Norasia Shereen** was acquired in 2005 by the Moroccan navigation company, now subsidiary of CMA CGM, and became the Soraya under Maltese flag.

The series
- Norasia Sultana (demolished)
- Norasia Selma current MSC Provider (UK)
- Norasia Shereen currently Soraya (Malta)
- Norasia Salwa currently MSC Asli (Panama)
- Norasia Sabrina currently MSC Lea (Malta)

*Constructed in Kiel by Howaldtswerke Deutsche Werft in 1998/1999
- Norasia Samantha, currently MSC Edith (Malta)
- Norasia Savannah currently MSC Marylena (Malta)
- Norasia Shamsha currently MSC Caitlin (Malta)
- Norasia Sheba currently MSC Adriana (Malta)
- Norasia Scarlet currently MSC Mia Summer (Malta)

© Boris Paulien
The gas carrier *Tellier* leaves with honors

After several months of suspense regarding to her future and laid-up on a back-dock in Le Havre, the *Tellier* had been sold for demolition in Ghent (Belgium) by Van Heygen Recycling (*Ship-breaking.com* #.24, p. 2-3 and *Ship-breaking.com* # 26 p. 3).

April 26th 2012, *Tellier* leaves Le Havre © Peter Wyntin

May 28th 2012, Ghent © Ulrik de Wachter / Marinetraffic

The gas carrier leaves with honors. On May 28th, the Belgian demolition yard is organizing an open house. The public was invited in exchange for paying 2 euros to visit the ship whose demolition will commence the following day. The collected sums will be used for the fight against cancer.

*Matterhorn*, from Brest to Bordeaux

The *Matterhorn* was abandoned in May 2009 in Brest (France) where she took over a dock of the commercial port (see *Ship-breaking.com* # 26 p.8). A tender had been called for the ship demolition as she had became the property of Domaines (i.e. State) after the bankruptcy of her ship owner; the deal had finally been accredited to Bartin, subsidiary company of Veolia, located in the Gironde estuary, a site which had in its time answered the tenders for the demolition of the ex-*Clemenceau*.

July 6th 2012, *Matterhorn* leaves for demolition at Bassens/Captain Tsarev leaves to hide at the far end of the port © Michel Floch © Mor Glaz

On July 6th, the *Matterhorn* in tow left Brest for the dry dock of Bassens. Let’s wish that the demolition yards pass this full size test and know how to take all precautions to avoid polluting the Gironde and the plumes of dust.
July 6th, it is otherwise just in time to avoid her from polluting the 20th anniversary of maritime festival “Tonnerres de Brest” starting July 13th. The same day, the Captain Tsarev, another ship stuck in Brest since November 2008, is temporarily towed to a less visible dock. This is both sad and worrying that Brest, big maritime town if any, and a port of refuge for the European Far West, considers a shame the presence in its harbour of ships abandoned by their owners. Tonnerres de Brest who introduces the event as a scientific crossroads and a platform of ideas would have better to show the Matterhorn and the Captain Tsarev and present the universal theme of ship-breaking and the best available or forward-looking techniques. Congratulations to Ghent for showing what ship-breaking is and blame for Brest who does not want to hear about it.

Bordeaux and Brest exchange decommissioned ships. The Colbert arrived in Brittany from Bordeaux in June 2007. Will she return there?

Also see the press releases from Mor Glaz on the subject of Captain Tsarev (French)

© Mor Glaz

Letters to the Editor

From Ron, Leith, Scotland, received April 6, 2012

Hello Robin,

Just seen your excellent stuff on the internet about ships being broken up, I run a website about the history of all the ships built in the Leith Shipyards of Henry Robb in Scotland where I started my working life in the Mould Loft. One of the ships built was called PORT TUDY for a company called Soflumar of France, I see from Miramar that she was last know of in Nigeria called Ocean Challenger and last input as 2010 could you be able to tell me if she has been broken up or if she is still in use as she is well past her sell by date and would imagine not very well maintained after spending 15 years under a Nigerian Flag.

Response from Robin des Bois

According to the Equasis database, and its last update from October 19th 2011, the status of the ship Ocean Challenger is always “in service” and owned by Al-Dawood Shipping Lines of Lagos, Nigeria. This company has had in the past, problems with the Nigerian Navy that accused one of its ships, the Mahdi of diversions and illegal oil trafficking: in December 2003, the Mahdi was arrested along with the African Pride, a tanker that she was supposed to have delivered. The Mahdi was released at the beginning of 2005 but African Pride disappeared. There is some confusion in the Nigerian press that wrongfully makes the African Pride and Ocean Challenger the same ship. The Ocean Challenger was photographed in August 2004 in Lagos.

In April 2005, Al-Dawood attempted to sell for demolition 5 ships from its fleet: Ocean Challenger, Sea Pearl, Carolina, Great Atlantic, and Mahdi. According to Equasis, in June 2012, the Sea Pearl and the Ocean Challenger are still properties of the company.

We regret to not having additional information but appealing to all the readers from Ship-breaking.com, which would have the information.

Response from Robin des Bois

According to the Equasis database, and its last update from October 19th 2011, the status of the ship Ocean Challenger is always “in service” and owned by Al-Dawood Shipping Lines of Lagos, Nigeria. This company has had in the past, problems with the Nigerian Navy that accused one of its ships, the Mahdi of diversions and illegal oil trafficking: in December 2003, the Mahdi was arrested along with the African Pride, a tanker that she was supposed to have delivered. The Mahdi was released at the beginning of 2005 but African Pride disappeared. There is some confusion in the Nigerian press that wrongfully makes the African Pride and Ocean Challenger the same ship. The Ocean Challenger was photographed in August 2004 in Lagos.

In April 2005, Al-Dawood attempted to sell for demolition 5 ships from its fleet: Ocean Challenger, Sea Pearl, Carolina, Great Atlantic, and Mahdi. According to Equasis, in June 2012, the Sea Pearl and the Ocean Challenger are still properties of the company.

We regret to not having additional information but appealing to all the readers from Ship-breaking.com, which would have the information.

August 6th 2004, Ocean Challenger at Badagri Creek, Lagos (Nigeria) © Bjørn Poulsen
From Hans, Netherlands, received April 11, 2012
Hallo,
My name is Hans, I’m from Holland and have a question about a single hull tanker from which I wonder if she still exist because I can’t find anything about her for more than 10 years, so I hope maybe you can help me with some info.
This tanker was build in 1968 as the Toyama Maru (IMO 6800610)
In 1976 she was sold to Barque Sg Corp. Piraeus, Greece (Chandris Services London Ltd) and renamed Mariblanca. In 1980 she was sold to Terminal Installations Inc., Monrovia (SBM Production Contractors, Monte Carlo) and rebuild into a FSPO. After rebuilding she was renamed FSPO II and chartered to Amoco for service at the “Cadlao” and “Liapacan” fields in the Phillipines. In 1996 she was rebuild at the Keppel Sembawang shipyard in Singapore and chartered to Petrobras for service in their “Marlim Sul” field.
After this there is no more news about this ship and so, after 15 years I wonder if she is still in service or already scrapped. (44 years old ??). I hope you can help me with some more info,

Response from Robin des Bois.
The FPSO II, constructed in 1968 in Nagasaki under the name Toyama Maru has actually disappeared from all usual databases. At most she is still sometimes mentioned as “lost or decommissioned”.

Owned by SBM, she was time chartered by Petrobras for its Marlim Sul oil field north of Rio de Janeiro. The FSPO II started her career there from August 1997 to well No.6 MLS, then continued operations to wells No.3-MLS in 1999 and No.4-RJS in December 2000. From December 2001 the mode of production on these wells was made directly from wells to platform P-40 making the FSPO II unnecessary. According to her owner SBM, the FPSO II had been decommissioned in the second trimester of 2002. It is then likely that she had been demolished in the wake without having certainty as to the exact destination.

From Antonio, Asturias, Spain, received June 26, 2012
Good day,
I have been following your work on ship breaking throughout these years, and i truly think it is amazing... however, i think we should also start looking at the work done at home to promote a better job outside the EU...
I show you here some pictures i just took in Sao Jacinto, Aveiro, Portugal of the dismantling of a navy vessel sold to the highest bidder...
I think we also need some help here to stop these kind of things from happening within the EU... if someone tries to do things right gets trapped in the administration, and then whoever does whatever and no one lifts a finger...
I have managed to stop a couple of similar jobs in Spain, but there is little i can do... however, with some publicity from environmental pressure groups... maybe we can also change things here...
The pictures were taken at the Estaleiros Sao Jacinto (see attached pdfs)
I have several more pictures and actually a box with samples that I took on site (have not been able to analyse them thou). I will send them to you via dropbox if you want...
I searched for the vessel and found out its name (F484 Augusto Castilho). It was sold to a company who's owner is or was in jail due to tax or money laundering or something called "Dossier Face Oculta" (see attached pdf)...
It was sold together with another sister vessel yet to come for a crazy price of 1.6M€ (way more than they are worth...)

The amazing thing is that right on the other side of the river we are working on a project on shipdismantling for the EU (LIFE+ RECYSHIP) for which we had to go through a very large process to get permits to dismantle some small fishing vessels... we were not allowed breaking afloat, we had to be residue managers, we are constantly controlled from the harbour authorities and the environmental agencies, etc... and these guys were given permission to do that!!!

We presented this also to the authorities and seems they are now doing something about it... a bit too late... and surely will just let it fade away and let the next one in...
I can give you also details of a similar act in Pasajes, San Sebastian, Guipuzcoa, Spain... and several others...
I believe the EU should start looking at what is being done here too, instead of just considering that EU members are perfect... (...)

Response from Robin des Bois
Thank you for your mails and information. Like you, we are very critical towards the practises of some ship-breaking yards in Europe. The scrapping of this Portuguese Navy vessel is a particularly enlightening case ; one must be objective and note that within the European Union many efforts have to be made and many scandals have to be reported.

So do we, and we complete your photo report with a picture of sisterships of F484 Augusto de Castilho laid up in Lisbon naval base and waiting for demolition.

The scrapping of the Portuguese corvette F484 NRP Augusto de Castilho,
The corvette F484 NRP Augusto de Castilho was one in a series of six vessels built for the Portuguese Navy for service in the African colonies. The João Coutinho class was designed by naval architect Rogério de Oliveira but the ships were built in Hamburg (Germany) by Blohm & Voss and in El Ferrol (Spain) by Empresa Nacional Bazán.

Augusto de Castilho was built in Spain in 1968, launched in July 1969 and entered service in November 1970 during the conflicts in the Portuguese colonies. After 1975, she was assigned to patrol duties in the Portuguese territorial waters. 84 m in length, served by 97 crewmen, she was decommissioned in 2003 and has been laid up in Lisbon naval base until the end of 2011.

Late 2011, she was sold under obscure conditions and for a sum five times her real value, along with a sistership, probably the F485 Honorio Barreto which is also officially decommissioned.

Augusto de Castilho was then towed to Sao Jacinto, in North Portugal and stripped down on a naval waste-land.

Satellite view of the ria de Aveiro (Portugal), of the São Jacinto Dunes Nature Reserve and localization of the ship-scrapping yard on the former Estaleiros Sao Jacinto.
Lisbon naval base, the F484 is waiting for demolition along with some sisterships one of which being the F 485 Honorio Barreto. The F481 is a frigate, CDT Hemenegildo Capelo built in 1966 in Nantes (France) by Ateliers et Chantiers de Bretagne, entered in service in 1968 and decommissioned in 2004 © Hi5 Augusto de Castilho

© Photos by Antonio Barredo, unless otherwise stated
The India-Bangladesh Pendulum. Assessment mid-April to mid-July 2012.

After the Tsunami earlier this year, the flood of ships left for demolition has significantly lowered, especially at the end of the trimester, with an average rate of 22 ships per week. The rate remains superior to the full year of 2011 (20 ships per week). The average age still younger: it is 27 years old, and even 24 for oil tankers and 25 for container-ships.

282 ships have left for demolition during this second period of 2012. The combined demolition allows the recycling of more than 2.5 million tons of metal. Of 282 ships to destroy, 256 (91%) went to Asia; 83 (29%) were constructed in Europe, and 127 (45%) belonged to European ship-owners. A record. Greek ship-owners sell a lot.

<table>
<thead>
<tr>
<th>Per Unit</th>
<th>By Tonnage of Metal Recycled</th>
<th>By Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 77 (27%)</td>
<td>1 Bangladesh 848,000 t (33%)</td>
<td>1: Bulker, 106 (38%)</td>
</tr>
<tr>
<td>2 Bangladesh, 71 (25%)</td>
<td>2 India, 591,000 t (23%)</td>
<td>2: Tanker, 55 (20%)</td>
</tr>
<tr>
<td>3 China, 49 (17%)</td>
<td>3 China, 508,000 t (20%)</td>
<td>3: General cargo, 43 (15%)</td>
</tr>
<tr>
<td>4 Pakistan, 33 (12%)</td>
<td>4 Pakistan, 316,000 t (13%)</td>
<td>4: Container ship 36 (13%)</td>
</tr>
<tr>
<td>5 Turkey, 26 (9%)</td>
<td>5 Turkey, 134,000 t (5%)</td>
<td>5: Reefer, 27 (10)</td>
</tr>
<tr>
<td>6 Denmark, 8 (3%)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

India is the first destination for ship demolition by a small margin, but the market collapsed there: the number of arrivals was divided by 2.5. Added to economic difficulties- decrease of growth rates and exchange rate of the Indian rupee- the case with Oriental Nicety ex- Exxon Valdez has awakened the mistrust of ship owners always hurried to quickly close their sales. The demolition clearance of the ship, arrived at the end of April in Indian waters and suspected of containing dangerous materials, was initially suspended. On the issue of various judicial procedures, the government of Gujarat gave the go ahead, and the ship, anchored since then off Mumbai, was arrived for demolition at Alang on June 29th. The question is whether the Indian authorities will be content in the future with the obligatory inventory of dangerous materials or if they will innovate and require the prior extraction of onboard pollutants. Beyond the case of the ex-Exxon Valdez, this would be the turn of the Indian demolition market to be blocked. The ex-Exxon-Valdez is one of these few ship symbols chosen by the Court of Justice and the Indian ecologists to call for the full compliance of the regulations. Refused at first, these ships are hitherto always accepted in a second step.

For its part, Bangladesh confirms its return and moved to second place with regards to units; as the demolition destination for larger sized ships, it takes the lead by far in terms of recyclable volume. It is also the only major ship-breaking country to more ships arriving in its yards during the period. Ships initially fated for the scrap yard in India have finally been diverted to Bangladesh.

With the overcapacity of the fleet, damaged ships or in failure no longer find favor with their ship owners and are demolished there where they are located, in Constanta (Romania) for Seawind (p. 25), Sevastopol (Ukraine) for the ex-Slavutich 8 and 11 (p. 20 and 26) or at Esbjerg (Denmark) for Celina (p. 28).

The decline of the rates offered by the demolition yards continued and even accelerated in particular in the Indian subcontinent. The depreciation reached there 100$ and a ship markets today less than $400. The gap was still reduced between the subcontinent and China, and also Turkey where ships reach $320 per ton.
Europe is exporting. *45 %* of the ships leaving for demolition in Asia, Turkey included, are under a European or EFTA state flag or their owner is European or from an EFTA state. The ship-breaking yard scarcity in Europe is a cause for exporting but it is not the only one. Asian yards pay a much higher price for disused hulls than European yards do. European owners do not complaint about this scarcity. The *Marfret Mejean*, damaged in Marseille, owned by Marfret Company whose director is also the President of Armateurs de France, has just been sold according to an information to be confirmed to a non European ship-breaking yard.

### After the bars, the scrap yard

*38 (14%)* of ships departing for the scrap yard were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or unclassified. The sub-standard ships are leaving in priority: at least *170 (60%)* were the subject of preliminary detentions(s) in worldwide ports with a rate of detentions of more than 80% for general cargo carriers and 75% for bulk carriers. The detention rate is 18% for oil tankers. The small cargo carrier flying the Togolese flag, *Lady Itidal* broke the detention records: no less than *16* between 2000 and 2008, in Asian ports and the Middle East (p 23). It is accompanied on the detention podium by two other general cargo carriers, the Moldovan *Anna K* (p. 21), *9* detentions between 2006 and 2011, and Panamanian *Lady Bana K* (p. 23), *8* detentions between 1999 and 2010, and by two bulk carriers the *La Jolla Belle* (p. 23), and *Oriental Key* (p. 48), also *8* detentions each

### Years and Meters

The age of ships leaving the fleet ranges between *10 years* for container ship *Celina*, victim of a stranding off the Norwegian coasts and *50 years* for Indian ore carrier *Swatirani*. The average age is *27 years*. 74 ships have an inferior length of 150 m, 115 measuring between 150 and 199 m and 93 m over 200m. 7 ships measure more than 300m; the largest ship to leave for the scrap yard is the ore carrier ex-single hull *Hebei Ambition* VLCC, of a length of *327 m*.

| 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. |

**Barge and container carrier**

*Baco Liner 3*. IMO 8203696. Barge and container carrier. Length 205 m, 9,104 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Emden (Germany) by Thyssen Nordseewerke. The *Baco Liner 3* is a member of the Seereederei Baco-Liner Gmb family (Germany) (see « The Eventful Life of a Family», March 10th 2010). In 1991 in Hamburg , 600 kg of marijuana were discovered onboard the ship sailing from Nigeria; in 1993 she struck a submerged wreck while entering the port of Nouadhibou in Mauritania. Detained in 2011 in Hamburg (Germany). Sold for demolition in India. 365 $ per ton, including 18 barges.

