Ship-Breaking 2013
Bulletins of information and analysis on ship demolition, # 31 to 34
From January 1st to December 31st 2013

Robin des Bois
2014
Ship-Breaking
Bulletin of information and analysis on ship demolition

2013

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Overview January 1st to April 30th 2013

416 vessels left for demolition during the first four months of the year. The cumulative scrapping will permit 3.5 millions tonnes of metal to be recycled. 392 (94%) went to Asia; 149 vessels (36%) were built in Europe. 158 (38%) were owned by European companies. The Asian market continues to be the principal destination for European ship-owners. It is the best destination to make one last profit of an aging fleet which is not adapted to new international commercial maritime standards. To be noted is the percentage of container ships which continues to increase and reached 19% of the vessels to be demolished. India is the country which benefits from this flow. 55% of this category of vessels are 20 years old or less. Over 3/4 belong to ship-owners based in the European Union or members of the European Union Free Trade Association (EFTA); 100% were demolished in Asia. The scrap metal is bought by India at around 400 $ per tonne. The ship-yard workers, of these far off destinations, are responsible at their own risk for the removal and handling of dangers wastes such as asbestos, PCBs, hydrocarbons, neon lights with mercury and radioactive substances, with as little money spent as possible. Ship-breaking.com # 31 highlights the methods used by European ship-owners to hide the final destination of ships at the end of their lives. This is the case of the German owners of the MSC Flaminia which for the moment has left Germany to be “repaired” in Romania and with the Baco-Liners starting their trips towards the Alang cemetery from the port of Rouen in the valley of the Seine River. It is also the case of some old passenger ships where the take off point for demolition is based in Marseille. The scandalous and mysterious demolition of the passenger ship the Lyubov Orlova and her exportation from Canada towards the high seas are also discussed in this edition # 31, as well as the practices carried out in the port of Chennai in India where sub-standard ships destined to be demolished are pushed out to the high seas and left to the mercy of cyclones. The Chennai port deserves well the Seafarers Alcatraz Award attributed by Robin des Bois in October 2012.

The rhythm of vessels leaving to be scrapped remains high (24 vessels per week compared to 25 per week in 2012) but in March-April, the rhythm reduced notably compared to earlier months.

By unit

<table>
<thead>
<tr>
<th>Country</th>
<th>Vessels (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>140 (34%)</td>
</tr>
<tr>
<td>China</td>
<td>110 (26%)</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>72 (17%)</td>
</tr>
<tr>
<td>Pakistan</td>
<td>35 (8%)</td>
</tr>
<tr>
<td>Turkey</td>
<td>35 (8%), 6 Denmark (2%)</td>
</tr>
</tbody>
</table>

By tonnage of recycled metal

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage (t) (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>1,201,000 t (34%)</td>
</tr>
<tr>
<td>China</td>
<td>832,000 t (24%)</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>808,000 t (23%)</td>
</tr>
<tr>
<td>Pakistan</td>
<td>430,000 t (12%)</td>
</tr>
<tr>
<td>Turkey</td>
<td>162,000 t (5%)</td>
</tr>
</tbody>
</table>

By category

<table>
<thead>
<tr>
<th>Category</th>
<th>Vessels (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>bulk carrier</td>
<td>157 (38%)</td>
</tr>
<tr>
<td>general cargo</td>
<td>82 (20%)</td>
</tr>
<tr>
<td>container ship</td>
<td>77 (19%)</td>
</tr>
<tr>
<td>tanker</td>
<td>50 (12%)</td>
</tr>
</tbody>
</table>
India remains in first position with 140 vessels scrapped (34%) but her proportion is crumbling: India tallied 40% of all vessels scrapped in 2012. India is in front of China 118 vessels (26%) and Bangladesh 72 vessels (17%), well in front of Pakistan and Turkey. The increase of the Indian rupee, the tense political situation in Bangladesh, the Chinese new year and the announcement of the import tax increase on vessels in Pakistan, have all weighed down the market from March onwards despite a flying start which was at the same rhythm as late 2012.

After the prison bars, scrapping 78 (19%) of the vessels sent to be scrapped were not controlled by a classification society which was a member of IACS (International Association of Classification Societies). Sub-standard ships are still the priority: at least 249 (60%) were previously detained in world ports with a rate of detention of 75 % for general cargo carriers and reefers, 69% for bulk carriers, 67% for car carriers and 56 % for ferries and passengers ships. The gold medal on the podium of sub-standard ships is the general cargo carrier El Hussain with a total of 16 detentions between 1997 and 2011, demolished in India at Mumbai (cf. p 75). The other medals are distributed to St Elisabeth, with 12 detentions (p 85), the Marmara M and the Mohamad Prince, 11 detentions for each of them (p 78 and 79).

Years and meters
The average age of vessels leaving fleets range from 10 years for the Turkish bulk carrier Taskent and 52 for the British Kommandor Jack, a former fishing trawler converted into a geophysical survey vessel. The average age is 27; and the average age for tankers is 25, for container ships 22. 112 vessels are less than 150 m in length, 172 vessels measure between 150 and 199 m and 132 over 200 m. 9 ships measure over 300 m.

**MSC Flaminia**

“One should always look at things from the top down” a photo of the MSC Flaminia leaving the Jade-Weser-Port in Wilhelmshaven, Germany to be ‘repaired’ in a Romanian shipyard before going back to work confirms this relevant expression.

Hundreds of damaged and burnt containers remain onboard. The hull and melted metal of the containers have welded together. The containers cannot be cut out without jeopardising the buoyancy and the integrity of the ship. Only the undamaged containers and the extinguishing waters – 37,000m³ –were removed.

March 2013, the MSC Flaminia leaving “under repair”...© NSB

This repair job in Romania is a clever manoeuvre. It permits Northern Europe and Germany, the flag state of the MSC Flaminia, to get rid of an unprecedented health and safety challenge in the world of ship-breaking. The German ship-owner estimates that by the end of September, “the entire mid section” of the damaged container...
ship will be replaced. By mid section one must interpret the sides, the bottom of the ship and the holds where the fire raged, the damaged containers and the residue from the fire containing numerous dangerous materials including PCBs. The mid section is the area which was greatly impacted.

It is amazing to note that the ship-owner NSB (Niederelbe Schifffahrtsgesellschaft mbH & Co KG) is bending over backwards, at all costs, to keep the MSC Flaminia active while they just sold around a dozen container ships to be demolished in Alang.

In this context of “repair” works, Romania and the Mangalia ship-yard workers become the holders, the responsible party and victims of millions of tonnes of contaminated scrap metals. The Mangalia ship-yard is run by Daewoo, the MSC Flaminia was built by Daewoo in South Korea. Not long after the “repair works” will be the demolition, which will take place in India where NSBs end-of-life container ships are regularly sent, which undoubtedly will instigate protests and blockages. Romania is without doubt a media red herring for the decontamination of the MSC Flaminia before heading to Alang or another shipyard outside of the European Union.

Find here further information on the MSC Flaminia accident on Robin des Bois’ internet site as well as in Ship-breaking.com bulletin # 29 of October 2012, p. 6-7.
**Baco-Liner**

*Baco-Liner 1* and *Baco-Liner 2* owned by Seereederei Baco Liner GmbH based in Duisburg, Germany are about to leave for demolition on Alang beaches at 450$ per ton. The *Baco-Liner 1* is waiting in Rouen. The Baco-Liners were specially designed for trade between Northern Europe and Africa. They carried barges in their hulls, which could load and unload on the outskirts of African ports. Therefore in the early 80s the Baco-Liners by-passed the waiting period, which could be up to a couple of weeks, to enter into hectic ports. The Baco-Liners were also able to carry up to 600 containers on deck. They are named in accordance to their function which is an abbreviation of BArge and COntainers. Today the Baco-Liners are no longer adapted to Western African ports. After 30 years of intensive service life the ships are tired, rusty and show countless deficiencies.

The *Baco-Liner 3* was demolished in Alang during the summer of 2012 (See Ship-breaking.com # 28, p 9).

The Baco Family had an eventful life.

See on this subject the press release: “The eventful life of a family”, March10th, 2010

**Marseille, the waiting room for scrapping in Asia**

1- The passenger ships *Princess Danae* and *Athena* which have been detained and immobilized in Marseille since September 2012 have just been bought by Rui Alegre, a 42 year old who is setting his sights on the passenger ship business. The vessels were renamed *Lisboa* and *Azores*. The new Portuguese passenger ship company has allegedly purchased another two passenger ships from the former -CIC – Classic International Cruises – also based in Portugal and now bankrupt. Mr Alegre intends to put them back in circulation after carrying out important renovation works and ensuring their compliance with international standards. All four passenger ships are old, their reputations are tarnished. Once again, Marseille is letting vessels leave, which are below international operating standards, will supposedly undergo important repair works and therefore continue to operate. A couple of months of inactivity in Lisbon before demolition in Alang or in Turkey seems to be more likely.

Please read the following press releases:

*Arctic Alarm*, July 25, 2012
*Deux paquebots en préretraite à Marseille*, September 19th, 2012 (in French only).
**2- Atlantic Star** The *Atlantic Star* remained inactive in Marseille for more than 2 years. Construction of the *Atlantic Star* at La Seyne-sur-Mer in 1984 had mobilized, as in all passenger ships, significant amounts of asbestos.

The ship belonged to the Spanish shipowner Pullmantur, a subsidiary of the American company Royal Caribbean Cruise Line. Her operation became too expensive; replacing her steam turbines with diesel propulsion was impossible. The *Atlantic Star*, still in the hands of Spanish interests, remained under the European flag of Malta until March 1, 2013.

The Belinda Shipholding Corp. based in the Marshall Islands then became the owner of the *Atlantic Star*, and under the flag of Togo she was renamed *Antic*. This exotic company serves only as a platform of resale for the demolition of old European passenger ships. In 2009, the company acquired from her Greek shipowner the *Kapetan Alexandros A*, an old ferry built in the United Kingdom in 1962, and flying the Maltese flag. The Belinda Shipholding Corp. immediately renamed the ship *Alexandros* and reflagged her to Sierra Leone before sending her to Turkey for demolition.

On March 19, towed by the Greek *Ionion Pelagos*, the *Antic* left the pier of Marseille for demolition, probably in Turkey. However, on March 22, the convoy announced that it was headed towards Port Said, gateway to the Suez Canal, to eventually be demolished on the beaches of Alang, in India. Authorities and Indian associations have been alerted by Robin des Bois. In early April, the tide turned again, and the convoy is now heading to Aliaga, Turkey.

Whether it is towards India or Turkey, *Atlantic Star*’s final trip is unlawful. Spain, Malta and France managed to avoid their responsibilities according to European regulations on the export of hazardous waste. The departure of the *Atlantic Star* has not been subject to a notification and application under the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal.

In this case, France has a dual responsibility. On the one hand, the *Atlantic Star* departed from Marseille, so France was the last port State; on the other hand, in December 2012, STX France of Saint-Nazaire’s order for a cruise ship from Royal Caribbean Cruise Line was accompanied by a very special annex clause: the "recovery" of the *Atlantic Star*. Instead of dismantling the *Atlantic Star* in Europe, with all the financial and technical constraints of a strict asbestos removal and disposal of other hazardous wastes, STX France sold the old ship to Skandinor, a subsidiary of STX Europe headquartered in Norway. At the end of the line is Belinda Shipholding Corp. of the Marshall Islands, the now legal owner of the *Atlantic Star* in charge of her hazardous demolition.

Leaving French territory was accepted without any problem by the port of Marseille. According to the French Ministry of Transport and the Sea, the local Maritime Authorities have not put in question the official version that following a transit in the Suez Canal, the *Atlantic Star* will be converted into a floating hotel in the Middle East.

This picture illustrates the tendency of European ship-owners to evade their responsibilities when it comes to a vessel’s final trip: sales to bogus companies and transfers under funereal flags such as Togo, Saint Kitts and Nevis, Moldova, Tuvalu, Sierra Leone or the Comoros, and finally demolition in India, Turkey, Pakistan or Bangladesh.

Robin des Bois has filed a complaint to the Prosecutor at the Paris Court for this illegal export of waste.

**The scandalous export of Lyubov Orlova**

The former ship *Lyubov Orlova*, honoring the name of a Soviet movie star, became a Canadian resident. During her last years she was operated by an Inuit travel agency that organized Arctic cruises. In very poor condition, the *Lyubov Orlova* was finally expelled from the port of St. John, Newfoundland (Canada) to the relief of the port community. The ship was towed by a very old tug built in 1962, with a handful of crewmen on board, but not really sailors. This foolish convoy’s winter journey in the North Atlantic should have ended 3300 kilometers south in a pseudo demolition site of Santo Domingo.
The *Charlene Hunt*, the only tug of a bankrupt U.S. ship-owner, was undoubtedly also destined for demolition in Santo Domingo.

The ship broke away from the tug quickly, only a few hours after leaving Newfoundland. The towing cable broke. The *Charlene Hunt* returned to St. John’s Newfoundland under the instructions of Canadian authorities, who finally woke up. And the *Lyubov Orlova* went to sea without lights, without a living soul and without a locator beacon. When she approached the oil platforms off Newfoundland, the wreck was recovered, diverted, driven further out to sea and abandoned.

One month after her departure, the emergency beacon went off and the ship was spotted by Halifax Joint Rescue Coordination Centre. A shock, a leak, a lifeboat falling into the sea, a faulty beacon? All assumptions could be considered.

The satellites of the NGA (National Geospatial Intelligence Army), the United States agency that signals the drift of icebergs and unidentified floating objects in the North Atlantic located the *Lyubov Orlova*. The last reported position (12 March 2013) was 49°49.12 latitude north and 36°15.44 longitude west, 1200 km off the American coast and 1800 km off of Ireland.

Ever since, the ship has shown no signs of life. Did she wreck and sink after two months adrift in currents and storms? Was she torpedoed, to be demolished, "oceanized" in the pits of the Atlantic? Or is she still on the surface, in the process of building her legend? To this day, no one – other than a few insiders – knows where exactly the *Lyubov Orlova* lies.

*Lyubov Orlova*. IMO 7391434. Passenger ship. Length 100 m, 2.695 t. Cook Islands flag. Excluded from the Russian Maritime Register of Shipping on April 5th, 2011. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in St. Petersburg (Russia) and seized on September 25th 2010 in Saint-John’s (Newfoundland, Canada) for unpaid salaries and bunkers. Acquired in February 2012 by a British Virgin Island based shell company to be demolished in the Dominican Republic. 275 $ per ton. In early 2013, she vanished in the Atlantic Ocean after snapping her tow line.

*Charlene Hunt* (ex-Orion, ex-Molly, ex-Anna V Mc Kay, ex-Betty Jean Turecamo, ex-Morania N°24, ex-HR 1, ex-Colonial). IMO 8842208. 3,000 bhp tug (in comparison the rescue tug *Abeille Bourbon* has a power of 21,000). Length 29 m. Deflagged from United States to Bolivia in January 2013, just prior to her departure as *Lyubov Orlova*’s tug. Unknown classification society. Built in 1962 in Madisonville (Louisiana, United States) by Equitable Equipment Co for the Bronx Towing Line from New York. Owned by Hunt Tugs & Barges Inc (United States).

See the press releases by Robin des Bois and the bulletins Ship-breaking.com # 27, p 22 and # 30, p 2. Read also the article in *Droit de l'Environnement* n°211 – April 2013 : (In French language only).

« Le *Lyubov Orlova*, navire fantôme à la dérive… » Marie Bourrel, Centre de droit maritime et océanique, Université de Nantes (pdf – 863 Ko).
Welcome to Chennai Port, The Nightmare Before Scrapping

In South India, the port of Chennai, capital of Tamil Nadu, formerly known as Madras, is definitely not the place to be. The port authority said a few years ago that "with the development of infrastructure, Chennai Port would be able to cope with all the demands of the international maritime brotherhood and accommodate ships in the best possible conditions." Today, the Port of Chennai is without a doubt the cruelest of all ports. A rupee is a rupee. Article 99 of the UN Convention on the Law of the Sea prohibits the transport of slaves in ships, but it does not prevent the treatment of sailors as slaves. The following cases in point - OSM Arena, Pratibha Cauvery and Pratibha Warna - stand as evidence. They are all three in the course of demolition or doomed to imminent demolition.

**OSM Arena**

In January 2010, OSM Arena, a 190 m bulk carrier built in 1985 in Japan, flying the flag of South Korea, arrived in the port of Chennai in southern India, near Pondicherry. Under the Indian court decision, the OSM Arena is seized, with all her materials, her hull, 400 tons of fuel and its crew. The South Korean ship-owner is caught up in several trade disputes concerning cargoes and unpaid bills.

In December 2010, the Chennai port administration ordered the vessel to anchor off the coast outside the port; the cost of berthing has not been paid, it is raised to up to 93,000 rupees a day (1,800 $).

In February 2011, the High Court of Madras ordered the sale of the vessel on humanitarian grounds after hearing a complaint from the crew concerning the poor sanitary conditions on board. The court decision was later canceled.

In July 2011, the crew of OSM Arena was relieved of service; most of the sailors were in a poor state due to malnutrition and dehydration. The crew was replaced by 12 Burmese sailors.

In December 2011, OSM Arena was hit by cyclone Thane, went adrift and stranded off the coast. Two tugs came to tow the ship to safety and she was anchored once again at Chennai outer anchorage, 2 miles off the coast in an improvised and temporary waiting area.

In early October 2012, the new crew, despite the assistance of the ITF (International Transport Workers Federation) was again in a worrying state of health. The ship was meanwhile subject to the risks of hurricanes or other adverse weather conditions. The Chennai port still refused OSM Arena access to its infrastructure and its quays, still because the ship was unable to pay port taxes. This ordeal has been going on for fourteen months.

On 9 April 2013, the ship was taking in water, the engine room flooded, the generators have run out of fuel, the pumps no longer functioned and there was a black out on the bulk carrier. The crew abandoned the OSM Arena in distress conditions and reached the coast with the help of local fishermen. The Chennai port plans to file a complaint against the Burmese seafarers for violations of immigration laws: the captain, the chief engineer and some crew members were ordered back on board, the other crew members were granted shore passes to be renewed daily. The status of the vessel on the Equasis database is officially "to be demolished", and it should be scrapped in India. A part of the sale will cover port charges demanded by the Chennai port and towing costs after the episode of the cyclone Thane.
Pratibha Cauvery

Since early October 2012, the tanker *Pratibha Cauvery* had been anchored outside the Chennai port, waiting for instructions of Prathiba Shipping, also owner of *Pratibha Warna* (see below); her seaworthiness certificate had expired and the ship should be inspected in dry dock. The crew no longer has sufficient supplies. On October 31, the hurricane Nilam hit, the ship broke her anchor chain, went adrift and ended up 5 km to the south. The captain ordered the evacuation; 22 sailors jumped into a lifeboat, which capsized. Despite the help of fishermen, six of them drowned. The rest of the crew was brought ashore the next day and detained in a hotel in the city without papers or contact while the investigation was being conducted. The tanker remained grounded for two weeks, was then refloated and returned to anchorage with a "new minimal crew." The surviving sailors filed a suit seeking unpaid wages and compensation for mental agony and endangering of their lives.

In March 2013, four directors of Pratibha Shipping were arrested in connection with the investigation into the tragedy; they denied responsibility, as the hurricane was "an act of God." In late April, the Court of Madras ordered the sale of the vessel by open tender. The ship was valued around $4-6 million, i.e. above the market value of to be scrapped vessels.

Pratibha Warna

The tanker *Pratibha Warna*, which also arrived in early October 2012, unloaded her cargo in late November only. The 29 sailors had gone on strike to demand their 6 months of wages owed by Indian owner Pratibha Shipping. After inspection, the ship was declared not seaworthy by the directorate general of shipping. She was seized and anchored outside the Chennai port, also at the mercy of hurricane; ever since, sailors have got supplies from ITF (International Transport Workers Federation) and the Seafarers Welfare Committee. In March 2013, the *Pratibha Warna* was finally sold to a Hong Kong based company that sent her for demolition under the name of *Tony* and the flag of Saint Kitts and Nevis. The ship underwent another renaming before being beached for demolition in Pakistan as *Asher.*
Letters to the Editor

Received from Shahid, Pakistan February 7th 2013.

Hello
I was just wondering and wanted to confirm from your side about the vessel name " Favor " IMO # 7109013.
In your bulletin # 27, you've mention that the above quoted Vessel is sold to India..... by the name " Endeavor " see page # 11.
But I've seen the same ship standing in Gadani - Pakistan. for reference I'm attaching the Picture of the ship.

The tanker Endeavor, IMO 7109013 beached for demolition in Gadani (Pakistan) as Favor – © Shahid

Robin des Bois' reply:
From time to time a ship is announced sold for demolition in one country but, following renegotiations over prices, is finally beached in another. This was obviously the case of the Endeavor announced to be sold for demolition in India in March, which seemed logical as the ship was berthed in Sri Lanka. However, the ship waited until October for her final trip to Pakistan, after a name change, an ultimate and typical process which is sometimes creative: in this edition, the Norwegian Nancy Knutsen was also beached in Pakistan under the name Fancy…(see p. 36).

Received from Roland, Shanghai (China) March 27th 2013.

Dear Robin,

you announced the scrapping of M/V GEORG BUCHNER. This vessel will not be scrapped. It is classed as museum vessel and will be not allowed for leave Rostock at the moment. The court says the sold contract was wrong and the vessel is not allowed to leave Rostock.
So far they are looking for new challenges.

Reply and comments by Robin des Bois:
The fate of the Georg Buchner, ex Charlesville owned by Compagnie Maritime Belge, was in effect still pending thanks to actions by her fans. The initial sale of the vessel to a Dutch company with demolition in Lithuania on the horizon was cancelled because Rostock was classified as a maritime heritage. In early April, following a campaign in Belgium and Germany, a liquidator gave 4 weeks to the interested investors to come up with viable proposals for the ship’s future. However, the Belgium proposition to tow her to Antwerp to be reconverted was rejected. The liquidator asked the Mecklenburg-West Pomerania
Land (northeastern Germany State) heritage service to remove her heritage status to facilitate demolition. The simple viewpoint of a liquidator is detrimental to a maritime culture. May 11th, the State accommodated the liquidator’s point of view and removed the protected monument status from the *Georg Buchner.*
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.

Miscellaneous : cable layer, offshore supply, tug, dredger, training, research

Chamarel (ex-Vercors). IMO 7347718. Cable layer. Length 133 m. Mauritius flag. Classification society Bureau Veritas. Built in 1974 at Le Havre (France) by Ateliers et Chantiers du Havre. Owned by Orange - France Télécom (France). Fire damaged off the Namibian coast on August 8th, 2012. The Chamarel ran aground on a sand beach about 30 km north of Henties Bay. The wreck has been cut in two parts and is being demolished on the spot. See the chapter The END p 88

Chamarel, Cape Town (South Africa), April 2007 © Det / Shipspotting


Vos Sailor (ex-Toisa Widgeon, ex-Canmar Widgeon). IMO 8104113. Offshore supply vessel. Length 43 m. Bahamian flag. Classification society RINA. Built in 1981 in Vancouver (Canada) by Allied Shipbuilding. Owned by Vroon Offshore Services (United Kingdom). Detained in 2010 in Stavanger (Norway). At 4.05 AM on December 15th, the ship suffered severe damages in very rough weather conditions in the Balmoral Oil Field off Aberdeen. The internal of the bridge was destroyed along with structural damages to the accommodation quarters. The chief officer was killed, the eleven other crew members were rescued and evacuated. The Vos Sailor was towed back to the Scottish coast and then declared a total loss and sold for demolition in Esbjerg, Denmark by Smeedegardens.


Eclipse (ex-Ocean Eclipse, ex-Seaspread, ex-Stena Seaspread). IMO 7814436. Cable layer converted into a research vessel. Length 104 m, 6,374 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1980 in Landskrona (Sweden) by Oresundsvarvet. Owned by Ocean Services (United States). In July 2012, the ship left the drydock where she had been inspected by her classification society. While being refloated, she flooded and sunk: two access holes might have been cut below the waterline. In March 2013, the Eclipse was deflagged from Bahamas to Vanuatu and towed for demolition in Bangladesh by tug Barracuda I.

The fishing trawler Vikingbank © Holger Jaschob

The research vessel Kommandor Jack, berthed in Brest (France), January 2009 © Thomas Quehec

Passenger ship

Atlantic Star (ex-Sky Wonder, ex-Pacific Sky, ex-Sky Princess, ex-FairSky). IMO 8024026. Passenger ship. Length 240 m. Deflagged from Malta to Togo for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in La Seyne-sur-Mer (France) by Normed. Detained in 2002 in Sydney (Australia) and in 2003 in Auckland (New Zealand). Sold by her Spanish owner Pullmantur Cruises, subsidiary of Royal Caribbean Cruine Line, to STX France shipyards along with an order for a mega cruise ship from RCCL. Finally resold to a Marshall Islands based company for demolition in Turkey, she left Marseille in tow after being renamed Antic. See also the chapter “Marseille, the waiting room for scrapping in Asia”, p 4.


This cruise ship was originally the Italian ferry Canguro Verde operated on the Sardinia service by Traghetti Sardi, then in 1974 by Linee Canguro. She became the Saudi Durr in 1981 (Suez/Jeddah service in the Red Sea), then the Greek Ionian Harmony for Strintzis Lines (Patras/Ancona service) in 1989. In 1990, she was acquired by a Bahamian company for exploitation in the Caribbean as the Sun Fiesta, but the sale failed. In 1992, she was purchased by the Greek shipowner Lelakis who had her converted into a cruise ship at Avlis Shipyards in Greece, his own shipyard, and renamed Regent Jewel. Following Lelakis financial difficulties, she passed under control of the Bahamian Jules Cruises in 1994 and was chartered by Transocean Tours (Germany) as Calypso. The Greek Cypriot group Louis Cruise
Lines acquired her in 2000, keeping her name, then slightly changing it to *The Calypso* in 2005. The vessel had a hot alert on Mai 6th, 2006 when a fire broke out in the engine room while sailing in the Channel with more than 700 passengers, but the incident resulted in damages to the ship only. Sold as is in Elefsina (Greece) by her Greek shipowner Core Marine Ltd to the United Arab Emirates based Argo Systems Fze prior to her departure for demolition in India. 285 $ per ton.

*Venus I* (ex-*Venus*, ex-*Rio*, ex-*The Aegean Pearl*, ex-*Perla*, ex-*Seawing*, ex-*Southward*). IMO 7111078. Passenger ship. Length 285 m. Maltese flag. Classification society Det Norske Veritas. Built in 1971 in Riva Trigoso (Italy) by Tirreno e Riuniti. Under the name *Southward* (Norwegian flag), she was among the first ships, of Kloster Cruises, one of the cruise pioneer on the American market, later known as Norwegian Cruise Lines. Sold in 1995, she was then operated in the Mediterranean, first by Sun Cruises as the *Seawing* (charterer Airtours), then in 2005 by the Greek Cypriot shipowner Louis Cruise Lines as the Greek *Perla*, and in 2008 by Golden Star Cruises as *The Aegean Pearl*. Acquired in 2010 by Israeli interests, she became Maltese first as *Rio*, then *Venus* in 2012. Owned by Acheon Akti Navigation Co Ltd (Cyprus). Detained in 2004 in Venice (Italy) and in 2011 in Ashdod (Israel). Sold for demolition in Turkey.

*Perla* arriving at Piraeus port (Greece), May 2008 © Manos Petridis

**Ferry**

*Apollonia* (ex-*Gotaland*). IMO 7229514. Ferry. Length 183 m, 8,313 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1973 in Nakskov (Denmark) by Nakskov SV. As the Swedish *Götaland*, operated on the Trelleborg (Sweden) / Germany line (Sassnitz, Rostock or Travemünde). Lengthened by 34 m in winter 1993/1994 by Oresundsvarvet, in Landskrona, Sweden. Sold in 2010 to the Russian Anrusstrans (Black Sea lines) and renamed *Apollonia* flying the Saint Kitts & Nevis flag, then reflagged to Moldova. Detained in 2012 in Mersin (Turkey). Sold for demolition in Turkey.

*Apollonia*, berthed in Sevastopol, Ukraine, February 2013 © Yevgenii / Shipspotting

*Azzurra* (ex-*Nortia*, ex-*Scent of Sea*, ex-*Kelibia*, ex-*Corsica Marina*, ex-*Olau West*, ex-*Kalle*, ex-*Grenaa*). IMO 6406373. Ferry. Length 98 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1964 in Bremerhaven (Germany) by Unterweser Schiffbau. This ship had a complicated career, marked with many charterings on various services in Northern Europe (from 1964 to 1977), then in the Mediterranean (1977-2013). First Danish as *Grenaa*, then *Kalle* in 1971 and *Olau West* in 1974. Chartered under this name by Brittany Ferries on Saint-Malo/Portsmouth in the summer of 1976; assigned to the Olau Line (Dunkirk/Sherness) in 1977. Sold in late 1977 to Corsica Ferries and renamed *Corsica Marina* flying the Panamanian flag (Italy/Corsica). She became the Italian *Kelibia* in 1990, then the Maltese *Scent of Sea* in 1998 and the Italian *Nortia* in 1999 (Livorno/Island of Elba). In 2001, sold to Adriatic Shipping Co and renamed *Azzurra* under the Saint Vincent & Grenadines flag (Bari/Croatia or Albania service). In 2010, acquired by Fergun Ferries East Med Lines, from Mersin (Turkey) on the...

*Janvier 2012, Azzurra à La Vallette (Malte) © Emmanuel.L*


*Clodia à Civitavecchia (Italie), juin 2012 © Bjernar*


*Nomentana, novembre 2011 à Civitavecchia (Italie) © Geodante/Nav e Armatori  
Noms, à Alang © Vesselfinder*
Stena Voyager (ex-Stena Enterprise). IMO 9080209. High speed catamaran ferry. Length 127 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1996 in Rauma (Finland) by Finnyards. High speed catamaran (up to 40 knots with four gas turbines totalling 108,000 bhp, a capacity of 1500 passengers and 360 cars). She has been operated during all her career on the Stena Line (Sweden) service between Belfast (United Kingdom) and Stranraer (Scotland), until her decommissioning in November 2011. Sold for demolition to Stena Recycling, in Landskrona, Sweden: one must not forget that metal recycling was Stena Group historical business…

Stena Voyager approaching Belfast terminal, June 2008 © Neill Rush

Sveti Stefan (ex-Havelet, ex-Cornouailles). IMO 7527899. Ferry. Length 110 m, 3,260 t. Bahamian flag. Classification society Bureau Veritas. Built in 1977 in Bergen (Norway) by Bergens MV. During the first part of her career (1976-1989), this ship was the French Cornouailles owned by Brittany Ferries; she has been operated on the Roscoff/Plymouth, Caen/Portsmouth or Poole/Cherbourg lines except for two years from January 1984 to January 1986, when she was chartered bareboat by SNCF for service on the Dieppe/Newhaven line. In 1989, she became the Havelet under the Bahamian flag on the Portsmouth/Channel Islands service successively for British Channel Island Ferries, Channel Island Ferries in 1990, and then Condor Ferries in 1998. Sold in August 2000 to Montenegro Maritime Line and renamed Sveti Stefan (Bahamian flag), she had since then been linking Bar (Montenegro) and Bari (Italy). Detained in 1998 in Southampton (United Kingdom). Sold for demolition in Turkey. 322 $ per ton.

Arriving port of Bar (Montenegro) © Pomorac Montenegro

(Fish) Factory ship


Nikolay Chudotvorets arriving in Liepaja (Latvia) for demolition © 3X / Shipspotting

*Novator* port of Honningsvag (Norway), April 2011 © *Roar Jensen*


*Petr Petrov* port of Honningsvag (Norway), March 2010 © *Roar Jensen*


Russian pelagic trawler *Tynda* fishing west of Lofoten (Norway), September 2007 © *Bjarne Pettersen*
**Barge carrier**


*Baco-Liner 1, Apapa, Lagos (Nigeria), February 2011 © Ivan Meshkov*

*Baco-Liner II.* IMO 7904621. Barge carrier. Length 204 m, 9,102 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1980 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seereederei Baco-Liner GmbH (Germany). Sold for demolition in India under the same conditions as *Baco-Liner I*. 450 $ per ton.

*Baco-Liner 2 on the Seine river, June 2008 ©Pascal Bredel*

See also page 4, the chapter on the BACO barge carrier family.

**Container ship**


Keelung (Taiwan), April 2013 © Chun-Hsi


Banjo Bridge in Busan (South Korea), August 2011 © V Tonic / MarineTraffic
California Senator (ex-Wuxi Dragon, ex-Al Fujairah, ex-Sea Initiative, ex-Chesapeake Bay, ex-California Senator). IMO 9071533. Container ship, 3017 teu. Length 215 m, 12,577 t. Deflagged from Malta to Saint Kitts & Nevis for her last voyage as Clara. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen Schiffswerft. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2005 in La Spezia (Italy) and in 2010 in Gioia Tauro (Italy). Sold for demolition in Bangladesh.


Cape Spear, in Port Said (Egypt) anchorage, May 2012 © Andrey Kuznetsov


Conti Chiwan (ex-Maersk Itea, ex-P&O Nedlloyd Shangai, ex-MSC Munich, ex-MSC Houston, ex-Norasia Hong Kong). IMO 9057496. Container ship, 2780 teu. Length 242 m, 14,775 t. Deflagged from Liberia to Comoros for her last voyage as Blues. Classification society Germanischer Lloyd. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. Owned by BBG-Bremer Bereederungsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Fremantle (Australia). Sold for demolition in India. 450 $ per ton.

Conti Chiwan in Valencia (Spain), January 2012 © Agustin Alapont Castilla


Conti Sydney in Port Kelang (Malaysia), March 2012 © Bodolinsky


**Dorian** (ex-Kota Manis, ex-Dal Karoo, ex-Karawa, ex-P&O Nedlloyd Karawa, ex-Sea Bold, ex-Maersk harleston, ex-TSL Bold, ex-Dorian). IMO 9060546. Container ship, 1684 teu. Length 179 m, 7,716 t. Deflagged from Liberia to Togo for her last voyage as Dor. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 405 $ per ton including 150 t of bunkers.

![Dorian, in Singapore, November 2012 © MG Klinsick](image)

**ER Brisbane** (ex-CMA CGM Aegean, ex-ER Brisbane, ex-Pan Crystal, ex-Zim Trieste, ex-Hyundai Emerald, ex-Zim Trieste). IMO 9116357. Container ship, 2825 teu. Length 201 m, 11,940 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Incheon (South Korea) by Halla. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2006 in Odessa (Ukraine) and in 2011 in Melbourne (Australia). Sold for demolition in Bangladesh. 428 $ per ton.

![ER Brisbane in Hong Kong, February 2009 © Ivan Meshkov](image)


![E. R. Perth in Hong Kong, February 2009 © Ivan Meshkov](image)


![Esra A in Hong Kong © Ivan Meshkov](image)


![Fairwind in Genoa © Ivan Meshkov](image)


Hanjin Colombo. IMO 9082960. Container ship, 4024 teu. Length 290 m, 18.780 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1994 in Pusan (South Korea) by Hanjin HI Co. Owned by Laeisz Schifffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 470 $ per ton including 600 t of bunkers.

Hanjin Portland. IMO 9021681. Container ship, 4024 teu. Length 289 m, 18,914 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI Co. Owned by Laeisz F (Germany). Detained in 2011 in Shanghai (China). Sold for demolition in India. 465 $ per ton including 280 t of bunkers.


Hansa Stavanger (ex-Lykes Trader, ex-Cap Pasado, ex-Direct Condor, ex-Maersk Gauteng, ex-Maersk Izmir, ex-Hansa Stavanger). IMO 9128465. Container ship, 1550 teu. Length 170 m, 7,315 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1997 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg Schifffahrtsgesellschaft mbH & Co KG (Germany). In January 2013, the German containership Hansa Stavanger was renamed Pearl and was beached for demolition in India one month later as VSM flying the Comorian flag.

Hansa Trondheim (ex-Al Shamiah, ex-MSC Thailand, ex-Direct Hawk, ex-Direct Jabiru, ex-Maersk Reunion, ex-Hansa Trondheim). IMO 9151852. Container ship, 1550 teu. Length 170 m, 7,276 t. Deflagged from Germany to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg (Germany). Hansa Trondheim was deflagged and successively renamed Heim and then King before being beached for demolition in India.


HMS Laurence (ex-MSC Selma, ex-Mina, ex-Kuang Ming Taichung, ex-Sinar Nusa, ex-Tiger Cape, ex-Impala, ex-Ruhlland). IMO 8519186. Container ship, 946 teu. Length 166 m, 7,500 t. Dutch flag. Classification society Germanischer Lloyd. Built in 1985 in Warnemünde (Germany) by Warnowwerft. Owned by MSC Mediterranean Shipping Co SA (Switzerland). Detained twice in 2000 and then in 2001 in Hong Kong (China), in 2003 in Ningbo (China) and Vostochny (Russia) and in 2007 in Gemlik (Turkey). Sold for demolition in India. 440 $ per ton.


**Masovia (ex-Ym Izmir, ex-Cape Negro).** IMO 9112909. Container ship, 1504 teu. Length 175 m, 8,090 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage as Emy. Classification society Germanischer Lloyd. Built in 1995 in Gdansk (Poland) by Stocznia Gdanska S.A.. Owned by Ahrenkiel Shipmanagement GmbH (Germany). Detained in 2003 in Melbourne (Australia) and in 2005 in Hong Kong (China). Sold as is in Hong Kong for demolition in Bangladesh. 418 $ per ton.


**MSC Annick (ex-Promoter N, ex-Contship Asia, ex-NDS Benguela, ex-Tiger Wave, ex-Jurong Express, ex-Colombus Ohio, ex-Aishatu Dokpesa).** IMO 8609589. Container ship, 928 teu. Length 159 m, 6,763 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1988 in Rostock (Germany) by Neptun VEB. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2005 in Casablanca (Morocco) and in 2011 and 2012 in Mersin (Turkey). Sold for demolition in India. 440 $ per ton.

**MSC Austria (ex-MSC Attica, ex-Safmarine Victory, ex-Maersk Toyama, ex-Laust Maersk).** IMO 8300121. Container ship, 2776 teu. Length 254 m, 18,185 t. Greek flag. Classification society Lloyd’s Register of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 450 $ per ton.

MSC Gianna (ex-Hellen C, ex-Jolly Ebanol, ex-Ellen Hudig). IMO 7925493. Container ship, 1723 teu. Length 209 m, 12,768 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Hoboken (Belgium) by Boelwerf. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 1998 in Tarragona (Spain) and Hamburg (Germany), in 2003 in Pyeongtaek (South Korea) and in 2012 in Bandar Abbas (Iran). Sold for demolition in India. 446 $ per ton.


Northern Valour (ex-MSC China, ex-Ming Fidelity, ex-Hyundai Fidelity, ex-Northern Valour). IMO 9122411. Container ship, 2808 teu. Length 196 m, 11,075 t. Deflagged from Antigua & Barbuda to Comoros for her last voyage as MSE. Last voyage classification society Union Marine Classification Society. Built in 1996 in Ulsan (South Korea) by Hyundai. Sold by her German shipowner Karl Schluter Reederei to the Indian Prayati Shipping just prior her departure for demolition in India.

Oued Eddahab. IMO 9143843. Container ship, 506 teu. Length 114 m, 3,123 t. Deflagged from Morocco to Cook Islands. Classification society Bureau Veritas. Built in 1998 in Valencia (Spain) by Union Naval de Levante. Owned by COMANAV (Morocco). Detained in 2000 in Sète (France), in 2002 in Genoa (Italy) and in 2006 in Rouen (France). On June 4th, 2012, Oued Eddahab was in Casablanca drydock for maintenance works. Due to a technical failure, the dock completely filled up with water. The engine room and several cargo holds were flooded. In July 2012, the COMANAV, considering the damage and the low value of the small container ship, decided not to have the ship repaired but to send her for scrapping. In February 2013, she was deflagged, renamed Edda and sold as is in Casablanca for an unknown destination of demolition.

Oued Eddahab departing Rotterdam (Netherlands), July 2005 © Andreas Schlatterer


San Isidro (ex-Ym Fukuoka, ex-Maersk Accra, ex-P&O Nedlloyd Lome, ex-San Isidro). IMO 9046239. Container ship, 1512 teu. Length 167 m, 6,992 t. Deflagged from Liberia to Tuvalu for her last voyage as Ismini. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Detained in 2005 in Gwangyang (South Korea). Sold by her German owner Offen Reederei to the Indian Doehle Danautic India Pvt Ltd just prior her departure for demolition ... in Bangladesh. 430 $ per ton.


Sea Navigator arriving Cat Lai container terminal (Saigon-Vietnam), October 2006 © Alex Matevko


Reefer


Tanker


**Bebedouro.** IMO 8503773. Fruit juice tanker. Length 148 m, 5,644 t. Liberian flag. Classification society American Bureau Of Shipping. Double hull ship built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Atlanship La Tour De Peilz (Switzerland). Sold for demolition in Turkey. 425 $ per ton, a very unusual price in Turkey due to 422 t of stainless steel.

![Bebedouro](image)

Bebedouro, April 2012, King Road, Avonmouth (United Kingdom) © Martin Pick

**Bicas.** IMO 8124008. Tanker. Length 243 m, 16,380 t. Brazilian flag. Classification society Lloyd’s Shipping Register. Single hull ship built in 1985 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio for demolition in Pakistan. 345 $ per ton including 200 t of bunkers.

**Candiota.** IMO 8113451. Tanker. Length 161 m, 6,960 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage as Andiota. Classification society Bureau Veritas. Built in 1990 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for demolition in Pakistan.

February 2013, Candiota - Andiota being beached in Gadani (Pakistan) © Shahid

**Capahuari (ex-Punta Angeles, ex-Lulu).** IMO 8920359. Tanker. Length 180 m, 10,827 t. Deflagged from Peru to Tuvalu for her last voyage as Huari. Classification society Lloyd’s Register of Shipping. Built in 1993 in Kherson (Ukraine) by Khersonskiy SZ. Sold by her Peruvian owner Transoceanica Naviera to a British Virgin Islands based ghost company, deflagged and renamed prior to her departure for demolition in Bangladesh.

**Carangola.** IMO 8113437. Tanker. Length 161 m, 6,936 t. Deflagged from Brazil to Tanzania for her last voyage as Caran. Classification society Bureau Veritas. Built in 1989 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for demolition in Pakistan.

Carangola anchored off Salvador de Bahia (Brazil) November 2012 © Fábio Serra Werneck
**Carioca.** IMO 8200046. Tanker. Length 161 m, 6,767 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage as Arioca. Classification society Bureau Veritas. Single hull ship built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). The only member of the Transpetro family to end up for demolition not in Pakistan but in India. See above Candiota and Carangola and Shipbreaking.com # 30, p 17 Caravelas.


**Fort George.** IMO 8800690. Tanker. Length 204 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Wallsend (United Kingdom) by Swan Hunter. Replenishment tanker of the Royal Navy. *Fort George* has been a helpless witness in the *Erika* disaster. On December 11th 1999, she was taking part in NATO manoeuvres. *Erika* had send her first MAYDAY at 2.08 PM. *Fort George* got in touch with the Maltese tanker at 2.50 PM and offered help but the *Erika*'s master announced he had the situation under control, did not need assistance and cancelled his MAYDAY. The French Maritime Rescue Coordination Center (MRCC) were able to only partially hear the talks between *Fort George* and *Erika* but did not ask for additionnal details to the British vessel which did not contact the MRCC either. *Erika* has broken up in two parts during the night of 11-12 December 1999.

*Fort George* was sent to Mozambique to help with disaster relief work following devastating floods in May 2000, helped passengers of the Greek ferry *Express Samina* which had run aground and sunk during a storm in the Mediterranean in September 2000 and was involved in the largest ever drugs seizure to date by the Royal Navy in September 2009. Decommissioned in March 2011 and stripped of her stores, fixtures and fittings in Liverpool, she has been finally sold for demolition in Turkey.

*Fort George* arriving Willemstad (Netherlands Antilles), October 2009 © Cees Bustraan

*G. Glory in Yeosu (South Korea), October 2012 © Jojek / Vesseltracker*


**Hebei Genius (ex-United Gallant, ex-Granada Spirit, ex-Tito Tapias, ex-Aquitaine)**. IMO 8710326. Tanker. Length 269 m, 22,358 t. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1990 in Puerto Real (Spain) by AESA. Owned by HOSCO (China). Detained in 2003 in Singapore and in 2010 in Dampier (Australia). Sold for demolition in Bangladesh. 438 $ per ton including 500 t of bunkers.


*Kingsway in Gadani, April 23rd 2013 © Shahid*
**Luzon Spirit.** IMO 9017082. Tanker. Length 245 m, 16,834 t. Deflagged from Bahamas to Comoros for her last voyage as *Uzo*. Classification society American Bureau Of Shipping. Built in 1992 in Onomichi (Japan) by Onomichi Zosen. Owned by Teekay Shipping (Canada). Sold for demolition in Bangladesh.

© Nils Koch

**Marlin (ex-Marlim, ex-AOG Marlin, ex-AOG-Marlin, ex-Ditko Birtha, ex-Sitalouise, ex-Burwain Baltic, ex-Nordfarer).** IMO 8420610. Tanker. Length 228 m, 14,910 t. Saint Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1987 in Copenhagen (Denmark) by Burmeister & Wain Skibsvarft. Detained in 2012 in Port Elizabeth (South Africa). Sold by her Greek owner Prime Marine Management to the Indian Prayati Shipping a few months before her departure for demolition in India.


© AJF Asadaf


**Nadezhda (ex-Almudaina).** IMO 8915809. Tanker. Length 273 m, 24,512 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1993 in Puerto Real (Spain) by AESA. Owned by Murmansk Shipping Co (Russia). Detained in 2008 in Quanzhou (China). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan where she arrived as *Dez*.

February 2013, *Nadezhda / Dez* being beached for demolition in Gadani (Pakistan) © Shahid
Nancy Knutsen. (ex-Natura) IMO 9020699. Tanker. Length 241 m, 15,232 t. Deflagged from Norway to Comoros for her last voyage. Classification society Lloyd’s Register of Shipping. Double hull ship built in 1993 in Turku (Finland) by Kvaerner Masa. Owned by Knutsen Oas Shipping (Norway). The ship was sold as is in China by her Norwegian owner to a British Virgin Islands based shell company and deflagged before being beached for demolition in Gadani as the Comorian Fancy. 436 $ per ton including 500 t of bunkers.

« Fancy Knutsen », in Gadani (Pakistan) March 2013 © Shahid


Omvati Prem in New Mangalore (India), April 2012 © Pete Roberts
**Orkney Spirit** (ex-Bona Spray). IMO 9038737. Tanker. Length 244 m, 16,476 t. Deflagged from Bahamas to Comoros for her last voyage as Spirit. Classification society Det Norske Veritas. Double hull ship built in 1993 in Tamano (Japan) by Mitsui. Owned by Teekay Shipping Corp (Canada). Detained in 2000 in Brindisi (Italy) and in 2011 in Geelong (Australia). Sold for demolition in Bangladesh. 442 $ per ton including 800 t of bunkers.

*Orkney Spirit entering Sydney port (Australia), July 2012 © Clyde Dickens*


**Pratibha Warna** (ex-Libra, ex-NOL Libra, ex-Neptune Libra). IMO 8700412. Tanker. Length 172 m, 8,281 t. Deflagged from India to Saint Kitts & Nevis for her last voyage as Tony. Classification society Bureau Veritas. Built in 1988 in Tadotsu (Japan) by Hashihama Zosen. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Chennai. Sold for demolition in Pakistan where she was finally beached as Asher. See also p 7, “Welcome to Chennai Port, The Nightmare Before Scrapping”.

*The ex Indian Pratibha Warna - Asher in Gadani (Pakistan), April 23rd 2013 © Shahid*


**River Venta**
September 2011, Luanda (Angola) © MarineTraffic

**River 21**
April 16, 2013, Gadani (Pakistan) © Shahid


**Chemical tanker**


**Namhae Pioneer II** in Baoshan, Shanghai, (China), July 2010 © AAA / Shipspotting


**Gas tanker**


*BW Havlys* at Brevik-bridge, Frierfjord (Norway), 23 January 2013 © Tomas Østberg-Jacobsen.


*Donau* at Brevik-bridge, Frierfjord (Norway), 23 January 2013 © Tomas Østberg-Jacobsen.


*Yara Gas I* in Vlissingen (Netherlands), March 2013 © Yazee / Shipspotting
Combinated carrier / OBO (Ore / Bulk / Ore)


**Hua Wen** (ex-Hua Feng, ex-Gulf Jash, ex-Probo Koala, ex-Probo Baoning). IMO 8309816. Combinated carrier (OBO). Length 183 m, 14,389 t. Panamanian flag. Classification society RINA. Double hull ship built in 1989 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Pan-Chinese Ocean Co Ltd (China). Detained in 2004 in Vladivostok (Russia), in 2007 in Bandar Khomeini (Iran), in 2008 in Bremen (Germany) and in 2010 in Galveston (United States). In 2011 the ship is announced sold for demolition along with 4 of her sisterships. Robin des Bois alerted the Bangladeshi authorities and the ex Probo Koala is refused to enter the territorial waters. The ship is acquired by an Chinese shipowner and has devoted the end of her life to the transport of ore in Asia. In January 2013, endly, she arrived for demolition at Taizhou Weiye Scrapping & Rolling Co Ltd, upstream Shanghai, along with the last of her sistership, the Hua Di, ex-Probo-Bear. More about the saga of the PROBO family in the chapter The END of Ship-breaking.com # 24 and the press release dated February 7th, 2013 « The end of the Probo Koala ».


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Probo Koala, March 2006, Paldiski (Estonia) © Joachim Sjoström

Hua Wen, Dinalungan Aurora (Philippines), October 2012 © Bagong Aurora / Jason De Asis


March 26, 2013, Gadani © Shahid

Ro Ro


Delfino Bianco (ex-UND Transporter, ex-Stena Transporter, ex-Jasmine). IMO 7525310. Ro Ro. Length 180 m, 6,894 t. Italian flag. Classification society RINA. Built in 1977 in Floro (Norway) by Ankerlokken Floro; jumboized in 1989 and lengthened from 141 to 180 m. Owned by Armamento Sardo SRL (Italy). Sold as is in Italy for demolition in Turkey. 325 $ per ton.

Delfino Grigio (ex-UND Transfer, ex-Stena Transfer, ex-Lotus). IMO 7525322. Ro Ro. Length 180 m, 6,894 t. Italian flag. Classification society RINA. Built in 1978 in Floro (Norway) by Ankerlokken Floro; jumboized in 1989 and lengthened from 141 to 180 m. Owned by Armamento Sardo SRL (Italy). Sold as is in Italy for demolition in Turkey. 325 $ per ton.

![Fesco Gavriil, Yokohama (Japan), July 2010 © west-jp / Shipspotting](image)

**Hokkaido Maru.** IMO 9206243. Ro Ro. Length 199 m. Deflagged from Japan to Tuvalu for her last voyage as Hokkaido. Classification society Nippon Kaiji Kyokai. Built in 1999 in Shimonoseki (Japan) by Mitsubishi. Owned by Kawasaki Kinkaikisen KK (Japan). Sold for demolition in Xinhui, China.


![MN Eclipse © Emmanuel Bonici - January 2013](image)  
![Patricia B © Sélim Sam - February 2013](image)


![RG 1 in Vaasa (Finland), December 2011 © Captain Ted](image)
**Saudi Abha.** IMO 8121745. Ro Ro. Length 249 m, 18,665 t. Saudi Arabian flag. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSC SA – National Shipping Arabia (Saudi Arabia). Detained in 2011 in Mumbai (India). Sold as is in Mumbai for demolition in Alang, India where she arrived as Abha. 475 $ per ton including 250 t of bunkers.

**Saudi Diriyah.** IMO 8121757. Ro Ro. Length 249 m, 18,665 t. Deflagged from Saudi Arabia to Saint Kitts & Nevis for her last voyage as Diriyah. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums AB. Owned by NSC SA – National Shipping Arabia (Saudi Arabia). Detained in 2007 in Saint John (Canada) and in 2009 in Baltimore (United States). Sold as is in Mumbai for demolition in India. 465 $ per ton including sufficient bunkers for the trip to Alang.

**Seaboard Intrepid (ex-Border, ex- Qatar Express, ex-RoRo Genova).** IMO 7820411. Ro Ro. Length 170 m, 9,040 t. Deflagged from Panama to Saint Kitts & Nevis for her last voyage as Interboard. Classification society Lloyd’s Register of Shipping. Built by Société Métallurgique et navale Dunkerque-Normandie (Shipyard France-Dunkerque) for its shipping subsidiary Société Dunkerquoise d’Armement, and with Compagnie de Navigation d’Orbigny as ship manager. Commissioned in June 1980, she was chartered by the Italian Costa (which was then operating not only cruisehip but also freighters) and renamed Roro Genova. While waiting for the delivery of her sister-ship Roro Manhattan, she had been under-chartered for a few months to the Swedish-Finnish company Mideastcargo under the name Qatar Express (Europe/Middle-East). In January 1987, she was sold to the South African shipowner Unicorn Lines and became the Panamanian Border (coastal navigation in South Africa). She was sold once more in 1993 to the American group Seaboard which renamed her Seaboard Intrepid sailing the Panamanian flag (USA/Caribbean).

Her sister-ship, Roro Manhattan, commissioned in December 1980, had a parallel career : Barrier (Unicorn) in 1987 and Seaboard Express (Seaboard) in 1993. She was broken up in 2011. Owned by Seaboard Ship Management Inc (United States). Detained in 2012 in Cortes (Honduras). Sold as is in Freeport (Bahamas) for demolition in India. 308 $ per ton including a large amount of bunkers.

**Seaboard Victory (ex-Seaboard Panama II, ex-Tana, ex-Seki Rodessa).** IMO 8200589. Ro Ro. Length 165 m, 9,114 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Ship Management Inc (United States). Sold as is in Freeport (Bahamas) for demolition in India. 323 $ per ton and an additional payment for bunkers.

Wloclawek, Drapetsona (Greece), February 2011, © Evangelos Patsis

**Bulk carrier**


Aegean (ex-Dynamize, ex-Iran Sadoughi). IMO 8309634. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong flag to Comoros for her last voyage as Ocean 1. Classification society Lloyd’s Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Rahbaran Omid Darya Shipmanagement (Iran). Detained in 2000 in Kashima (Japan) and in 2008 in Vancouver (Canada). Sold for demolition in India.