*Baco Liner 3*, December 2011, Antwerp (Belgium) © Stan Muller
Cattle carrier

Tug
Amsterdam (ex-Salvanguard, ex-Statesman, ex-Statesman I, ex-Alice L Moran). IMO 6607525. Tug. Length 66 m. Bahrain flag. Classification society Bureau Veritas. Built in 1966 in Kure (Japan) by Kure Zosensho. Owned by Gulf Corp (Bahrein). The 9600 bhp Alice L Moran starred in the Moran International Towing Corporation advertising. In 1969, presented as the world’s most powerful tug, she towed the offshore drilling rig SEDCO 135E the 8,400 km between Yokohama (Japan) and Portland (Victoria, Australia) where she delivered the rig safely. Sold for demolition in India.


Offshore supply vessel
Bin Hai 244 (ex-Jin Hai 2, ex-Odys Alpha). IMO 8222886. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Dieppe (France) by Ateliers de la Manche. Like Bin Hai 245, from the day she was delivered by the Normandy shipyard until her sale in 1991 to Chinese interests, she remains French and property of Compagnie Nationale de Navigation, a subsidiary of Elf oil company; she was operated on the offshore fields of the West African coast. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.

Hebron Sea (ex-Tuna Service, ex-Wimpey Seatiger). IMO 7403471. Offshore supply vessel. Length 78 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Millingen (Netherlands) by Bodewes H.H.; jumboized in 1994 and lengthened from 64 to 78 m. Owned by Secunda Canada LP (Canada). Underpowered by today’s needs, plus that one of the two main engine is not working anymore, the ship is sold for demolition in Grenaa (Denmark). She was towed all the way from Canada escorted by the Icelandic coast guard vessel Tyr.


Ferry

This ship was built as the Japanese Sutoretia Maru for Tokai Kisen company. She was decommissioned in 2002. In 2005 she was acquired by the Japanese group Kambara (shipowner and otherwise holder of the Tsuneishi shipbuilding yard). She was then converted to carry prefabricated ship elements from the Japanese to the Chinese facilities. Most of the superstructures was demolished to clear a large storage deck. The ship was renamed Joshu Maru flying the Hong Kong flag and managed by the Chinese CPN Frontier Shanghai Company. Owned by Astro Shipmanagement Inc (Philippines). Sold for demolition in China. 330 $ per ton.

Spodsbjerg (ex-Aero-Pilen). IMO 7204394. Ferry. Length 68 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Husum (Germany) by Husumer. Owned by Danske Faerger A/S (Denmark). This little ferry operated all her life on domestic lines in the Danish islands, first as the Aero-Pilen from 1972 to 1974 (Soby/Faborg line), then Spodsbjerg (Nakskov/Spodsbjerg line, then Lohals/Korsor). She was lengthened by 12 m in 1976. Sold for demolition in Frederikshavn (Denmark) by Orlas Produktforretning/Jatob.
Passenger ship
Sapphire (ex-Princesa Oceanica, ex-Sea Prince V, ex-Sea Prince, ex-Ocean Princess, ex-Italia). IMO 6513994. Passenger ship. Length 149 m, 9,554 t. Deflagged from Malta to Saint Kitts & Nevis for her last journey. Classification society RINA.

Built in 1967 by Cantiere Navale Felszegi, in Trieste, as Italian Italia for Crociere Oltremare, this ship, first leased for Princess Cruises, was acquired by Costa in 1973 without changing her name. In 1983 she became Ocean Princess (Bahamas) for Ocean Cruise Line. This company having been rebought in 1990 by the French group Croisières Paquet, she made her entry into the “French controlled” fleet without changing name and flag. March 1st 1993, she was voluntarily grounded in the Amazon with serious damages after having hit a wreck near Belem (Brazil). A crack in the hull caused a strong column of water to flood the engine room and both bottom decks. The evacuation of the ship was carried out without injuries. Refloated March 20th and first considered as a total loss, she was finally resold as is to Greek owners who had her towed in May 1993 to Piraeus for refurbishment as Sea Prince (St. Vincent). May 26th 1995, at the end of work, she suffered a fire at Drapetzona. She was commissioned in 1996 as Princess Oceanica (Cyprus) by the Cyprian company Louis Cruise Lines and renamed Sapphire the same year following a charter by the English company Thompson Holidays. She is reported in 1999 as chartered for three years by the French company France Croisières. Since 2004 and until 2010, she has been flying the Marshall Islands flag. Not complying with the new Solas standards, she was laid up since 2010.

Detained in 2009 in Limassol (Cyprus). In April, the Maltese Sapphire was deflagged to Saint Kitts & Nevis, renamed « Aspire » and ended up for demolition in India.

Tanker

Archimid (ex-Archimidis, ex-Solaris). IMO 8322014. Tanker. Length 244 m, 17,269 t. Comorian flag. Classification society Lloyd’s Register of Shipping. Double sided ship built in 1985 in Ulsan (South Korea) by Hyundai; Converted into a floating storage unit in 2009 like her sistership Trust IMO 8322038. Sold for demolition in Bangladesh where she arrived renamed Arch 1.

![Tanker Archimid anchored with her sistership Trust in Subic Bay (Philippines), January 2009. The two ships are then waiting for conversion into floating storage units. © Stuart Scott](image)


![Cougar before and after new painting at Neorion Shipyard, Syros (Greece) March 2009 © M Kavallaris April 2009 © Christina Drakakis](image)


**ISI Olive** (ex-Mastera). IMO 9003237. Tanker. Length 274 m, 20,608 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Okpo (South Korea) by Daewoo. Owned by Isim Olive Ltd, subsidiary of Islamic Republic of Iran Shipping Lines (Iran). In December 2007, *ISI Olive* ran aground on the western bank of the Suez Canal due to steering problems. All traffic was blocked for 6 hours; the forepeak and n°1 port ballast tank have been breached but no pollution is reported though; In 2012, the ship was deflagged twice from Malta to Bolivia in March, then Sierra Leone in May and sold for demolition in Pakistan. 405 $ per ton.

May 2004, *ISI Olive* in Europoort (Netherlands) © Frans Sanderse


**Meizhen** (ex-18 de Marzo). IMO 7383346. Tanker. Length 207 m, 11.195 t. Deflagged from Sierra Leone to Tuvalu. Classification society Lloyd’s Register of Shipping. Single hull ship built in 1977 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. In summer 2011, the ship was announced sold for demolition by an Indian ship-breaking yard at 185 $ per ton (Cf Ship-breaking # 25). Pemex has been playing for time. One renaming and two deflaggings later, « *Meizhen* » eventually leaves for demolition in Pakistan. The Indian crew hired for the initial journey has been staying onboard while waiting for the speculation to end.

Still off Mexico, but under Tuvaluan flag, March 2012 © Captain Ted / Shipspotting


Sebastian Lerdo de Tejada (ex-Viken Vest). IMO 7383293. Tanker. Length 207 m, 11,962 t. Deflagged from Mexico to Saint Kitts & Nevis for her last journey. Unknown classification society. Single hull ship built in 1976 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexique). Laid up since late 2006. Announced sold for demolition in China, at 357 $ per ton, Sebastian Lerdo de Tejada, sailing from Mexico, just passed Singapore. On July 13th she was beached for demolition in Bangladesh. The ship has been playing cat and mouse; late 2010, her sale for demolition in India had already been announced (cf Shipbreaking # 22), at a modest 220 $ per ton.


Sri Kadriah II (ex-Crystal Ace, ex-Provence, ex-Provence I). IMO 9051856. Tanker. Length 327 m, 33,534 t. Saint Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1994 in Okpo (South Korea) by Daewoo. In April 2012, the Thai Sri Kadriah II is sold to the Pakistani Terra Marine Shipmanagement, becomes Riah under Saint Kitts & Nevis flag and is beached for demolition in Bangladesh.


Tamuno IBI (ex-Clean Waters 1, ex-Response 1, ex-Stacey Tide, ex-Martha Theriot). IMO 6709165. Tanker. Length 42 m. Nigerian flag. Unknown classification society. Built in 1964 in New Orleans (United States) by American Marine Corp. Previously a ship of the American MSRC - Marine Spill Response Corp; lately a bunkering tanker in the Niger delta. Owned by GFL Marine Services Ltd (Nigeria). In May 2012, the Joint Military Task Force intercepted the vessel carrying 600,000 l of stolen crude oil off Akassa Island.. The 17 crewmen were arrested and evacuated. The ship and cargo were set ablaze by the JTF in the delta. See photo p 1.


Ore Bulk Oil carrier / OBO


![Bic Clare entering Port Kembla (Australia), October 2009 © Peter Karberg](image)


**Gas carrier**


**Chemical tanker**

**Anjasmoro**. IMO 9117234. Chemical tanker. Length 179 m, 10,830 t. Deflagged from Singapore flag to Saint Kitts & Nevis for her last journey. Classification society Det Norske Veritas. Double hull ship built in 1996 in Kherson (Ukraine) by Khersonskyi SZ. Owned by PT Berlian Laju Tanker (Indonesia). Detained twice in 2004 in Nakhodka (Russia) and in 2008 in Ventspils (Latvia). Sold as is in Singapore for demolition in Bangladesh where she arrives as « Jas ». 490 $ per ton.

**Asia Star** (ex-Sea Braves, ex-Tulipan, ex-Petersfield, ex-Arianna). IMO 8007987. Chemical tanker. Length 158 m, 6,277 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by CSC Oil Transportation (Singapore). Detained in 1999 in Houston (Texas, United States) and in 2000 in Bremen (Germany). Sold for demolition in India.


Freyja, Breisundet (Norway), March 2012 © Magnar Lyngstad


Margita in Karlshamn (Germany), June 2011 © Marinetraffic


Sea Lion 1 (ex-Veesham Pokatfinn 1, ex-Pokatfinn, ex-Ivyan, ex-Tol Runner, ex-Chemtrans Sirius). IMO 7414781. Chemical tanker. Length 125 m, 3,077 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Double bottom ship built in 1976 in Rendsburg (Germany) by Kroegerwerft; jumboized in 1987 and lengthened from 114 to 125 m. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 1997 in Rotterdam (Netherlands) and in 2006 in Tuzla (Turkey). Sold for demolition in India.
Theresa Blossom (ex-Nordic Blossom, ex-Nordic, ex-Nordic Sun). IMO 8000276. Chemical tanker. Length 154 m, 6,793 t. Tuvaluan flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1981 in Shimonoseki (Japan) by Hayashikane. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2003 in Quebec (Canada), in 2009 in Mundra (India), in 2010 in Guangzhou (China) and in 2011 in Dumai (Indonesia), Shenzhen (China) and again in Guangzhou. Sold for demolition in India.


General cargo


Anna K in Istanbul, June 2011 © Gerolf Drebes


Aztec Maiden (ex-Kibishio Maru). IMO 8408753. General cargo. Length 155 m, 5,500 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Roymar Ship Management Inc (United States). Detained in 2002 in Antwerp (Belgium), in 2005 in Nordenham (Germany) and in 2012 in Amsterdam (Netherlands). In January 2012, the Aztec Maiden ran aground on the Dutch coast shortly after departing Amsterdam. She was towed away, proceeded on voyage towards Germany, then North and South America and finally arrived for demolition in China. 350 $ per ton.

Aztec Maiden © Leonard Smit


Chang Tai © Leonard Smit


Esther (ex-Melissa, ex-Daewoo Dalian, ex-Pioneer Spirit). IMO 9037044. General cargo. Length 159 m, 6,492 t. South Korean flag Classification society Korean Register of Shipping. Built in 1999 in Galati (Romania) by Damen Galati. Owned by Han Kook Capital co Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran), in 2009 in Bandar Khomeini (Iran) and in 2010 in Novorossiysk (Russia) and Mersin (Turkey). Sold as is in South Korea in damaged conditions for an unknown destination of demolition. 260 $ per ton.


Gati Zipp anchored at Port Blair, Andaman Islands (India), January 2011 © Brian Crocker


Lady Bana K (ex-Princess Juana, ex-Sunrise I, ex-Majestic, ex-Yamburg, ex-Petra, ex-Pyotr Dutov). IMO 7830959. General cargo. Length 162 m, 4,858 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Metkar Shipping & Trading Co (Romania). Detained in 1999 in Antwerp (Belgium), in 2000 in Sines (Portugal), Tampa (Florida, United States) and Houston (Texas, United States), in 2005 in Aliaga (Turkey), in 2006 and 2007 in Nikolayev (Ukraine) and in 2010 in Damietta (Egypt). Sold for demolition in Turkey.

Lady Itidal (ex-Jia Cheng, ex-Lucky City, ex-Adonis, ex-Hai Hong n°1, ex-Sun Flora, ex-Koshin Maru, ex-Asahivan Maru n°1). IMO 7724681. General cargo. Length 95 m, 1,857 t. Togolese flag. Classification society Dromon Bureau Of Shipping. Built in 1978 in Iwagi (Japan) by Iwagi Zosen. Owned by Yifeng Shipping (China). Detained in 2000 in Bangkok (Thailand) and Ulsan (South Korea), in 2001 in Onomichi and Kashima Ibaraki (Japan), in 2002 in Osaka (Japan) and Incheon (South Korea), in 2003 in Nagoya (Japan), in 2004 in Shenzhen (China) and Hong Kong, in 2005 in Gunsan (South Korea), in 2006 in Chinhay and Yeosu (South Korea), in 2007 in Gunsan again and in 2008 in Tangshan (China), Niigata (Japan) and Port Saïd (Egypt). Record holder and gold medal on the podium of detained ships. Sold for demolition in Mumbai (India).


*Pioneer Karel II, Corinthian Gulf, January 2012 © Evangelos Patsis*


*Canal de Suez, January 2012 © Mladen Todorov*


**Sea Wind (ex-Paico, ex-Sammarina, ex-Plataresti).** IMO 8503852. General cargo. Length 131 m, 3,551 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Braila (Romania) by Santierul SN. Owned by Sammarina Shipping & Trading Ltd (Romania). Detained in 2000 in Setubal (Portugal), in 2001 in Antwerp (Belgium) and in 2002 in Santander (Spain). Announced sold for demolition in India, the ship actually never left Constanta (Romania) and was broken up there.


Malacca Strait, March 23rd 2012, Yuan Tong’s last voyage towards India © nmj / Shipspotting

Container ship


Zero incident, Zero accident

*Bunga Terasek* in Port Klang (Malaysia), January 2009 © Marizan Nor Basirun
Celina (ex-CMA CGM Caucase, ex-CMA CGM Alger). IMO 9235373. Container ship. Length 123 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 2002 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Klingenberge Befrachtungs- und Befrachtungs GmbH (Germany). On March 9th 2012, the Celina ran aground on rocks at Gang Island off the Norwegian coast. The 14 Russian, Ukrainian and Filipino crewmen were safe and 12 of them evacuated; at least two cargo holds and the engine room flooded. There were about 270 t heavy oil and 70 t diesel oil onboard the ship; according to the Norwegian coast guard, the oil leak was contained by booms. Salvors pumped out the fuel, the cargo was removed and the ship was then towed for demolition in Esbjerg (Denmark) by Smedegaarden.


June 2012, the Santiago Express became the Go Express by the grace of a paintbrush and has just been beached for demolition in Alang (India) © Soham / Shipspotting


**Jupiter** (ex-Sky Jupiter, ex-Maersk Nara, ex-P&O Nedlloyd Brisbane, ex-Raleigh Bay, ex-Sea Cavalier, ex-Nedlloyd Tokyo, ex-Maersk Tokyo, ex-C.R. Tokyo). IMO 8308719. Container ship. Length 243 m, 16,322 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Lloyd's Register of Shipping. This container ship of 2,536 TEU was delivered in November 1985 as the French CR Tokyo by Chantiers de l'Atlantique, at Saint-Nazaire, to maritime company Chargeurs Réunis (after her sister ship CR Paris, which was handed over in September 1985). She is assigned to the Northern Europe/ Far East line. In 1987 Chargeurs Réunis sell their Middle East business to Maersk and the CR Tokyo, chartered by Maersk, became Maersk Tokyo.

Acquired in 1990 by the “Compagnie Générale Maritime” (CGM), she enters service on the Mediterranean/Far East line from the Scandutch/CGM consortium and takes the name Nedlloyd Tokyo (Nedlloyd is a member of the consortium). In 1994, she is acquired by Nedlloyd and flies the Dutch flag. She changes names several times owing to external chartering periods (Sea Cavalier in 1994, Raleigh Bay in 1994 as well, returns to Nedlloyd Tokyo in 1996). After the merger between Nedlloyd and P&O Containers, she becomes in 1997 P&O Nedlloyd Brisbane, then in 2006 the Maersk Nara after the acquisition of P&O Nedlloyd by Maersk. Then she changes over in 2007 to Tianjin Centrans Shipping, under Honk Kong flag and is renamed Sky Jupiter. Sold for demolition in Bangladesh.

Departing Buff (New Zealand), November 2010


MSC Roberta (ex-Hyundai Challenger, ex-P&O Nedlloyd Panama). IMO 8511287. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2002 in Vancouver (Canada) and in 2005 in Ambarli (Turkey). Sold for demolition in Bangladesh.


Ocean Producer (ex-MSC Kiwi, ex-Perth, ex-CP Master, ex-Lykes Master, ex-ADCL Sultana, ex-Norasia Sultana). IMO 9162605. Container ship. Length 217 m, 9,890 t. Delflagged from United Kingdom to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1999 in Shanghai (China) by Jiangnan shipyard. Owned by Lomar Shipping Ltd (United Kingdom). Detained in 2007 in Bremerhaven (Germany). In May 2012, the British Ocean Producer becomes the Comorian Ocean before being beached for demolition in Alang (India) (see also p. 2). At the age of 13, this 1388 TEU container ship wins the title of youngest container ship to leave for demolition (excepted for casualty cases).


**YM Asia** (ex-**Ming Asia**). IMO 8807727. Container ship. Length 276 m, 18,637 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1991 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2000 in Yokohama (Japan) and in 2011 in Singapore et Bandar Abbas (Iran). Sold for demolition in India.

**Reefers**


**Capricorn** *(ex-Pegasus, ex-Transporter, ex-Del Monte Transporter)*. IMO 8713603. Reefer. Length 141 m, 5,702 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1990 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.

**Centaurus** *(ex-Planter, ex-Del Monte Planter)*. IMO 8713574 Reefer. Length 141 m, 5,700 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1989 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Detained in 1999 in Antwerp (Belgium), in 2003 in Townsville (Australia), in 2006 in Valparaiso (Chile) and in 2007 in Antwerp again. Sold for demolition in China. 412 $ per ton.


**Marsas** *(ex-Reefar Moon, ex-Future, ex-Matema Lumo)*. IMO 8818893. Reefer. Length 106 m, 2,302 t. Lithuanian flag. Classification society Det Norske Veritas. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Limarko Shipping Co (Lituani). Detained in 2002 in Whangarei (New Zealand) and in 2008 in Bangkok (Thailand). Sold for demolition in India. 440 $ per ton. The ship has just been renamed Amina H, flying the Tanzanian flag; in the mean time, the obscure Intertek Maritime Bureau took charge of the statutory surveys and certificates instead of Det Norske Veritas. Respite or usual camouflage by the European shipowners?


Ref Vega (ex-Bereg Yunosti). IMO 8422709. Fish carrier. Length 153 m, 7,261 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias Thesen. 27 fish carriers of this Kristall II class were built between 1983 and 1993 by the East-German shipyard; 21 are still in service. Owned by Aquaship Ltd (Latvia). Sold for demolition in Bangladesh.


Ro Ro


Eliana M berthed in Genoa (Italy) after leaving dry dock, December 2008 © Baldizzone Pietro


SP5 Eric G Gibson (ex-Lykes Adventurer, ex-Sea Wolf, ex-American North Carolina, ex-Sea Wolf). IMO 8320547. Container ship. Length 199 m, 13,494 t. United States flag. Classification society American Bureau of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by APL Maritime Ltd (United States). Sold for an unknown destination of demolition. 370 $ per ton. After the Lt. Calvin P. Titus, the CPL Louis J. Hauge Jr, the 1st Lt Alex Bonnyman, the PFC James Anderson Jr, this is one more vessel chartered by the Military Sealift Command to carry supply to the US troops which is leaving for an unidentified destination of demolition ; unidentified but considering her selling price obviously Asian and not American.


Bulk carrier


Alexia arriving at Ilo (Peru) © Antonio Montalvo Núñez


B India (ex-Thanos, ex-Elena Heart, ex-Prabhu Parvati). IMO 8204016. Bulk carrier. Length 197 m, 9,535 t. Panamanian flag. Classification society RINA. Built in 1983 in Kudamatsu (Japan) by Kasado Dock. Owned by Portunato & C Srl (Italy). Detained in 2000 in Camden (New Jersey, United States) and Galveston (Texas, United States), in 2003 in Stockton (California, United States), in 2004 in Rotterdam (Netherlands), in 2005 in Fredericia (Denmark), in 2007 in Oristano (Italy) and in 2009 in Newport (United Kingdom). Sold for demolition in Bangladesh. 383 $ per ton.


Capt Ore (ex-Capt.Thomas J.Hudner, ex-Akritas, ex-Iliad, ex-Sinbad, ex-). IMO 8613994. Bulk carrier. Length 185 m, 11,992 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2007 in Algeciras (Spain) and in 2010 in Norfolk (Virginia, United States). Sold for demolition in Pakistan. 437 $ per ton including 540 t of bunkers.


**Front Climber.** IMO 8906896. Ex-Ore Bulk Oil carrier converted into bulk carrier. Length 285 m, 23,067 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore for an unknown destination of demolition. Mid July, the ship was still in Ukraine. 400 $ per ton.


Hebei Ambition (ex-Napa, ex-Argo Athena). IMO 8715651. Very Large Ore Carrier (VLOC). Length 327 m, 38,720 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 480 $ per ton. This is the largest ship to leave for demolition this trimester.


**Kholmsk (ex-Jamno, ex-Kopalnia Gottwald).** IMO 7725738. Bulk carrier. Length 159 m. Domenica flag. Classification society Inclama. Built in 1980 in Hebburn (United Kingdom) by Swan Hunter. Owned by Sadent Shipping Ltd (Cyprus). Detained in 2006 in Rouen (France), in 2010 in Trieste (Italy) and Nikolayev (Ukraine) and in 2012 in Venice (Italy). Sold for demolition in Mumbai (India).


La Jolla Belle (ex-Rockaway Belle, ex-Marine Universal II, ex-Sea Tiger II, ex-Marine Universal, ex-Ho Yu). IMO 8123030. Bulk carrier. Length 176 m, 7,755 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shiogama (Japan) by Tohoku. Owned by Roymar Ship Management Inc (United States). Detained in 2000 in Incheon (South Korea, in 2001 in Brisbane (Australia), in 2003 in Hong Kong, Vancouver (Canada) and Albany (Australia), in 2010 in Odessa (Ukraine) and Aliaga (Turkey) and in 2011 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh. 375 $ per ton.


December 2007, Leon V bunkering in Gibraltar ©


1987, Kapitan Dubinin is carrying pipes in the English Channel © Shipspotting


Norsul Tubarao dans la zone de transbordement de Koh Si Chang (Thailand) © Geir Vinnes


Sakhalin (ex-Leonid Sobolev). IMO 8325925. Bulk carrier. Length 184 m, 8,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyard Proprietaire Interfleet Shipmanagement (Bulgaria). Detained in 1998 in Emden (Germany), in 2000 in Thessalonique (Greece) and in 2011 in Amsterdam (Netherlands). Sold as is in Hong Kong for an unknown destination of demolition. 355 $ per ton including 250 t of bunkers.

June 2008, le Leonid Sobolev, futur Sakhalin dans le canal de Kiel © Michael Neidig


Sersou (ex-Epson Trader, ex-Pepe le Moko). IMO 8103822. Bulk carrier. Length 178 m. Algerian flag. Classification society Bureau Veritas. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by Nolis-Spa (Algérie). In 1991, the Sersou is damaged after colliding on the St Lawrence river with the Canadian bulk carrier Silver Isle. Detained in 2002 in Leixoes (Portugal). Sold for demolition in Turkey, she is only a bit late to meet with the ex-Silver Isle, renamed Algoisle and broken up in Turkey in 2010.


Swan Diana (ex-Priority, ex-Triobulk, ex-Eide Rescue III, ex-Allvag, ex-Werdau). IMO 8843848. Bulk carrier. Length 90 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1983 in Rostock (Germany) by Neptun VEB comme ravitailleur de la marine est-allemande ; jumboized in 1998 and lengthened from 76 to 90 m. Owned by Swanland Shipping (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2003 in Goteborg (Sweden) and Swinoujscie (Poland) and in 2007 in Drogheda (Ireland). Sold for demolition in Ghent (Belgium). (see picture on p. 1)


April 2012, the veteran Swatirani anchored off the port of Mormugao, Goa iron ore terminal (India) © Lee Brown

**Taharoa Express** (ex-Stellar Cape). IMO 8903117. Bulk carrier. Length 269 m, 18,348 t. Panamanian flag. Classification society Nippon Kaiji Kyoukai. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hachiuma Teamship Co Ltd (Japan). The Taharoa Express is operated by New Zealand Steel off Taharoa, on the west coast of the North Island. The “black sands” forming dunes up to 90 m high were first noted by James Cook in 1769. This potential iron reserve has been known for centuries but mining started only in 1972 on a site “leased” from the local Maori landowners. The ironsands - rich in titanomagnetite - are extracted by a floating dredge; the ore is concentrated by magnetic and gravity separation processes in a plant which can produce 200 to 300 t an hour. The concentrate is pumped in a slurry form to a stockpiling area ashore. The ore extracted in Taharoa will be exported towards Asia – Japan, Korea, China. The slurry is pumped via pipeline to an offshore buoy and from there transferred to the bulk carrier. After dewatering onboard, the ore can be exported while the process waters are obviously discharged in the sea … Detained in 2009 in Auckland (New Zealand). Sold for demolition in China.


Turhan Bey (ex-Haci Resit Kalkavan, ex-Staholm, ex-John M, ex-Thekos, ex-Korean Dool). IMO 7640316. Bulk carrier. Length 177 m, 6,855 t. Tanzanian flag. Classification society Turk Loydu. Built in 1978 in Pusan (South Korea) by Korea SB & E Corp. Owned by Umar Denizcilik (Turkey). Detained in 1999 in Rotterdam (Netherlands) and Rostock (Germany), in 2002 in Santa Cruz de Tenerife (Spain), in 2004 in Novorossiysk (Russia) and in 2011 in Kavkaz (Russia) and Nikoayev (Ukraine). Sold for demolition in Turkey. 310 $ per ton.


Car carrier


Atlantic Spirit in Bremerhaven (Germany), July 2010 © Martin Groothuis
The container ship *Ming Universe* was built in 1980 in Kaohsiung by Taiwanese yards China Shipbuilding Corp for Yang Ming Marine Transport Corporation. For a time renamed *Med Genova*, she then became *Ming Universe* again, she assumed the missions of a conventional container ship of a capacity of 1988 container, with the casual accidents from sea voyages. A hazy morning in August 1985, she was seriously damaged after colliding with the bulk carrier *Regent Tampopo*, towed, then repaired in Yokohama (Japan); in September 1986, she was more lightly damaged after her confrontation with the bulk carrier *Bouira* in the Red Sea and can continue her route.
In 2001, the Taiwanese shipowner rejuvenated its fleet and decided to get rid of a ship already 20 years old: he sold the Ming-Universe to a subsidiary company of the Lebanese Fare Group for the sum of $8 million dollars, a good operation and, according to Ming Yang, an estimated $6 million dollars gain on the sale.

The new owner is specialized in livestock transport and conversion of old ships; he owned the Farid Fares, Fernanga F, Danny F, and Danny F II, former tankers, and general cargo carriers, converted for livestock transport. In 1980, the Farid Fares sank following a fire in the engine room: one sailor and 40,000 sheep died.

The Ming Universe was converted by Pan United yards in Singapore and became the Rodolfo Mata. In January 2002, she left Singapore for Fremantle (Australia) and transported for her maiden voyage 117,000 sheep to Saudi Arabia. She is the largest livestock carrier in the world.

According to her designers, the ship was ideally laid out for shipping 120,000 sheep or 25,000 cattle, or a combination of both, and a crew of 100 men: a top speed of 25 knots, 14 decks, 2,000 pens supplied with fresh air by a ventilation system, 5 generators provide the main electrical power supply and another five secondary generators could produce 4.5 MW, 3 reverse osmosis plants have a capacity to deliver 1,800 tons of fresh water per day, a storage capacity of 5,000 tons of fodder and 8,000 tons of fresh water... In case of unexpected delay, the cruise agency guarantees the same conditions of comfort to more than 8 days beyond the anticipated 24 days allowed for the longest voyage.
Despite the specialized carriers pretend to take the animal welfare into account, the deaths of their cattle passengers and especially sheep are often by the several hundreds and thousands, not to say dozens of thousands when an incident occurs. In 1996, after the Uniceb took fire, nearly 70,000 sheep perished in the flames or drowned while no rescue operation was triggered for at least nine days. In 2003, 17,000 sheep died during the wandering of the Como Express, refused entry to the Middle East ports; after 3 months, the survivors were unloaded and abandoned in Eritrea.

In September 2003, after the owner Fares group reneged on the payment for the conversion costs, Pan United seized the Rodolfo Mata then entrusted her to its subsidiary company Advantec Shipping. It sold her in 2006 to the Italian Siba Ships for 23 million dollars. The ship became the Deneb Prima. She changed hands and names several times, continuing her voyages as Stella Deneb, then Ocean Shearer from Australia or from New Zealand to the Middle East, from Fremantle, Darwin, Townsville, Port Adelaide, Napier…. was detained at least twice, in 2007 at Port Adelaide and in 2011 at Fremantle.

The super livestock cruise ship just made her last voyage from Doha (Qatar) and was beached for demolition in Chittagong (Bangladesh) May 17th 2012.
Sources
American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson’s ; Daily Independent (The) ; Det Norske Veritas ; EMSA – European Maritime Security Agency ; Equasis ; Expresso ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Legal Oil ; Lloyd’s List ; Lion Shipbrokers ; Live Export Shame ; Lloyd’s Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; New Zealand Steel ; NAN – News Agency of Nigeria ; Nigel Gee & Associates Ltd ; Nippon Kaiji Kyokai ; Norwegian Coast Guard ; Optima Shippers ; Ouest-France ; Pan United Marine ; Presse-Ocean ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnel sources and archives ; Russian Maritime Register of Shipping ; SBM – Single Buoy Mooring Inc ; Ship Nostalgia ; Shipspotting ; Simplon Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; Tugboat Enthusiasts Society of Americas (The) ; Ugly Ships.com ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker; Vietnam Register of Shipping ; Yang Ming Marine Transport Corporation.

Director of Publication : Jacky Bonnemains.
Editors : Christine Bossard, Jacky Bonnemains
Research : Christine Bossard with Charlotte Nithart and Elodie Crépeau
Translation : Allison Traynor, Christine Bossard and Jacky Bonnemains

Photo report in Portugal by Antonio Barredo Arias

Many thanks to Cornier for his contribution
On 7th December 2007, the Hebei Spirit, a VLCC tanker flying the Hong Kong flag, was anchored around ten kilometres off Incheon, on the western coast of the Korean peninsula. Her tanks contained 260,000 t of crude oil from various origins. The weather conditions were bad. At 7am local time, the ship was hit by a barge drifting out of the control of her tugs. No injuries were reported among the crew but the single hull of the Hebei Spirit was perforated and 10,000 t of hydrocarbons escaped from the portside tanks 1, 3 and 5. Violent north-west winds pushed the oil slicks to the south. The first of such reached land on the night of 7th December. Ten days later, 150 km of coastline was black, mostly in the Taean-gun National Park - a region reputed for its rocky coastline, sandy beaches and its fishing and aquaculture.
In the hours immediately following the accident, navy coastguard response vessels and fishermen spread out dispersent and deployed oil booms in order to protect the islands and bays most at risk, as well as the Taean thermal power plant. From 8\textsuperscript{th} December, rescuers managed to seal the cracks in the ship and stop the oil leak; the tanker was then quickly lightened of her cargo.

On land, the Korean people, civilians, fishermen, soldiers and police alike, mobilised to manually clean up the oil using buckets, shovels and absorbent pads and rescued oiled birds. One month after the accident, one million volunteers had got involved.

Once repaired, the \textit{Hebei Spirit} continued her career for HOSCO, or its subsidiary companies such as, and most recently, Ocean Champion Maritime Co Ltd. under the names of \textit{Tanker Glory} then \textit{Sea Glory}, still sailing under the Hong Kong flag. Now, aged 19, this single-hulled vessel, has just been beached for demolition in Chittagong, Bangladesh, renamed \textit{Gloria 21}, and deflagged to one one the most popular flag adopted by the vessels en route to the scrap yard - that of Saint Kitts and Nevis. Unlike the case of the former \textit{Exxon Valdez}, the \textit{Hebei Spirit} sparked no outcry.

\textbf{The damaged ship conundrum}

Managing ships that have been damaged, stranded, suffered explosions or technical or human failures can be an inconsistent process, yet it is always a long and complex one. No ocean is spared. The costs involved are exorbitant: the salvage of the \textit{Canadian Miner} has been estimated at $24 million, and re-floating the \textit{Costa Concordia} may exceed 500 million.