**Al Dhabbiyah.** IMO 8100442. Built originally like her sistership Arzanah (see below), as a product tanker; both vessels were later converted into double hull bulk carriers and equipped with cranes in 2010 by the Turkish shipyard Gemak, in Tuzla, « to extend their useful life » pretended then their shipowner Abu Dhabi National Tanker Company (Adatco). They were notably used as sulphur ore carriers. Length 178 m, 9,940 t. Deflagged from United Arab Emirates to Comoros for her last voyage as Abida. Classification society Det Norske Veritas. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Abu Dhabi National Tanker (United Arab Emirates). Sold for demolition in Pakistan.

Al Dhabbiyah in Abu Dhabi (United Arab Emirates), June 2012 ©T Sobanski

Abida in Gadani (Pakistan), April 2013 © Shahid


Alwadi Algadeed (ex-Alwadi Al Gadeed). IMO 8309854. Bulk carrier. Length 164 m, 7,856 t. Deflagged from Egypt to Cook Islands for her last voyage as Alkar. Classification society Lloyd’s Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Bunbury (Australia), in 2007 in Gove Harbour (Australia), in 2010 in Donghae (South Korea) and in 2011 in Port Adelaide (Australia). Sold by her Egyptian shipowner to the Turkish Feniks Denizcilik Ltd Sti just prior to her departure for demolition in Bangladesh. 410 $ per ton.


Arzanah / Arz, 2013 © Shahid

Asphodel (ex-Yamaska, ex-Vamand Wave). IMO 8316487. Bulk carrier. Length 180 m, 6,352 t. Liberian flag. Classification society Lloyd’s Register of Shipping. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by Ocean Trust Co Ltd (Japan). Detained in 1999 in Thunder Bay (Canada), in 2000 in Antwerp (Belgium), in 2004 in Newcastle (Australia) and in 2006 in Ghent (Belgium). Sold for demolition in Bangladesh. 435 $ per ton, including full spares, a bronze propeller and 200 t of bunkers.

Asphodel leaving Valencia (Spain), September 2012 © Manuel Hernandez Lafuente


Attribute (ex-Iran Dastghayb). IMO 8309593. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong to Comoros for her last voyage as Blue. Classification society Union Marine Classification Society. Built in 1984 in Okpo (South Korea) by Daewoo. Owned by Seereederei Baco-Liner GmbH (Germany). Detained in 2009 in Amsterdam (Netherlands). Sold for demolition in India.

Attribute, Rotterdam (Netherlands) July 2009 © Bakker.

Avramit ready to leave Saint Petersbourg (Russia)
© Bengt-Rune Inberg


Bao Jing Hai (ex-Castillo de San Jorge, ex-Docerio). IMO 8510910. Bulk carrier. Length 290 m, 23,888 t. Panamanian flag. Classification society RINA. Built in 1989 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Glasgow (United Kingdom) and in 2006 in Gijon (Spain) and Hamburg (Germany). Sold for demolition in Bangladesh. 428 $ per ton.


Barbro loading in bulk mineral fertilizers on the specialized terminal at Murmansk (Russia)
© Nikolay Fokin


Bet Commander loading in bulk mineral fertilizers on the specialized terminal at Murmansk (Russia)
© Nikolay Fokin

March 26, 2013 in Gadani © Shahid

![Bogasari Lima lying at berth 27 in Port Adelaide's inner harbour (Australia), December 2011 © Pete Turner](image)


**Brilliance (ex-Indomitable, ex-Pan Adangbay, ex-Mineral Osprey)**. IMO 8809373. Bulk carrier. Length 269 m, 17,739 t. Hong Kong flag. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Tianjin Cosbulk Ship Management Co (China). Detained in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 430 $ per ton.


**Doxa D**, in Piraeus Greece, January 2013 just prior to her departure for scrapping in Pakistan. © Dennis Mortimer


*Elver leaving Valencia (Spain), January 2012 © Manuel Hernández Lafuente*


FGM Admiral, Istanbul (Turkey), January 2012 © Zafer Deniz Akcabal


Front Guider. IMO 9002740. Bulk carrier. Length 285 m, 23,509 t. Singapore flag. Classification society Lloyd's Register of Shipping. Ex OBO built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Frontline Management (Norway). Detained in 2001 in Trieste (Italy) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh.

Front Guider port of Mangaratiba (Brazil), December 2011 © Cesar t. Neves


Haina (ex-Star Beta, ex-B Duckling, ex-Hebei Angel, ex-Redestos, ex-La Sierra, ex-Capira, ex-Jean LD). IMO 8800406. Bulk carrier. Length 282 m, 24,308 t. Deflagged from Hong Kong to Saint Kitts & Nevis for her last voyage. Classification society RINA. Built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by Goodway Transportation (Hong Kong). Sold as is in China for demolition in Bangladesh. 408 $ per ton including 230 t of bunkers.

Hangang Elite, April 23, 2013 © Shahid


Haydar (ex-Virginia, ex-Caledonia, ex-South Champion, ex-Asian Progress, ex-Pacific Peace). IMO 7930682. Bulk carrier. Length 224 m, 11,796 t. Turkish flag. Classification society Lloyd’s Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Denak Shipmanagement (Turkey). Detained in 1997 in Vlaardingen (Netherlands) and in 2010 in Xiamen (China). Sold for demolition in India. 425 $ per ton including 400 t of bunkers.


The Panamanian **Hua Tu**, ex Liberian **Bulk Leher**, in Qingdao (China) ©Tafu Hung

**Hyundai Continental.** IMO 8517918. Bulk carrier. Length 309 m, 25,571 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in South Korea for demolition in Bangladesh where she arrived as *Daz*. 423 $ per ton including 240 t of bunkers.

*Hyundai Continental*, off Geoje Do (South Korea), February 24th 2013 ©Tykemariner


*Jin Ming* anchored in Padang, Teluk Bayur (Indonesia), January 2012 © Angga Nugraha


*Judi Alamar*, in Durban (South Africa), 24 December 2012 © Paul Buchel


**Kunisaki Maru**. IMO 8607737. Ore carrier. Length 325 m, 29,263 t. Deflagged from Japan to Panama for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1985 in Ariake (Japan) by Hitachi. Owned by NS United Marine (Japan). Detained in 2010 in Port Walcott (Australia). Sold for demolition in Jiangyin, China. 410 $ per ton including 500 t of bunkers.


Leros (ex-Highland Effort, ex-Western Key, ex-Belisland, ex-Belnippon). IMO 8300523. Bulk carrier. Length 188 m, 8,412 t. Deflagged from Malta to Saint Kitts & Nevis for her last voyage as Eros. Classification society Det Norske Veritas. Built in 1985 in Mihara (Japan) by Koyo Dock. Detained in 2009 in Gemlik (Turkey) and in 2012 in Rio Grande (Brazil). Sold by her Greek owner Ikarus Marine Ltd to the Indian Hermes Maritime Services pvt just prior to her departure for demolition … in Bangladesh.


Maciej Ratej upbound on the St-Lawrence River near Quebec City (Canada), November 2011 © Steve Geronazzo


![Nina P](image1)


See also the chapter “Welcome to Chennai Port, The Nightmare Before Scrapping” p 7.


**Pantea** (ex-Iran ADL, ex-World Fraternity). IMO 8108559. Bulk carrier. Length 186 m, 7,842 t. Deflagged from Iran to Comoros for her last voyage as Krutika. Classification society Lloyd’s Register of Shipping. Built in 1983 in Shanghai (China) by Hudong Shipyard. Owned by Iran Shipping Lines - IRISL (Iran). Sold for demolition in India.


Renos (ex-Domiat, ex-Al Sediq). IMO 8203397. Bulk carrier. Length 200 m, 9,042 t. Barbados flag. Classification society Bureau Veritas. Built in 1985 in Alexandria (Egypt) by Alexandria Shipyard. Owned by Machrimar Management (Greece). Detained in 1999 and 2000 in Dunkirk (France), in 2001 in Hamburg (Germany), in 2006 in Rouen and in 2010 in Tianjin (China) and Novorossiysk (Russia). In 2006, the ship, then named Domiat, is berthed at Rouen (France) and rudely repaired afloat. She is in such a bad shape that the Maritime Security Center gives her the clearance to leave on the condition she will be inspected in drydock downstream in Le Havre. See the press release dated April 21st 2006 « Epave-sur-Seine » (in French only).

The Domiat was not broken up right away. On August 23rd 2012, after having played overtime for more than 6 years, a fire broke out aboard the ship off Safaga (Egypt, Red Sea). The fire occurred in the engine room of the ship loaded with 37,357 t of phosphates. The salvage was run by the Greek company Five Ocean Salvage. After fire extinguishing, the Renos was towed to Adabiyah, near Suez, for unloading. The operation ended up on October 5th, 2012. The ship remained idle there; in April 2013, she was finally towed for demolition in Pakistan. 355 $ per ton.


Rubin Crane. IMO 9064114. Bulk carrier. Length 278 m, 19,716 t. Deflagged from Panama to Comoros for her last voyage as Rubin. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Detained in 2008 in Newcastle (Australia) and in 2009 in Dampier (Australia). Sold as is in North China. Despite the requirement of “green recycling” in an Indian certified ship-breaking yard which was put forward by the Japanese shipowner Toyo Sangyo Co Ltd, the ship was deflagged, renamed, and at last beached for demolition in Bangladesh. 452 $ per ton including 1700 t of bunkers.


View from Star Sigma’s deck, March 2010 © Stratos Pentafronimos


**Timios Stavros** (ex-DD Seaman, ex-Agia Pisti, ex-Daebu Gemma, ex-Maam, ex-Prosperous Green, ex-Taisei n°1). IMO 8400311. Bulk carrier. Length 148 m, 5,234 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. Owned by Phoenix Shipholding Corp (Greece). Detained in 2005 in Port Cartier (Canada), in 2006 in Monfalcone (Italy) and Iskenderun (Turkey), in 2009 in Kandla (India) and in 2012 in Paranagua (Brazil). Sold for demolition in Bangladesh. 420 $ per ton including 200 t of bunkers.


**Turnberry Glory** (ex-North Emperor, ex-Interbulk Valiant). IMO 8419001. Bulk carrier. Length 225 m, 10,363 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Imari (Japan) by Namura. Owned by Centurian MaritimeCo Ltd (Greece). Detained in 2009 in New Orleans (United States) and in 2010 in Cartagena (Spain), Darwin (Australia), Incheon (South Korea) and again in New Orleans. Sold for demolition in China. 430 $ per ton including 950 t of bunkers.


Wadi Halfa. IMO 8309866. Bulk carrier. Length 185 m, 7,865 t. Deflagged from Egypt to Saint Kitts & Nevis for her last voyage as Alfa. Classification society Lloyd’s Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by National Navigation Co (Egypt). Detained in 1999 in Novorossiysk (Russia), in 2002 in Kwinana (Australia) and in 2008 in Bremen (Germany). Sold by her Egyptian shipowner to the Indian Hermes Maritime Services Pvt before being beached for demolition in Bangladesh. 410 $ per ton.


Xing Shun Da (ex-Paloma C, ex-Pandora P, ex-Plattitera, ex-Boucraa). IMO 8100870. Bulk carrier. Length 188 m. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Hong Sheng Da Shipmanagement Pte Ltd (Singapore). Detained in 1997 in Liverpool (United Kingdom), in 1999 in Leixoes (Portugal) and Newhaven (United States, in 2002 in Bremen (Germany) and Newcastle (United Kingdom), in 2003 in Baie Comeau (Canada), in 2004 in Royal Portbury (United Kingdom), in 2005 in San Francisco (United States) and in 2007 in Tarragona (Spain). Sold for demolition in Bangladesh.


General cargo


Aalborg, berthed in Houston (United States), January 2012 © Captain Ted:


Aion leaving Vanino (Russia), August 2007 © Vasily A / Marinetr traffic


Ao Yang Fen Jin (ex-Jiang Ning Guan). IMO 8400842. General cargo. Length 103 m. Deflagged from Cambodia to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Aoyang Marine (China). Detained in 2010 in Tianjin (China) and Pohang (South Korea), in 2011 in Tangshan (China) and in 2012 in Yantai (China). Sold for demolition in Jiangyin, China.


Ionian Assos loading in Izmir (Turkey), November 2007 © Vovashap


Dae San (ex-Ever Access, ex-Ever Bright, ex-Ocean Join, ex-Fortunate Star, ex-An Fu Jiang, ex-Browning). IMO 7614733. General cargo. Length 143 m, 3,846 t. Deflagged from North Korean to Cambodia for her last voyage as Ocean Dawn. Classification society Korea Classification Society. Built in 1979 in Southwick (United Kingdom) by Austin & Pickersgill. This ship was one of the SD 14 (for Shelter Deck 14,000 tons), designed and built in the United Kingdom from the 60’s on, as replacement for the historical Liberty Ships, the second World War-built cargo ships; 211 SD 14 have been built from 1968 to 1988. Detained in 2005 in Constanta (Romania), in 2007 in Valparaiso and Puerto Montt (Chili), in 2010 in Guangzhou (China) and in 2011 in Chennai (India) and Aqaba (Jordan). Sold by her owner Daesan Shipping (North Korea) to the Chinese Huabao Marine Ltd prior to her departure for demolition in India. 411$ per ton.

Dae San, in Durban (South Africa), May 2008, one of the last SD 14 still trading © Chris Howell


Defender in Helguvík, Iceland, September 2012 © Ship-photos.net / Marinetraffic


Dylan, in Nakhodka (Russia) © Andy Ru.


The Lybian El Hussain, berthed in Tripoli (Lybia), July 3rd 2006 © Benoit Donne


Green Wave (ex-Lady Nama, ex-Rose, ex-Lion, ex-New Asia). IMO 7924956. General cargo. Length 107 m, 2,317 t. Cambodian flag. Classification society Global Marine Bureau Inc. Built in 1980 in Imabari (Japan) by Nishi Zosen. Owned by Regal Co Ltd (Russia). Detained in 2005 in Tsuruga (Japan) and Pofang (South Korea), in 2007 in Vostochny (Russia), in 2008 in Niigata (Japan), in 2009 in De-Kastri (Russia) and Ulsan (South Korea) and in 2010 in Busan, Donghase and Incheone (South Korea). Sold for demolition in Jiangyn, China. 375 $ per ton.


Harbel Cutlass. IMO 7900584. General cargo. Length 142 m, 5,412 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dock. Owned by by L&C Shipping Lines (United States). Like her sistership Harbel Tapper, the Harbel Cutlass was operated by the dedicated shipping service of Firestone Natural Rubber Company between Liberia / West Africa and the United States. The ship carried liquid latex on trips to the U.S. and rice, medical supplies, vehicles, equipment, fertilizer and other supplies needed to support Firestone Liberia operations on trips to West Africa. She typically completed six round-trips a year. Sold for demolition in India. 432 $ per ton.


Inter Prime (ex-Pan River, ex-HCH River, ex-Inter Young, ex-New Capella, ex-New Concord). IMO 9001021. General cargo. Length 110 m. Deflagged from South Korea to Mongolia for her last voyage as Chon Un 68. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hanjin Shipbuilding. Detained in 2001 in Chiba (Japan). Sold and deflagged by her South Korean shipowner Inter Shipmanagement prior to her departure for demolition in India. 442 $ per ton.

Inter Prime, in Shanghai (China), December 2010 © Vladimir Knyaz


Marmara M (ex-Marmara MCM, ex-Haroun, ex-Al Farook, ex-Lancing, ex-Ballykern, ex-Baxtergate). IMO 7413945. General cargo. Length 84 m. Togolese flag. Unknown classification society. Built in 1976 in Westerbroek (Netherlands) by Smit & Zoons. Owned by Uni-marine Management Co (Lebanon). Detained in 1999 in Novorossiysk (Russia), in 2000 in Ravenna (Italy), in 2005 in Koper (Slovenia), Iskenderun (Turkey) and Venice (Italy), in 2008 in Mersin (Turkey) and in Porto Nogaro (Italy), in 2009 in Genoa (Italy) and in 2010 successively in Marseille (France), Chioggia (Italy) and Monfalcone (Italy). Sold for demolition in Turkey. Bronze medallist on the podium of substandard ships with 11 detentions.

Merle (ex-Freya). IMO 8918306. General cargo. Length 80 m. Cook Islands flag. Classification society Germanischer Lloyd. Built in 1991 in Heusden (Netherlands) by Vervako BV. Detained in 2001 in El Ferrol (Spain) and in 2012 in Brake (Germany). On January 19th, the general cargo carrier Merle en route from El Ferrol to Huelva ran aground on the beach of Torreira near Aveiro and the São Jacinto Dunes Nature Reserve. The six crew members were rescued and evacuated by the Lisbon MRCC. The ship had just been sold in December 2012 by her Dutch owner Nyki Shipping BV to the Turkish Furkan Shipping Investment Ltd; was she leaving for demolition in Turkey at the time of the accident? The Merle was refloated by Reboques and Naval Service SA in association with the Dutch Mammoet Salvage BV and on March 27th towed to Lisbon (Portugal) where she will be scrapped by the Baptists shipyard, in Lavradio.

14th February 2013 beach of Torreira (Portugal) © jdap


Mohamad Prince (ex-Nada III, ex-Agios Spyridon, ex-Royal I, ex-Almountazah I). IMO 7507605. General cargo. Length 114 m, 2,737 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1975 in Uwajima (Japan) by Uwajima Zosenho. Detained in 1999 in Antwerp (Belgium), in 2000 in Bilbao (Spain) and Rouen (France), in 2001 in Aveiro (Portugal), in 2003 in Nantes (France) and Ceuta (Spain), in 2005 in Novorossiysk (Russia), in 2006 twice in Novorossiysk again and in Alexandria (Egypt) and in 2009 one more time in Novorossiysk. Sold for demolition in Pakistan. Bronze medallist on the podium of substandard ships with 11 detentions.


Navajo Princess sur le Mississipi (United States), March 2011 © Captaine Ted


Omran (ex-Mariam Queen, ex-Heimbulk, ex-Nordbulk, ex-Running Bear, ex-Euro Partner, ex-Helene Graebe, ex-Seeberg, ex-Strombron, ex-Seeberg). IMO 7042514. General cargo. Length 77 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1970 in Wewelsfleth (Germany) by Hugo Peters Schiffswerft. Owned by ISM Group Ltd (Syria). Detained in 1998 in Murmansk (Russia), in 2002 in Newcastle (United Kingdom) and New Ross (Irlande), in 2007 in La Spezia (Italy) and Alicante (Spain) and in 2008 in Porto Nogaro (Italy) and Volos (Greece). Sold for demolition in Turkey.


Safina 2 (ex-Phuong Dong 2, ex-East Islands) IMO 8500989. General cargo. Length 143 m, 3,886 t. Comorian flag. Classification society Vietnam Register of Shipping. Built in 1986 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Marine Fleet Management (Pakistan). Detained in 1999 in Rostock (Germany), in 2006 in Durban (South Africa), in 2009 in Kandla (India) and in 2011 in Durban again. Sold for demolition in India. Another SD 14, one of the last one to be built. (see above Dae San).


*SC Baltic* in Rotterdam (Netherlands), March 2011 © Frans Sanderse

**Sea Fortune (ex-Century Ally, ex-Barbarian, ex-Kimberlian, ex-Clinsi Brave, ex-Yusho No.3, ex-Toward Twenty).** IMO 8122414. General cargo. Length 88 m, 1,383 t. Thai flag. No classification society according to her latest Port State Control. Built in 1982 in Kochi (Japan) by Kochi (Eiho). Owned by Krong Dhana Nava Co Ltd (Thailand). Detained in 2000 in Guangzhou (China), in 2001 in Haiphong (Vietnam), in 2002 in Mokpo (South Korea) and Kawasaki (Japan), in 2007 in Kota Kinabalu (Malaysia), in 2010 in Dumai (Indonesia) and in 2011 in Port Kelang (Malaysia). Sold for demolition in Bangladesh.

**Sea Hope (ex-Gs Partner, ex-Partner, ex-Loyal Partner, ex-Cotalba, ex-Parayas, ex-Bulko, ex-Cabauno, ex-Duro Siete).** IMO 7726081. General cargo. Length 86 m. Comorian flag. Classification society Ukraine Shipping Register. Built in 1979 in Gijon (Spain) by Duero Felguera. Owned by MGK Transforward (Ukraine). Detained in 2002 in Foynes (Ireland), in 2003 in Augusta (Italy) and Cadiz (Spain), in 2004 in Cartagena (Spain), in 2006 in Odessa (Ukraine), in 2007 in Casablanca (Morocco), in 2008 in Gemlik (Turkey), in 2009 in Izmit (Turkey) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Turkey.


*Sea Rich* in Baoshan, Shanghai (China), August 2008 © MarineTraffic

**Sevmorput.** IMO 8729810. General cargo. Length 260 m, 28,590 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Kerch (Ukraine) by Zaliv from June 1982 to December 1988, she was named after Severny Morskoy Put, the Northern Sea Route.

She was one of the four nuclear powered merchant vessels ever built and the last one to have been trading: the American *NS Savannah* commissioned in 1962 and part of the “Atoms for Peace” program has not been sailing since 1972 and is berthed in Baltimore with her nuclear reactor onboard waiting to be dismantled, removed and disposed of; the German *Otto Hahn* commissioned in 1968 was converted to diesel propulsion in 1972 and broken up in India as *Madre* in 2009; the Japanese *Mutsu* was commissioned in 1972, there was radioactive leaks from her reactor on her first test trip, and the vessel remained experimental never having carried commercial cargo; her reactor was removed in 1995.

Like her nuclear fellows and with the handicap to have entered service two years after the Chernobyl disaster, the *Sevmorput* encountered hostility and was denied access to ports across the world, including major Russian ones; her career was essentially limited to a service from Murmansk to Dudinka, the main port on Lenissei River in Siberia, and a few voyages to Vietnam in the 90’s. With her 135 MW reactor, she was able to break ice up to 1 m thick at a 2 knots speed.

In 2007, her previous owner, the Murmansk Shipping Company planned to have her converted to the first nuclear drillship at Severodvinsk shipyard but the project was revoked a few months later. Atomflot took over the nuclear powered fleet of the Murmansk Shipping Company in 2009 and the *Sevmorput* remained idle in Murmansk. The same year Atomflot’s General Director said the ship could last another twenty years, but in July 2012 *Sevmorput* was struck from the Russian Maritime Register of Shipping. A few months later, it was reported that she will be scrapped. *Sevmorput* will be dismantled in Russia but the deadline is unknown yet.

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Smart Jessica (ex-Union Greta, ex-Auster, ex-Aso, ex-Pioneer Breeze, ex-Atsuta, ex-Lavandura, ex-Concord Hayato, ex-Lantana).IMO 8200618. General cargo. Length 166 m, 8,178 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1981 in Saiki (Japan) by Usuki Tekkosho. Owned by Tranglory Shipping Co Ltd (China). Detained in 2004 in Shanghai (China), in 2007 in Yokkaichi (Japan) and Dunkirk (France), in 2011 in Bushehr (Iran) and in 2012 in Novorossyisk (Russia). Sold for demolition in India. 431 $ per ton.
St Elisabeth (ex-Bonanza Gold, ex-Hsиеh Yung). IMO 8313104. General cargo. Length 104 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1983 in Imabari (Japan) by Nishi Shipbuilding. Owned by M Shipping Ltd (Ukraine). Detained in 2000 in Bangkok (Thailand), in 2003 in Dunkirk (France), Eleusis (Greece) and Ceuta (Spain), in 2004 in Aarhus (Denmark) and Sevilla (Spain), in 2005 in Antwerp (Belgium), in 2006 in Izmit (Turkey), in 2008 in Gemlik (Turkey), in 2010 in Koper (Slovenia) and Cadiz (Spain) and in 2013 in Gemlik (Turkey). Sold for demolition in Turkey. Silver medallist on the podium of substandard ships with 12 detentions.

St. Elizabeth, Istanbul (Turkey), August 2010 © Frank Behrends


Vega sailing outward from Vlissingen (Netherlands), February 2013 © Henk R

Win Moony (ex-Almalaz, ex-Altair, ex-Ocean Knight, ex-Cam Bilinga). IMO 8204846. General cargo. Length 152 m, 5,712 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This ship was commissioned in March 1984 and a regular visitor to French ports (Dunkirk, Rouen, Le Havre, etc.) during all her service life as Cam Bilinga under the Cameroonian flag of Cameroon Shipping Lines (Camship). Cameroon national shipping company. Her usual route led her to West Africa. Chantiers de l'Atlantique built a sister-ship, the Cam Ebene, delivered in May 1984, today the Maltese Win Grace.

Owned by Rich Forth Investments Ltd (China). Detained in 2006 in Pyeongtaek (South Korea) and in 2011 in Tianjin (China). Sold for demolition in China in Xiasha. 365 $ per ton.

Cam Bilinga, Bremerhaven (Germany) July 1995 © Andreas Spörri

Chang Jiang, April 2011 ©AF van Rhijn


Car carrier


No answer from the France Telecom cable layer

A fire broke out onboard the Chamarel, a French Telecom cable layer on August 8th 2012 off the coast of Namibia in the Atlantic Ocean when returning to Cape Town after completing a maintenance intervention on the cable “Sat3-Safe” (Europe-Africa-India-Malaysia). The fire raged out of control and the ship was evacuated. The 56 crew members were safely brought to shore. The fire burnt the entire vessel and she ended up running ashore, a total loss. The remaining fuel was pumped from August 22nd to September 11th under the supervision of the specialised company Smit Salvage based in The Netherlands. The Chamarel is currently being demolished where she grounded.

The fire marks the end of the remarkable ship built in 1973 by the Ateliers et Chantiers du Havre as the French Vercors. It was one of the largest and best equipped cable ships in the world. A length of 136 meters, and 18.20 meters wide, and a gross tonnage of 8,575 she was fit with three cylinder shaped tanks 2,400 cubic meters to store cables. A diesel-electric motor permitted a speed of 15 knots.
In 2001, just before the cable layer *René Descartes* was inaugurated, the *Vercors* was transferred to a South African subsidiary of France Telecom under a Mauritian flag and renamed *Chamarel*. Based in Cape Town, she carried out maintenance on the cables from Dakar to the Indian Ocean.

The *Vercors* worked in practically all the world’s seas (Mediterranean, The Channel, The North Sea, Atlantic, West African Ocean, the Pacific and Southeast Asia…) During her 40 year working life she placed over 120 000 km of cables, including around a dozen transatlantic (Europe/USA) and notably some 10 000 km of the 18 000 km of the optic fibre submarine communications cable “Sea-Me-We 2” (South East Asia Middle East Western Europe) installed in 1994 between Asia and Europe. She also set a world record in 2000 at the “Southern Cross Cable” (Australia/USA) worksite by embedding a cable (in a trench) at a depth of 1,610 meters.