\textbf{Pacific Ocean}

In South Korea, on 14\textsuperscript{th} December 2011, the bulk carrier \textit{Pacific Carrier}, transporting coal from Indonesia, collided at high speed with the container ship \textit{Hyundai Confidence} south of the peninsula. The bow of the container ship was hit; the bulk carrier was heavily damaged and took on water. Both vessels were rescued and separated from one another by Nippon Salvage. No pollution was reported.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{collision.jpg}
\caption{December 2011, the \textit{Hyundai Confidence} after the collision}\
\end{figure}
The *Pacific Carrier*, offloaded of her cargo, remained at anchor, on ballast, close to Sacheon (South Korea), awaiting further survey or potential repairs. Eight months later, on 28th August 2012, Typhoon Bolaven struck South Korea; the *Pacific Carrier* broke her moorings, drifted and broke in two. She will have to be broken up on the spot with the resulting and inevitable local pollution.

August 2012, the *Pacific Carrier* after the typhoon © NEWSis

Broken and grounded © Tongyeong Coast Guard

**Last minut**: at least the bow of the *Pacific Carrier* has been towed to Gamcheon port in Busan.

October 2012, the *Pacific Carrier* at Gamcheon port © Matthaios

In **Taiwan**, removal of the wreck of the gas carrier, *Oberon*, and her butane tanks has just finished. The ship ran aground on 18th February in the Taiwan Strait, 7 miles from the Penghu archipelago. Operations were slowed by the 9 typhoons that have since hit the region. The gas was transferred to another vessel. The wreck will be scrapped by the Tongliang shipyards in Penghu and the intact tanks will be sold.

Transfer of gas from the *Oberon* © Tradenewswire
In New Zealand, rescuer support for the container ship *Rena* that ran aground on a reef was immediate. One year later, the containers remaining on-board after the grounding have been recovered but the dismantling of the broken-up ship has only just begun. A financial settlement has been reached between the ship-owner and the New Zealand authorities, but it is possible that part of the wreck will not be raised and removed (see Ship-breaking.com # 26 et # 27, « Demolition on the job »).

![Image: Rena shipwreck](https://example.com/rena_shipwreck.jpg)

**Mediterranean**

On the island of Giglio (Italy), the wreck of the *Costa Concordia* remains lying on her side where the ship ran aground on the night of 13th January 2012. Rescue teams are still working to stabilise and re-float the ship. Meanwhile, the public relations officers have been very busy too: the slide and swimming pool have been removed and installed in a playground for the children of Giglio and the shard of reef that pierced the hull of the *Costa Concordia* has been removed to become a memorial to the victims.

![Image: Costa Concordia](https://example.com/costa_concordia_shipwreck.jpg)

The installation of stakes to prevent the ship slipping and the underwater platform to be used for re-floating the vessel has been delayed. Stabilisation of the wreck, originally scheduled for 31st August, should finally be completed at the end of October; the recovery and the evacuation of the ship have been delayed accordingly. Furthermore, the Italian-American consortium Titan-Micoperi, in charge of the salvage operation, has guaranteed that the seabed will be restored to its prior state by "June 2013 at the latest". The local population is afraid of having to spend a second summer with such a macabre wreck on the horizon.

The flamboyant yellow funnel adorned with the C logo of the ship-owner was dismantled in the summer to lighten the ship. That is a good thing: Costa Cruises does not like the publicity; at least not negative publicity. In Genoa, the funnels of another stricken vessel, the *Costa Allegra* (see page 23) were repainted before departure to the Turkish shipbreaking yard.

![Image: Costa Allegra](https://example.com/costa_allegra_shipwreck.jpg)

April 13, 2012 © M. Geismar Robin des Bois
Arctic Ocean
The Russian cruiser *Murmansk*, one of the jewels of the Northern Fleet and a relic of the Cold War was launched in 1955 from the Severodvinsk shipyard. Measuring 210 metres in length and 22 metres in width, she was decommissioned in 1992 and pushed aside in a Kola Bay ship graveyard in the Russian Arctic.

*Murmansk* in her glory days © AF Gruppen

En hiver 1994, il commence à être remorqué à destination d'un chantier de démolition de Bombay en Inde. La veille de Noël, le convoi est pris dans une tempête, le *Murmansk* rompt son amarre, dérive et finit par s'échouer près du village de Sørvær sur l'île norvégienne de Sørøya dans le Finnmark.

In 1995 in Sørøya © Gunnar Sætra - scanpix  
And in 2002 © AF Gruppen

It was only in 2008, after the discovery of traces of chemical and radioactive waste that had escaped from the *Murmansk*, that the Norwegian government decided to dismantle the wreck. A Norwegian company won the tender. The dismantling contract was fixed at €44.5 million. Salvage was expected to be concluded in late 2011. This deadline was exceeded due to seepage into the protective dykes around the wreck. Today, dismantling operations are almost complete and 14,000 t of metal and other materials have been removed from the wreck site and sent on for recycling or disposal. It is possible, however, that remnants of the wreck may still be present on site, in sediments, before the arrival of the 2012-2013 winter storms.

The *Murmansk’s breaking yard* on Sørøya island © Norwegian Coastal Administration
Indian Ocean
In January 2010, the OSM Arena was abandoned by her owner in Chennai, south-east India. Port authorities have banished her from the harbour, exiling her in a temporary waiting area. A fatal accident almost occurred: in January 2012, the ship broke her moorings and drifted towards the beach. Worse, her crew was trapped on board in unacceptable health and psychological conditions (see the Robin des Bois press release « The Seafarers Alcatraz Award 2012 », 1st October). On 2nd October, 6 crew members were taken ashore for medical attention and immediately brought back on board.

Atlantic Ocean
The Canadian Miner which was being towed from Canada to be demolished in Turkey ran aground off the coast of Nova Scotia a year ago. She is still there, in a decaying state as a result of winter weather conditions. Her dismantling on site has just started. The company hired to check for PCBs in the ship generators instead stripped the vessel of copper and brass. Local communities, and fishermen in particular, hope the Canadian Miner will not have to spend a second winter on Scatarie Island, aggravating the disruption and the pollution of marine resources. It has not started well. Shortly after it began, on 15th October 2012, the removal of the wreck was stopped by an order of the Nova Scotia Government: the condition of the hull would not ensure a safe workplace for the workers. At the expense of the Bennington Group in charge of operations, an independent expert has been charged with determining the ship’s structural integrity and the safety of the site.

Either through the recklessness or irresponsibility of the owners and the Canadian Authorities, the Canadian Miner disaster has still not prevented two other old tankers, the Algocape and the Gordon C. Leitch, being towed to Turkey (see p. 41 and 46).

In Europe, the chequered past of the container ship MSC Flaminia, a vessel flying the German flag and whose last port of call was Charleston (USA), has continued on throughout the summer (see on Robin des Bois’ website). The maritime authorities of neighbouring countries, primarily France and the United Kingdom, have claimed for weeks that taking charge of the container ship in distress, following explosions on-board in mid-July, was not a matter of urgency.

Miraculously, the MSC Flaminia did not sink in the Atlantic with her containers of hazardous materials, nor did she collide with another ship. She arrived towed and under high surveillance in the new container port of Wilhelmshaven (Germany) on 9th September. After three weeks of searching, as ordered by the
German court, the body of a missing sailor was still not found. Systematic searches have been abandoned; human remains may well be discovered at a later date in parts of the ship that are currently inaccessible. After cleaning the superstructure, the unloading of intact containers began on 28th September.

The extinguishing waters in the bilges and ballast tanks are estimated to total 22,000 t. Partial sampling reveals no significant presence of dioxins. Systematic analyses will take place at a later date. A total of 1,000 t extinguishing water will be treated by incineration in Hamburg. Plans comprise the treatment of almost all extinguishing water by physico-chemical means in a temporary installation under construction at the port. Unloading each burnt, exploded or damaged container will be subject to an individualised procedure requiring precise knowledge of the load, its condition after the accident and information on the external or internal contamination of the container walls. According to planners, the hardest, longest and most dangerous work regarding the integrity of the vessel will be clearing the damaged bilges of metal magma and melted material. The latter may well take place in a location other than the port of Wilhelmshaven. The future of the MSC Flaminia, whether that is her repair or demolition, is currently pending.

The clean-up operation for the container ship could be completed, according to the diverging opinions of technicians, by the end of the year or else by April 2013. The investigation continues in order to determine the cause of the initial fire. The loading plan of MSC Flaminia on departure from Charleston has not been released.

Containers of hazardous materials lost at sea at the time of explosion or during the drift would have landed on the Irish coast in early September and one of the ship’s lifeboats was salvaged and towed to Douarnenez in early October by a Bigouden trawler. The badly burned sailor who had been transferred to a Portuguese hospital died on 7th October.

October 2012, one of MSC Flaminia’s damaged hold © Jakob K / Robin des Bois

Farewell to container ships
In 2011, container ships only represented 5% of vessels sent for demolition - a sharp drop compared to 2010 (8%) and 2009 (13%). In 2012, as Robin des Bois already noted in bulletin no. 27, fleet overcapacity and the shortage of goods to be transported has encouraged owners to dispose of their unused units. Since the start of the year, 121 container ships - 13% of total vessels - have been sent for demolition. We have returned to the 2009 post-crisis level.

Today, the typical container ship sold for demolition is a relatively small, young, European ship that will spend her last hours in India.

A total of 37 container ships have been recorded. Two thirds of them measure less than 200 m; the largest is the APL Alexandrite at 288 m and with a capacity of 3,820 TEU. In comparison, the Triple E-class ships ordered by the Danish shipping company Maersk which will enter service in 2013 have a capacity of 18,000 containers.
The profitability of mega container ships also leads towards the decommissioning of increasingly younger ships. The average age has dropped to 21. In 2011, it stood at 30 and was 25 the previous bulletin; 51% are aged 20 years or less. The youngest is 15.

A total of 70% will be demolished in India and 11% in Bangladesh, even though 70% belong to EU or EFTA-based owners, and 41% to German owners. The Northern Vitality, belonging to Reederei Karl Schluter GmbH & Co KG, had the misfortune of being in the spotlight in the new container port of Wilhelmshaven at the time of the arrival of the MSC Flaminia; rightly suspected to be have been sold for scrap, the vessel, sailing under the flag of Antigua and Barbuda, was initially prohibited from leaving Germany. On 12th October, she sailed to Varna (Bulgaria). Demolition will be slightly delayed.

Virtue quickly found its limits and the provisional retention of the Northern Vitality looks like a smokescreen: at the same time, a ship belonging to the same company, the Northern Dignity was beached without mishap for demolition at Alang, soon joined by the Buxcrown, the Northern Felicity, the Conti La Spezia and the Conti Asia, all owned by the German ship-owner of MSC Flamina, NSB - Niedereifie Schifffahrtsgesellschaft mbH & Co KG. Cautious, the last four arrived discreetly as the Crown, Felicity, Lais and Asia.

Early demolition of the container ships will continue. According to Lloyd's List, in mid-October, 279 units were waiting for recovery or for breakage.

The Lepse
Cargo and radioactive materials star in the same old story that sometimes hits the headlines. In the Arctic, a veteran has become a floating radioactive waste vessel. But until when?

In mid-September 2012, the most dangerous maritime convoy of the century set off in relative discretion. It took the Lepse 5 hours, towed and escorted by three tugs, to cross the 38 km separating the port of Murmansk and the Nerpa shipyards north of the Kola Peninsula. The Lepse, 78 years old, holds more radioactive cargo than the volume released by the Chernobyl disaster.

The Lepse, named after a worker hero of the communist revolution, was commissioned in 1934 in Nikolayev, Ukraine, on the Black Sea coast. The “61 Communards" shipyard specialised in the construction of submarines and other warships known for their robustness and reliability. The “61 Communards" yard also built supply cargo ships for the Russian Navy. The Lepse was one of these. In 1936, construction was halted. In 1937, the hull was transferred to a naval shipyard in Kherson where the work ought to have been completed. In fact, there were yet more delays. The Lepse was anchored in a tributary of the Dnieper River and torpedoed in October 1942 during the Second World War. In 1945, she was re-floated and remained untouched in the port of Poti in Georgia until 1958. Considering the exceptional strength of the hull, the Soviet Supreme Command decided in 1958 to adapt the Lepse to her new role as a fuel supplier to nuclear-powered icebreakers. To do this, the Lepse was towed from the Black Sea to the Baltic Sea, then transformed and renovated in another historic shipyard - the Galerny shipyard near Leningrad.
From 1961 to 1981, the Lepse supported the ice breakers Lenine, Arktika and Sibir. She did not carry heavy fuel, but new or used nuclear fuel to or from the three atomic icebreakers. The Lepse became a storage ship for fuel elements deformed by critical and radiating accidents that took place on the Lenine and the Sibir between 1967 and 1980. The Lepse also carried out dumping operations for liquid radioactive waste into the Kara Sea in the Arctic Ocean. In 1984, a storm caused several hundred m³ of radioactive water to flow into the storage hold containing radioactive fuel.

In 1990, cement was injected into the holds of the Lepse to reduce external radiation.

Injection of concrete in the Lepse:
(1) truck mixer, (2) pump, (3) injection
© Yuri Chernogorov.

For 20 years, the Lepse, categorized as solid radioactive waste, has been waiting in the port of Murmansk. Her fate is a cause of concern for the international community, especially the surrounding Arctic States, and has been subject to technical and financial initiatives that have been regularly aborted. Thanks to a credit line of €43 million underwritten by the European Bank for Reconstruction and Development (EBRD), consolidation work on the hull of the Lepse has been underway since 2011. This operation takes place on a floating dock. It is governed by radiation protection rules. A protocol for dismantling and management of the radioactive cargo has been deployed.

The Lepse is now berthed in the Nerpa demolition yard. She should be dry-docked next year. She will be divided into three sections. Waste will then be extracted, sorted and transported to suitable storage sites along with the remains of the hull itself which has become highly radioactive waste with a long half-life. Robotic methods offered by France will be employed to protect the health of those in direct contact with the waste as well as the 5,000 shipyard workers.

The cargo of the Lepse includes 260 kg of U²³⁵ and 8 kg of fissile plutonium. If there is a surface ship deserving of the name “floating bomb”, this is her.

A new pitfall has just arisen: the manager of the Nerpa demolition yards is concerned that the berth reserved for dismantling the Lepse has been occupied for the last 7 years by the K 3 – Leninskiy Komsomol, the first Russian nuclear submarine. The plan is to decontaminate her and place her in a museum, but funds are lacking.

The Lepse may therefore have to wait her turn beyond 2013 - the date anticipated for dismantling operations to commence. Extraction of radioactive waste is currently scheduled to start at the end of 2015.
Letters to the Editor

from Chris Swift, HMS Plymouth Trust, received in September 2012,

HMS Plymouth built in 1959 and full of hazardous materials could be on a voyage to an unknown location with an anonymous owner. Peel Ports in the UK have sold her to ‘the Turkish scrap dealer’ but will not say who the scrap dealer company is.

We strongly believe based on what we have learnt that HMS Plymouth if she has been sold, could be going to an Indian beach since many reputable Turkish companies such as Simsekler or Leya have denied buying her. There is too much secrecy on this ship.

I have also attached a letter that was sent to my MEP who's party is involved in supporting our cause. This document shows how the scrap deal may exploit a loop hole in the Basel Convention (…)

My organisation HMS Plymouth Trust Limited want to save the ship and open her as a museum which is what she was between 1988 - 2006.

See the [HMS Plymouth Trust](http://www.hmsplymouthtrust.co.uk/)’s website http://www.hmsplymouthtrust.co.uk/

In addition to the mails of our English correspondents, Robin des Bois recall the story of HMS Plymouth and is considering her prospects.

**HMS Plymouth F 126**

The Royal Navy frigate *HMS Plymouth*, survivor of the Cod War with Iceland and the Falklands conflict with Argentina is facing a very uncertain future. A private trust (HMS Plymouth Trust), uniting enthusiasts, historians, seafarers, and supported by some political notables, wishes the return of the Gray Lady to Plymouth in order to use her, after restoration, as a museum like she was at Birkenhead between 1992 and 2006. This museum, run by the former Warship Preservation Trust, had other pieces that are threatened or even submerged: the submarine *Onyx* is awaiting a hypothetical rehabilitation in her historic homeport of Barrow in Furness, *HMS Bronington* and her teak decks is on her way to demolition and *LCT 7074* (Landing Craft Tank for amphibious assault and transport of tanks) sank in 2010 where she was moored.

*HMS Plymouth* (shortly before the Falklands conflicts)

© Crown copyright. IWM (FKD 588)

*LCT 7074* was the last survivor among the 700 landing craft tank used for the landings in Normandy by the Allied forces. After carrying 10 Sherman tanks on D Day, she returned to Southampton and carried American reinforcements back to Normandy for the assault on Cherbourg.

Today *HMS Plymouth F 126* is degrading like a ghost ship hidden in Birkenhead docks facing Liverpool. She has no visitors, no owner, no administrative existence. A contract was signed between an unidentified Turkish broker and Peel Ports, Britain's second largest group of ports, among which Liverpool and Manchester.

May 2009, Birkenhead © HMS Plymouth Trust
Initially, Peel Ports wished the frigate to be broken up in a Liverpool shipbreaking yard, like in 2009 HMS Intrepid and the Royal Auxiliary Fleet vessels Grey Rover and Sir Percivale, but since, this facility has since then been closed down for safety lacks. Other Royal Navy vessels have been dismantled by Van Heygen Recycling in Ghent (Belgium) within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal. Others left for demolition in Turkey by Loyal Shipbreaking, such as the destroyers HMS-Cardiff, HMS-Newcastle, HMS-Glasgow, HMS-Exeter, HMS-Southampton and HMS-Nottingham and lately the aircraft carrier HMS Invincible. These exports towards Turkey were also conducted according to the Basel Convention procedures.

HMS Plymouth Trust persists in collecting the 400,000 £ needed to buy F 126 from the Turkish broker but Peel Ports pretends the transaction is irreversible. This is why the F 126 along with her asbestos, PCBs, hydrocarbons and obsolete but still operational weapons and ammunition may very soon leave for demolition. Whether she can undergo a long distance towing has yet to be checked. Wisdom, if her fatal fate was finally sealed, would be to demolish her in a nearby yard.

The wardroom of HMS Plymouth was where the surrender of Argentine Forces was signed by Lieutenant Alfredo Astiz.

**From Matthaios South Korea, received on September 24**

Recently I found out that ships demolition is in progress in this country despite the fact that here are the biggest shipyards in the world.

Approximately 4 months ago I noticed a very old vessel located in a wharf of Hanjin shipyard in Busan (which bankrupted some years ago) thought that this vessel's destiny was to be broken but soon I lost its traces.

Some days ago I found a half broken vessel (...). When I compared the 2 photos I assumed that there is a high possibility the vessel to be the same. Unfortunately I do not have details about this ship except its name which included the word "Bay" I send you the photos so you may trace this vessel.

Is it possible to provide details for shipbreaking in developed countries (such as Korea). (e.g Number of breaking yards, vessels broken every year, price per ton of steel etc)?

**Robin des Bois’ answer**

Concerning the vessel you photographed in May, her name is simply Bay; we noticed a Russian flag on the superstructure and Bay IMO 7384297 is actually Russian-owned, built in Poland in 1975.... we found a picture of her in 2010.

She is apparently sailing only in Asian waters, Japan, China, Korea and Russia. She was in Japan in early May, you saw her in Korea late May but after that she left for Russia and was around Sakhalin in July. There is no news from her since then, she is officially still in service but her status has not been updated since July 10th.

So it's hard to say it's her being dismantled on your September pictures. It leaves about two month to come back to Busan right after Russia and scrap; a bit too short ...
A few ship-breaking yards are active in Europe, essentially in Belgium and in Denmark or to a lesser extent in Bordeaux (France). In Asia as well we know of a few trials in Japan and a few big units had to be dismantled after the March 2011 Tsunami. A project had been considered in the Philippines and the activity has been developed in Vietnam for the local fleet. In America, the ship-breaking yard of Port-Colborne, Canada, has been dismantling a number of old Great Lake bulkers and in the United States several yards in Texas, Louisiana and California are appointed to recycle mainly the old ships from the National Reserve Defence Fleet. In these countries, and in Europe as well, most of the commercial fleet leaves for demolition in China, in the Indian sub-continent and in Turkey.

South Korean has an opportunity to develop its expertise with the demolition of the bulker Pacific Carrier, on site and as is (see the chapter « The damaged ship conundrum » p 2).

From Matthias, South Korea, received on October 17
I could not gather any info from the local Koreans about the Pacific Carrier but I was lucky enough and I saw her by chance when I was travelling in Busan. I send you some photos of the fore half of the ship which currently is located in a port called Gomcheon in Busan. (…)
Although I could not see the name to confirm that this is a part of Pacific Carrier I assume that it is it. I do not think so that there are many bulk carriers with red color cut in half in Korea these days....
The vessel is anchored in the premises of a subcontractor who was building blocks for new ships. However due to recession and decrease of new orders plenty of small ones run out of business. But it is very easy from them to proceed in shipbreaking if needed.
PS. Regarding the aft part of the broken vessel I could not find any detail. It could be the one which I saw earlier this year but there is no proof neither location of demolition. But Gomcheon port seems to a good location for this type of work because is protected from waves and away from the city center....

NDLR: see the photos in the chapter « The damaged ship conundrum », Pacific Carrier p 2

From Egidio, Genoa (Italy), received on October 10 to 13
Something new about the cruise ship Princess ((NDLR see the chapter The END, Ship-breaking.com # 27): the Turkish company Cemsan just paid the first part of the money requested, failing to give the rest. So the ship is keeping on languishing in the port. The ship should be auctioned again.

The Costa Allegra is still here: her funnels have just been repainted in white and the "C" letter removed. She is now Santa Cruise, flagging Sierra Leone flag. She was scheduled to sail tomorrow, but at present I have no info about her sailing.

I took a picture of this ship and I will send it soon. (…)

Costa Allegra: the tug for her final voyage is scheduled to arrive tomorrow in Genoa, coming from Turkey. She left Genova tugged this morning (October 13), inbound Aliaga.

NDLR: See the chapter Costa Allegra in this edition p 23 for history and photos of the ship.

From Shahid, Pakistan, received on August 6 and October 8
I've been seeing your shipbreaking report for quite some time and very much amazed to see the compiling of Data across the world. Anyways as ship enthusiastic, I frequently travel to Gadani ship-breaking yard for seeing the vessels comes for demolition and take pictures of the dying vessels.
Surprising one the pictures you have posted in your bulletin # 28 of ship name "EDEVA" is taken by me. I can gave you more of the ship pictures (…)
You may find some interesting pictures and especially a vessel named "WENJIANG" the old belly has been standing in Gadani for 8-9 months until they decided to cut into pieces. (…)

Wenjiang, in Gadani, April 2012 © Shahid Ayub

British Curlew, in Hobart (Australia) © David Kirby
NB: Wenjiang ex-British Curlew, 160 m in length, built in 1960 in Glasgow by Stephen & Sons for Clyde Charter Co Ltd. The ship entered the BP fleet in 1972 and was later sold to the Hong Kong based Hemisphere Shipping Co Ltd in 1976. She was renamed Wenjiang. On September 29, 1980, the tanker is loading crude oil at Basrah (Iraq); the Iran–Iraq War has just started. The Iranian forces attacked the oil terminal, the cargo operation was stopped. The captain ordered all crew members ashore, they will never be able to return onboard.

The ship has remained abandoned since. She was the backdrop of the Iranian film « Iron Island » in 2005. In August 2011, she was towed away to Gadani under unclear conditions. Her scrapping started in Spring 2012.

See also Shahid’s photo of the tanker Ailsa Craig beaching in Gadani, chapter Tanker p 15

No summer break. Assessment July 16 to October 14, 2012.

The average rate of vessels heading for demolition has stabilized at a high level: 24 ships per week. This is in spite of the postponement of beaching permits in India at the beginning of the period and the congestion of the beaches in Bangladesh at the end of the year. The average age is 28; 26 for tankers and 21 for container ships.

A total of 287 ships have left for demolition during this period. Cumulative demolition allows for the recycling of more than 2.5 million tonnes of metal. The number of ships destined for Asia, including Turkey stands at 264 (92%); 112 (39%) were built in Europe; and 103 (36%) are owned by European companies.

Per Unit
1 India, 104 (36%)
2 Bangladesh, 65 (23%)
3 China, 45 (16%)
4 Turkey, 31 (11%)
5 Pakistan, 20 (7%)
6 Denmark, 4 (1%)

By Tonnage of Metal Recycled
1 India 863.000 t (34%)
2 Bangladesh, 721.000 t (28%)
3 Pakistan, 380.000 t (15%)
4 China, 335.000 t (13%)
5 Turkey, 130.000 t (5%)

By Category
1 : bulk carrier, 128 (45%)
2 : general cargo 50 (17%).
3 : tanker 38, (13%)
4 : container ship 37, (13%)

India is back and receives the largest number of vessels for demolition: 104 (36%). It is the only major demolition country where arrivals have increased during this period (+35%); this is also the case, to a lesser extent, in Turkey. The Indian Ministry of Environment and Forestry has dispelled doubts about the local ship-breaking policy: it has swept aside references to the Basel Convention put forward by the Supreme Court at the end of July along with prior clean-up requirements for ships before beaching for demolition in India. The only obligation is to comply with the rules established in 2007. The Oriental Nicety, the former Exxon Valdez that should have been the last ship to be beached without extraction of on-board pollutants, was in fact followed by a cohort of ships from around the world and particularly from Europe.

Union Brave, February 2009, in the Mediterranean, south of Spain © Sergey Bykov

New pitfalls lie ahead however in the Indian demolition market where the policy of 'might is right' resists all regulations, whether Indian or International. On 12th October, the ISRA (Indian Ship Recycling Association) decided a lockout of shipyards. They were protesting against the arrest of 3 ship-breakers.
and charging them with culpable homicide and negligent conduct with respect to safety standards. Six workers were killed in the *Union Brave* tanker fire that they were in the process of breaking up (see p. 18). It was the first time that recyclers had been charged with culpable homicide. The defence put forward by the ISRA was simple: the owner is not necessarily aware of the daily work going on in his shipyards and cannot be held responsible for fatal accidents that occur there. Will the Indian legal system resist pressure from the industry? Will it retain the offence of temerity and consciousness that a fatal accident may result from unsafe working conditions on ship-breaking yards? The police intend to reopen old cases of fatal accidents.

Bangladesh, which receives 65 vessels (23%), holds 2nd place in terms of units to be demolished and cumulative volumes. The number of vessels received after months without any has led to a backlog at the Chittagong beach and ship-breakers must first absorb these tonnages before buying new ones. The rates offered by the demolition yards remain lower than previous months: below $400 per tonne in Bangladesh and a little higher India and Pakistan where prices increase $20 per tonne. The Turkey-China differential that has steadily reduced since the beginning of the year has briefly passed to the advantage of Turkey; prices in these two countries are down to around $300 per tonne.

**After the bars, demolition**

A total of 66 (23%) of the vessels sent to be broken up were checked by a Classification Society which does not belong to the IACS (International Association of Classification Societies) or have no class. The sub-standard ships are priority candidates for demolition: at least 180 (63%) have been priorly detained in ports across the world with a detention rate of 80% for reefer, Ro Ros and bulk carriers; 68% for general cargo carriers; and 52% for container ships. The detention rate is 18% for tankers. The leader board for sub-standard ships is headed by the small general cargo carrier *Sea Flower*, 17 detentions (see p. 31), followed by bulk carriers *Dover*, 12 detentions (p. 44) and *Spring Breeze 1*, 10 detentions (p. 56); the latter is tied with another general cargo carrier *Silver I* (p. 31).

![Sea Flower in Sulina (Romania), March 2011: 17 detention between 2002 and 2012, gold medal © Sirotencu Liviu](image)

**Years and metres**

The age of vessels leaving the fleet ranges from 14 for the Indian double hull tanker, *Prem Divya*, which fell victim to an explosion during maintenance work (see p. 62 The END) off Fujairah (United Arab Emirates), 69 for the Second World War veteran tanker *Elena H*, and 78 for the *Lepse* (see p 8). The average age is 28. A total of 69 vessels are less than 150 m in length, 119 are between 150 and 199 m and 99 are more than 200 m. Seven vessels are more than 300 m; the largest ship to be sent for breakage is the tanker *Sea Glory*, 338 m in length, beached in Chittagong under the name *Gloria 21*, but better known as the *Hebei Spirit*, responsible in 2007 for the largest oil spill ever experienced in South Korea (see p. 1).
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.

**Tanker**


Delaware Trader unloading at Murphy Oil, Port of Tampa (United States), November 2009 © Paul Sullivan

Elena H (ex-Elena X, ex-NS Di Montallegro, ex-Paraggi, ex-Cotton Valley). IMO 5270416. Tanker. Length 67 m. Greek flag. Unknown classification society. Coastal tanker built in 1943 in Perryville (United States) by Lancaster Iron Works for the British Ministry of War. During the year 1944, she serviced in several supply convoys in the Mediterranean. On April 10, she was damaged after hitting a mine in the Black Sea. She was repaired but on October 6, she was mined 10 km off Port-de-Bouc (France). The ship was broken in two, the bow was lost but the stern was towed to Marseille, fitted with a temporary bow in Toulon and the vessel was later used as a water tanker. In 1947, she was sold to Italian buyers. She became Greek in 1995. She was sold for scrap in 2000 but actually went on sailing as a tar carrier. Owned by Elena H Navigation (Greece). In 2012, at the age of 69, she is eventually sold and towed for demolition in Turkey.

Elena H in Piraeus, May 2009 © Aleksi Lindström


**Maharshi Karve.** IMO 7422738. Tanker OBO used as a floating storage. Length 257 m, 23,024 t. Indian flag. Classification society Indian Register of Shipping. Built in 1978 in Landskrona (Sweden) by Gotaverken. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in Pakistan.

![Maharshi Karve](image1.png)


![Messenger](image2.png)


![Narova](image3.png)

**Navion Fennia** (ex-Futura). IMO 9020687. Tanker. Length 241 m, 17,100 t. Deflagged from Bahamas to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1992 in Turku (Finland) by Kvaerner Masa. Owned by Teekay Navion Offshore Loading (Singapore). Sold as is in Singapore for demolition in Bangladesh where she arrived renamed *Avion*. 435 US$ per ton.

![Navion Fennia](image4.png)


Prem Divya (ex-Seaqueen). IMO 9138599. Tanker. Length 245 m, 18,748 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1998 in Dalian (China) by Dalian New SB. Owned by Mercator Ltd (India). In December 2011, the Prem Divya, anchored on ballast off Fujairah (United Arab Emirates) for maintenance works, suffered three blasts. 105 men, sailors or workers were onboard. 3 got killed, two remained missing, one was seriously hurt. In September 2012, Prem Divya was towed to Pakistan and beached for demolition as Olivia. See the chapter The END p 62.


Sea Glory (ex-Tanker Glory, ex-Hebei Spirit, ex-Almare, ex-Apollo Osshima). IMO 9034640. Tanker. Length 338 m, 41,402 t. Deflagged from Hong Kong to Saint Kitts & Nevis for her last voyage. Classification society China Classification Society. Single hull ship built in 1993 in Sakaide (Japan) by Kawasaki. She is the longest ship to leave for demolition in this edition of Ship-breaking.com. She was also responsible in 2007, under the name Hebei Spirit, for the worst oil spill which ever hit South Korea (Cf p. 1). Owned by Hebei Ocean Shipping Co - HOSCO (China). Sold for demolition in Bangladesh, she was beached as Gloria 21. 435 US$ per ton.


Triumph (ex-Ionian Trader, ex-Evros). IMO 8118401. Tanker. Length 178 m, 10,280 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Seven Islands Shipping Ltd (India). Detained in 2002 in Augusta (Italy), in 2007 in Suez (Egypt) and in 2008 in Mersin (Turkey). Triumph left Chennai and South India and was beached for demolition .... in Bangladesh. 425 US$ per ton including 270 t of additional bunkers.

Union Brave (ex-Galp Leixoes). IMO 8001115. Tanker. Length 164 m, 5,808 t. Comorian flag. Classification society Det Norske Veritas. Built in 1983 in Viana Do Castelo (Portugal) by EN Viana do Castelo. Owned by Union Brave Ltd (United Kingdom). Sold for demolition in India. 425 US$ per ton. On September 1, Union Brave arrived in Alang; She was being dismantling after getting the necessary permissions from the authorities. On October 6, around 12.45 pm, a fire broke out while labourers were cutting a compartment inside the ship near the pump room. The other workers eventually took control over the fire but did not succeed in reaching their trapped co-workers. After 3 hours of rescue efforts, 5 workers were found dead, and one badly injured
later died in the hospital. The arrest of the recyclers charged with culpable homicide aroused the wrath of ISRA (Indian Ship Recyclers Association) and the lock out of the yards.


**Chemical tanker**


**Gulf Star** (ex-Osco Star). IMO 8617029. Chemical tanker. Length 176 m, 8,932 t. Bahamian flag. Classification society Det Norske Veritas. Double bottom ship built in in 1989 in Pula (Croatia) by Uljanik. Owned by International Tanker Management Holding Ltd - ITM (United Arab Emirates). Sold as is in Kalabar (United Arab Emirates) she became the Star 11 before her last voyage for demolition towards India. 422 US$ per ton including 80 t of stainless steel.


Berthed in Freeport (Bahamas), January 2012 © Kamlo / Shipspotting


Gas carrier

Gas Optimal (ex-Optimus, ex-Busturia, ex-Butaonce, ex-Deuterio). IMO 8030192. Gas carrier. Length 113 m, 3,365 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Palma de Majorque (Spain) by Mallorca. Owned by Nautilus Marine SA (Greece). Detained in 2003 in Eleusis (Greece) and in 2012 in Sao Francisco do Sul (Brazil). She will be towed from Paranagua (Brazil) for demolition in Turkey 355 US$ per ton.