The French Cable layer fleet had already experienced a similar disaster when a fire broke out on the *Marcel Bayard* at La Seyne-sur-Mer (France) on January 6th 1981 which ended the working life of the 1961 ship built in Le Havre.
Sources
American Bureau of Shipping ; Association Des Amis Des Cables Sous-Marins ; Association Moroccaine des Officiers de la Marine Marchande ; Barents Observer (the) ; Bellona ; Black Sea Memorandum of Understanding ; Bureau Veritas ; CBC – Radio Canada ; Chittagong Port Authority (the) Clarkson’s ; De Morgen ; Deccan Chronicle (the) ; Det Norske Veritas ; Equasis ; Fairplay ; European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Gulf News ; Havarie Kommando ; Hindu (the) ; Indian Ocean Memorandum of Understanding ; Indo Asian News Services IANS ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marie Bourrel in Droit de l’environnement, n°211 ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Matters ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Money Life ; Mumbai Port Trust (the) ; Namib Times (the) ; NDR 1 Radio ; Nippon Kaiji Kyokai ; Optima Shipbrokers ; Riyadh Memorandum of Understanding ; Robin des Bois, personnel sources and archives ; ROSATOMFLOT ; RTBF ; RTL Info ; Russian Maritime Register of Shipping ; Sea News ; Ship Nostalgia ; Shipspotting ; Times of India (the) ; Tokyo Memorandum of Understanding ; Trade Winds ; Tugboat Information ; United States Coast Guards ; Vessel Tracker ; Vietnam Register of Shipping ; VVIA (Flemish Organisation for Industrial Archeology).

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

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Russian Roulette in Canada

Fall 2011, Canadian authorities let the bulk carrier *Canadian Miner* set off for demolition in the Turkish ship-breaking yards. This Great Lakes veteran left for her cross Atlantic voyage in tow of the *Hellas*, a
greek tugboat chronically deficient. The sea trip is a disaster. The tug line broke and the Miner started drifting, until she finally got stranded September 20th on Scatarie Island, a protected area in the province of Nova Scotia very rich in marine biodiversity. From day one, federal authorities washed their hands of the problem, refusing to take on the least cent of the cost of the wreck's removal. After two years of meetings, hesitations and dismantling plans that amount to costs between 2 million and 30 million Dollars, the ship is still there, progressively disintegrating, releasing into the water scales of paint and other micropollutants toxic for the environment and destroying this year as last seasonal lobster fishing aswell as the seascape view.

**Winter 2012**, Saint-John’s Port in Newfoundland is getting rid of an old cruise vessel, abandoned since 2010. The Lyubov Orlova was auctioned in view of a hypothetic demolition in the Domenican Republic. No one seems to mind the old ship leaving in tow of a fifty year old tugboat towards a demolition yard that is not sure even to exist. Worse yet, when Lyubov Orlova drifted off after her tugline broke – a Canadian tradition – she was intentionally pushed away from Canadian waters and offshore platforms and set free. Located for some time by the American NGA (National Geospatial- Intelligence Agency), the wreck disappeared from radar screens somewhere in the North Atlantic Ocean. See the special page “Lyubov Orlova, the ghost ship”.

![Algoma Provider is leaving for Turkey](image1)  © Jacques Gauthier

![Kathryn Spirit is waiting in Beauharnois](image2)  © Archives QMI

**Summer 2013**, the Russian roulette game is going on. On June 9th, another Great Lakes bulker has left the shores of St. Lawrence on her way to Turkey. The Canadian Algoma Provider, now the Ovi citizen of Sierra Leone, towed by the spanish-owned VB Artico, arrived safely to Aliaga. The Turkish connection was victoriously revived but a tremendous feat was yet to come : the expedition of the Kathryn Spirit to Mexico. The old general cargo carrier (46 years old) had been waiting for demolition since summer 2011 in Beauharnois (Quebec, Canada). She had been bought by the Groupe Saint-Pierre, a company specialised in urban excavation and demolition. The demolition project to demolish her afloat on lake Saint Louis, not including any particular safety mesures for the environment, was met with general hostility, and the group finally dropped the plan beginning 2012. The Kathryn Spirit then became a pariah, she must go, leave Saint Lawrence river and even Canada. American and Chinese demolition fields are contacted but they decide not to take on the old ship. In fall 2012, her sale to the Mexican company Reciclajes Ecologicos Maritimos is announced. This time the ship really will leave St. Lawrence. « A happy end » according to politicians who got involved in the affair. Summer 2013, the Kathryn Spirit is still in Beauharnois, awaiting an official approval for her departure ; the ship suffered an ingress of water during the winter, bilge water must be pumped and treated in Canada and at least 150 000 dollars work must be done to reinforce the vessel’s hull before the towing operation. Reciclajes Ecologicos Maritimos has been operating a dismantling facility since 2008 : the workyard is located in Puerto Lazaro Cardenas, on the Pacific Coast of Mexico. Can the expedition of the Kathryn Spirit from the St. Lawrence shores to the Pacific Coast be considered a happy end ? Will Canadian authorities dare risk an Episode 2 of the Lyubov Orlova ? One might even wonder weather or not there is any such thing as Canadian authorities when these matters are concerned ? Ottawa’s favorite game is « It wasn’t me, it was one of my provinces ! » By the way, another question is wether the Panama canal authority will accept the crossing of such an unstable convoy.

A miracle still could happen : the Canadian shipyard Marine Recycling Corporation (MRC) has been dismantling ships for over 40 years in Port Colborne, a city by Lake Erie, and another veteran, the Phoenix Star is being demolished in Toledo (Ohio, USA), also by Lake Erie.
Demolition-breakers

Some Ro Ros, container ships, tankers and cruise liners, promised at first sight to scrapping after a terrorist attack, an accident or an intense fire, are coming back to life. For example, and also reminding of ships Saint Clair, Exxon Valdez and the Stockholm still sailing as Athena (and soon Azores) previously cited in Ship-Breaking, here are the new miracles of ships Hyundai Fortune, Hanjin, Pensylvania, CMA Djakarta and Limburg. The case of the European Gateway is presented in the chapter The END, p 73.
Mystery remains about the ferry *Herald of Free Enterprise*, structurally intact after her shipwrecking on March 6th, 1987 (193 fatalities) in Zeebruge harbour and her salvage one month later. *Herald of Free Enterprise* was towed around the Cape of Good Hope, off which she has escaped during several days, up to Kaohsiung port for an announced demolition that has been contested several times by persistent rumours. These rumours, which never succeeded to become actual information, are not incompatible with shipping practices and those of Thownsend Thoresen.

The example of the *European Gateway*, which just left for demolition 31 years after her ramming and wrecking in the English Channel, confirms the rumour of an ex-*Herald of Free Enterprise* still operated in Asia, reshaped and unrecognizable. A red alert is set off for IMO number 7820485. A sister-ship of *Herald of Free Enterprise*, *Pride of Free Enterprise* is still operated in the Strait of Gibraltar under the name *Sherbastkiy*.

1982, *European Gateway © Shipspotting*  
Herald of Free Enterprise, 1987 © Mercator Media

**Spain: sinking**

Old ships dumping projects are examined in Canarias and in Gandie (Province of Valencia). In both cases, they consist in creating artificial reefs and diving spots.

On Gran Canaria Island, the project plans 6 artificial reefs between Las Palmas and Guia, along a 20km long shoreline. The final goal is to develop commerce and tourism by attracting some of the 90 000 tourists who go to Canarias for diving. The potential market is estimated at 100 millions euros. The ships that are to be dumped at sea are derelict merchant vessels put at disposition by the harbour administration of Las Palmas, one of them measures 150m long. They would be decontaminated before the project’s execution. The first of the series would be sunk 700 meters off the coast facing the beach el Puertillo, at a depth of 30m. According to the citizen association for the development of Arucas and Gran Canaria (ACIUDESA), a non-profit organization, the project’s execution will generate economical prosperity, employment and the creation of new hotels. Fishermen cooperatives will be able to work together with the divers. Governmental organizations and private companies support the project. ACIUDESA is a member of the Gran Canaria coastal actions’ group together with the government of Canarias, Las Palmas municipality and other entities. For this type of development project, the group receives funds from the European Union. Impact assessment studies are being carried out.

In the Mediterranean Sea, the municipality of Gandie (Province of Valencia) also plans to create an artificial reef by sinking a ship at about 4 kilometres off the coast. A 4 members professional team will establish an inventory of the fauna and the flora and will collect data on the benthos. A cleaning protocol of the ship will be drafted and a demand for a concession will be submitted to Spanish authorities for validation.

International conventions establish the principle of prohibition of dumping end-of-life ships. In consequence, the Spanish projects are questionable except if all the toxic waste – PCB, hydrocarbons, paints, sludges, scales, cables, asbestos, - are priorly removed from external and internal hull. Under this condition only, ships can be qualified as inert materials before their dumping.

Robin des Bois considers these projects as a diversion from International law, aimed at avoiding Spanish administrations and State from paying the end-of-life ships dismantling costs. Regarding the artificial
reefs, the London Convention indicates that “placement should not be used as an excuse for disposal at sea of waste materials”. All derelict reefers and ex-fishing factory ships languishing in Las Palmas (Canarias) have to be demolished in European shipyards or nearby, or in a floating dock or a terrestrial temporary site if they are too fragile to be moved. Mauritania gave up the idea of dumping the wrecks left over in the Bay of Nouadhibou (see Ship-breaking # 20). Despite its economic difficulties, Spain could follow the Mauritanian example.

**Military vessels**

**United Kingdom**
The British Royal Navy does not have any patriotic nor ecological considerations. Under the blessing of the European Union and without raising any ecolo-political opposition, the Royal Navy sold the aircraft carrier *Ark Royal* for more than 3 million euros. She left Portsmouth on the English South Coast at the end of May for a final 3,700 km voyage, without any prior asbestos removal.

![Ark Royal](image)

© Mike Walker

May 19th, 2013, *Ark Royal's* last departure, bound for Turkey.

According to some last minute information, the Royal Navy will also send for demolition 4 type 22 frigates: *HMS Chatham, HMS Cumberland, HMS Campbeltown and HMS Cornwall*. Only the *HMS Cornwall* would have been sold for demolition to a local ship-breaking yard in Swansea, Wales. As well as the *Ark Royal*, the other three will be oriented towards the Turkish shipyard Leyal.

![HMS Cornwall](image)

© Allan Wright

**France**
Thanks to the arrival of a floating dock from Lithuania, the French Marine Nationale ex-replenishment oil tanker *Saône* is being dismantled in the port of Toulon. *The Saône*, which has been used as a breakwater since 1982, was in a situation of such fragility that it was too dangerous to tow her on large or medium distances. This try may be a masterstroke that, if successful and avoiding sea pollution, could lead to an in situ demolition industry of some of the laid-up French war vessels. Nevertheless, this floating dock has to be rent from Lithuania and the French government has definitely deprived itself of such a polyvalent tool, when they let the port of he Havre harbour sell to the Bahamas the very last one operated in the French ports.

This was back in 2006, and at that time, the experts and the Marine Nationale opinion was that a floating dock was of absolutely no utility whatsoever regarding ship dismantling.

![L'ex tanker Saône à Toulon](image)

© Stéphane Saissi
Italy
Meanwhile, the Italian Navy has called for tender to clean up a nook of the Bay of Augusta in Sicily of some old polluting hulls; the contract was awarded to the Dutch Mammoet Salvage. This rehabilitation and recovery along with the recycling of metals reminds us of the Nouadhibou campaign (July 2010, see Ship-Breaking # 20, p 1) in Mauritania where a fleet of some semi dumped derelict fishing trawlers, together with one or two small military units were stranded.

Nevertheless the Italian operation is far from being completed. According to the latest news, it would only concern the 7 most degraded and semi dumped wrecks facing Forte Garcia, that is to say, 3 minesweepers, 2 corvettes and 2 other small unities. Many other derelict ships remain on the site of Punta Cugno, like corvettes, tankers, tugboats, minesweeper and even submarines: it would be the very moment for the Italian Ministry of Defence to evacuate them and put an end to the pollution of the seabed. Compared to the common grave of Punta Cugno, Landevennec naval graveyard (Britanny) is more alike the Parisian Père Lachaise.

Letters to the Editor

Received from Simon, North Lincolnshire (United Kingdom), May 29th, 2013

A little feedback on your latest Ship Demolition bulletin.
The B&W-built bulk carrier RIP HUDNER was as you say initially reported sold to Pakistan shipbreakers. However by the end of March she was renamed SINO 6 (Panama flag) and sailed for China. From AIS data the vessel appeared to approach the demolition area at Jiangyin on May 10th but sailed from the Yangtze three days later for Guangzhou where she arrived on May 19th. Equasis incorrectly list her as broken up 10/05/2013. Her current position appears to be a dry-dock and not a demolition facility to my knowledge. (…)

You report the vessel GREEN VISHIP as sold to Chinese breakers but she has been delivered to Vietnamese breakers at Hai Phong. The demolition facility there seems to be referred to as Song Da. Also arriving there recently was the SD-14 GOLDEN LIGHT. She had been laid-up on the Saigon River for some months. She sailed
on the 13\textsuperscript{th} of March, anchoring off Hai Phong pilot station on the 17\textsuperscript{th} before moving to the demolition area on March 20\textsuperscript{th}

Comments from Robin des Bois

Thanks for these precision and rectifications. The \textit{Green Viship} was mentioned in \textit{Ship-breaking \# 31}, the \textit{Golden Light} in \# 30. It seems a few Vietnamese facilities dismantle ships from the national fleet only, to avoid diverting other merchant ships from Chinese breaking yards.

The case of the \textit{Rip Hudner} renamed \textit{Sino 6} (\textit{Ship-breaking \# 31}, p 40) is to be watched. Robin des Bois considered the ship was leaving for demolition considering her status on the Equasis database. But this status was again updated on June 13\textsuperscript{th} and the ship appears as "in service" under the name \textit{Sino 6}.

We also add some precisions on the fate of two ships which was unsealed when \textit{Ship-breaking \# 30} was published.

The final destination of the Italian ferry \textit{Flaminia} renamed \textit{New York} was unknown (p 10). The ship has eventually been sold to an Indian ship-breaking yard at 415 $ per ton.

As for the American \textit{Seaboard Trader} (p 33), waiting for orders in the Caribbean, she was sold to a British Virgin Islands-based shell company, deflagged and discretely beached for demolition in Indian as \textit{Vegas}.

\textbf{Photos received from Shahid, Gadani (Pakistan), May 29\textsuperscript{th} 2013}

Vessels beached for demolition in Pakistan.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{photos}
\caption{Baco-Liner 2, June 11th 2013, Sundance}
\label{fig:ship_beaching}
\end{figure}

Comments from Robin des Bois :

In \textit{Ship-breaking \# 31}(see p 4), on the basis of information released by professional sources, Robin des Bois announced the sale of the two German barge carriers \textit{Baco-Liner 1} and \textit{Baco-Liner 2} for demolition in India. Late May, the \textit{Baco-Liner 2}, sailing from Europe, actually arrived off Alang before ending up on the sand in Gadani. \textit{Baco-Liner 1}, which left Rouen (France) on May 18\textsuperscript{th} is following her sistership’s tracks : she was also diverted and beached in Pakistan on July 24\textsuperscript{th}.

As for the \textit{Sundance}, she was said to be sold to Indian breakers at 300 $ per ton in \textit{Ship-breaking \# 30}, the chemical tanker was sailing then as the \textit{Tristar Dubai}, under her new St. Kitts & Nevis flag. Sailing from Lome, Togo, she lost her engines and had to be towed to the port of Durban, South Africa on March 25\textsuperscript{th}. On April 12\textsuperscript{th}, she was clearing the entrance channel bound for a demolition yard but suffered a second engine failure; the same tugboat, the \textit{Smit Amandla} towed her back to Durban. The \textit{Sundance} was finally beached for demolition in Pakistan.

\textbf{Received from Iain, (United Kingdom), June 23rd, 2013}

Good morning. I am currently writing a book about the experiences of people involved in the Herald of Free Enterprise ferry disaster at Zeebrugge in 1987. Whilst interviewing in Belgium, I heard a story that the ferry, which was towed to Kaohsiung in Taiwan in 1988, may not have been scrapped at all and may actually still be in service in the Far East.

Apparently, there are no official records or photographs that can be supplied by the breakers as evidence that the ferry was actually broken up. Furthermore, at the time the ferry was supposed to have been scrapped, in April 1988, the breaking yard was supposed to be closing for the expansion of Kaohsiung port. I read with interest your report on the supposedly scrapped \textit{Bow Elm} turning out to be the \textit{Ling Hai}. Do you think it’s possible that the Herald of Free Enterprise may not have been scrapped after all? (…)

See comments of Robin des Bois p 4 chapter « Demolition-breakers »
Received from Paul, (United Kingdom), July 29th, 2013

Bonjour
Please note that 4 x British Type 22 frigates have been sold for scrap - ( source BBC News, Hampshire and the Isle of Wight - 26th July 2013 ).

HMS Chatham - Built in 1988 by Swan Hunter, Tyne and Wear UK - sold to Leyal (Turkey) region £0.75m GBP
HMS Cumberland - Built in 1986 by Yarrow, Glasgow UK - sold to Leyal (Turkey) region £0.75m GBP
HMS Campeltown - Built in 1987 by Cammell Laird, Birkenhead UK - sold to Leyal (Turkey) region £0.75m GBP
HMS Cornwall - Built in 1985 by Yarrow, Glasgow UK - sold to Swansea Drydock UK region £0.70m GBP

Received from Egidio, Genoa (Italy), July 31st, 2013

This old cruise vessel Pacific eventually left Genoa last 27th, July towed by tug "Izmir Bull" inbound Turkey for demolition.
She arrived in November 2008 in Genoa for refitting being seized after few weeks. She was sold for demolition early 2012 but the Turkish ship-breaking yard only paid the first part of the total amount and the ship remained in Genoa.

Here are the pictures of her as "Acif", just few minutes before sailing towed.

NDLR:
The Acif / Pacific is the ex Pacific Princess, the cruise ship starring in the American TV serials “The Love Boat”.
(See Ship-breaking # 27, p 8 and 74).

Results from May 1st to July 31st

271 ships left for dismantling in three months. 106 (39%) were built in Europe, 88 (32%) belonged to European ship owners, 241 (89%) left for Asia. The cumulated demolition has recycled more than 2,2 million tons of metal.

At least 47 ships sent to demolition have been renamed prior to their departure for the ship-breaking yards. Brushstrokes are very light, regarding the conversion of Ile de Beauté in Beau, the Algoma Provider in Ovi or the Hanjin Palermo in Pale; the container ship Santa Barbara, turned into Samba deserves a special mention for her painter’s creativity. If we were slightly optimistic, we could say that these ultimate camouflage operations reveal the ship owner’s guilty conscience about the scrapping conditions of their ships. This procedure is also coupled with a deflagging, which frees them from the ultimate legal obligations, which they consider way too demanding: at least 12 ships adopted the St. Kitts & Nevis flag and as many of them fell for the Comoros to complete their last voyage.

These practices are international and commonly applied by shipowners from European countries, the United States, Canada, Brazil, South Korea, Japan and even Turkey and India.

The pace of vessels leaving for demolition has slowed down (only 21 ships a week against 24 from January to April 2013). Meanwhile, if this pace is kept, the threshold of 1000 ships will still be crossed at the end of the year.
by unit
1 India 81 (30%)
2 Bangladesh 56 (21%)
3 Turkey 42 (15%)
4 China 34 (13%)
5 Pakistan 28 (10%)
6 Denmark 2 (1%)

By tonnage of metal recycled
1 India 721,000t (32%)
2 Bangladesh 496,000t (22%)
3 Turkey 209,000t (9%)
4 Pakistan 141,000t (6%)

by category
1 Bulk carrier, 93 (34%)
2 General Cargo 63 (23%)
3 Container ships 41 (15%)
4 Tankers 38 (14%)

India remains on top with 81 ships (30%) to demolish but proportionally its share continues to decrease: it was of 40% in 2012, down to 34% for the first 4 months of 2013. India is ahead of Bangladesh, 56 ships (21%), Turkey, 42 ships (15%), China and Pakistan.

Rates offered by breaking yards in the Indian Sub continent have been shrinking: they fell slightly under 400 $ per ton. The Chinese rates slumped and China is going through a bad patch: its relative part regarding the number of dismantled ships goes from 26 to 13%; the figures get worse in tonnage (from 24 to 9%). Pakistan is the large ships specialist, builers or tankers, with an average lightweight of 14,000 t, when India and Bangladesh are below 9,000t.

After the bars, demolition
56 (21%) of the ships leaving for demolition were controlled by a classification society that did not belong to IACS (International Association of Classification Societies) or without classification. Substandard vessels are always the first to leave: at least 171 (63%) were previously detained in worldwide harbours with a detention rate of 100% for reefers, 75% for general cargo and bulk carriers, 67% for chemical and gas tankers and 60% for container ships, ferries and passenger ships. The sub standard ship Golden Palm is attributed to the small general cargo carrier Serine and her 19 detentions between 1999 and 2013 – the record observed by Ship-Breaking until now – bound for demolition in India (p 21). The other winners are Captain Johnny, 16 detentions (p 13) and the Mermaid Pride 14 detention (p 18), 2 ships of the same category dismantled in Turkey.

May 2011, the Serine in Sibenik (Croatia) after grounding on Unije Island © Helen Krmic

Years and meters
The age of ships leaving the fleet ranges from 13 years for the Chinese tanker Haichang Tianjin to 50 years for the Canadian Great Lakes bulker Algoma Provider. The average age is 29 years; it is 25 for tankers and 22 for container ships. 83 ships measure less than 150m long, 116 of them between 150 and 199m long, and other 72 more than 200m. 9 ships have a length of more than 300 m of which 5 were dismantled in Pakistan.
White wood from the Arctic, red or yellow tropical wood, boards and lumbers, impetuously transported and ready to fall at the first disturbed movement, to drift, bringing sadness to a small fishing boat or joy to a shipwrecked. Wood did not reach yet the precious substance status. Wood carriers are alike deforestation, on the rush, expeditious, wasters, wily and all-purpose.

The Jasmin transports on top of it second hand tractors that will be used to replace, if they arrive safely and are still working, forests by monoculture.

Amal (ex-Nikolis, ex-Sky Favor, ex-Chang Jiu, ex-Balsa 23). IMO 8204080. General cargo. Length 105 m, 1,945 t. Jordanian flag. Classification society China Classification Society. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by Victoria Ship Management (United Arab Emirates). Detained in 2009 in Izmit (Turkey) and Alexandria (Egypt) and in 2010 in Antalya and Alanya (Turkey). Sold for demolition in Pakistan where she is beached as Fadhil Rabi II.


Andelin, departing Koper (Slovenia) February 2009; next port of call: Alger. © Christian / Shipspotting


Arkaim 6 leaving Vanino (Russia), February 2012 © Grishin


March 2013, Baltic Pearl off loading at the NH State mineral pier in Portsmouth (New Hampshire, United States) © Charles Bradley


Caner in Tulcea (Romania), March 2013 © VikiMoro
Captain Johnny (ex-La Isla, ex-Tore, ex-North Pole, ex-North Sea, ex-Heather G, ex-Nour Allah, ex-Saramacca). IMO 7904724. General cargo. Length 114 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1980 in Makkum (Netherlands) by Amels. Owned by Jomarine Shipping & Trading Co (Jordan). Detained in 2002 in Sevilla (Spain) and Naples (Italy), in 2003 in Port-Saint-Louis (France), in 2004 in Lisbon (Portugal), in 2006 in Lisbon again and in Porto Nogaro and Cagliari (Italy), in 2007 in Cagliari again and then in Tarragona (Spain) and Constanta (Romania), in 2008 in Constanta again and then in Larnaca (Cyprus), in 2011 in Thessaloniki (Greece), in 2012 in Constanta again and then in Antalya (Turkey) and in 2013 in Pula (Croatia). Silver medal on the podium of substandard ships with 16 detentions. Since May 2013, she is also banned from European harbours by the EU Directive on Port State Controls. Sold for demolition in Turkey.

Captain Johnny, April 2012 © Greceanu Cristian


Corcovado (ex-Lyre, ex-Umag St.Malo, ex-Crispin, ex-Frisian Hope, ex-Norosia Adria, ex-Frisian Hope). IMO 8322052. General cargo. Length 106 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Makkum (Netherlands) by Amels BV. Owned by Ultrannav Naviera Ltda (Chile). Sold for an unspecified destination of demolition. According to her latest known position, the ship was in Guayaquil, Ecuador. Though the activity is not enthusiastically advertised like it is in Morocco (see the case of the Panamanian reefer Remora I p 28) a few old vessels have been previously demolished in Guayaquil in order to provide raw material to the local steel factory ANDEC SA(Aceria Nacional del Ecuador).

Corcovado, Port of Valparaiso (Chile), September 2012 - © Juan Carlos C.


Finja (ex-Rika, ex-Hanni, ex-G.H.Ehler). IMO 7724564. General cargo. Length 80 m. Cook Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Neuenfelde (Germany) by Sietas. Owned by Finja Jho Reederei GmbH & Co (Germany). Detained in 1999 in Antwerp (Belgium) and Santander (Spain), in 2002 in Newcastle (United Kingdom), in 2008 in Ashdod (Israel), in 2009 in Tees (United Kingdom) and Tenes (Algeria), in 2010 in Seaham (United Kingdom) and in 2012 in Barry (United Kingdom). Sold for demolition in Esbjerg, Denmark.


Golden Queen berthed in Keelung (Taiwan), October 2012 © Chun-Hsi


Kamelia (ex-Faithful, ex-Sonata, ex-Grouse, ex-Groden, ex-Oeland II, ex-Oeland). IMO 7530860. General cargo. Length 79 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Avior Shipping Ltd (Georgia). Detained in 2000 in Hull (United Kingdom), in 2005 in Aveiro (Portugal), in 2006 in Castillon de la Plana (Spain) and Valletta (Malta), in 2007 in Alexandria (Egypt), in 2009 in Gemlik and in Izmit (Turkey), in 2010 in Izmit again, in 2011 in Kherson (Ukraine) and again in Gemlik and in 2012 in Varna (Bulgaria) and one more time in Izmit. Sold for demolition in Turkey.

Kamelia, port of Borusan (Turkey) August 2012 © Captain Fatih Kayacikbasi

March 1987, Scandinavian times, the Holmsund sailing the Baltic Sea © Capt. Jan Melchers

Owned by McKeil Marine Ltd (Canada). Detained in 2008 in Norfolk (United States). In summer 2011, the out of breath ship is acquired by the Canadian Groupe Saint-Pierre. This urban demolition specialist in Quebec plans to dismantle the ship in Beauharnois on the Saint-Laurent, without any specific information about the necessary precautions regarding environmental protection and waste management. While waiting for an authorization to carry out this activity, which, has actually never been asked for, the Kathryn Spirit is waiting on the Saint-Louis Lake together with Jean Raymond, a rusty barge.

The municipality and the population are mobilizing against the project. Groupe Saint-Pierre finally drops it in February of 2012. It is time then to find a way out for the old ship. The deal is neither concluded with American nor the Chinese ship-breaking yards. The expertise proposal – under contract- of the Canadian specialist Marine Recycling Corp did not interest the authorities. In autumn, it is said that the Mexican Reciclajes Ecológicos finally acquired the wreck. The shipyard had already a bit of training on Canadian ferries operated in British Colombia Queen of Vancouver and Queen of Saanich. The shipyard is settled in Puerto Lazaro Cardenas on the Pacific Coast. For the Kathryn Spirit, it is all but a local solution.