Gaz Optimal / Busturia, in Illichevsk (Ukraine), January 2004 © Captain Valentin Mate Sanchez

OBO (Ore / Bulk / Oil)


Ferry
Marinos D (ex-Chang Po Go, ex-Chang Po Po, ex-Sea Serenade, ex-Lady Terry, ex-Sorachi Maru). IMO 7425558. Ferry. Length 145 m. Sierra Leone flag. Unknown classification society. Built as Sorachi Maru in 1976 in Hakodate (Japan) by Hakodate Dock, originally for the Japanese railways. Acquired in 1990 by Poseidon Lines (Cyprus flag) and renamed Lady Terry, then Sea Serenade in 1992. Mainly assigned to the Bari – Corfou – Igoumenitsa service. In 2002, she was operated on the Trieste/Durres (Albania) line, and was seized in Trieste (Italy). Auctionned in 2004, acquired by Four Season Cruise Company (South Korea) and renamed Chang Po Po, then Chang Po Go in 2005 (Korean flag). She became the Panamanian Marinos D. in 2006. Detained in 2000 in Rhodes (Greece), in 2001 in Brindisi (Italy) and in 2002 in Trieste (Italy). Actually, she has not been sailing since 2004. Late 2011, she was deflagged to Sierra Leone. Eventually sold for demolition in Turkey.
Normandy (ex-Stena Normandy, ex-St. Nicholas, ex-Princessan Birgitta, ex-Drottning Silvia) IMO 7901772. Ferry. Length 149 m, 10,975 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built as Drottning Silvia in 1982 in Göteborg (Sweden) by Gotaverken Arendal. This ship was owned by the Swedish group Stena until 1989 and has lived a quite complicated career. To summarize, she was assigned first to the Göteborg/Frederikshavn line as the Swedish Prinsessan Birgitta, then chartered by the English Sealink from 1983 on under the name St. Nicholas (English flag) on the Hoek van Holland/Harwich line. She became the Stena Normandy in 1991 and was operated on the Southampton/Cherbourg service, was then transferred in 1998 to Irish Ferries as Normandy (Rosslare/Roscoff or Cherbourg lines). Detained in 2005 in Belfast (United Kingdom) and Rosslare (Ireland) and in 2006 in Rosslare again.

Early 2008, the ship was laid up in Denmark, and acquired by Equinox Offshore Accommodation (EOA), a Singapore-based company under Norwegian interests. She was briefly chartered by Ferri Morocco for use on the Almeida (Spain) – Nador service until she left the European shores in autumn 2008. EOA's Speciality is to provide accommodation and workshop to support offshore facilities - thus known as ARV Accommodation and Repair Vessel - by converting old ferries; the conversion of a ferry purchased the previous year was being conducted; the Meloodia, 137m, built in Papenburg, Germany, ex Vironia and sistership of the Estonia (859 fatalities in the ferry sinking in the Baltic Sea in 1994) became the ARV 1. The Normandy did not switch career; she was decommissionned in Singapore and has stayed there since 2008 without being converted as ARV 2. She was eventually sold for demolition in China. 320 US$ per ton.

Instead, EOA started the metamorphosis of the ex LD Lines Norman Bridge, ex-Ave Liepaja, ex-Blanca del Mar, ex-Brave Merchant and future ARV 3 which should be delivered to Petrobras for service off Brazil.
Passenger ship
Passenger ship. Length 174 m. Italian flag. Classification society RINA. Built in 1969 in Turku (Finland) by Wartsila as the container ship Annie Johnson.

Annie Johnson © kommandobryggan
Alexandra in Antwerp in 1990 © Michael Neidig

Costa Allegra, in Dover in 2005 © John Mavin

In 1992, yet at the age of 23, the ship was acquired by Costa Crociere SpA and converted into a cruiseship in a Italian shipyard. Her new career started. The ship has been misguidedly described on the company website as « built in 1992 ». In February 2012, a fire broke out in the “Crystal ship’s” engine room; her back up power generators also failed, leaving the 636 passengers and 413 crew members without light, air conditioning and showers for the rest of the cruise... The ship was then sailing in the Indian Ocean, an area rich in pirates but poor in rescue means: two French fishing boats were derouted and towed the Costa Allegra to Mahé in the Seychelles. The cruiseship is later repatriated to Italy, and berthed first in Savona, then in Genoa. Costa did not plan to have her back into service but was hoping to sell her for further operation (like her sistership Costa Marina sold the previous year to South Korean interests). At the age of 43, the ex-container ship was sold for demolition in Turkey. She was prepared for her last voyage in Genoa. The funnels were freshly painted in white and the C of Costa erased; the ship became the Santa Cruise, flying the Sierra Leone flag. The tug for the final voyage towards Turkey arrived in Genoa and the convoy left Italy in the early hours of October 13.

Santa Cruise, ex-Costa Allegra in Genoa, October 10, 2012 shortly prior to her departure for breaking © Egidio Ferrighi

August 2007, in Koper (Slovenia) © Christian / Shipspotting

Ro Ro

Alianca Ipanema (ex-Betelgeuse). IMO 9007269. Ro Ro. Length 192 m, 14,896 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage. Classification society Bureau Veritas. Built in 1992 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transroll Navegacao SA (Brazil). Sold for demolition in India.

El Mergheb (ex-Balqees). IMO 8027846. Ro Ro. Length 111 m, 3,900 t. Libyan flag. Unknown classification society. Built in 1983 in Elsinore (Denmark) by Helsingor Vaerft. Acquired in 1996 by General National Maritime Transport Company, the Libyan state company. Detained in 1999 in Leghorn (Italy), in 2000 in Leghorn again then in Sevilla (Spain) and in 2001 in Naples (Italy). This sistership of the Al Zahraa (cf Ship-breaking.com # 25, The END, Saddam's tank carrier) was also, as the Balqees of the Iraqi Navy, equipped for the transport of tanks and military equipment and a helicopter platform. Purchased by Libya in 1996, she had been laid up in the port of Benghazi (Libya) since 2003. Sold for demolition in Turkey.

Gigante (ex-Strada Gigante, ex-Galloway, ex-Gothic Wasa, ex-Tor Caledonia). IMO 7617735. Ro Ro. Length 189 m, 6,331 t. Saint Kitts & Nevis flag. Classification society RINA. Built in 1977 in Fredrikstad (Norway) by Fredrikstad MV; jumboized in 1990 and lengthened from 163 to 189 m. Detained in 2004 in Sheerness (United Kingdom) and in 2005 in Castellon de la Plana (Spain). In June 2012, the Italian owner Stradeblu sold the ship to a ghost company based in United Arab Emirates; The Italian Strada Gigante became the Gigante flying the Saint Kitts & Nevis flag. She has just been beached for demolition in Bangladesh.


---

Igarka, in Rio de Janeiro (Brazil), May 2008 © Edson de Lima Lucas
General cargo

Afamia (ex-Heng Shung, ex-Larak, ex-estro, ex-Maestro, ex-Carolina Express, ex-Mikarenos, ex-Karen S). IMO 7710642. General cargo. Length 144 m, 4,127 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1979 in Olaveaga (Spain) by AESA. Owned by Al Fadel Shipping (Lebanon). Detained in 2003 in Mokpo (South Korea), in 2011 in Adabiya (Egypt) and in 2012 in Bandar Khomeini (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 415 US$ per ton including 200 t of bunkers.

Afamia anchored at Lattakia port (Syria), April 2009 © Rasheed S / Shipsotting

Aiud (ex-Captain Spanos, ex-Aiud I). IMO 8601795. General cargo. Length 159 m, 7,038 t. Panamanian flag. Classification society RINA. Built in 1988 in Galati (Romania) by Galati SN. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2006 in Trieste (Italy) and in 2008 in Lianyungang (China). Sold for demolition in India.


Safmarine Luba, on the river Loire in Paimboeuf (France), December 2008 © Gilbert Cailler / Marine Traffic


**Etna**, in Antwerp (Belgium), July 2012 © Alec Sansen

FGM Commander (ex-Jak A, ex-Diane A, ex-Kris Terasek, ex-Amstadt). IMO 8322193. General cargo. Length 122 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonesa. Owned by Bereket Gemi Sokum Ithalat (Turkey). Detained in 2011 in Hydra (Greece) and in Novorossiisk (Russia). On November 15, 2011, the FGM Commander loaded with iron bars grounded on Dokos Islet. In the first hours, the master refused the help of the tugs and anti-pollution vessel. Representatives of Hydra Port Authority proceeded to the casualty and observed a pollution at the grounding site due to an ingress of water. The cargo was transferred to a lightening vessel; the FGM Commander was refloated and towed to Eleusis (Greece). Laid up since then in this marine cemetery, she was eventually sold for an unknown destination of demolition.


Santa Maria I (ex-Santa Maria, ex-Afrodite S, ex-Afrodite, ex-Alice). IMO 7329326. General cargo. Length 87 m. Sierra Leone flag. Classification society RINA. Built in 1974 in Falkenberg (Sweden) by Falkenbergs Varv. Owned by Ionian Marine Shipping (Greece). Detained in 1999 in Saint Petersburg (Russia), in 2004 in Cartagena (Spain), in 2007 and 2008 in Izmir (Turkey), in 2009 in Izmit (Turkey) and in 2011 in San Carlos de la Rapita (Spain) and then in Izmir again. Sold for demolition in Turkey.


Sea Flower (ex-Fellow, ex-Tor, ex-Nikolskoye). IMO 8031380. General cargo. Length 82 m. Sierra Leone flag. Classification society Albanian Register of Shipping. Built in 1981 in Rosslau (Germany) by Rosslauer Schiffswerft. Owned by Panasia Denizcilik Ltd (Turkey). Detained in 2002 in Naples (Italy), in 2003 in Eleusis (Greece), in 2005 in Castellon de la Plana (Spain), in 2006 in Tuzla and Iskenderun (Turkey), in 2007 in Kdz.eregli and Izmit (Turkey), in 2008 in Constanta (Romania) and Trabzon (Turkey), in 2009 in Batumi (Georgia), Damietta (Egypt) and in Eleusis again, in 2011 in Sulina and Tulcea (Romania), Samsun (Turkey) and Odessa (Ukraine) and in 2012 in Eysk (Russia). Gold medalist on the podium of substandard ships with 17 detentions. Sold for demolition in Turkey.

Silver 1 (ex-Silver, ex-Vaindlo, ex-Khudoznik Nesterov, ex-Lauriergracht). IMO 7514579. General cargo. Length 80 m. Saint Vincent & Grenadines flag. Unknown classification society. Built in 1976 in Shimizu (Japan) by Miho. Owned by Alfa Ships Ltd (Bulgaria). Detained in 2006 in Santander (Spain) and Ghent (Belgium), in 2007 twice in Rouen (France) and then in Antwerp (Belgium) and Alexandria (Egypt), in 2008 in Taranto and Torre Annunziata (Italy) and in 2009 in La Spezia (Italy) and Oran (Algeria). Bronze medalist on the podium of substandard ships. Sold for demolition in Turkey.


Container ship

Abdul H, Southbound on the Bosphorus, June 2009 © Wil Weijsters


Al Wajba. IMO 8117251. Container ship. Length 199 m, 12,918 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 430 US$ per ton including bunkers for the voyage.


![APL Alexandrite](image1)

**APL Topaz (ex-MOL Commitment, ex-America, ex-President Hoover, ex-NOL Topaz, ex-Neptune Topaz).** IMO 8710716. Container ship. Length 276 m, 17,825 t. Saint Kitts & Nevis flag. Classification society American Bureau of Shipping. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Neptune Orient Lines - NOL (Singapore). The Singaporean *APL Topaz* was deflagged to Saint Kitts & Nevis and renamed *Topa* for her last voyage to demolition in Alang (India). NOL will be delivered 10 Ultra Large Container Ships from 2013 on and gets rid of its oldest and smallest ships like the *APL Topaz*, 23 years old, 3,415 TEU.


**Bunga Pelangi Dua.** IMO 9111618. Container ship. Length 275 m, 21,769 t. Malaysian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by MISC BHD (Malaysia). Sold for demolition in India.

![Bunga Pelangi Dua](image2)

**Buxcrown (ex-X-Press Kailash, ex-Kota Pertama, ex-Singapor Senator).** IMO 8808599. Container ship. Length 177 m, 7,403 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2001 in Brisbane (Australia) and in 2009 in Nhava Sheva (India). Sold as is in Qatar for demolition in India. 427 US$ per ton including bunkers.


Conti Asia (ex-Contship Asia). IMO 9053244. Container ship. Length 163 m, 6,940 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe Schifffahrts gesellschaftmbH & Co KG (Germany). After scrapping the Buxmaster late 2011, the owner of the MSC Flaminia is going on with the destocking of its container ships towards India. (See also Buxcrown, Conti La Spezia and Northern Felicity).

Conti La Spezia (ex-OEL Mumbai, ex-Aka Bhum, ex-MSC Amazonia, ex-Buxlady, ex-Contship La Spezia). IMO 8908179. Container ship. Length 163 m, 6,710 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe Schifffahrts gesellschaftmbH & Co KG (Germany). Detained in 2003 in Hong Kong (China) and in 2004 in Vancouver (Canada). Sold for demolition in India where she arrived as Lais.


MSC Shirley (ex-Maria, ex-Tiger Sun, ex-APL Belem, ex-Kent Trader, ex-Indiapendent Concept, ex-Karaman, ex-ACT 10, ex-Maria Sibum). IMO 8516603. Container ship. Length 133 m, 4,056 t. Panamanian flag. Classification society RINA. Built in 1986 in Leer (Germany) by Jansen Schiffswerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 in Busan (South Korea) and in 2003 in Hong Kong. Sold for demolition in Mumbai (India).


MSC Ukraine (ex-White Swan, ex-Zim Hamburg I, ex-Asia Jade, ex-LT Nipponica, ex-Nuova Nipponica, ex-Trieste, ex-T. Wenda). IMO 8302155. Container ship. Length 202 m, 13,190 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Cosmoship Management SA (Greece). Detained in 2007 and 2008 in Gemlik (Turkey), in 2010 in Novorossiysk (Russia) and in 2011 in New York (United States), Mersin (Turkey) and Quebec City (Canada). Sold for demolition in India. 422 US$ per ton including 400 t of bunkers.


Northern Dignity (ex-Indamex Colorado, ex-Ville de Gemina, ex-Ming Gemina). IMO 9104897. Container ship. Length 245 m, 14,345 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Sold as is in Singapore for demolition in India. 455 US$ per ton including 450 t of bunkers.

Northern Vitality (ex-Laguna, ex-MSC Rio Plata, ex-Ming Trusty, ex-Hyundai Trusty). IMO 9122423. Container ship. Length 196 m, 11,106 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Detained in 2005 in New York (United States). Arrived in Germany for engine repairs, the Northern Vitality has been used for training purpose before the opening of Jade Weser Port, Wilhelmshaven new container port. Her sale late August provoked turmoil in the public opinion which suspected the ship was to be sent for demolition in India. On September 12, the owner announced the sale process was stopped and that the company was considering the future deployment of the vessel, stressing she was only 15 years old and well away from scrap condition. The German authorities had suspended departure clearance. According to her owner, the Northern Vitality should proceed to sea trials of her newly repaired main engine before any decision should be taken concerning her future. On October 12, the Northern Vitality sailed away; her next destination would be Varna (Bulgaria). Meanwhile, another ship of the company, the Northern Dignity, 17 years old, is on her way to demolition, in India.

Northern Vitality, immobilized in Wilhelmshaven (Germany), September 29, 2012 ©Peter Thomas

Pacific Trader (ex-Delmas Nacala, ex-CSAV Recife, ex-Maersk Sao Paulo, ex-Pacific Trader). IMO 9123116. Container ship. Length 168 m, 7,393 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by MTW. Owned by Hermann Buss Gmbh& Cie KG (Germany). Sold as is in Colombo (Sri Lanka) for demolition in India. 402-407 US$ per ton including 350 t of bunkers.


Reefers


Arctic Ocean, berthed in Guayaquil (Ecuador) © Wil Weijsters


October 1998, Crystal Hope is leaving Fortaleza (Brazil) after unloading cotton © Yvon Perchoc


April 2010, Montevideo approaching Kiel Canal locks (Germany) © Michael Brakhage


Zarya, in Ijmuiden (Netherlands), November 2008 © Erwin Willemse

(Fish) Factory ship


Nikolay Afanasyev, in Murmansk (Russia), February 2011© Sushkov Oleg

Bulk carrier

Bulk carrier. Length 176 m, 7,149 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai.
Built in in 1981 Imabari (Japan) by Imabari Zosen. Owned by Shanghai Adani Shipping Co Ltd
(China). Detained in 1998 in Middlesbrough (United Kingdom), in 2000 in Oslo (Norway) and in 2004 in
Avonmouth (United Kingdom). Sold for demolition in China. 310 US$ per ton.

Al Amal Bellah (ex-Seaforce Marianna, ex-Fu Zhou, ex-Ocean Blue, ex-Alethini, ex-Tsakaloff,
ex-Aynur Urkmez, ex-Vela, ex-Felicidad, ex-St Nicholas, ex-Mandera, ex-Union Belle, ex-Stella
Classification society Russian Maritime Register of Shipping. Built in 1981 in Osakai, Osaka (Japan) by Imabari
Zosen. Owned by Reem Maritime Ltd (Lebanon). Detained in 2000 in Brisbane (Australia), in 2002 in
Quebec City (Canada), in 2007 in Huelva (Spain), in 2008 in Antwerp (Belgium) and in 2011 in Jiangyin
(China). Sold for demolition in India. 420 US$ per ton.

Al Youssef (ex-Rimar, ex-Evropi, ex-Seahope, ex-Great Glen, ex-World Glen). IMO 8005549.
Bulk carrier. Length 170 m, 6,276 t. Togolese flag. Classification society Bulgarski Koraben
Registar. Built in 1981 in Osaka (Japan) by Osaka Zosensho. Owned by Delmar Logistics Ltd
(Lebanon). Detained in 2006 in Bandar Khomeini (Iran) in 2009 in Odessa (Ukraine) and in 2011 in
Novorossiyksk (Russia). Sold for demolition in India.

Alex P (ex-Centrans Leader, ex-Rubin Grace). OMI9081150. Bulk carrier. Length
292 m, 21,129 t. Hong Kong flag. Classification society Det Norske Veritas. Built in
1995 in Ulsan (South Korea) by Hyundai. Owned by Nautilus Marine SA (Greece).
Detained in 2006 and 2008 in Dampier (Australia) and in 2010 in Port Walcott (Australia). Sold as is in
China for demolition in Bangladesh. 400 US$ per ton including bunkers for the voyage.

January 2008, Alex P departing Port
Hedland (Australia) after loading iron ore
© Tropic Maritime

Algocape (ex-Richelieu). IMO 6703214. Bulk carrier. Length 223 m. Deflagged from Canada to Sierra
Leone for her ultimate journey to demolition. Classification society Lloyd's Register of Shipping. Built in
1967 in Lauzon (Canada) by Davies. Owned by Algamar Central Corp (Canada). Unlike the James
Norris (see Ship-breaking # 27) p 8) owned by the same company and scrapped in Canada, on July 1, 2012, the Algocape was acquired by the Turkish Dido Steel Corp SA, deflagged to Sierra Leone and
renamed Goc; on July 21, she left for demolition in Turkey, in tow of the V.R. Artico. She will be followed
one month later by another Great Lakes bulker, the Gordon C. Leitch.

July 2012, Algocape downbound on the St-Lawrence river escorted by the tug V.R.Artico to Aliaga,Turkey for
scrappping © Jacques Gautier

Amaigisan in Hong Kong, July 2009 © Cesar T Neves

Americana (ex-Ioannis M, ex-Trendy, ex-Yamahiro Maru, ex-Argo Enterprise). IMO 7621932. Bulk carrier. Length 225 m, 11,499 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Sakai (Japan) by Hitachi. Detained in 1998 in Lisbon (Portugal), in 2009 in Santander (Spain) and in 2010 for 133 days in New Orleans (United States). In March 2012, the Panamanian Americana was purchased by the cash buyer GMS via the ghost company Sea Lion Marine Services based in Saint Vincent & Grenadines. She was deflagged to Comoros and became Rican before her beaching for demolition in India.


Awobasan, January 2011 at Tata Steel in Ijmuiden (Netherlands) © Moolen / Shipspotting


Bogasari Dua. IMO 7613985. Bulk carrier. Length 200 m, 7,926 t. Indonesian flag. Classification society RINA. Built in 1977 in Osaka (Japan) by Osaka Zosenkai; jumboized in 1979 and lengthened from 170 to 200 m. Owned by Samudera Sukses Makmur (Indonesia). Detained in 2007 in Kwinana (Australia) and in 2011 in Xiamen (China) and Quangninh (Vietnam). Sold for demolition in Bangladesh. 415 US$ per ton.

Bouxsite Star (ex-Five Stars Union, ex-Pelagitissa, ex-Fanari, ex-Thalia, ex-Maritime Baron). IMO 8013546. Bulk carrier. Length 225 m, 10,958 t. Deflagged from Panama to Comoros for her last voyage Classification society International Register of Shipping. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by COSCO (Shine). Detained in 2002 in Newcastle (Australia), in 2003 in Vancouver (Canada), in 2004 in Kwinana (Australia) and Zhenjiang (China), in 2006 in Huanghua (China), in 2007 in Bandar Abbas (Iran) and in 2010 in Taean (South Korea). Sold as is in Singapore for demolition in Bangladesh. 380 US$ per ton. Incluant 600-700 t of bunkers.

C. Koreana (ex-Cape Breeze, ex-Belmaj, ex-Tai Shan). IMO 8814732 Bulk carrier. Length 270 m, 18,447 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2000 in Newcastle (Australia) and in 2003 in Dampier (Australia). Sold for demolition in India. 405 US$ per ton.


Eagle (ex-Fatima, ex-Docepraia). IMO 8126408. Bulk carrier. Length 200 m, 9,422 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Niteroi (Brazil) by CCN Maua. Owned by Perosea Shipping Co SA (Greece). Detained in 2001 in La Corogne (Spain), in 2005 in Jacksonville (United States) and Le Havre (France), in 2010 twice in Tianjin (China) and in 2012 in Paradip (India). Sold for demolition in Bangladesh.


Gem of Safaga (ex-Konkar Lydia, ex-Deeepool, ex-Delphic Flame, ex-Alpha Flame, ex-Deborah L, ex-Shannon Venture). IMO 8022444. Bulk carrier. Length 228 m, 11,994 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Numakuma (Japan) by Tsuneishi SB. Owned by West Asia Maritime Ltd (India). Detained in 2008 in Gladstone (Australia). The ship was seized by the Australian Federal Court due to a cargo dispute between the owner and the charterer and has been immobilized for several months in Sydney. In late December 2009, she returned to the coal trade. Sold for demolition in Xinhui (China).


Gordon C. Leitch. IMO 6815237. Bulk carrier. Length 223 m. Deflagged from Canada to Sierra Leone for her last voyage to scrapping. Classification society Lloyd's Register of Shipping. Built in 1968 in Montreal (Canada) by Canadian Vickers. Owned by Algomar Central Corp (Canada). Like the Algomar, the Gordon C. Leitch is acquired in July 2012 by a Turkish ship-breaking yard, deflagged to Sierra Leone and her name shortened to Don. In August, she left in tow for demolition in Turkey.


Grand (ex-Grand George, ex-Captain George I, ex-Captain George L, ex-Stena Africa, ex-Fort Providence). IMO 8102256. Bulk carrier. Length 224 m, 12,118 t. Panamanian flag. Classification society RINA. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Ningbo ShanglunShip Management Co (China). Detained in 2003 in Hay Point (Australia), in 2007 in Cadiz (Spain) and Corpus Christi (Texas, United States), in 2008 in Tyne (United Kingdom), in 2009 in Ningbo (China), in 2010 in Boryeong (South Korea) and in 2011 in Xiamen (China). Sold for demolition in Jiangyin (China).

Grand Anemi, July 2007 © Marek / Shipspotting


Ocean Castle, Isla De Cedros, Baja Mexico, June 2011 © Marinetraffic


Ocean Peace, in Kaohsiung (Taiwan), June 2011 © Andreas Spörrri

Ocean Universe. IMO 8707513. Ore carrier. Length 326 m, 30,064 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by STX Pan Ocean Co Ltd (South Korea). Sold as is in South Korea for demolition in Pakistan. 380 US$ per ton including bunkers.

Ocean Universe, Singapore, June 2011© Knut Helge Schistad


![Image](image1.png)

Arriving Rio de Janeiro (Brazil), December 2007 © Edson de Lima Lucas


**Sider Procida** (ex-Madzy, ex-Kuurtanes). IMO 7434925. Bulk carrier. Length 143 m, 8,777 t. Italian flag. Classification society Bureau Veritas. Built in 1976 in Bardenfleth (Germany) by Schurenstedt. Owned by Italtech Srl (Italy). Detained in 2007 in Ghent (Belgium). Sold for demolition in Turkey, she was renamed *Silver 1* prior to her departure to breaking.


**Spring Breeze 1** (ex-Spring Breeze, ex-Nand Rati). IMO 8026139. Bulk carrier. Length 186 m, 7,415 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Visakhapatnam (India) by Hindustan. Owned by Pendulum Shipping Inc (Greece). Detained in 1999 in deux reprises in Montreal (Canada), in 2000 in Rouen (France) and Big Stone (Delaware, United States), in 2001 in Quebec City (Canada), in 2004 in Nagoya (Japan), in 2006 twice in Mersin (Turkey), in 2008 in Rotterdam (Netherlands) and in 2012 in Torrevieja (Spain). Bronze medalist on the podium of substandard ships with 10 detentions. Sold for demolition in Bangladesh. 425 US$ per ton.


**Subic Star** (ex-Global Fortune). IMO 8113504. Bulk carrier. Length 224 m, 11,889 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo. Owned by Dusung Shipping Co Ltd (South Korea). Detained in 2010 in Fuzhou (China) and Pohang (South Korea). Originally sold for demolition in India, she was resold and derouted towards Bangladesh. 450 US$ per ton.


Port de Santos, São Paulo (Brazil), VSP Titan after completing loading of soya beans for Saudi Arabia, June 2009. © Alex Matevko


White Arrow (ex-Jorita). IMO 8314469. Bulk carrier. Length 179 m, 10,265 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Strand Management SA (Greece). Detained in 2005 in Mackay (Australia) and Zhenjiang (China), in 2008 in Rizhao (China), in 2010 in Incheon (South Korea) and in 2011 in Zoushan (China). Sold for demolition in India. 452 US$ per ton including 300 t of bunkers and full spares.


Car carrier

Heavy load carrier
Virginian 11 (ex-Strong Virginian, ex-St Magnus, ex-Jolly Indaco). IMO 8300200. Heavy load carrier. Length 156 m, 9,849 t. United States flag. Abandoned for Tuvalu pur son dernier voyage. Classification society Germanischer Lloyd. Built in 1984 in Vegesack (Germany) by Bremer Vulkan. Owned by Sealift Inc (United States). Sold as is in Singapore for demolition in Bangladesh. 431 US$ per ton including 690 t of bunkers.

Miscellaneous

Tug

Off-shore supply vessel

Lady Audrey, port of Geraldton (Australia), March 2007 ©Phil Melling


Research vessel
SD Newton (ex-Newton). IMO 7342940. Research vessel. Length 99 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Greenock (United Kingdom) by Scott-Lithgow for the British Ministry of Defense. Oceanographic trials and research for the Ministry of Defense, operated by the Royal Maritime Auxiliary Service (RMAS), the Newton was also equipped for cable laying. In 1996, all the RMAS ships were awarded to Serco Ltd (United Kingdom) under a. Le Newton devient le SD Newton. En 2000, she was re-equipped for the support and training of amphibious forces. Sold for demolition in Belgium by Van Heygen Recycling.

SD Newton departing Plymouth, February 2009 © Mike Greaves
Cattle carrier


The END

**Prem Divya,**

The tanker *Prem Divya* was built in 1998 in China by the Dalian New Ship Building Heavy Industry shipyard for the Greek company Thenamaris - specialists in the transport of petroleum products. She was launched as the *Seaqueen*. She is a double-hulled ship with a deadweight of 109,227 t.

At the end of 2006, Thenamaris rejuvenated its fleet and sold the ship to Mercator Lines - an Indian operator with a fleet of around 25 ships.

*Seaqueen* in Genoa (Italy), August 2004 © Enrico Righetti

In December 2011, the *Prem Divya* left Karachi in Pakistan bound for the port of Fujairah (United Arab Emirates). On 27th December, she arrived and anchored off the coast to undergo scheduled maintenance works that were expected to last around ten days; local companies were hired to check the tanker’s pipes and perform various repairs on board.

*Prem Divya* in Karachi, December 24, 2011 © Ali Mujahid

The vessel was not carrying any oil. She had a crew of 24 on board. Eighty workers went aboard to check the bridge, engine room and pump room.

On 29th December, at around 5:45pm local time, whilst welding work was in progress, there was a violent explosion followed by two others. The tanker was on fire. Ships anchored nearby or sailing close were moved away for safety reasons. The communications system on-board the *Prem Divya* failed and did not allow her to directly contact the port authorities; another tanker anchored half a nautical mile away coordinated the communications. The fire support vessels arrived and sprayed water to extinguish the flames.
Two workers and a sailor were killed; one worker was seriously injured and two men, including the chief officer, were reported missing. Half the crew was picked up and taken ashore; the remainder stayed on-board awaiting completion of the investigation and an eventual repair plan.

In Fujairah, January 9, 2012 © Mercator

The vessel had been certified "gas free" according to Captain Mousa Morad, general manager of the Fujairah port. Nevertheless, the welding work on-board a tanker, especially when planned, should have been carried out in a dry dock, without crew and with immediate emergency assistance on standby.

In August, Mercator, manager of the Prem Divya declared that she was too damaged to be repaired. In September 2012, she was towed back to Pakistan and beached for demolition under the name Olivia.
Sources
American Bureau of Shipping ; Athenaeum Library of Philosophy ; Auke Visser Historical Tankers Site ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Business Standard (the) ; Capebreton Post (the) ; CEDRE (Centre of Documentation, Research and Experimentation on Accidental Water Pollution) ; Chittagong Port Authority (the) ; Clarkson’s ; Costa Cruises ; Det Norske Veritas ; Equasis ; EMSA – European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Gulf News ; Havarie Kommando ; Hindu (the) ; HMS Plymouth Trust (the) ; Indian Express (the) ; Indian Ocean Memorandum of Understanding ; ITF (International Transport Workers’ Federation) ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Maritime Bulletin ; Maritime New Zealand ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; National (the) ; Nippon Kaiji Kyokai ; NSB - Niedereelbe Schiffsahrtsgesellschaft Buxtede ; Optima Shipbrokers ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles and archives ; Russian Maritime Register of Shipping ; Sea News ; SERCO ; Ship Nostalgia ; Shipspotting ; Times of India (the) ; Tokyo Memorandum of Understanding ; Trade News Wire ; Tsavliris Salvage Group ; UNEP (United Nations Environment Programme) ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; Walton & Morse.

Director of Publication : Jacky Bonnemains.
Editors : Christine Bossard, Jacky Bonnemains, Miriam Potter
Research : Christine Bossard with Charlotte Nithart, Elodie Crépeau and Miriam Potter
Translation : Christine Bossard and Jacky Bonnemains

Many thanks to Cornier for his contribution
Already broken-up, but heading for demolition!

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

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

A source mentions construction of a Fu Xiang 9 by the Wenwan Shipyard in Lianjiang (China). The existence of this ship which was also renamed the Jin Ling from 2004 to 2006 and Ling Hai from 2006 remains a mystery. She cannot be found in any of the main shipping registers (for instance The Lloyd’s Register of Ships). A Norwegian website goes as far as to allege a Chinese owner created a "false past" and new official number to put a supposedly demolished ship back into service! In any case, examination of the pictures leaves little doubt to the fact that the Ling Hai and the former Bow Elm are one and the same.
Demolition in America
There is a lack of ship breaking yards in America. The handful of facilities in the United States just dismantle former U.S. MARAD vessels, and occasionally some oil tankers which do not get a following. In Canada, the breaking yard receives ships that are either too old, or in too poor condition to be towed over long distances. Commercial shipping from the North American continent continues to feed Asian demolition shipyards, despite the distance and risks related to towing.

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

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

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

Last minute, « Lyubov Orlova left under tow, broke her line and is adrift off Newfoundland coast » - see press release

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

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

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

If neither of these options is feasible, the ships could be beached for demolition.

Another environmental issue that arises is the waste management, and in particular asbestos waste, which is in abundance in old passenger ships. In addition to the Ola Esmeralda, two other vessels are
currently laid up in the area. They were sold for demolition without reference to their final destination. These are the Ro Ro *Seaboard Trader* and *Seaboard Florida* belonging to the American company Seaboard Marine. Seaboard Marine ordinarily sells its vessels for scrap in India (see *Seaboard Costa Rica*, Ship-breaking.com # 28).

**Falsterborev, a light goes out**

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

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

See also Ship-breaking.com # 13, September 2008
Ships without place of refuge
Explosions, fires and typhoons had no mercy for ships of all categories and ages on every ocean. However, coastal states are very reluctant to provide refuge to stricken ships. The IMO recommendations arising from the *Erika* (1999) and *Prestige* (2002) shipwrecks, and also from the *Castor* (2001) wandering, do not fall within maritime customs. The *Stolt Valor* (see p21) had to wait out at sea for more than 3 months before being allowed into Bahrain’s territorial waters, the *Bet Prince* (see p45), suffering from technical damage and beset by typhoons, had to wait one month before being admitted to a Chinese port. Both are now in the final stage of demolition. It took 19 months for the *Frey* that suffered a widespread fire off Mauritania to reach her only possible refuge (given her state) - a demolition yard. With regard to the *MSC Flaminia*, which found refuge in Germany nearly two months after her problems began, Ship-breaking.com cannot see how she could avoid demolition while her German owner and her charterer are selling series of container ships far from their age limit to Alang and Chittagong (see the page dedicated to the *MSC Flaminia* accident on the Robin des Bois website - English/ French/ German). The question is not whether she will be soon demolished, but where ... To be continued.