![Kathryn Spirit, May 2007 © Vedran Mlacic](image1)

![Kathryn Spirit, October 2010 © Bengt-Rune Inberg](image2)

Despite regular announcements about her imminent departure, the ship is still squatting Saint-Louis Lake; her state has become worse during winter. Some consolidation works on her hull are necessary before a hypothetical towing of the Saint Laurent towards the Pacific. Except if, alike the Lyubov Orlova (see special page “Lyubov Orlova, the ghost ship” on Robin des Bois’s website), her shipowner plans to get rid of the Kathryn Spirit in the Atlantic Ocean. See also the chapter “Russian Roulette in Canada” p 1.

**Exploration of Kathryn Spirit in Beauharnois / Francis Perron**


Maria F (ex-Miraj, ex-Soumaya 1, ex-Chichaoua, ex-Teutonia, ex-Ocean Pride, ex-Teutonia). IMO 7217016. General cargo. Length 92 m, 1,263 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Neuenfelde (Germany) by Sietas; jumboized in 1976 and lengthened from 77 to 92 m. Owned by United Marine Co Srl (Romania). Detained in 2000 in Rouen (France), in 2002 in Genoa (Italy), in 2003 in Salerno, Vasto and Grado (Italy), in 2004 in Venice (Italy, in 2007 in Venice again and then in Trieste (Italy) and Novorossiysk (Russia) and in 2010 in Kdz.Eregli (Turkey) and Aliaga (Turkey). Sold for demolition in Turkey.

Mermaid Pride (ex-Ariel, ex-Balkanstar 4, ex-St. Nikolay I, ex-Samos, ex-Omskiy 5). IMO 8857069. General cargo. Length 108 m. Sierra Leone flag. Classification society International Naval Surveys Bureau. Built in 1975 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Otonio Ship Management Co Inc (Turkey). Detained in 1998 in Chioggia (Italy), in 2000 in Sète (France) and Grado (Italy), in 2001 in Pescara (Italy) and Alicante (Spain), in 2002 in Taganrog (Russia) and Rostov-on-Don (Russia), in 2003 in Pescara (Italy), in 2006 in Tuzla (Turkey), in 2007 in Izmit (Turkey), in 2008 in Taganrog again, in 2011 in Bartin (Turkey) and in 2012 in Varna (Bulgaria) and in Rostov-on-Don again. Bronze medal on the podium of substandard ships with 14 détentions. Sold for demolition in Turkey.


Kerch strait (Ukraine), June 2011 © Kerchanin

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Ratan Pathfinder (ex-Glory Queen, ex-Thor Transit, ex-Lucky Moon, ex-Med S, ex-Kaptan Tevfik Aksu, ex-Riesa). IMO 8620117. General cargo. Length 177 m, 8,355 t. Bangladeshi flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Ratanpur Shipping Services Ltd (Bangladesh). Detained in 1997 in Szczecin (Poland), in 2001 in Rotterdam (Netherlands) during 277 days and in 2008 in Bremen (Germany). Arrived in tow in Chittagong, Bangladesh suffering an engine failure in August 2012 with a cargo of 8,780 t of Kaolin for India. The ship was not repaired and was finally sold for demolition to a local ship-breaking yard.

In the Strait of Hormuz, May 2008 © Hajo Schaefer


**Serine** (ex-Sea Queen, ex-Mahmoud H, ex-Seven Seas, ex-Stevns Sea, ex-Urridafoss, ex-Vesturland, ex-Scol Unit, ex-Estebogen). IMO 7128370. General cargo. Length 89 m. Unknown flag. Classification society Korea Classification Society. Built in 1972 in Neuenfelde (Germany) by JJ Sietas. Owned by Dream Maritime Ltd (Egypt). Detained in 1999 in Philadelphia (United States), in 2001 in New Orleans (United States) and Ghent (Belgium), in 2003 during 178 days in Castellon de la Plana (Spain), in 2004 in Koper (Slovenia), in 2005 in Ploce (Croatia) then in Trieste (Italy), Ravenna (Italy), Venice (Italy) and Chioggia (Italy), in 2006 in Barletta (Italy) and again in Chioggia and Ploce (Croatia), in 2007 again in Barletta and Ravenna and twice in Venice and Thessaloniki (Greece) and finally in 2008 in Rijeka (Croatia) during 68 days. With 19 détentions, the Serine wins the gold medal on the podium of substandard ships. Sold for demolition in India.

![Serine](image1)

January 2005, Mahmoud H in Ploce, Croatia. The ship is a regular casualty: as Serine, she grounded on Unije Island in May 2011 (see photo p 9) © Helen Krmic


**Sulpicio Container XII** (ex-Yukoh Trader, ex-First Trader, ex-Pro Trader, ex-Hoko Maru). IMO 7429360. General cargo. Length 108 m. Filipino flag. Classification society Bureau Veritas. Built in 1975 in Kure (Japan) by Geibi. Owned by Philippine Span Asia Carrier (Philippines). Sold for an unknown destination of demolition. She was renamed Sulpicio Con for her last voyage.

![Sulpicio Container XII](image2)

Sulpicio Container XII © Aristotle P Refugio

Tanais, in the Bosphorus, June 2008. © Henk Kouwenhoven


Tiger Sea, in Skikda (Algeria), January 2011 © Ilker kucuk


Uranus L, entering the Port of Kerch, August 2012 © Vyacheslav47


Douglas Bay, the diamond dredger

It does not often occur to ship-breakers to deal with a diamond dredger. Douglas Bay was part of this mythic fleet that searches for diamonds into the Orange, within the alluvium deposits carried by streams, winds and tides during the last 2 million years. The Orange river, also named Gariep is originally composed of two branches, the Yellow River with its spring in the centre of South Africa, and the Black River with its spring in Lesotho. The Orange River flows into the Atlantic Ocean near to 2,000 km further.

At its mouth, the Orange River delimits the frontier between South Africa and Namibia. Enriched with quartz and opals, the river also hosts hippopotamuses and crocodiles.

As expected, a security perimeter has been immediately set around Douglas Bay as she arrived on Gadani beaches and she has been welcomed very distinctly. But the chances to find diamonds aboard are very light, as De Beers cleaned her up before. Riddles, pumps and tubes had been scrupulously inspected and “decontaminated” before leaving. Never before was any old ship as meticulously searched, as she was going for ship-breaking. On the other side, it is for sure that unfortunately, PCBs and waste were abandoned aboard.

The Namibia joint venture with De Beers benefits every year from 1 million carats dredged in bottom sediments and now operates 5 diamond dredgers. This fleet is 30 to 41 years of age. Initially dedicated to drilling and to carry heavy loads, all the ships have been converted into diamond dredgers between 1999 and 2000.

Crew members who have access to collected diamonds are very few. The process is automatic and diamantiferous sand are transferred at land by helicopter every day. The fleet flies the South African and Namibian flags. There is no place for convenience in the diamond world. Debmar Altantic (ex-Glomar Atlantic) and Mafuta (ex-Peace of Africa, ex-Dock Express 20) are being technically adapted. The goal is to exploit, while improving productivity, new submarine deposits. Two other ships are used for prospection.

South Atlantic Ocean coastal waters constitute, according to De Beers, a profitable deposit for the future to compensate the progressive decreasing of terrestrial diamantiferous resources in Austral Africa. This submarine mining extraction is subject to dreaming and phantasm. Its practice could be extended to deltas and mouths of other diamantiferous rivers in Africa’s West Coast, mainly River Zaïre.

![Costa Blanca in Barcelona (Spain), June 2008](image1)

**Douglas Bay (ex-Coba, ex-Kis Coba, ex-Aisa).** IMO 7411636. Diamond dredger. Length 84 m, 2,167 t. Deflagged from South Africa to Tanzania for her last voyage as RJM. Classification society Bureau Veritas. Built in 1976 in Gdansk (Poland) by Gdanska Lenina. General cargo carrier converted in 1986 into a mining vessel for De Beers Marine (South Africa). She was used for diamond sampling off the African coasts. Sold for demolition in Pakistan where she arrived listing heavily, raising fears she may capsize before being beached. See also head of chapter.

![Douglas Bay in Barcelona (Spain), June 2008](image2)


![Tug Global Change in Cameroun, March 2013](image3)


![Offshore supply vessel Maersk Cutter in Cameroun, March 2013](image4)

**Research vessel**

Argos. IMO 7364156. Research vessel. Length 61 m. Swedish flag. Classification society Det Norske Veritas. Built in 1974 in Kalmar (Sweden) by Kalmar Varv. Ex fishing trawler converted into a marine research vessel in 1993 and mainly operated in the Baltic Sea and Eastern North Sea. Argos has not been used since February 2011 when asbestos was discovered on board. Owned by Swedish Fisheries Board (Sweden). Sold for demolition in Denmark in Grenaa.

The Swedish Argos, July 2004 © Tom Jones

Lewek Triumph (ex-DP Polar, ex-Antarctica, ex-Stepan Krasheninnikov). IMO 8730443. Research vessel. Length 164 m. Deflagged from St. Vincent & Grenadines to Panama for her last voyage. Classification society RINA. Built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. One of the 8 arctic Ice class vessel of the Vitus Bering type built by the Ukrainian shipyard from 1986 to 1993.; Converted in Gdynia (Poland) into a research vessel for marine exploration and mining. Owned by Emas Offshore (Singapore). Sold for demolition in Turkey.

DP Polar, port of Curacao. Willemstad, (Netherlands Antilles), June 2009 © Cees Bustraan

June 14th, 2013, arriving Aliaga © Burak Marine


Off Abu Qir (Egypt), March 2009 © Scott Vardy
**Professor Polshkov. IMO 8119015.** Research vessel. Length 72 m, 1,577 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Turku (Finland) by Valmetin Laivateollisuus. Owned by the Russian Federation Government. Sold for an unspecified destination of demolition. In June, the ship was located in Vungtau (Vietnam). A few facilities in Vietnam occasionally dismantle old ships from the Vietnamese fleet only until now.

*Professor Polshkov in Bremerhaven (Germany), January 2006 © Marion & Helge Barth*

**Fishing trawler**

**Factory-ship (fish)**

*Blaznovo berthed in Vladivostock (Russia), January 2009 © Gena Anfimov*


*Leonid Borodich in Nouadhibou (Mauritania) November 2011 ©Piotrowski Remigiusz*
**Reefer**

*Dnepro (ex-Ref 607, ex-Sea Rose, ex-Anna, ex-Deny, ex-Batova, ex-Defender, ex-Imperator, ex-Naxos, ex-Refriherator).* IMO 8326096. Reefer. Length 82 m. Moldovan flag. Classification society Korea Classification Society. Built in 1983 in Rosslau (Germany) by Elbewerften. Owned by Novostar Marine Ltd (China). Detained in 2010 in Alexandria (Egypt) and then in Novorossiysk (Russia). Sold for demolition in Turkey.

![Dnepro leaving Novorossiysk (Russia) © Kudinov](image)


![Ji Yang off Egypt, April 2008 ©Scott Vardy](image)


![Mabrookah off Egypt, April 2008 ©Scott Vardy](image)


![Rainfrost, passing Rio de Janeiro-Niteroi Bridge. (Brazil), January 2008 © Edson de Lima Lucas](image)

Detained in 2004 in Kaliningrad (Russia), in 2005 in Gaeta (Italy) and in 2008 in Alexandria (Egypt). The ship, property of the Norwegian Atlantic RTI was detained since the end of 2008 in Dakhla’s Harbour (Morocco); she transported fish in the disputed area of Western Sahara. Abandoned by her ship owner, with a 500,000$ wages unpayment, the 15 crewmembers, 1 ukrainian and 14 Ghaneans, were repatriated thanks to the ITF’s (International Transport Workers Federation) intervention in September 2009. In May 2012, Remora I is finally auctioned and acquired by the steel factory SONASID, subsidiary of Arcelor Mittal in Morocco. In 2013, the ship is towed to Jorf Lasfar Harbour, north of the Kingdom, and demolished in drydock. The operation has mobilized 30 workers for 3 months. 1,650 t of metals have then been recycled. Today, SONASID plans enthusiastically to launch a new ship dismantling activity to save on its metals supplying costs. Many old hulls clutter Moroccans harbours. The management of waste generated by dismantling is not clearly specified.

Ro Ro

Birlik 1 (ex-Boa Vista, ex-Bonavista, ex-Normandie Shipper, ex-Kirk Shipper, ex-Stena Shipper, ex-Caribe Express, ex-Speedlink Vanguard, ex-Alpha Express, ex-Union Wellington, ex-Stena Shipper). IMO 7325241. Ro Ro. Length 142 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 1973 in Capelle (Netherlands) by Vuijk; jumboized in 1977 by Howaldtswerke in Germany and lengthened from 114 to 142 m. Owned by Optima Marine Industry Ltd (Turkey). Detained in 2002 in Larvik (Norway), in 2005 in Ortone (Italy), in 2007 in Gdynia (Poland) and in 2008 in Castellon de la Plana (Spain) and Yevpatoria (Ukraine). Sold for demolition in Turkey. The Birlik 1 is actually the ex-Speedlink Vanguard, which collided with the European Gateway in Decembre 1982. (See chapter the END, p 73).

Filippos (ex-Seahawk, ex-Tor Hollandia, ex-Tor Dan, ex-Bandar Abbas Express, ex-Tor Dania). IMO 7321972. Ro Ro. Length 164 m, 5,543 t. Greek flag. Classification society Det Norske Veritas. Built in 1973 in Sandefjord (Norway) by Framnaes; jumboized in 1977 and lengthened from 138 to 164 m. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 302 $ per ton.

As Rapid, anchored at Guanabara Bay/Rio de Janeiro. (Brazil). The ship is waiting tugs to be towed to scrapping. July 12th, 2013 © Edson de Lima Lucas

**Laura Delmas / Lucie Delmas**


These two Ro/Ro container ships with a capacity of 1 328 TEU and 4600 m² of rolling space cleared with a quarter stern ramp, were delivered respectively in May 1979 and December 1978 to the Dutch group Nedlloyd by Verolme based in Rozenburg (Rotterdam) under the names Nedlloyd Rotterdam and Nedlloyd Rochester. Assigned to various services of Nedlloyd's worldwide network, they begun their career between the United-States and the Middle East and finished by connecting New Zealand with South East Asia. Acquired in 1996 by English company OT Africa Line (OTAL) operating specially on the North Europe – African Occidental Coast line, they became the English Kitampo and Kagoro (Kitampo becoming Towada for external business in 1997/1998). Both ships passed under French control in 1999 following OTAL’s acquisition by Bolloré group and continued to sail towards Africa. In 2002, they are renamed Laura Delmas and Lucie Delmas under the flag of Hong Kong, then of Bahamas' in year 2005, during which Delmas has been acquired by CMA CGM. Lucie (ex-Lucie Delmas) arrived at Chittagong on July the 19th for scrapping and Elmas (ex-Laura Delmas) at Alang on July the 17th.

![Laura Delmas](image1)

Fin de chargement du Lucie Delmas au port de Rouen (France), September 2009 © J Ramsey

Seaboard Star (ex-Tarkwa, ex-Eastern Unicorn, ex-Seki Rokako). IMO 7812830. Ro Ro. Length 162 m, 8,238 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Lloyd’s Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Sold by her American shipowner Seaboard Marine to the Indian Hermes Ship Management Pvt Ltd which renamed her Shiva prior to beaching for demolition in India.

Setubal Express (ex-Dolores, ex-Aeschylus, ex-Kronshtadt). IMO 8858788. Ro Ro. Length 169 m, 9,545 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Saint-Petersburg (Russia) by Baltiskiy Zavod. Owned by Malta Motorways Of The Sea (Malta). Detained in 2006 and 2008 in Leghorn (Italy). On April 12th, 2011, the Setubal Express leaves Malta bound to Libya. Intercepted by the British Destroyer HMS Liverpool which suspects her to deliver “vehicles” and other materials to the pro Gadhafi Forces, she has to go way back. Grimaldi Group, the shipowner’s parent-company will deny this accusation and the ship will leave again towards Libya after having exchanged her contentious cargo with authentic humanitarian aid. In February 2013, a fire starts in the engine room while the ship is off Algeria. The 22 Filipino and Bulgarian crewmen are safe. The Setubal Express succeeds to reach Malta. A few months later, she is sold and towed to Turkey for demolition.

Ulusoy-10 (ex-Und Hayri Ekinci, ex-Exonbury, ex-Jolly Argento, ex-Nordic Stream, ex-Qatar Express, ex-Finneagle). IMO 7430711. Ro Ro. Length 183 m, 8,692 t. Deflagged from Turkey to St. Kitts & Nevis for her last voyage as Soy-10. Classification society Det Norske Veritas. Built in 1979 in Oskarhamn (Sweden) by Oskarshamns Varv. Owned by Ulusoy Ro/Ro Isletmeleri (Turkey). Detained in 2003 in Trieste (Italy). Originally sold for demolition in Turkey. 315 $ per ton. Late April, the ship is acquired by Urizen Shipping Ltd, a British Virgin Islands-based shell company. The ship is renegotiated and her final destination changed : she is beached for demolition in India on May 31th, renamed Soy-10.
Ferry / Passenger ship

Amet Majesty (ex-Arberia, ex-Wasa Queen, ex-Orient Sun, ex-Eurosun, ex-Club Sea, ex-Orient Express, ex-Silja Star, ex-Bore Star). IMO 7360198. Passenger ship. Length 155 m, 9,046 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Prairie-au-Duc (France) by Dubigeon Normandie. Built as Bore Star for the Finnish company Bore Line, this ferry was subject to various charters during her carrier.

Silja Star, Aland Archipelago, Finland, February 1983 © Tapio Karvonen
Orient Express at Funchal, 9 March 9th, 1988 © Tony Garner

At the beginning operated on the Swedish-Finnish line as Bore Star, she then sails as Silja Star after her acquisition by Finska in 1980, and becomes the Bermudian Orient Express for James Sherwood’s Sea Containers group, mainly operated on the Venice–Istanbul line. In 1989, she is chartered under the name Eurosun by Europe Cruise Line, subsidiary of Effjohn that joins into partnership Finnish company Finska and Swedish company Johnson Line and is operated for cruises around Canarias where she has already sailed as Bore Star in the winters 1975/76 and 1976/77.

In 1991, she is run for cruises from Singapore, becoming the Singaporean Orient Sun for Sembawang-Johnson. In 1992, she is back to the Baltic Sea under the name Wasa Queen (Finnish flag) and sails on various connections operated by Wasa Line between Finland and Sweden.

Wasa Queen, March 2003 in Hong Kong © Henk v.d.LIndian

In 2001, she returns to Asia under the same name but under Panamean flag on cruises with Cruise Ferries, in the Star Cruises group of Singapore. Detained in 2003 in Hong Kong (China). In 2009, she is back in Europe as the Panamean Arberia and is mainly assigned on the Bari-Durres connection (Albania) for the Greek ship owner NEL Lines.

At last, in 2011, she is acquired by the Academy of Maritime Education and Training (AMET) based near Chennai (Madras), India and her deck and machines are used for the younger’s training (210 pupils by boarding). At this time she has been renamed Amet Majetsy and flies the Indian flag. At the same time, this activity was to be compensated by cruising between India, Sri Lanka and surrounding countries but did not make the expected profit, and the ship has then been sent for demolition in Alang on May 17th, 2013.

Amet Majesty, in Cochin (India), January 2012 © Jimmy Nose
Habib. IMO 7631236. Ferry. Length 143 m. Deflagged from Tunisia to Tanzania for her last voyage as Habib. Classification society Bureau Veritas. Habib, the first car ferry under Tunisian flag, was built in Rendsburg on Kiel Canal by Nobiskrug. She spends her whole career on Tunisian Company of Navigation (Cotunav) lines between Tunis, Marseille or Genoa. Detained in 2004 in Genoa (Italy). In March 2011, she is assigned to rescue refugees from Benghazi (Libya) and carry them towards Tunisia and Egypt. Then, she by replaced in the COTUNAV fleet by the new ferry Tanit commissioned in June 2012. Sold for demolition in India.

In Marseille, June 2008 © giogionico

Ile de Beauté (ex-Cynos). IMO 7715379. Ferry. Length 159 m, 9,839 t. Deflagged from France to Panama for her last voyage. Classification society Bureau Veritas. This ship was built in Nantes by Dubigeon-Normandie under as the Cynos in 1979.

Le Cynos de la SNCM in Marseille, July 1987 © Stéphane Saissi
L’Ile de Beauté in Bastia, August 2012 © Andy Humbert

She was renamed Ile de Beauté after a 20.40 meters lengthening (from 138.60 to 159 m) by La Compagnie Marcheillaise de réparation and Sud-Marine. She was operated most of her career between Corsica and the European Continent. Since the end of the 2012 season, the old ferry has been laid up in France and then in Bizert Tunisia from May 8th, 2013.

At the moment of her departure from Bizert on June the 29th, she is sailing as Beau and flies the Panamanian flag. The Société Nationale maritime Corse-Méditerranée (SNCM) had denied the sale of Ile de Beauté for demolition, pretending she was to be operated on regular lines for Porto Navigation of Istanbul but as a matter of fact, Beau arrived on July 4th in Aliaga and was grounded for demolition on July, 10th.

The Panamanian Beau grounded for demolition in Aliaga, (Turkey), 11 July 2013 © Dunkan
Isabel del Mar (ex-Huadong Pearl III, ex-Superferry 17, ex-New Harima). IMO 8618140. Ferry. Length 174 m, 9,781 t. Spanish flag. Classification society Germanischer Lloyd. This ship entered service in Europe after sailing during 20 years in Asia. She was built in 1988 by Kanda Shipbuilding in Kure (Japan) as the Japanese New Harima, run by Hankuy Ferry from Kobe. In 2003, she becomes the Filipino Superferry 17 belonging to Aboitiz group (inter-islands traffic in the Philippines) and then is run under the Panamanian flag as Huadong Pearl III with Pacific Asia Shipping (Chinese and Korean traffic) in 2007. Superferry 17 in Manilla (Philippines), June 2006 © Foggy / Shipspotting

She is acquired in 2008 by Tarfaya Maritima based in Madrid, registered under the Spanish Canarian flag, and renamed Isabel del Mar. She is mainly chartered to sail on the Balearic Islands service by Iscomar, based in Palma de Mallorca and member of Spanish group Contememar specialized in containerized transport. Isabel del Mar has been seized in Barcelona in 2009 following Contememar’s financial struggles. She then would have been sold for demolition but her final destination remains unknown.

Isabel Del Mar Barcelona, Spain, April 08, 2013 © Walter Maifarth

Penelope (ex-Penelope A, ex-Rostock Link, ex-Travemünde Link, ex-Flavia, ex-European Gateway, ex-European Express). IMO 7400261. Ferry. Length 133 m. Deflagged from Cyprus to Togo for her last voyage as Lopi. Classification society Polish Register of Shipping. Built in 1975 in Bremerhaven (Germany) by Schichau-Unterweser; jumboized in 1980 and lengthened from 118 to 133 m. Owned by Nissia Aigaiou Naftiki Eteria (Greece). She collided in December 1982 while leaving Felixtowe, sank and was rebuilt. Detained in 2000, 2002, 2004 and 2008 in Brindisi (Italy). Sold for demolition in Turkey. To know more about the story of the Penelope ex-European Gateway see the chapter The END, the 2nd death of the ex-European Gateway p 73.

European Gateway © Foto Fite / Dover Ferry  Penelope in Corfu (Greece), August 2009 © Kai R
The spontaneous dismantling of the MOL Comfort in the Indian Ocean as well as the total loss of the ship and cargo throws doubt on the safety of giant container vessels, specifically the whole series of MOL Comfort and sister ships, recently built by Mitsubishi shipyards in Nagasaki. The MOL Celebration (IMO 9321249), MOL Charisma (IMO 9321249), MOL Commitment (IMO 9629902), MOL Competence (IMO 9339662), MOL Courage (IMO 9321263) and MOL Creation (IMO 9321237). Should they also be sent to demolition, an intentional one this time? Would a careful inspection of these 6 suspicious container ships bring any reliable answers to any hidden flaws? The experts from Lloyds Register and the classification society NKK (Nippon Kaiji Kyokai) who delivered the navigation certificates to the MOL Comfort and her sister ships must now, in cooperation with the owner and the construction yard, answer these difficult questions. In the meantime, the MOL Comfort’s sister ships have been laid up. The shipowner MOL is already anticipating the return to operation of MOL Courage and MOL Celebration Courage late August, after work. To be followed very closely. Not for Serious chargers.

**The waste spill**

Three gas containers landed on Kasaragod beaches in Kerala. Fishermen noticed a school of sport articles and a huge quantity of various debris that became stranded in Lakshadweep archipelago. All these arrivals are attributed to the MOL Comfort shipwreck and the Japanese ship owner is already urged to have them removed and secured. On the top of all, the case of the three gas containers is the most alarming.

The waste’s and floating containers’ trajectory confirms that the Oceanic current near Somalia which is analogue to the Gulf Stream in the Atlantic Ocean works clockwise and goes along the Indian coastline to the 10 degrees latitude. Regarding the current’s inversion in winter, it is predictable that all the Indian Ocean riverine countries will now or later, be the receivers of the waste escaped from the MOL Comfort holds. The Maldives Islands may be spared.

The ship owner has still not yet disclosed the cargo manifest. The information will emerge sparingly, one after another Mitsui Osk’s responsibility attribution. Container ship-owners behave as militaries. They embrace the cult of secrecy. Until now, they are allowed, in opposition to all terrestrial companies, not to inform about any pollution they generate, following accidents at sea.


**Buxlagoon** (ex-Ym Surabaya, ex-Indamex New Delhi, ex-Kota Perwira, ex-Contship Italy). IMO 9109029. Container ship, 1684 teu. Length 163 m, 6,698 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB NiedereIbeSchiffahrtsgesellschaftmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 430 $ per ton.
**Buxmoon** (ex-Ym KwangYang, ex-Buxmoon, ex-St. John Grace, ex-Buxmoon, ex-Melbourne Star, ex-Ym Kwang Yang, ex-Buxmoon, ex-Meersk Osaka, ex-Contship Lavagna). IMO 9109017. Container ship, 1684 teu. Length 164 m, 6,774 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2003 in Moji/Kitakyushu (Japan) and in 2006 in Melbourne (Australia). Sold as is in Singapore for demolition in Bangladesh. The Buxmoon ended up her career with a good deed. Early July, while she was heading towards Chittagong ship-breaking yards, she capted a message from the Royal Thai Navy concerning the distressed Bangladeshi carrier Hope off Phuket. The Buxmoon rescued 5 sailors drifting in a lifeboat.


Eyrene (ex-Clan Tribute, ex-Eyrene, ex-Norasia Seoul, ex-CSAV Seattle, ex-P&O Nedlloyd San Jose, ex-Nedlloyd San Jose, ex-Eyrene). IMO 9070644. Container ship, 1803 teu. Length 182 m, 8,753 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke, forepart built in Steinwerder by Blohm & Voss. Owned by MARTIME - Gesellschaft fur Maritime Dienstleistungen mbH (Germany). The ship was sold for demolition in India but is saying to be heading towards China.

In Rotterdam (Netherlands), September 2009 © Ria Maat  
In the North Sea, September 2009 © Derek Sands

Hammonia Balticum (ex-Mare Balticum, ex-X-Press Konkan, ex-Mare Balticum, ex-Saudi Damman, ex-Mare Balticum, ex-Maersk Euro Octavo, ex-Mare Balticum). IMO 8910108. Container ship, 1054 teu. Length 149 m, 8,716 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2013 in Busan (South Korea) and in Dalian (China). Sold as is in Singapore for an unknown destination of demolition.


**Hanjin Punta Arenas** (ex-Hongkong Senator). IMO 9110561. Container ship, 3017 teu. Length 216 m, 12,532 t. Deflagged from Germany to Comoros for her last voyage as Anji. Classification society Germanischer Lloyd. Built in 1995 in Wismar (Germany) by Mathias Thesen. Detained in 1999 in Seattle (United States). Sold by her German shipowner Continmare Schiffsbeteiligungs- GmbH & Co. KG to a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India.


**MOL Wish** (ex-Caribbean Sea, ex-MOL Wish, ex-MSC Madrid, ex-Sea-Land Endeavour, ex-Sea Endeavour, ex-Caribbean Sea). IMO 9108295. Container ship, 3681 teu. Length 245 m, 14,902 t. Deflagged from Germany to Comoros for her last voyage as Chattopadhyay. Classification society Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Sold by her German shipowner NSB Niederelbe Schifffahrts GmbH & Co. KG to Best Oasis Ltd, an Hong Kong-based shell company just prior to her departure for demolition in India.

**MSC Provider** (ex-Ocean Provider, ex-Hertford, ex-ADCL Selina, ex-Norasia Selina). IMO 9162617. Container ship, 1733 teu. Length 217 m, 9,890 t. Deflagged from United Kingdom to St. Kitts & Nevis for her last voyage as Pro. Last voyage classification society International Register of Shipping. Built in 1999 in Shanghai (China) by Jiangnan Shipyard. Detained in 2003 in Los Angeles (United States). Sold by her British shipowner Lomar Shipping to a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India. This is the third ship from this German-Chinese fast Container ship family to leave for the breakers; the first one was the Ocean Producer, ex-Norasia Sultana (see Ship-breaking # 28, p 2 July 2012); there are 7 ships of the kind left.


**MSC Sentosa** (ex-Sky Aphrodite, ex-P&O Nedlloyd Colombo, ex-Genua Express, ex-Nedlloyd Colombo). IMO 8011213. Container ship, 1777 teu. Length 211 m. Deflagged from Hong Kong to St. Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Sold by her Chinese shipowner to the St. Kitts & Nevis-based shell company Vincente Investments just prior to her departure for demolition in Bangladesh where she was anonymously beached as Chicago.
**MSC Uruguay** (ex-Northern Virtue, ex-Hyundai Majesty, ex-Northern Virtue). IMO 9122409. Container ship, 2808 teu. Length 196 m, 10,993 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH& Co KG (Germany). Detained in 2005 in Fremantle (Australia) and in 2008 in Philadelphia and New Orleans (United States). Sold for demolition in India where she is beached as *Imke*.


President Adams in Kill Van Kull (New Jersey, United States), October 2009 © Joe Becker

President Jackson. IMO 8616300. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States to Sierra Leone for her last voyage. Classification society American Bureau of Shipping. Built in 1988 in Kiel (Germany) by Howaldtswerke-Deutsche Werft Ag. Owned by APL Maritime Ltd (United States). President Jackson is playing cat and mouse: she successively announced to be heading towards Port Qasim, Pakistan, then towards Singapore but finally removed her mask, was deflagged to Sierra Leone and took the direction of Chittagong, Bangladesh where she was beached as President I.

President Polk. IMO 8616922. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States flag to Sierra Leone for her last voyage as President. Classification society American Bureau of Shipping. Built in 1988 in Vegesack (Germany) by Bremer Vulkan. Owned by APL Maritime Ltd (United States). Sold for demolition in Bangladesh.

President Polk, westbound in Singapore Strait, June 2011 ©Knut Helge Schistad

President Truman. IMO 8616283. Container ship, 4528 teu. Length 275 m, 22,400 t. United States flag. Classification society American Bureau of Shipping. Built in 1988 in Kiel (Germany) by Howaldtswerke-Deutsche Werft Ag. Owned by APL Maritime Ltd (United States). Detained in 2010 in Port Said (Egypt). President Truman is following the steps of President Jackson: after leaving Norfolk, United States, she sailed through the Suez Canal, called at Port Qasim, Pakistan, and pretends today to be heading towards Singapore. But will probably end up on the beach in Chittagong.


St Nikolaos in Busan, (South Korea), December 2011 © V. Tonic

Veracruz Express (ex-CP Achiever, ex-Lykes Achiever, ex-Ming Pleasure). IMO 8406298. Container ship, 3266 teu. Length 269 m, 16,809 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag-Lloyd AG (Germany). Detained in 2003 in Genoa (Italy) and in 2011 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 428 $ per ton including sufficient bunkers for the voyage to Alang where she is beached as Vera. See photo p 1.


Heavy load carrier

Global Carrier (ex-Taipan Scan, ex-Global Traveller, ex-Scan Trader, ex- Titan Scan). IMO 8111764. Heavy load carrier. Length 124 m, 4,220 t. Antigua & Barbuda flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Husum (Germany) by Husumer Kroeger. Owned by Iskomarine Shipping & Trading Inc (Turkey). Detained in 2006 in Bremen (Germany) and Novorossiysk (Russia) and in 2008 in Leghorn (Italy). Sold for demolition in Turkey.


Titan Scan, Welland canal (Canada), June 1990 © Barry Andersen / Fred Miller

Global Carrier, Kiel canal (Germany), 2006 © Arne Jürgens
The Oranjestad was originally the French automotive Romarin built in 1967 in Chalon-sur-Saône for the Société auxiliaire de transport and de stockage de gaz (Auxigaz). She was at that time one of the most modern ships of the Rhône fleet. Chartered by Elf, she transported liquefied gas (1 600m3) on the Rhône between Berre and Feyzin. Her contract was broken at the end of 1972. The depth of the Rhône at these times was insufficient regarding the draft of the Romarin. Sold to Belgium in 1977, she became Ricy Gas of Verstichel, then Fokagas 1 for Fokagas Co in 1987.

In 1998, she moved to Holland, acquired by A.J. van der Kooy, was renamed Frederique, and converted into an edible oil tanker. Some other Dutch ship owners renamed her later Elize in 2001, and Odyzee in 2004.

Finally, she crossed the Atlantic Ocean in 2008 and was used as a bunkering tanker in Aruba, Curaçao, and around the region, under the name of Oranjestad (Panamanian flag) for Ladybird Overseas. Her demolition has been completed in 2013. It is uncertain that the afloat demolition of the ex-Romarin was compatible with the Cartagena protocol related to contamination prevention in the Caribbean region.

![Baltic](image1)

April 18th, 2010, Singapore © Ivan Meshkov


![Bramani](image2)

May 23rd, 2013, Gadani (Pakistan) © Shahid

**Cantagalo.** IMO 8113449. Tanker. Length 161 m, 6,923 t. Deflagged from Brazil to Tanzania for her last voyage as Canta. Classification society Bureau Veritas. Single hull ship built in 1990 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for an unknown destination of demolition.


![Diamond Jasmine](image3)

Diamond Jasmine, in Yokohama (Japan), 2008 © Funegasuki Exblog / Vesseltracker
**Framura.** IMO 8900397. Tanker. Length 233 m, 15,549 t. Italian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Ancona (Italy) by Fincantieri. Owned by Premuda Spa (Italy). Sold for demolition in Pakistan where she was beached as *Amura*. 454 $ per ton including sufficient bunkers for the voyage.

![Framura, Sydney (Australia), October 2007 © M Prendergast](image1)

**Amura, Gadani, June 11th, 2013 © Shahid**


![Haichang Tianjin](image2)

**Hercules (ex-Concord, ex-C Concord, ex-World Phoenix).** IMO 8614417. Tanker used as a floating storage unit. Length 322 m, 32,205 t. Malaysian flag. Classification society Bureau Veritas. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Sigma Maritime Synergy (Malaysia). Sold for an unknown destination of demolition. 417 $ per ton.

![Hercules anchored off Tanjung Pelepas (Malaysia), February 2013 © Jerzy Nowak](image3)

**Iron Monger 3 (ex-Poppy, ex-Palmstar Poppy).** IMO 8818922. Tanker. Length 245 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1990 in Onomichi (Japan) by Onomichi Zosen. Owned by NOS Shipmanagement Pte Ltd (Singapore). The official status of the ship in the Equasis database has been “to be broken up” since September 2011. The ship was bound for breaking in China, but her shipowner abandoned her off Khor Fakkan (United Arab Emirates). The 14 Pakistani and Indian crew members have been left stranded onboard for several months, with no salaries or permit to go ashore, and no regular supplies in food, clean water and fuel. Electricity failures are frequent due to the shortage of fuel. Desperate to escape from their hell, the sailors are considering to enter the country illegally in order to get arrested and have a status of prisoner.
Jag Preeti. IMO 8009480. Tanker. Length 170 m, 8,754 t. Deflagged from India to Tuvalu for her last voyage as Preeti. Classification society International Ship Class. Built in 1981 in Shimizu (Japan) by NKK. Acquired as is in Colombo (Sri Lanka) by the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in Pakistan. 440 $ per ton including sufficient bunkers for the last voyage.

Jag Preeti, in Cochin (India), May 2011 © aegir / Shipspotting

Londrina. IMO 8617043. Tanker used as a floating storage unit. Length 176 m, 10,453 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1994 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Sold as is in Rio de Janeiro (Brazil) for an unknown destination of demolition. 290 $ per ton.


Navigator A, Gadani (Pakistan) © Shahid


Oranjestad (ex-Odyzee, ex-Elize, ex-Frederique, ex-Foka Gas 1, ex-Ricy Gas, ex-Sarriette, ex-Romarin). IMO 8828343. Tanker. Length 88 m. Panamanian flag. Classification society Isthmus Bureau Of Shipping. She is being broken up by Antillian Scrapyard Parera in Willemstad, port of Curacao (Netherlands Antilles). See head of chapter Tanker, « Oranjestad, from the Rhône River to the Caribbean ». 


Pratibha Cauvery (ex-Wilrover, ex-Chemical Venture). IMO 7920754. Tanker. Length 174 m, 8,270 t. Deflagged from India to Comoros for her last voyage as Cauvery. Classification society Indian Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Chennai since October 2012 with her crew; 6 sailors died while they tried to leave the ship caught in a cyclon. Auctioned and acquired by United Kingdom-based Baltanas Shipping for 2.9 millions $, i.e. 351 $ per ton. The ship is finally towed and beached for demolition in Bangladesh. See Ship-breaking # 31 « Welcome to Chennai port, the nightmare before scrapping », p 7.

Pratibha Indrayani (ex-Yamilah). IMO 8100430. Tanker with a capacity of 32,000 Dwt. Length 178 m, 8,385 t. Indian flag. Classification society Indian Register of Shipping. Double-sided ship built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique as Yamilah for the Abu Dhabi National Tanker Company (United Arab Emirates). Acquired in 2005 by the Mumbai-based Pratibha Shipping. She has been anchored off Mumbai since December 2012; the crew members were abandoned without provisions and water because of Pratibha's financial difficulties. Sold for an unknown destination of demolition, probably Alang.

Pratibha Tapi (ex-Crux, ex-Neptune Crux). IMO 8700400. Tanker. Length 172 m, 8,266 t. Indian flag. Classification society Indian Register of Shipping. Double-sided ship built in 1987 in Tadotsu (Japan) by Hashihama SB. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Mumbai, declared unseaworthy and owned by a bankrupted shipowner, the ship is auctioned and towed for demolition in Alang.

At Novorossiysk (Russia), 2011 © Igor Torgachkin

Southernpec 5 (ex-Protaras, ex-Maersk Nautilus). IMO 8716344. Tanker. Length 322 m, 34,534 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Southern Petrochemical - Southernpec (Singapore) and used as a floating storage barge off Malaysia to supply Singapore in marine fuel. Sold as is in Singapore for demolition in Pakistan. 435 $ per ton including 250 t of bunkers.

Gadani, June 2013 © Shahid


Gadani, June 2013 © Shahid


Universal Hope (ex-Eugen Maersk, ex-British Vigilance, ex-Emma Maersk). IMO 9002611. Tanker. Length 344 m, 40,970 t. Panamanian flag. Classification society Korean Register of Shipping. Double hull ship built in 1993 in Lindo (Denmark) by Odense Staalsskibs. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Ningbo (China) for demolition in Bangladesh. 435 $ per ton including 1200 t of bunkers.

Universal Hope in Muscat, (Sultanat d'Oman), November 2010 ©Viktor

Venetia. IMO 9088548. Tanker. Length 277 m, 22,344 t. Deflagged from Greece to Comoros for her last voyage as Tia. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Tsu (Japan) by Nippon Kokan Corp. Owned by Andriaki Shipping Co Ltd (Greece). Sold for demolition in Pakistan. 438 $ per ton including 250 t of bunkers.

Chemical tanker

Bacab (ex-Bow Clipper). IMO 7424827. Chemical tanker. Length 171 m, 8,275 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as Cabal. Classification society Lloyd's Register of Shipping. Built in 1976 in Floro (Norway) by Ankerlokken. Owned by PEMEX (Petroleos Mexicanos). In June 1995, two crew members died in a fire onboard. The ship had been laid up since 2005. Sold to the Indian Mediterranean ShipManagement Pvt Ltd prior to her departure for demolition in India.


Bow Cheetah, in Patras (Greece), June 2010 © Tselentis Nikolaos

Panther (ex-Siteam Panther, ex-Team Panther, ex-Panther, ex-Petrobulk Panther, ex-Naess Panther). IMO 8310669. Chemical tanker. Length 172 m, 10,730 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Tamise (Belgium) by Boelwerf. Owned by Siqiriya Maritime Corp (Philippines). Detained in 1997 in Ghent (Belgium) and in 2008 in Gladstone (Australia). Initially sold for demolition in Pakistan at 450 $ per ton. The arrival in Pakistan of the ship, renamed Anthem, was postponed because of a renegotiation at a lower rate, 430 $ per ton including 30 t of stainless steel and a spare propeller.

Panther, anchored in Punta Carnero, Algeciras (Spain), June 2009 © Juan G. Mata


Dans le détroit de Tsugaru (Japan), mai 2010 © Jerzy Nowak

Samudera (ex-Samudera Biru, ex-Shimakaze I, ex-Shimakaze). IMO 8217207. Chemical tanker. Length 149 m, 4,025 t. Deflagged from Indonesia to Sierra Leone for her last voyage as Samudera. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Uwajima (Japan) by Uwajima Zosensho. Detained in 1999 in Liverpool (United Kingdom) and in 2003 in Rotterdam (Netherlands). Sold by her Indonesian shipowner Ahteralaju Sentosa Pt to a St. Vincent & Grenadines-based shell company prior to her departure for demolition. The Samudera leaves Batam on ballast towards the Chittagong breaking yards. On July the 14th at 2:45 pm, while she is sailing in Malacca Strait, a fire erupts in the engine room and spreads rapidly. The 23 Indian crewmen do not succeed to contain the fire and launch an emergency call received by the Malaysia Maritime Enforcement Agency. 22 crewmen are rescued safe and evacuated to Pulau Kukup (Malaysia) but the chief engineer is trapped in the engine room and dies into the fire: he sustained 95 per cent burns and his dead body will only be extricated 7 days later after the fire was fully extinguished.

Photos Malaysian Maritime Enforcement Agency (MMEA)
Gas tanker

Gas Eurasia (ex-Everdina). IMO 8029698. Gas tanker. Length 93 m, 1,903 t. Thai flag. Unknown classification society. Built in 1981 in Komatsushima (Japan) by Tokushima Sangyo. Owned by World Wide Transport Co Ltd (Thailand). Detained in 2006 in Maoming (China), in 2009 in Weihai (China) and Daesan (South Korea), in 2010 in Zhuhai (China) and Gwangyang (South Korea), and in 2011 in Hong Kong (China), Guangzhou (China) and in Gwangyang again. Sold for demolition in India. 375 $ per ton.

Ladyship (ex-Sandown, ex-Proceed, ex-Horyu Maru). IMO 7916181. Gas tanker. Length 89 m, 1,732 t. Thai flag. Unknown classification society. Built in 1980 in Kawajiri (Japan) by Kanda Zosensho. Owned by World Wide Transport (Thailand). Detained in 2005 in Ulsan (South Korea), in 2008 in Yeosu (South Korea), in 2009 twice in Gwangyang (South Korea), in Jiangyin (China), in Daesan (South Korea) and in Shenzen (China) and in 2013 in Ningbo (China). Sold for demolition in India. 375 $ per ton.

Ladyship, at Sriracha Oil Terminals (Thailand), February 2011 © Geir Vinnes


Norgas Chief, at Sriracha Oil Terminals (Thailand), February 2011 © Geir Vinnes

Bulk carrier


Admiral Ushakov, port of Klaipeda (Lithuania), July 2007 © Gena Anfimov

Alameda (ex-Iran Ghodousi). IMO 8320195. Bulk carrier. Length 190 m. Deflagged from Iran to Comoros for her last voyage as Tirdad then Caribbean. Classification society Lloyd's Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Sapid Shipping (Iran). Detained in 2001 in Gladstone (Australia), in 2006 in Antwerp (Belgium) and in 2009 in Vladivostok (Russia). Sold for demolition in India.

Canadian Provider, terminal céréalier de Toledo (Ohio, États-Unis) Toledo, octobre 2003 © Mike Nicholls

9 juin 2013, Ovi, quitte Trois-Rivières (Canada) pour les chantiers de démolition turcs. © Jacques Gauthier


Fidel, 19 janvier 2010 à Perama (Grèce) © Dimitris

Aquarian (ex-Dignified, ex-Iran Chamran). IMO 8309610. Bulk carrier Length 190 m, 9,240 t. Deflagged from Hong Kong to Comoros for her last voyage as Asher. Classification society Lloyd's Register of Shipping abandoned for Union Marine Classification Society. Built in 1985 in Okpo (South Korea) by Daewoo. Detained in 2002 in Lucinda (Australia). Sold for demolition in India where she is beached as T.

Arktos (ex-Nova Zenith, ex-Global Sydney, ex-Kimolian Pride, ex-Qing Yun Ling). IMO 8715821. Bulk carrier. Length 164 m, 6,205 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Shanghai (China) by Shanghai Shipyard. Owned by Tristar Management Ltd (Greece). Detained in 2004 in Yeosu (South Korea) and Port Alma (Australia), in 2005 in Port Cartier (Canada), Newcastle (Australia) and Vlissingen (Netherlands), in 2007 in Singapore and in 2010 in Baie Comeau (Canada). Sold for demolition in India.

Assa (ex-Iran Entekhab, ex-Oinoussian Prestige). IMO 7632814. Bulk carrier. Length 180 m, 8,006 t. Deflagged from Iran to Comoros for her last voyage as Gas A. Classification society Lloyd's Register of Shipping. Built in 1978 in Setoda (Japan) by Naikai. Sold by her Iranian shipowner iranien Islamic Republic of Iran Shipping Line - IRISL to the indien Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.

Assa, in the Indian Ocean, June 2012 © Capt.Turboboss


Baltic Star (ex-General Grot, ex-General Grot-Rowecki). IMO 8417754. Bulk carrier. Length 199 m, 9,502 t. Bulgarian flag. Classification society Polish Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar – Navigation Maritime Bulgare (Bulgaria). Detained in 1998 in Antwerp (Belgium), in 1999 in Bergen (Norway) and in 2003 in Quebec (Canada). On January 31st, 2006, the ship, then the General Grot Rowecki flying the Maltese flag, is carrying phosphates from Morocco bound to Poland. At around 3:00 am local time, she collides with the chemical tanker Ece, 50 nautical miles off Cherbourg (France). After inspection, General Grot Rowecki is allowed to proceed towards her next port of call, Ghent (Belgium) and then Poland. The crew of the Ece is rescued and evacuated; meanwhile, the chemical tanker sinks with her 10.000 t phosphoric acid cargo. General Grot Rowecki became the the Bulgarian Baltic Star in 2010, and has just been beached for demolition in Bangladesh.

The bulker General Grot-Rowecki departing Ijmuiden, (Netherlands), August 2008 © Moolen

The chemical tanker Ece before sinking, January 2006 © Marine Nationale


Ella Claire (ex-Amalia del Bene). IMO 8302557. Bulk carrier. Length 224 m, 11,795 t. Deflagged from Panama to Comoros for her last voyage as Claire. Classification society Russian Maritime Register of Shipping. Built in 1989 in Avellaneda (Argentina) by Alianza. Owned by Doris Maritime Services SA (Switzerland). Detained in 1998 in Antwerp (Belgium), in 2003 in Kashima-Ibaraki (Japan), in 2006 in Vancouver (Canada), in 2007 in Port Adelaide (Australia) and Incheon (South Korea) and in 2009 in Xiamen (China). Sold for demolition in India.


Erawan (ex-Camarina, ex-Starfest, ex-Yamashiro Maru). IMO 8100997. Bulk Carrier used as a floating ore storage unit. Length 225m, 12,148t. Isle of Man flag. Classification society Lloyd’s Register of Shipping. Built in 1982 in Imari (Japan) by Namura. Converted in 1999 and equipped with a helicopter deck, heavy duty articulated grab cranes and a high capacity desalination plant, to be used as transhipment/silo vessel by Tedi Mining Ltd (OTML). Since 1984, OTML, a joint venture company that belongs to the State of Papa New Guinea and Broken Hill Propriety (BHP, Australia’s largest mining corporation) has been operated a gold and copper open-pit mine in the Western-Province of Papua New Guinea. The temporary permission to dump tailings into the Ok Tedi River has continued until, in 1994, 30,000 landowners decided to take BHP to the Supreme Court in Australia for environmental damages. In 1996 the Court stated that BHP would have to pay an indemnity to the affected villagers, remove the polluted sediments from the Ok Tedi River system and stop mine tailings dumping; nevertheless, dumping has been going on for fear of an anticipated mine closure… Since 2011, the destiny of Ok Tedi mine is in the hands of national interests: the end of the exploitation is planned for end of 2013. The Erawan has been operated on a seasonal pattern, six months at the mouth of the Fly River, west of the Papua Gulf, and relocating east to Port Moresby Harbour at the start of the monsoon season, after having unloaded her copper concentrate cargo. Ship owner China Navigation Co Ltd (United Kingdom). Now useless, the Erawan has been sold for demolition in China. 382 $ per ton.

June 13th, 2013, Erisos, plot 72, Gadani © Shahid


Eternal Hope, April 2011, in repair in Suez (Egypt) © Gianpaolo

May 2013 beached for demolition in Gadani © Shahid


Fesco Aleksandrov in Szczecin (Poland), May 2011 © Lukasz Blaszczyk
**Fu Da** (ex-Bao Tong, ex-Capella, ex-Clover Star, ex-Clover Trust, ex-Spruce). IMO 7701330. Bulk carrier. Length 146 m, 4,611 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Uwajima (Japan) by Uwajima Zosensoho. Owned by Fu Long Marine Shipping Co Ltd (China). Detained in 2003 in Quangninh (Vietnam), Maoming (China) and Gunsan (South Korea), in 2004 in Himeji (Japan) and Incheon (South Korea) and in 2008 in Zhenjiang (China). Sold for demolition in Bangladesh. 370 $ per ton.


The cement carrier **Fu Kuo Hsin n°6** in Keelung (Taiwan), July 2009 © Ivan Meshkov


**Gokhan Kiran** (ex-Stassfurt, ex-Olinda). IMO 7433696. Bulk carrier. Length 194 m, 9,594 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik Gemi Isletmecligi ve Ticaret AS (Turkey). Detained in 2001 in Quebec (Canada), in 2001 in Mobile (United States), in 2002 in Gdansk (Poland), in 2003 in Fredericia (Denmark), in 2004 in Oristano (Italy), in 2008 in Belfast (United Kingdom) and in 2010 in Gijon (Spain). Sold for demolition in India. 440 $ per ton including 250 t of bunkers.

On Kiel canal (Germany), 2011 © Tony Zech


Hanjin Pittsburg (ex-Pittsburg). IMO 8821644. Bulk carrier. Length 186 m, 8,123 t. Deflagged from South Korea to Comoros for her last voyage as Pitts. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold as is in Hong Kong for demolition in Bangladesh. 372 $ per ton including 120 t of bunkers.


In Vanino (Russia), March 2012 © Andy Ru.  In Gadani (Pakistan), 11 June 2013 © Shahid


Jimbloom, San Nicolas (Argentina), February 2010 © Maxi Alonso


In Nantong (China), July 2011 © Omid Nemati


Gadani, July 9th, 2013 © Shahid
Pan Bright (ex-Golden Rose). IMO 8412950. Bulk carrier. Length 156 m, 5,140 t. Deflagged from South to St. Kitts & Nevis for her last voyage as Bright Sun. Classification society Korean Register of Shipping. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. Sold by her Korean shipowner STX Pan Ocean to the Hong Kong-based Best Oasis Ltd just prior to her departure for demolition in Bangladesh. 360 $ per ton including 250 t of bunkers.

Pan Bright, in Astoria (Oregon, United States) March 2011 © George J. Heiner

Phoenix Star (ex-J.W. Shelley, ex-Valgocen, ex-Algocen). IMO 6821937. Great Lakes bulker. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1968 in Collingwood (Canada) by Collingwood Shipyard. During her long career for Algoma Central until 2004, she set several barley, wheat and soybean cargo records on November 5th, 1971 she was the first ship to load in excess of one million corn bushels (over 27,000 t). In 2005, as the Panamanian Valgocen, owned by Recycling Technologies, she left for New Jersey to be used as a storage barge. In 2008, she was re-registered Canadian, repaired and left New York under her own power bound for Montreal, the Great Lakes and the grain transport as JW Shelley. Acquired in 2012 by TF Warren Logistics Inc (Canada). Since December 2012, she has been drydocked at Ironhead Marine in Toledo (Ohio, United States). The ex-Algocen will not leave the Great Lakes; summer 2013, the shipyard has begun the dismantling of the old freighter. The director of Ironhead Marine expects to finish the project within 90 days.

Phoenix Star, September 2012 bound for Port-Colborne ©sylvania4867 / Shipspotting


Rubin Laurel. IMO 9110602. Bulk carrier. Length 289 m, 21,537 t. Deflagged from Panama to Bahamas for her last voyage as Star Laurel. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imari (Japan) by Namura. Detained in 2013 in Newcastle (Australia). Sold as is in Hong Kong by her Japanese shipowner Toyo Sangyo Co Ltd to the Greek Charterwell Maritime SA just prior to her departure for demolition in Bangladesh. 450 $ per ton including 2,000 t of bunkers.


Sun New (ex-Prabhu Das, ex-Moon Over Kyushu). IMO 8411401. Bulk carrier. Length 177 m, 7,532 t. Deflagged from South Korean to Tuvalu for her last voyage as Sun. Classification society Korean Register of Shipping. Built in 1985 in Usuki (Japan) by Minami Nippon Shipbuilding. Owned by Sun Ace Shipping Co Ltd (South Korea). Detained in 2006 in Bandar Abbas (Iran). Sold as is in Incheon (South Korea) for demolition in Bangladesh. 360 $ per ton.