Other casualties
*Kanthicha*, gas carrier, explosion off Thailand, unknown site of demolition. p 24
*Ala*, general cargo carrier, grounded off Denmark, towed and broken up in Denmark. p 34
*SST*, bulk carrier, grounded off Singapore, towed and broken up in Bangladesh. p 61
*PWP 1*, bulk carrier, powerless and distressed on her way to demolition in China, drifted, has to be towed to the ship-breaking yard. p 64
Demolition on the field (continued)
The removal of the *Costa Concordia* is the most expensive salvage operation ever carried out. The initial estimate was put at $300 million. Moreover the success is not guaranteed. Over time, further cracks and ingress of water can degrade the wreck. The island of Giglio, after having suffered a psychological disaster, is not protected from an ecological disaster. The *Costa Concordia* wreck is a dump, but also a grave for at least two people. As time passes, more and more experts doubt that the *Concordia* operation no 1 could reach its conclusion. But what conclusion? Palermo, Piombino, Livorno or a deep… One thing is certain: Italy has no experience in ship-breaking. Ship-breaking.com has noted that 37 ships owned by Italian companies, such as Ignazio Messina, Stradeblu, BM Shipping, Grimaldi Lines and SNAV, went for scrap in 2012. But none of them were broken up in Italy: 19 went to India, 10 to Turkey, and 7 to Bangladesh.

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

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

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

(See press release December 6th, 2012, "Risk of oil spill in the North Sea").

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

Near the wreckage site © Robin Utrecht / ANP
The Hong Kong Convention

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

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

The final sprint: 15 October to 31 December 2012.

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

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

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

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

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

With 15% of vessels scrapped, the proportion of container ships continues to increase. 75% belong to European Union or EFTA registered owners, yet 100% were demolished in Asia.
After the bars, demolition

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

Years and meters

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

2012: a record year

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

<table>
<thead>
<tr>
<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 523 (40%)</td>
<td>1 India 4,4 million of t (38%)</td>
<td>1 bulk carrier : 509 (38%)</td>
</tr>
<tr>
<td>2 Bangladesh, 228 (18%)</td>
<td>2 Bangladesh 2,5 million of t (22%)</td>
<td>2 general cargo carrier : 268 (20%)</td>
</tr>
<tr>
<td>3 China, 207 (16%)</td>
<td>3 China, 1,8 million of t (16%)</td>
<td>3 tanker : 203 (15%)</td>
</tr>
<tr>
<td>4 Turkey, 152 (9%),</td>
<td>4 Pakistan 1,6 million of t (14%)</td>
<td>4 container ship : 173 (13%)</td>
</tr>
<tr>
<td>5 Pakistan, 120 (11%),</td>
<td>5 Turkey 559,000 t (5%)</td>
<td>5 reefer : 70 (5%)</td>
</tr>
<tr>
<td>6 Denmark, 21 (2%)</td>
<td>6 United States 32,000 t (0%)</td>
<td></td>
</tr>
</tbody>
</table>

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

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

The average age (28) for demolition is lessening.

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

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

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

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

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

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

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

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

In Europe, Denmark and Belgium are well established and the Baltic states are emerging. Only Bassens (France) is developing a dismantling industry in dry dock. In Croatia, Ukraine, and Romania, some yards had, occasionally and with local means, got rid of the cumbersome ships clogging up their ports. In the United Kingdom efforts from shipyards in Liverpool and Hartlepool, where the former Clemenceau and 4 American military vessels were broken up, have not been pursued.

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

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

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

Ola Esmeralda (ex-Prince, ex-Black Prince, ex-Venus). IMO 6613328. Passenger ship. Length 143 m. Venezuelan flag. Classification society Det Norske Veritas. Built in 1966 in Lubeck-Siems (Germany) by Flender for Fred Olsen, she operated on the Kristiansand-Harwich and Kristiansand-Amsterdam services during the summer and between London and the Canary Islands in the winter. She was later repositioned on the Bergen / Newcastle (or Amsterdam) line and on Amsterdam-Canaries cruises, still on a dual service Black Prince in winter; she became Venus in summer.
En 1986-87, after 20 years of this double life, the *Black Prince* was converted into a full time cruise by the Finish yard Wärtsilä.

January 1st 2006, in Madeira © Dimas Almada  
Official Fred Olsen post card © Fred Olsen

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

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

**Ferry**

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

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

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

![Nona Mary in Alexandropouli (Greece), September 2011](image)

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

Owned by P&O Ferries Ltd (United Kingdom). She had been laid up for two years in Tilbury (United Kingdom) and eventually left Tilbury under tow late November. In spite of the hopes raised by a rumour of purchase by German interests and of a possible transfer to the Arno repair yard in Dunkirk (France), the ship was resold in the wake and arrived late December at Aliaga ship-breaking yards.

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

![29 Novembre 2012, names and distinctive features hidden under the white paint, the *Pride of Dover* is towed to Turkey](image)  
© Tedingham / Shipspotting
Queen of Saanich. IMO 5408142. Ferry. Length 130 m. Canadian flag. Classification society Lloyd’s Register of Shipping. Built in 1963 in Victoria (British Columbia, Canada) by Victoria Machinery Depot; jumboized in 1969 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). Decommissioned in November 2008 after 45 years of service and laid up since then. Sold and towed for demolition in Ensenada (Baja California, Mexico) en bloc with Queen of Vancouver.

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

Queen of Vancouver (ex-City of Vancouver). IMO 5288035. Ferry. Length 130 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1962 in Vancouver (Canada) by Burrard DD Co; jumboized in 1971 and 1981 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). The two inseparable Queens have been linking Tsawwassen (near Vancouver) and Swartz Bay (near Victoria on Vancouver Island). In their latest version, lengthened and with an additional deck they could transport around 1,600 passengers and 350 cars. Sold and towed for demolition in Mexico.


Fishing ship

Halten Bank, Boulogne-sur-Mer (France), March 2012
© Shipspotting

Late October 2012, in Ghent (Belgium), at Van Heygen Recycling. Bouvet is in the background © Vesseltracker
**Factory ship (fish)**


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


April 1999, Hamburg (Germany) © A Sporri

Reefers

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


*(NDRF – National Defense Reserve Fleet (United States)*

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

**Cimarron** AO-177. IMO 6130803. Tanker. Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards; jumboized in 1992 and lengthened from 180 to 216 m. Fleet oiler of the US Navy, she carried 150,000 barrels of fuel, tons of supplies and had a landing platform for helicopters. Decommissioned on December 15th, 1998 and struck from the naval register on May 3rd, 1999. Since then property of the US MARAD (Maritime Administration) and laid up in the Suisun Bay Reserve Fleet in California. Sold for demolition to ESCO Marine, of Brownsville, Texas. 991,726 US$ i.e. 82 US$ per ton. On December 16th, she passed Miraflores locks in the Panama canal under tow of the *Gulf Cajun*. 

© Alec Sansen
**Roanoke** AOR-7. IMO 6126932. Tanker. Length 201 m, 11,790 t. United States flag. Built in 1974 in San Diego (California, United States) by National Steel Co. Replenishment oiler of the Wichita class, she was nicknamed *Polar Express* after sailing in 1977 for cold weather operations in the Bering Sea. She later served in Southeast Asia and in the Western Pacific. In 1991, Mount Pinatubo erupted while Roanoke was underway near the Philippines; she helped evacuating 564 victims and the same year supported the US Navy during the operation Desert Storm, the 1st Gulf War. Decommissioned and struck from the naval register on October 6th, 1995. Owned by the US MARAD and laid up in the Suisun Bay Reserve Fleet since December 18th, 1998. Sold for demolition to ESCO Marine, Brownsville, Texas. 1.926.726 US$, i.e. 163 US$ per ton. Early December, the vessel joined the Wabash in BAE Systems dry docks. She will later leave California under tow of Elsbeth III for her final journey to Texas via the Panama canal.

![Roanoke © Mark Perry](image)

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

![Wabash © Dennis Schrock](image)

**Tanker**


*Anna Knutsen*. IMO 8504090. Tanker. Length 256 m, 23.521 t. Deflagged from Norway to Saint-Kitts-and-Nevis for her last voyage. Classification society Det Norske Veritas. Double hull ship built in 1987 in Turku (Finland) by Wartsila AB. Sold by her Norwegian shipowner Knutsen Oas Shipping AS to the Indian Indico Maritime Services prior to her departure for demolition in Pakistan.

![Anna Knutsen](image)
**Araucano.** IMO 6615106. Replenishment tanker of the Chilean Navy as AO-53, decommissioned in November 2010. Length 152 m, 5,600 t. Deflagged from Chile to Sierra Leone for her last voyage towards India. Unknown classification society. Built in 1967 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Chilean Government. Sold for demolition in India.

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

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

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

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

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

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

**Dar Yun.** IMO 9056947. Tanker. Length 329 m, 34,256 t. Taiwanese flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by CPC (Taiwan). Sold as is in Taiwan for demolition in China. 375 US$ per ton.


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

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


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


Mera, Pakistan © Shahid


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

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


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


Chemical tanker


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


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

March 15th, 2012 © You Tube


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

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

Gas carrier


*Kanthicha* (ex-*SME 1*, ex-*Song Thai Chan*, ex-*Chun Xing 128*, ex-*Golden Crux nº5*). IMO 8029753. Gas carrier. Length 89 m. Thai flag. No classification society according her last Port State Control. Built in 1981 in Ise (Japan) by Uchida SB Co. Owned by Ayudhya Development Leasing Co (Thailand). Detained in 2012 in Humen (China). On October 7th, 2012, a fire broke out in the radio room onboard *Kanthicha*; the ship had been anchored on ballast off Phuket for two months with a 4 maintenance crew and 5 tons of bunkers. The fire was extinguished in 3 hours, the only sailor onboard at the time of the incident was safe. Sold for an unknown destination of demolition.

OBO – Oil / Bulk / Ore carrier

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

Container ship

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


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


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

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

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


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


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

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


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


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

MSC Chelsea, ex-Concordia, ex-Hyundai Inchon, ex-Nedlloyd Seoul, ex-Red Sea Eureka, ex-Incotrans Pacific, ex-JSS Los Angeles, ex-Scandutch Concordia, ex-Concordia, arriving Port Chalmers, Otago Harbour (New Zealand), October 2011 © Gordon Allfrey

MSC Dymphna, ex-Hanjin Rotterdam, arriving Port Chalmers, Otago Harbour (New Zealand), October 2011 © Gordon Allfrey

MSC London, ex-Keelung, ex-Hanjin Keelung, arriving Port Chalmers, Otago Harbour (New Zealand), October 2011 © Gordon Allfrey

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

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


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

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


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

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

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


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

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

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


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


Ro Ro

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

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

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


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

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


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


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


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


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

Deima, July 2006 © Fred / Marinetraffic


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

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

---


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


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


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


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


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


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


Thor Jupiter (ex-Mariman, ex-Pacprince). IMO 8311065. General cargo. Length 189 m, 9,540 t. Thai flag. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Unimarine Management Co (Syria). Detained in 2000 in Sète (France) and Lisbon (Portugal), in 2001 in Alexandroupolis (Greece), 2002 in Rijeka (Croatia), in 2004 in Rijeka again and then in Novorossiysk (Russia), in 2005 in Casablanca (Morocco), in 2007 in Constanta (Romania), in 2009 in Istanbul (Turkey), in 2010 in Damietta (Egypt), twice in Constanta again.


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


**Bulk carrier**


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

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


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


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


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


January 2010, outbound Rotterdam © Fred Vloo

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


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


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

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


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


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


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


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


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

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


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

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

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

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

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


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


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


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


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

Titan (ex-Kimisis III, ex-Kimisis, ex-Golden Condor). IMO 8117146. Bulk carrier. Length 190 m, 8381 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Albamar Shipping Co SA (Greece). Detained in 2002 and 2006 in Hamburg (Germany), in 2008 in Barcelona (Spain), in 2010 in Woods Hole (United States) and Yingkou (China) and in 2012 in Kandla (India). On March 13th, 2009, the Titan bound for South Korea with an iron ore cargo, was hijacked by Somali pirates in the Gulf of Aden; the ship and her 24 crewmen were released one month later without further details on the ransom paid. Sold for demolition in India.


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


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

**Asso Diciannove** (ex-Augustea Diciannove, ex-Parktor). IMO 7700128. Offshore supply vessel. Length 56 m, 1,459 t. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1978 in Lauenburg (Germany) by J G Hitzler Schiffswerft Und Maschinenfabrik GmbH. Owned by Augusta Offshore SpA (Italy). Sold for demolition in Turkey. 300 US$ per ton.

![Asso Diciannove in Ravena (Italy) July 2006 © Jacques Pirson](image)

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

![Asso Diciotto in Ravena (Italy) July 2006 © Jacques Pirson](image)


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

![Valisia, in Darwin (Australia), October 2007 © Mick Prendergast](image)

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

**Car carrier**


Charlesville

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

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

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

February 1974, Santiago de Cuba © CybersBase

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

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

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

Sources
American Bureau of Shipping ; Australian Institute of Marine and Power Engineers ; Auke Visser Historical Tankers Site ; Benicia Herald (the) ; Black Sea Memorandum of Understanding ; Bureau Veritas ; CBC – Radio Canada ; Chittagong Port Authority (the) ; Ciramar ; Clarkson’s ; Costa Crociere ; De Morgen ; Det Norske Veritas ; Dominican Today ; Equasis ; EU-NAVFOR ; Fairplay ; European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Gulf News ; Havarie Kommando ; Indian Ocean Memorandum of Understanding ; Lloyd’s List ; Lion Shippers ; Lloyd’s Register of Ships ; Marie Bourrel in Droit de l’environnement, n°207 ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Denmark ; Maritime Matters ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; Navsource ; Nippon Kaiji Kyokai ; Optima Shippers ; Queensland Alumina Limited ; RIA Novosti ; Riyadh Memorandum of Understanding ; Robin des Bois, personnel sources and archives ; RTBF ; Russian Maritime Register of Shipping ; Sea News ; SERCO ; Ship Nostalgia ; Shipspotting ; Stolt Nielsen Ltd ; Tokyo Memorandum of Understanding ; Trade Winds ; Tsavliris Salvage Group ; United States Coast Guards ; UNCTAD (United Nations Conference on Trade And Development) ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; VVIA (Flemish Organisation for Industrial Archaeology).

Editors : Christine Bossard, Jacky Bonnemains
Research : Christine Bossard with Charlotte Nithart and Elodie Crépeau – Assistant Florence Rey
Translation : Jacky Bonnemains, Christine Bossard
Director of Publication : Jacky Bonnemains.

Many thanks to Gérard Cornier for his contribution
2012: a record year
Shipbreaking: an exploding industry: 293 vessels in 2006, 1328 in 2012

<table>
<thead>
<tr>
<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 523</td>
<td>1 India 4.4 million of t (38%)</td>
<td>1 bulk carrier : 509 (38%)</td>
</tr>
<tr>
<td>2 Bangladesh, 228</td>
<td>2 Bangladesh 2.5 million of t (22%)</td>
<td>2 general cargo carrier : 268 (20%)</td>
</tr>
<tr>
<td>3 China, 207</td>
<td>3 China, 1.8 million of t (16%)</td>
<td>3 tanker : 203 (15%)</td>
</tr>
<tr>
<td>4 Turkey, 152</td>
<td>4 Pakistan 1.6 million of t (14%)</td>
<td>4 container ship : 173 (13%)</td>
</tr>
<tr>
<td>5 Pakistan, 120</td>
<td>5 Turkey 559.000 t (5%)</td>
<td>5 reefer : 70 (5%)</td>
</tr>
<tr>
<td>6 Denmark, 21</td>
<td>6 United States 32.000 t (0%)</td>
<td></td>
</tr>
</tbody>
</table>

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

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

The average age (28) for demolition is lessening.

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

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

544 ships (41%) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 35% were built in those countries. 802 (60%) have been detained in previous years with their crews in ports worldwide, for non-compliance with international safety regulations. Africa remains the only continent where sub-standard ships are not identified.

Bulk carriers remain the first category of vessels scrapped in 2012 with 38%, ahead of general cargo carriers (20%), tankers (15%) and container ships (13%).

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

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

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

Purchase prices were relatively stable in 2011. In 2012, the plethora of demolitions led to a drop in price in the Indian sub-continent at the end of the year. Vessels to be broken up are sold at $365-400 per ton in the Indian subcontinent, $350-375 in China, and $300-325 in Turkey. The most expensive ship was the gas carrier Norgas Energy and her stainless steel tanks, sold by her Norwegian owner to India for $941 per ton.
In Central America, Mexico and the Dominican Republic were the final destinations of old passenger ships from Canada and South America. It is too early to know if these trials are consistent with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships.

In Europe, Denmark and Belgium are well established and the Baltic states are emerging. Only Bassens (France) is developing a dismantling industry in dry dock. In Croatia, Ukraine, and Romania, some yards had, occasionally and with local means, got rid of the cumbersome ships clogging up their ports. In the United Kingdom efforts from shipyards in Liverpool and Hartlepool, where the former Clemenceau and 4 American military vessels were broken up, have not been pursued.

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