The Korean Sun New anchored in Singapore, November 2012 © Andreas Schlatterer


Tahir Kiran (ex-Georgi, ex-Corcovado, ex-Richmond Hill, ex-Chennai Ookkam, ex-Porthos, ex-Frotacanada). IMO 7433713. Bulk carrier. Length 194 m, 9,072 t. Turkish flag. Classification society Bureau Veritas. Built in 1987 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik GemiIsletmeciligi ve Ticaret AS (Turkey). Detained in 2001 in New Orleans (Etats-unis), in 2002 in Vlissingen (Netherlands) and Melbourne (Australia), in 2007 in Cherbourg (France), in 2010 in Amsterdam (Netherlands) and in 2013 in Beihai (China). In 2003, she was on the black list of 66 dangerous ships banned from European ports which was published by the European Commission after the Prestige disaster. Early February 2007, she was targeted by Robin des Bois in Cherbourg (France), detained by the maritime authorities but left 5 days later (Cf Ship-breaking # 8, p 1). Sold for demolition in Bangladesh.

Tahir Kiran in Cherbourg (France), February 207 © Robin des Bois

Transmed (ex-Izmir Castle, ex-Glory Yantai, ex-Cargo Enterprise, ex-Cielo Di Firenze, ex-Star Abadan, ex-Arlberg). IMO 7626396. Bulk carrier. Length 191 m, 9,500 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1978 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Midtrade SAL (Lebanon). Detained in 2002 in Hamburg (Germany) and Port Cartier (Canada) and in 2010 in Crotone (Italy) and Tianjin (China). Sold for demolition in Turkey.


**Car Carrier**


*Hoegh Trapeze in Amsterdam (Netherlands), January 2012 © Muhsen Hussein*
The 2nd death of the ex-European Gateway

Built in 1975 by Schichau Unterwerser, the British ferry European Gateway regularly sails from Felixtowe to Europort (Rotterdam) and back under Townsend Thoresen flag. In autumn 1980, the company decides to increase her capacity and sends her to Amsterdamsche Droogdok in Amsterdam (Netherlands) for a 15.70 meters lengthening. The ferry reaches a total length of 133.46 meters.

On December the 19th of 1982, just after leaving Felixstowe for a new crossing towards Holland, she collides at around 10:50 pm with her compatriot Speedlink Vanguard (142 m) from the Sealink company, which was entering the harbour. Seriously damaged by the Speedlink Vanguard bulbous bow, European Gateway rapidly capsizes and sinks. Aboard were 36 crew members and 34 passengers. Despite the lifeguards’ efforts, 6 people - 4 crew members and 2 passengers - lost their lives in this accident.

Refloated by Dutch specialist Wijsmuller on February the 26th of 1983, the wreck is towed to Felixtowe, then Amsterdam.
After a dry dock inspection, her ship owner renounces to repair the ship but some Greek ship-owners have another opinion. The wreck is acquired by Clorinda Shipping of Cyprus (Piraeus) and is towed to Perama (Piraeus) on June the 5th, where she is completely rebuilt. The ex European Gateway comes back to life in the summer of 1984 as the Cypriot Flavia connecting Ancon, Italy and the Greek ports of Igoumenitsa and Patras.

Flavia © Jürgen Stein

Her owner’s bankruptcy moves her back to the North during summer 1988. Acquired by Danish company GT Link, she is renamed Travemünde Link (Bahamian Flag) on the Gedser (South Danemak) – Travermünde (Germany) line. As she remains a Danish property and under Bahamian flag, she is operated by R-L Shipping on the Gedser-Rostock (Germany) line, under the name Rostock Link. Then she is acquired in 1996 by the Danish-German joint venture company Scandlines and is chartered most of the time to other Baltic ship owners.

Travemünde Link, in 1990 in Warnemünde (Germany) © Michael Segeth  
Rostock Link, leaving Travemünde, July 1995 © A Spörrli

In January 2000, she returns to the Mediterranean Sea. She is acquired by the Greek Agoudimos Lines, becoming the Bahamian Penelope A. and is chartered on the Greece-Italy line between Igoumenista and Brindisi. In 2005, she is registered under Greek flag and is simply renamed Penelope. At this point, she sails on the Greek islands service. In 2008, she returns on the Brindisi Line.

April 1997, Rostock Link sailing for Scandlines © Wolfgang Kramer

Penelope arriving Chios port (Greece), December 2007 © G Togias
From 2009 on, she alternates layed up periods and short charters, including as her last assignment, a brief connection between Tunis and Tripoli on November 2011 for Marfamar.

Penelope in Perama (Greece), October 2011 © Brekas Fotios

She is finally sold for demolition and is towed to Aliaga on July the 16th of 2013 under the name “Lopi” and the Togolese flag. There she will meet again with .....the Speedlink Vanguard, now the Birlik 1, also being demolished in Aliaga (see p 29).

Penelope leaving Piraeus in tow, July 13th 2013 © Petros Psarras

The Togolese Lopi arriving in Aliaga, July 16th, 2013 © Panagiotis Viachos

Sources
American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Boatnerd ; Bureau Veritas ; Capebreton Post (the); CBC – Radio Canada ; Chittagong Port Authority (the) Clarkson’s ; (the) ; Det Norske Veritas ; Development Policy Centre-Australie ; Emirates 24/7 ; Equasis ; European Maritime Safety Agency ; Fairplay ; G Captain ; Germanischer Lloyd ; Global Marketing Systems ; Grimaldi Group ; Gulf News ; Hindu (the) ; Indian Ocean Memorandum of Understanding ; Indo Asian News Services IANS ; INFO Suroit ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Matters ; Malaysia Flying Herald (the); Mediterranean Memorandum of Understanding ; Mer et Marine ; Miramar Ship Index ; MOL – Mitsui Osk Lines ; Mumbai Port Trust (the) ; Nippon Kaiji Kyokai ; OK Tedi Mining Group ; Optima Shipbrokers ; Phuket Gazette (the) ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles et archives ; Russian Maritime Register of Shipping ; Sea News ; Ship Nostalgia ; Shipspotting ; Soleil de Châteauguay (le) ; Times of India (the) ; Times of Malta (the) ; Tokyo Memorandum of Understanding ; Toledo Free Press (the) ; Trade Winds ; Tugboat Information ; TVA Quebecor Media ; United States Coast Guards ; Vessel Tracker ; Vietnam Register of Shipping.

Director of publication: Jacky Bonnemains.
Editors : Christine Bossard, Jacky Bonnemains
Documentation and illustrations : Christine Bossard with Charlotte Nithart et Elodie Crépeau
Translation : Marine Lécuret, Emily Courtin, Miriam Potter, Christine Bossard et Jacky Bonnemains

In collaboration with Gérard Cornier, maritime journalist and historian
On March 11th, 2011, the Japanese tuna boat *Kyotoku-Maru n°18* was swept away by the tsunami. She breached the breakwater dam and was dragged 750 m away from the coast in the middle of an ex-housing estate in Kesennuma. The city, situated northeast of Japan in the Miyagi Prefecture, 500 km from Tokyo and 200 km from Fukushima Daishi nuclear power station, was known for tourism and tuna, skipjack tuna, and swordfish fishing. It was also the hub of fishing and shark finning for the archipelago: 90% of sharks caught in Japon were unloaded at Kesennuma. The port is also a sister city to...
Puntarenas in Costa Rica, the Latin American center for the illegal trade of shark fins. (See On the Trail #2, the information and analysis bulletin on animal poaching and smuggling, p 5).

The mayor hoped to turn the ship, which has now become a tourist attraction, into a tsunami memorial, but the people’s referendum rejected the project. In September 2013, Ship Recycle Muroran, a non-profit organization based in Hokkaido, started dismantling Kyoto-Maru 18.

Many other ships were victims of the tsunami: an innumerable fishing boat fleet, diverse and sometimes wandering, but also vessels from the world merchant fleet. Some were salvaged and continued their careers; others sank or were dismantled on the spot.

The Ryo Un Maru, was sunk one year later on April 5th, 2012 by the US Coast Guard 180 nautical miles away from Alaska.
The demolished

The rescuscitated

\textbf{Glovis Mercury}, general cargo, ran aground in Sendai. © \textit{Reuter}

\textbf{Chinasteel Integrity}, bulk carrier, pushed aground on the shore of Kashima with her cargo of iron ore, collision with \textit{Rokkosan} and the \textit{Tai Chung}. In service.

\textbf{Coral Ring}, bulk carrier, collision with the dock unloading coal in Onahama. In service.

\textbf{CS Victory}, bulk carrier, grounded at Ishinomaki. In service in 2013 under the name of \textit{First Brother}

\textbf{Emu Arrow}, general cargo, collision with two other vessels at Kashima. In service.

\textbf{Katsura}, bulk carrier, damaged in Kashima. In service.

\textbf{Long Mu Wan}, container ship, damaged at the port of Koshiro. In service.

\textbf{Khrizoltoviy}, reefer, berthed at Ofunato. Her mooring line broke, the ship ran aground, got dragged away by the ebb and ran aground again.

\textbf{Rokkosan}, tanker, collision with the \textit{Chinasteel Integrity} and the \textit{Tai Chung} at Kashima.

\textbf{Shirouma}, bulk carrier, grounded at Haramati after unloading her cargo of coal.

\textbf{Tai Chung}, bulk carrier, collision with the \textit{Chinasteel Integrity} and the \textit{Rokkosan} at Kashima.

\textbf{Taino Maiden}, general cargo, damaged at Kashima.

\begin{center}
\begin{tabular}{l}
\textit{Asia Symphony}, general cargo, grounded at Kamaishi. In service in 2013 as \textit{N°9 Aya Maru} © \textit{Toshifumi Kitamura / AFP / Getty Images} \\
\end{tabular}
\end{center}

\begin{center}
\begin{tabular}{l}
\textit{Shiramizu} forepart in the Bay of Masan, South Korea, May 10\textsuperscript{th} 2013 © \textit{V. Tonic} \\
\end{tabular}
\end{center}

\begin{center}
\begin{tabular}{l}
Aft part at STX Hyeokshin shipyard in Goseong. Tongyeong, South Korea, June 15\textsuperscript{th} 2013 © \textit{V. Tonic} \\
\end{tabular}
\end{center}

The case of bulk carrier \textit{Shiramizu} (IMO 9071703) remains a mystery. The ship was planning to unload 70,000 tons of coal at Shinshi – 50 km North of Fukushima Daishi nuclear power station – when the wave struck. The crew was safe and rescued, but the hull cracked, the vessel leaked fuel oil and her owner, NYK Line, declared her a total loss. Two years later, \textit{Shiramizu} is found in Masan in South Korea; the forepart of the ship is anchored in the bay while the aft part is waiting at STX shipyards.
The changeable truth of the European Union

Part One: Truth on paper

Hurrah! At its plenary session on October 22nd, 2013, the European Union Parliament confirmed the adoption of the ship dismantling regulation. Already approved in April this year, the Commission proposal has even been «improved upon» after ministerial exchanges. Dismantling facilities approved by the European Union will have to be «built structures constructed and operated in a safe and environmentally sound manner», which effectively excludes natural beaches used as ship-breaking yards in India, Bangladesh, and Pakistan. This time, we got over with the «reckless scrapping» of old ships, under the terminology of the Parliament. Except that this EU-approved end of life will be implemented when the capacity of the EU-approved facilities will exceed a threshold of 2.5 million light displacement tons and will only apply to ships still EU-registered.

When the regulations become effective, vessels flying a non-European Union member State flag that call at European harbours will have to carry an inventory of hazardous materials integrated in their structures. If not, they are subject to penalties to be set by member states.

In the meantime, in Portugal…

Part Two: When European river barges sail at sea…and sink

The Exxon Valdez (1989), Erika (1999), and Prestige (2002),) shipwrecks caused oils spills which have led to a strengthening of regulations on the oil transport across the world ocean. Thus, the MARPOL Convention, following the amendments adopted in December 2003, prohibits the transportation of crude oil or heavy fuel oil by single-hull tankers from 2005 on and to no later than 2010, pushing many vessels of this type to either demolition or conversion.

Later, under the pressure of the public eye, European inland navigation engaged in a similar process of harmonization of regulation in international transportation of dangerous goods specifically on the Rhine. The flow of hydrocarbons and chemicals goes down the river that feeds the industrial areas of Switzerland, France, Germany, Luxembourg and the Netherlands. In 2008, the Central Commission for Navigation on the Rhine (CCNR) decided to consider hazardous substances that can endanger health and the environment and impose their transport in double-hull vessels. The schedule plans the phase-out of single hull tankers from December 31st, 2012, to no later than December 31st, 2018. Hundreds of single hull inland tankers will have to be phased-out—a well deserved retirement for the oldest ones built in the 50’s. But a retirement which also requires demolition costs. A number of owners now choose to avoid the European constraints by exporting their ships to less demanding areas. The most favorite destination is Nigeria. The pace of shipments has been accelerating: since 2012, many dozens of what we are better off referring to as ‘barges’ have been sent to Lagos. The maritime expedition of vessels
designed for inland navigation, in convoy and in tow, is uncertain. Troubles and accidents are frequent. Some examples:

In December 2010, the convoy Courbet towing the two barges Atlantic Energy (built in 1972) and Atlantic Transport (built in 1964) is immobilized in Malaga by the Spanish authorities, who fear that the tug did not have enough power to ensure their safety. Both barges will leave with another tug.

Courbet, built in Lorient (France), Panamanian flag © Juan Carlos Cilveti / Malaga Maritima

August 2011. The barge has been delivered to Lagos, but upon her arrival got adrift in a storm and ran aground with her hull twisted and cracked. She is now out of use - at least, we hope so.

August 29th, 2011, at Lagos (Nigeria) © Mohammed Alhassan

September 6th, 2011. The tug Courbet (see above) departed from Rotterdam (Netherlands), with the barges Atlantic Trader (built in 1965) and Vestland in tow, en route to Nigeria. Vestland broke in two off the coast of Brittany. The forepart sank at a depth of 140 m, and the aft part followed 1 hour later at 2000 m depth. She was carrying 7 m³ of fuel oil. Morglaz, the Breton association, protested.

© French Customs

August 16th, 2012. The Opalin, in tow of Tore and in convoy with another barge, was heading to Nigeria, broke in two and drifted off the Canary Islands. The aft part was finally towed to Lanzarote.

© La Voz de Lanzarote

December 2012. Departed from Rotterdam in tow of the Sun Essex and in convoy with Sapphire (built in 1988) bound for Lagos. The Frisius broke in two off the coast of Spain. The aft part sank and the forepart was towed to La Coruna along with the Sapphire.

© Robalisa / Shipspotting

According to expert sources, half of these inland tankers do not survive the journey. Hence the group trips, which leave some hope that at least one of the ship will survive and that the cost of towing will be amortised. The cases of Vestland, Opalin and Frisius, which all sank in whole or in part after breaking under the onslaught of the Atlantic, raised very few question on the migration of these barges from Europe to Nigeria. In some ways, it actually is better to hide it: in most cases, the Rhine barges are used for smuggling oil in the Niger Delta. They are used to transship stolen cargoes from the hijacked merchant vessels. They feed clandestine refineries onshore. Traffickers also need to « renew » their fleet of ships: in 2012, 200 ships were seized by the Nigerian JTF (Joint Task Force) under anti-smuggling operations. In 2013, one can cite the arrests of Sea Express, former German barge Eiltank 5 (built in 1962), Shandy, former German barge (built in 1985), and Vlieland, former Dutch barge (built in 1985).
The traffic of polluting wrecks from the Rhine is running well. However, given the lack of political and administrative condemnation, some fear that it will continue and be amplified by the time the new Rhine regulation will be implemented. The United Kingdom has joined the movement, in the same disastrous conditions regarding maritime safety and environmental hazard. In October 2013, the tug Ferox, flying the Vanuatuan flag, left Immingham on the East Coast of England bound for Nigeria, towing the Dutch barge Valletta (built in 1959) and the British Rix Harrier (built in 1979). Ferox, which was just released after 20 days of detention in Harlingen (Netherlands), fouled her propeller off Cape Lizard; the Falmouth coastguard arrived on scene whereas the role of towing vessel had been swapped to one of the barge! The troupe crossed through Lyme Bay and eventually ended up at Poole Harbour on the South Coast of England. In early November, Ferox was still detained by Poole Maritime Authorities.

At the same time, another convoy of the same type, departed from the Netherlands, was spotted in Lyme Bay. More, a Belizean flag tugboat, was sailing at slow speed along with the barges Novara (built in 1970) and Bomflot 5. Along the way, navigation lights were arranged on the Novara which has none and disappeared at night. In late October, the team left the English coast, found refuge east of the Cherbourg Peninsula before the arrival of Christian storm (also named St Jude’s Day storm), and proceeded through the Bay of Biscay, her official destination being Dakar (Sénégal).

Robin des Bois has written to the French Maritime Authorities in order to prohibit the passage of these inland vessel convoys in the French EEZ (Exclusive Economic Zone) and their exportation.

These inland tankers are 80 to 110 m in length and have a capacity of 1,500 to 3,000 t.

The African connection is unscrupulously operated by European but also American ship-owners who are not to be outdone when it comes to getting rid of single-hull tankers banned from US waters by the United States regulations. In 2008, U.S. Shipping Partners disposed of Jacksonville and Groton, two ITB (Integrated Tug Barge, a unit where the pusher tug and the barge are locked together in a rigid configuration) by selling them to the Nigerian J Marine Logistics. See the tragic story of Jacksonville p 24

Part Three: Do as I say, not as I do
The European Union truth on paper simply does not pass the test of reality. Apart from the scandal of Rhine barges exportation, European owners put forward two lures to hide the departure of their ships to the raw ship-breaking yards of Asia: a possible sale for further trading as unlikely as it can be or repair after a devastating accident.

Ship-breaking # 33 is still waiting to find out the true fate of the old gas carriers Annabella and Isabella owned by German ship-owner Chemikalien Seetransport (Cf p 19-20). Built in France, these two friends...
of forty years contain special materials that pose health and environmental problems during and after demolition: their steam turbines propulsion implies the use of large quantities of asbestos. Gas tanks are covered with perlite, an insulation coating of mineral origins but which is amalgamated with bitumen or polymer fibers due to its permeability to water vapor. The export of these vessels for demolition perfectly illustrates the hypocrisy and powerlessness of the European policy on the subject. The two vessels are laid up in the Spanish port of Algeciras.

The container ship *Hansa Brandenburg*, owned by another German group, Leonardt & Blumberg, disappeared from radar screens and AIS after being fire damaged: she left Mauritius in tow in September or October for an unknown destination. An alert is launched to track the ship, IMO 9236236, which is sent to demolition without either extraction of the charred containers or pumping of the contaminated extinguishing water. See « *Hansa Brandenburg, another container ship riddled with problems*».

The French shipbroker and maritime advisor who participated in the aborted sale of the ex aircraft carrier *Clemenceau* in India is now representing Boris Shipping Ltd (India) specialized in the worldwide capture of vessels bound for demolition. Through his Nantes-based (France) company Ingemar, he would also, according to our sources, be involved in the sales of *Atlantic Star*, scrapped in Turkey, *Glaros*, scrapped in Bangladesh (cf p 23), and *SeaFrance Cezanne* and *SeaFrance Renoir*, scrapped in India.

### Justice gives discount

The small general cargo carrier *Klaipeda Spirit* has just left for demolition in Turkey. (Cf. p 52). The vessel previously starred under the name *Vytautas*. On June 5th, 2007, under the Lithuanian flag, she sailed with a cargo of wood from Haraholmen (Sweden) toward Elefa (Greece).

Following the disaster of the *Prestige*, France has been leading a more active policy of repression against ships responsible for marine pollution. It is based in particular on the Montego Bay Convention, which requires States to protect and preserve the marine environment: the watch areas are expanded, 3 courts have been declared in charge of holding centralized proceedings on the different coastlines, and the penalties for voluntary pollution have become higher. Caught in the act by the French Navy as she was discharging oily waters off Brittany, leaving a 37 km oil slick in her wake, the *Vytautas* was diverted to Brest.

*Vytautas* under surveillance at Brest © *Yannick Le Bris*

*Vytautas* left the Breton port after paying a deposit of €400,000. In 2009, the owner was condemned by the Court of Brest to pay a fine of € 700,000 ($950,000). In 2011 though, the Court of Appeal of Rennes cancelled all sanctions and ordered the refund of the deposit thanks to a restrictive interpretation of the Montego Bay Convention, which also emphasizes the duty of the flag State to enforce the rules for the control of marine pollution from vessel. This duty, presented as a guarantee for the protection of the high seas beyond national jurisdiction, was in that case a protection of the interests of the owner of *Vytautas*: Lithuania had actually tried the case already and fixed fines of convenience, € 2,000 for the captain and € 19,500 for the owner, all the while using little tricks to delay the trial proceedings in Brest.
Letters to the Editor

Photos received from Shahid, Pakistan
Ship-breaking # 32 announced the chemical tanker *Samudera* was heading for demolition towards Bangladesh. In spite of a major fire off Malaysia, the ship has actually been towed all the way to Gadani, Pakistan.

Against all expectation as well, the Indian tankers *Pratibha Tapi* et *Pratibha Indrayani*, which were immobilized in Mumbai and supposed to be sold for demolition in Alang (Ship-breaking # 32, p 49), have been towed to Pakistan, like the tankers *Providence* also expected in India in Ship-breaking # 31, p 37), and *Hercules* renamed *Hero* whose final destination was unspecified (Ship-breaking # 32, p 47).
Robin des Bois’ comments
Pakistan may receive another devastated ship, the German container ship Hansa Brandenburg IMO 9236236 (See p 35). To be continued...

In the game of musical chair, the Chilean Papudo passed India, her official destination (Ship-breaking # 31, p 37), and sailed on as Apu for the final voyage to Chittagong, Bangladesh; a destination also ultimately chosen by the VLCC (Very Large Crude Carrier) tankers OSX 4 and OSX 5, beached in Chittagong as Popi and Kostas. As for the President Truman, renamed President 2 flying the Sierra Leone flag, who leaned towards Bangladesh too, along with the other Democratic President Jackson and President Polk while the Federalist President Adams ended up in India (cf. Ship-breaking # 32, p 42).

From Sven (Bonn, Germany), received on October 5th 2013

I have been missing information about the ongoing export of old inland tankers from the river Rhine to Nigeria. As single hull tankers will be banned from river Rhine from 2015 (I believe) hundreds of tank barges with approx. 1500t each are due for scrapping. The oldest barges date back to the 1950’s, a few even older. Many of them are sold to operate on river Danube. A large portion of this fleet (a few dozens up till now, I believe) are sold to Nigeria by unscrupulous brokers. Approx. half of them break and sink during towage. Those that do arrive operate in illegal bunkering and the operation of illegal refineries with terrible social and ecological consequences. (…) I would kindly ask you to research on this matter and include it in your next report. It deserves to find an audience to stop this. The German forum « Binnenschiff » has been collecting links to several pictures and articles in the international press. See Robin des Bois’ investigations in the chapter « When European river barges sail at sea... and sink » p 4.

This topic is truly typical of the European Union inconsistency regarding the fate and the dismantling of its old ships.

From Charles (United States), received on September 4th 2013

Dear Editors of Ship-breaking, I have found your “Bulletins of information and analysis on ship demolition” to be very useful. USS Hoel, an American guided missile destroyer (DDG-13), was decommissioned from the U.S. Navy in 1990 and towed to Manaus, Brazil for use as a power barge in 1997 or later. The project was not successful and I believe the ship was scrapped in Manaus. Can you confirm the the ship was scrapped there, and in what year it was scrapped?

Robin des Bois’ answer.
We have no certainty about the actual situation of the ex-USS Hoel. She was converted into an electrical power barge by Charleston Shipbuilders Inc after removal of her military equipments and then towed to Brazil in 1998. Her initial capacity was far less than expected. After a sluggish start in Rio de Janeiro, the power barge was still listed in late 2002 by the Brazilian state-owned Electronorte as one of its active facilities in Manaus.
July 1999, the ex USS Hoel in Manaus (Brazil)

It seems that the power station equipment has been dismantled from late 2005 on; from a satellite view dated 2008, the barge was then laid up at the end of the pier of Maua Power Station in Manaus but has now vanished.

Any further information from our Brazilian readers will be welcome.

From Svenn, Norway, received on August 15th 2013

(…) I am Svenn Martinsen, radio and ships historian. I am seeking information on the final chapter of the former commercial fishing vessel Earl J. Conrad Jr (earlier the US Navy vessel USS Deal and pirate radio ship off the UK as Olga Patricia / Laissez Faire) lately? The Conrad was sold by its previous owner and scrapped early 2013 according to my sources, but where, it also might be laid up somewhere? Boat scrapyards around or in Virginia might be possibilities…Pictures and/or info on what has happened would be good…Want to honor the ship for its Navy and radio broadcasting service!


Comments of Robin des Bois
Unfortunately we have no information about the final fate of this Navy and rock ‘n’ roll ship. All details would be welcome and forwarded.
Overview from August 1st to October 31st 2013: China in the lead

271 ships left for demolition in three months. The cumulative demolition will recycle nearly 2.1 million tons of metal. 76 (28%) were built in Europe, 78 (32%) belonged to European ship owners, 244 (90%) went to Asia.

Ship demolition produces metal to recycle and waste to manage. Often, waste in the form of paints, scale and sediments cannot be separated from metals considering the present condition of ship dismantling in Asia or other continents.

Among the casual waste are to be considered:

- asbestos in various forms. In the European Union an asbestos removal plan must be submitted and accepted by the Occupational Health Service. Asbestos in ships to be broken up nowadays can be found in paints, navel pipes, seals, sennets, cables, line laggings, in flooring adhesives and sublayers, partitions and suspended ceilings, in the windlass brakes and in the tank sludge and bilge sludge.
- PCBs (Poly Chloro Biphenyls) in linoleums, hydraulic oil and lubrication oil, paints, seals and mastics, capacitors and other electrical equipments
- cadmium, chromium, lead, mercury, tributyltin in non submerged paints, hull paints, anods
- sludge in the lines and cargo tanks
- refrigerant fluids of which ammoniac
- batteries and accumulators
- medicines
- incinerator ashes
- IT, office and household consumables
- maintenance paints
- radioactive gauges and smoke detectors

According to cautious estimates, it appears that the whole demolition and operation waste onboard an end of life ship may represent from 2 to 5% of the light displacement tonnage, i.e. for this trimester from 46.000 to 116.000 t. A poor management of these wastes leads to health and environmental hazards.

At least 35 of the scrapped vessels were renamed prior to their departure for demolition. The award for transformism is attributed to the Philippino Ro Ro Sulpicio Express Uno, which became the Comorian Bruno when she was beached at Alang. (p 43); the special prize for the trendy name is given to Antic, the ultimate surname already chosen by the owner of the Atlantic Star (see Ship-breaking # 31 p 5) and this time borne by the Iranian Amitees and the German Hansa Atlantic, also in Alang. On the deflagging side, Saint-Kitts-and-Nevis and Comoros retain their popularity among fans of discretion on the last voyage, although Sierra Leone and Tuvalu sold their skin dearly.

The pace of vessels set out for demolition has stabilized (21 ships against 24 per week for the first 4 months of the year). Cumulatively, for the first 10 months of the year, the number of vessels sent to be broken up already reached 958 units.

By tonnage of recycled metal

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>633,000 t</td>
<td>30%</td>
</tr>
<tr>
<td>India</td>
<td>579,000 t</td>
<td>28%</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>314,000 t</td>
<td>15%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>283,000 t</td>
<td>14%</td>
</tr>
<tr>
<td>Turkey</td>
<td>151,000 t</td>
<td>7%</td>
</tr>
</tbody>
</table>

By unit

- 1 China, 75 (28%)
- 2 China, 69 (25%)
- 3 Turkey, 44 (16%)
- 4 Bangladesh, 36 (13%)
- 5 Pakistan, 20 (7%)
- 6 Denmark, 5 (2%)

By category

- 1 : bulker, 92 (34%)
- 2 : general cargo, 62 (23%).
- 3 : tanker, 46 (17%)
- 4 : container ship, 35 (13%)

The Chinese ship-breking yards offered particularly attractive prices. They also profitted of the massive destocking of the shipowners: two thirds of the ships demolished in China belonged to Chinese shipowners. Due to the arrival of 13 large ships each around 20,000 t of lightweight, China is number one in tonnage of recycled metal and gets ahead of India.
India maintains the lead in units scrapped with 75 vessels (28%) but its share continues to erode: it was 40% for all of 2012, 34% for the first 4 months of 2013 and down to 30% for the May to July 2013 period. After India, the cards are redistributed. China comes in 2nd place with 69 vessels (25%) ahead of Turkey, at 44 vessels (16%); Bangladesh, retrograding at 36 vessels (13%) and Pakistan at 20 vessels (7%). The summer monsoon months have been difficult for the three countries of the Indian subcontinent, who all lost market shares.

After the bars, demolition
61 (23%) of vessels sent out for shipbreaking were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or without any classification at all. The substandard ships are still the first ones to leave: at least 156 (58%) have been previously detained in ports worldwide with a detention rate of 84% for general cargo carrier, 70% for bulk carriers and chemical tankers, and 43% for containerships. The worst of the substandard ships is the small North Korean tanker, Dae Won 168, with 17 detentions between 2001 and 2008, all at Nakhodka oil terminal (Russia), demolished in China (cf p 22). The other winners are Susannah, with 15 detentions (p 56) and Sirena with 11 detention (p 55), two general cargo carriers demolished in Turkey. The Sea Way (p 71) is another remarkable vessel, banned from the European harbours for multiple detentions and which escaped the repair yards, preferring the shipbreaking yards instead.

Nakhodka oil terminal © Rosneft

Years and meters
The average age of ships leaving fleets ranges between 10 years for the German container ship Hansa Brandenburg which suffered a fire off Mauritius and 53 years for the cement carrier Cementina already considered as a “very high risk” vessel in 2003 (Cf. p 79) and the Italian tanker Nerano (p 25). The average age is 28 years; in 2006 it was 31 years. It is 26 years for tankers and 22 for container ships. 98 vessels have a length less than 150 m, 111 are between 150 and 199 m and 62 m over 200. 9 vessels are more than 300 m of which 5 were demolished in Pakistan.
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.

**Miscellaneous** *(tug, pipe burying vessel, offshore supply, dredger, research vessel)*

**Tug**

**Death of the old Leopard in Africa**

The *Leopard*, a high seas tugboat, went aground half sunken. She was laid up with a remaining crew of only two men in Mindelo Bay in Cape Verde, safe but not quite enough from the torments of the sea. Rumor has it that the anchor lines were cut by the fishing gear of a trawler.

Built in 1977 in West Germany, the *Leopard*, under the name *Caribic*, was serviced by the German rescue company Bugsier. Built in 1977. In 1985 she was sold to Black Sea Shipping of Ukraine, time at which she became the *Leopard*, still operated by the greek group Tsavliris. The *Leopard* was then on the lookout in the Indian Ocean.

The Soviet citizen *Caribic* in Hamburg (Germany), 1988 © Arki Wagner

In 2000 she was sold to Marine Rescue Service (MARS); she was then flying the Ukrainian flag. When she would show up in Europe a decade ago, the *Leopard* was badly judged by maritime security inspectors. She has been in particular detained for multiple deficiencies for 115 days in the Port of Lisbon (Portugal).

In 2004, the *Leopard* was almost in hideout. She no longer had a classification society. The Russian Maritime Register of Shipping had excluded her. Mindelo Bay was her refuge.

In 2005 she was found 350 miles away from the Cape Verde Islands, assisting the *Eco Princess*, a small chemical tanker of 108 m in length under the Panamanian flag. In 2006 the *Eco Princess* encountered closely the *Probo Koala* (cf. the special page on *Probo Koala*). The two ships were set side by side in the Abidjan bay (Ivory Coast) and exchanged mysterious liquids only weeks before the *Probo Koala* was used as an illegal refinery in the Mediterranean and 5 months before the tanker chartered by Trafigura came back to Abidjan to get rid of 500 t of mercaptan and sulfuric hydrogen waste.

In January 2007, still on the watch in Mindelo Bay, the *Leopard* assisted the *Kevin* which was in difficulty, loaded with 7000 tonnes of bags of cement.

In October 2007, the grain cargo carrier *Theodoros P* suffered an irrevocable breakdown of her rudder...
800 miles south of the Cape Verde Islands. The *Leopard* left once again Mindelo Bay to rescue the *Theodoros P* that she towed to Las Palmas (Canary Islands).

Then, nothing more, except a seizure following an unpaid bill and immobilization in Cape Verde for the last 5 years.

In December 2011, the *Leopard* made a first attempt to beach. She ran aground on Gale Beach south of the bay. The authorities feared an oil spill; the tugboat contained several tens of tonnes of fuel oil. She was saved, put back on anchor but reiterates the attempt in September 2013. This time efforts of the other valid tugboats are to no avail to set her afloat and since then the *Leopard* is subject to a phase of pillaging and auto demolition in Porto Grande in Mindelo Bay.
Pipe burying vessel

Offshore supply vessel.


SCI 06. IMO 8308501. Offshore supply vessel. Length 58 m, 1,232 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Dockyard & Engineering. Owned by SCI – Shipping Corporation of India (India). In August 2013, SCI calls for tender in order to sell the ship either for demolition or further trading (in 2007, a previous similar tender was cancelled); SCI-06 was then available for inspection in Kakinada, on the Indian East coast. In September, she was towed for demolition in Mumbai, on the West coast.
**Skua** (ex-Pentow Skua, ex-Oil Harrier). IMO 7422271. Offshore supply vessel. Length 61 m. Tanzanian flag. Classification society American Register of Shipping. Built in 1976 in Capelle (Netherlands) by Ysselwerft. Detained in 2013 in Durban (South Africa). Sold by her owner Jampur International (United Arab Emirates) to the Indian Doehle Danautic prior to her departure for demolition. After announcing Gadani as her final destination, the ship is now heading towards Alang.

![Pentow Skua](image1)

March 27th 2006, **Pentow Skua © Glenn Kasner**


![Skipper](image2)

May 2008, **Skipper underway from Aberdeen (Scotland) to Dubai, via Vlissingen (Netherlands) for bunkering © HenkR**

October 1984, Chikou (China), **Smit-Lloyd 105 unloading in heavy weather © casimir**

**Dredger**


![Kamal XXIX](image3)

**Kamal XXIX seen in Kandla (India), November 2009 © Snip**


Research vessel
GGS Atlantic (ex-Jeff Chouest, ex-Casey Chouest). IMO 8225943. Sismic research vessel. Length 51 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Larose (United States) by North American Shipbuilding. This ship has been owned from 1981 to 2006 under two different names (Casey Chouest, then Jeff Chouest in 1996) by the American operator Edison Chouest Offshore, second of the American offshore business after the Tidewater Group. She was probably renamed because a new Casey Chouest was commissioned in 1996. Owned by Global Geo Services (Norway). Sold for an unknown destination of demolition.

In Tromsø (Norway), August 2011 © Ronald Rampsch
Chemical tanker

*Felicidad* (ex-*Symphony I*, ex-*Hyde Park*, ex-*Stolt Reliant*, ex-*Stolt Luisa Pando*, ex-*M. Luisa Pando*). IMO 7931856. Chemical tanker. Length 173 m, 9,940 t. Belizean flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sestao (Spain) by AESA. Detained in 2007 in Tarragona (Spain). The *Symphony I*, flying the Liberian flag of convenience sailed into Argentina's River Plate in October 2008, planning to load soy oil. The ship was immobilized because of lawsuits for unpaid bills. The Greek shipowner, who has not paid the wages of the crew for three months either, abandoned the vessel and her 31 Filipino, Indonesian and Latvian sailors. They soon ran out of fuel, drinking water and food, surviving only from charity donation and with the help of the International Transport Workers Federation (ITF). After being stranded for three months, 17 crewmen were repatriated. The captain and the chief engineer would only leave in July 2009, after 8 months of negotiations led by the representative of the ITF in Buenos Aires. In April 2010, the ship was acquired by National Shipping SA (Argentina) and went on sailing, in South American waters only and under the Belizean flag. Sold as is in Buenos Aires (Argentina) for an unknown destination of demolition, probably a local facility. 205 $ per ton.

*Symphony I* at La Plata river, Buenos Aires Argentina, February 2009 © Osvaldo Morales Cáceres

*Gem of Daheej* (ex-*Pakri Challenge*, ex-*Ilaria D*, ex-*Jo Ilaria D*, ex-*Ilaria D*). IMO 9048469. Chemical tanker. Length 127 m, 3,736 t. Deflagged from India to St. Kitts & Nevis for her last voyage as *Gem*. Classification society Bureau Veritas. Double hull ship built in 1993 in Pellestrina (Italy) by Cantiere Navale De Poli. Owned by West Asia Maritime Ltd (India). Detained in 2004 in Rotterdam (Netherlands) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.

*Gem of Daheej* berthed in Suez Canal, waiting to proceed with southbound convoy, June 2008 © mara


*Global Union* anchored in Fujairah, (United Arab Emirates), January 2007 © Tord Avsnes Sæle

Nazo-S (ex-Oruba, ex-Pointe de Lesven). IMO 7403055. Chemical tanker. Length 91 m, 1,340 t. Turkish flag. Classification society Turk Loydu. Double bottom ship built in 1975 in La Rochelle (France) by Les Chantiers et Ateliers de La Rochelle-La Pallice. The Pointe de Lesven was originally an edible oil and wine tanker. Her first shipowners were the French Société Finistérienne de Cabotage (subsidiary of Compagnie Générale Maritime), then the Navale française in 1994. She was reflagged from France to Panama in 1987. Acquired by Turkish shipowners in 2002, she became the Panamanian Oruba, then the Turkish Nazo-S in 2006.

Owned by Desas Denizcilik Veticaret AS (Turkey). Detained in 1998 in Sète (France), in 2003 in Santander (Spain) and Lisbon (Portugal) and in 2005 in Bordeaux (France). On June 21st 2013, Nazo-S left Ravenna bound for Galati (Romania). 37 nautical miles off the Italian coast of Civitanova, a fire burst out onboard due to a short circuit in the crew accommodation area. The 12 crewmembers abandoned the burning vessel and were rescued by the container ship Annamarie. Firefighting vessels came from Ancona and succeeded in controlling the fire. After negotiations, the Nazo-S was towed and delivered for demolition in Aliaga.

Off Kythira Island, Aegean sea (Greece), August 2012 © Samios Georgios

Fire onboard Nazo-S, July 2013 © SeaneWS Turkey


Gas tanker
Annabella (ex-Montana). IMO 7328243. Gas tanker. Length 199 m, 13,385 t. Liberian flag. Classification society Lloyd’s Register of Shipping. Sistership of Isabella (see below). Her construction by NORMED started in 1973 in La Seyne-sur-Mer (France) but the ship left the shipyard in 1984 only. Owned by Chemikalien Seetransport (Germany). Sold as is in Algeciras (Spain) for an unknown destination of demolition. 380 $ per ton. See also the chapter « The changeable truth of the European Union, Part Three» p 6.

Annabella, in Barcelona (Spain), March 2006 © Vladimir Knyaz

![Ecole](image1)


**Isabella** (ex-Kenai Multina, ex-Kentown). IMO 7229447. Gas tanker. Length 198 m. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as Marisa. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne-sur-Mer (France) by les Constructions Industrielles De La Méditerranée. This ship was originally launched with a sistership, presently the Annabella (see above), for Universal Gas & Oil Company, subsidiary of the Israeli group Maritime Fruit Carriers (which operated other ships than reefers). She was delivered in October 1972 as Kentown (British flag), but was acquired by the London-based Multinational Gas & Petrochemicals and finally entered service in April 1975 as Kenai Multina (Liberian flag). Auctioned in 1978 after Multina bankruptcy, she became the Liberian Isabella owned by the Hamburg-based German group Chemikalien Seetransport. Designed to carry LPG (Liquid Petroleum Gas) as well as LNG (Liquid Natural Gas), she was mainly operated to carry methane from Algeria and Libya to Spain on behalf of the Spanish group Enagas. She has been laid up since August 2011 in the port of Cadiz (Spain). Sold by her German owner Chemikalien See Transport Gmbh to Twila Shipping Inc, a Liberia-based shell company, prior to her departure for an unspecified destination of demolition. See also the chapter « The changeable truth of the European Union, Part Three» p 6.


Enagas Terminal, April 2004 © Rafael Martinez Bescos


Syn Mizar (ex-Val Fiorita). IMO 8705711. Gas tanker. Length 97 m, 2,379 t. Maltese flag. Classification society RINA. Built in 1989 in Leghorn (Italy) by Fincantieri. Owned by Synergas Srl (Italy). Detained in 1999 and in 2009 in Rijeka (Croatia) and in 2012 in Augusta (Italy). Sold for demolition in Turkey. 520 $ per ton, a high price, like her sistership Syn Mira due to a high nickel content.

Yara Gas 2 (ex-Hydrogas II, ex-Britta II, ex-American Cheyenne, ex-Britta). IMO 7509172. CO\textsuperscript{2} tanker. Length 72 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1977 in Neuenfelde (Germany) by Sietas; general cargo carrier converted in 1992 to CO\textsuperscript{2} tanker with a total capacity of 900 t of CO\textsuperscript{2} in her two tanks. After Yara Gas I (see Ship-breaking # 31), it is Yara Gas II’s turn to leave the Larvik Shipping fleet (Norway). They were replaced by Yara Embla and Yara Froya which have double the loading capacity, able to deliver 1800 t of CO\textsuperscript{2} to beverage businesses (carbonation), food business (chilling and freezing) or air catering. Sold for demolition in Frederikshavn (Denmark) by Orla’s Product Forretning.

Metamorphosis

Britta II © Capt. Jan Melchers

Yara Gas II, May 2013 © Moolen
**Tanker**


*Akaki,* November 2012 Fujairah (United Arab Emirates) © Knut Helge Schistad


*Dae Won 168 (ex-Dae Hung 7, ex-Zuiko, ex-Zuiko Maru).* IMO 8403739. Tanker. Length 100 m. Deflagged from North Korea to Cambodia for her last three months of operation as *Petro 168.* Classification society Korea Classification Society. Built in 1984 in Yawatahama (Japan) by Kurinoura. Detained 17 times at Nakhodka oil terminal (Russia), she deserves the gold medal in the substandard ships contest: 6 times in 2001, once in 2002, 7 times in 2003 and finally once in 2004, in 2006 and in 2008. Sold in June 2013 by her North Korean owner to the Chinese Dalian Jiajia Shipping Technology Co who had her deflagged and renamed prior sending her to demolition in Jiangyin (China) in September 2013.


Eagle Corona. IMO 9042453. Tanker. Length 247 m, 15,927 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Detained in 2011 in Zhoushan (China). Sold as is in Labuan (Malaysia) for an undefined destination of demolition, but logically Pakistan. 401 $ per ton.

Glaros (ex-Crete, ex-Saga Chelsea, ex-Songa Chelsea, ex-Chelsea, ex-Macoma). IMO 9077850. Tanker. Length 332 m, 42,676 t. Deflagged from Liberia to Mongolia for her last voyage as Bicas. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Okpo (South Korea) by Daewoo. Suspected to have been trading Iranian oil in December 2012.
the *Glaros*, owned by the Greek Dimitris Cambis, is listed by the Office of Foreign Assets Control on March 14th 2013 as a vessel banned under the Iran Sanctions Act. Meanwhile, she is acquired by Sambouk Shipping FZC (United Arab Emirates) prior to her delivery for demolition in Bangladesh.


*Itabuna.* IMO 8900024. Tanker. Length 182 m, 9,618 t. Deflagged from Brazil to Tanzania for her last voyage as *Tabun*. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Sold by her Brazilian owner Petrobrás Transportes SA to EXIM Inc (United States) prior to her demolition in India.

*Itajuba.* IMO 8900036. Tanker. Length 182 m, 9,466 t. Brazilian flag. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Owned by Petrobrás Transportes SA (Brazil). Detained in 2012 in Naha, Okinawa (Japan). Sold as is in Brazil for an unknown destination of demolition. 306 $ per ton.

*Jacksonville.* IMO 7901916. ITB (Integrated Tug Barge), tanker barge and her push tug. Length 40 m (push tug) and 170 m (barge), 11,620 t. Liberian flag. Unknown classification society. The tug was built in 1982 in Mobile (United States) by Halter Marine and the double bottom single sided barge in Sparrows Point (United States) by Bethlehem Steel. The 13 tanks had a capacity of 362,000 barrels (around 45,000 t). At the end of her American carrier the *ITB Jacksonville* was utilized to transport grain cargoes to Africa for humanitarian organizations. In 2008, the New Jersey-based U.S. Shipping Partners sold two of its old ITBs, the *Jacksonville* and the *Groton*, to the Nigerian Tubbs Marine & Energy Ltd. Both vessels returned to petroleum service but under non-U.S. flag. In September 2011, the *Jacksonville* suffered an explosion off Lagos; 3 of the 15 Indian crewmembers got killed, 2 were reported missing. The 10 survivors have been detained for several months and charged with « activities inimical to security” by the Nigerian authorities. *Jacksonville* will not be repaired; in October 2013 she was towed and beached for demolition in India. See also the chapter « When European river barges sail at sea... and sink» p 4. As for the *Groton*, the other ITB sold to Nigeria in 2008, she too will be broken up in India: she arrived in Alang on November 12th.
Maran Taurus (ex-Astro Taurus, ex-Eagle). IMO 9012915. Tanker VLCC. Length 332 m, 41,220 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Oppama (Japan) by Sumitomo. Owned by Maran Tankers Management Inc (Greece). Sold for demolition in Pakistan where she was beached as Rani. 410 $ per ton including 250 t of bunkers.

Maran Taurus anchored in Fujairah (United Arab Emirates), September 2013 © Tarbatness

Rani in Gadani (Pakistan), October 9th 2013 © Shahid


Venassa in the Firth of Forth (Scotland), 1990 © Gordon Dalzell

Mir Bedirxan, August 28th 2013, Gadani © Shahid


Nerano (ex-Medea, ex-Aleria, ex-Alemak, ex-Ganter). IMO 5126079. Tanker. Length 90 m. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1960 in Bremen (Germany) by Adler Werft. Jumboized in 1967 and lengthened from 83 to 90 m; converted in 1973 to vegetable oil and wine tanker and then to water tanker. Owned by Marnavi Spa (Italy). Sold for demolition in Turkey.

Nerano unloading freshwater to Lipari Islands, June 2007 © Tomasello Letterio

**New Victory**. IMO 9014418. Tanker VLCC. Length 328 m, 38,634 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 380 $ per ton.

**Pratibha Neera** (ex-Yevgeniy Titov). IMO 8724743. Tanker. Length 179 m, 9,680 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Double hull ship built in 1986 in Kherson (Ukraine) by Khersonskiy SZ. Detained in 2000 in Naples (Italy) and in 2004 in Monfalcone (Italy). Owned by the Indian bankrupt Pratibha Shipping Co Ltd (see the previous episodes of the Pratibha saga in ship-breaking # 31 p 8, and # 32 p 49), the ship is immobilized in Visakhapatnam on the Indian East Coast for unpaid bills; mid-August, she was auctioned following the decision of the High Court of Mumbai. She was beached for demolition in Pakistan as Neera on October 20th.

**Rabindranath Tagore**. IMO 9045479. Tanker. Length 177 m, 8,245 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Shipping Corporation of India (India). Sold for demolition in Mumbai (India).

**Rodeio**. IMO 8501804. Tanker. Length 175 m, 9,261 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Caneco. Owned by Petroleo Brasileiro S.A. (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in Pakistan. 2,7 M de dollars i.e. 292 $ per ton.


**Westaf (ex-Navarino, ex-Hebei Explorer, ex-VL Cosmos, ex-Cosmo Jupiter).** IMO 8519253 Tanker FSO. Length 320 m, 30,727 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Esta*. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1986 in Ariake (Japan) by Hitachi. Commissioned as the Japanese *Cosmo Jupiter* on December 10th 1986, this 239 000 dwt oil tanker was struck by a missile on January 6th 1987 in the Persian Gulf on her maiden voyage from Kuwait to Japan. The ship suffered only minor damages and none of her crewmembers was hurt. The missile was thought to be Iranian, but this was denied by the Iranian authorities.

After a career of more than 20 years, the tanker was converted in 2008 to FSO (offshore storage vessel) by the Greek Skaramanga shipyard. Renamed *Westaf*, she was moored off Lagos (Nigeria). She was attacked by Nigerian pirates on December 29th 2009. Seven crewmembers were injured and the pirates robbed all the sailors’ personal belongings, valuables and other property. Sold to the Indian Hermes Maritime Services Pvt prior to her departure for demolition in Pakistan.


Fishing vessel
Kyotoku-Maru no 18 (ex-Tomi Maru No.35). IMO 9032367. Fishing vessel. Length 59 m. Japanese flag. Unknown classification society. Built in 1991 in Nagasaki (Japan) by Watanabe Zosensho. Owned by Gisuke Gyogyo (Japan). On March 11th 2011, the tuna fishing vessel was dragged 750 m inland by the tsunami, in the middle of an ex housing estate in Kesennuma, North-East Japan. The city mayor wanted to make her a tsunami memorial site but the citizens voted against this project. The dismantling of the Kyotoku-Maru no 18 has started on the spot in September. See the chapter « Ships crippled by the tsunami » p 1.

© John Pozadzides


© fredboels

© Peter Wyntin

(Fish) Factory-ship

© Elena
Reefer


*Baltic Night*, berthed in Saint Petersburg (Russia), August 2012 © Maksim Abramov


*Ming Yang* (ex-*Vostochny Bereg*). IMO 8131544. Fish carrier. Length 153 m. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1981 in Wismar (Germany) by Mathias-Thesen. The fish carrier *Vostochny Bereg*, needed a large superstructure and many crewmembers because of her duty which was to collect fish from the fishing vessel on their working sites – implying transshipment operations at sea, thus handling – and then to carry the frozen cargo to the markets where it will be sold. Her homeport then was Vladivostok. She was acquired by the Chinese Zhoushan HaibaoTransport Co in 2000, and went on the same activity. In July 2009, she was announced sold for demolition in Bangladesh at 235 $ per ton (see Ship-breaking # 17) but she played a long overtime.

*Ming Yang*, April 7th 2012 entering drydock at Zhoushan shipyards (China) © sea apache

In October 2012, the *Ming Yang* suffered an explosion on the main engine and a major fire onboard; she was sailing south east of Okinawa on the Japanese coast, from South America bound for China. 21 of the 64 Chinese sailors escaped on a life raft and were picked up by another reefer, the Japanese Sasanqua; the rest of the crew found refuge on the bow port of the burning ship and was rescued by Japan Coast Guard vessels. The *Ming Yang* was towed to Zoushan, south of Shanghai, for investigation.

*Copihue*, berthed in Saint Petersburg (Russia) © Maksim Abramov

*Ming Yang*, April 7th 2012 entering drydock at Zhoushan shipyards (China) © sea apache

Ming Yang, April 7th 2012 entering drydock at Zhoushan shipyards (China) © sea apache and ready to leave on April 17th 2012 © sea apache

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by the Chinese authorities. The old reefer will not be repaired but instead broken up in China. Too bad, she had just been freshly painted (Cf. photos on previous page) !

Fire on the Ming Yang, October 21st 2013, 150 km off Okinawa (Japan) © Japan Coast Guard

Ferry / passenger ship

*Biladi* (ex-*Liberté*). IMO 7824912. Ferry. Length 164 m. Deflagged from Morocco to Togo prior to her towing for demolition in Aliaga. Classification society Bureau Veritas. Built in 1980 in Prairie-au-Duc (France) by Dubigeon-Normandie; jumboized in 1991 and lengthened from 141 to 164 m. She was originally the French *Liberté* mainly operated by the SNCM on the Marseille / Algeria and Tunisia service. *Liberté* was deflagged to Morocco in 2003 and served on the Sète/Tanger line.


The ship has been immobilized in Sète (France) since January 2012 following the financial difficulties of her Moroccan owner Comarit; the sailors have been detained onboard until June 2012. In May 2013, the *Biladi* was auctioned for 1 million euros (1.3 million $) in spite of an opening bid of 1.6 million euros. In early July, she was allowed to leave the port of Sète though the sale would have been delayed, further to a complaint from the Moroccan shipowner. As a matter of fact, the new Greek owner, who had pretended to send its ship towards Suez repair yard in Egypt, had already resold her to a Turkish ship-breaking yard. Quite a good deal for a ship acquired around 120 $ per ton and resold at 300 $...

*Biladi* in the Mediterranean, October 2008 © Foggy

Two other vessels owned by the COMARIT are still immobilized in Sète.

Ostend Spirit (ex-Pride of Calais, ex-P O Calais, ex-P&O SL Calais, ex-Pride of Calais). IMO 8517748. Ferry. Length 170 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Vegesack (Germany) by Schichau-Unterweser. This P&O (United Kingdom) ferry served all her career on the Calais/Dover line, successively as Pride of Calais, P&OSL Calais in 1998 for the new P&O Stena Line, PO Calais in 2002 when P&O and Stena broke up, and Pride of Calais again in 2003. Retired from the Calais/Dover service on October 20th 2012, she was chartered bareboat for three years in December 2012 by Transeuropa Ferries which put her back to service on the Ostend/Ramsgate line, renaming her Ostend Spirit. After this company ceased operation on April 18th 2013, the Ostend Spirit was decommissioned in Tilbury. She left in tow for demolition in Turkey, succeeding to her sistership Pride of Dover, delivered to the breakers in Aliaga in late 2012.

Delivered to the Aliaga breakers on July 29th, *Rochdale One* was originally the soviet cruise ship *Ayvazovski* of the Soviet Danube Shipping Company. She had been essentially cruising in the Black Sea and the Mediterranean. She was acquired in 1991 by Ukrainian interests and was chartered as *Karina* (1996) and *Primexpress Island* (2000). While being ultimately used as a floating casino, her condition got bad. The ship was detained in 2001 in Rhodes (Greece), then towed and laid up in Eleusis Bay.

The end of her lifetime was quite unusual: she was acquired by Dutch associations and became a student accommodation in the port of Amsterdam as *Rochdale One* (Cyprus flag). Works had started in Greece but as many workers were needed for the preparation of the 2004 Olympic Games in Athens, the ship left to Amsterdam by her own power to finish the conversion works. In her 194 cabins starting at 200 € a month, the *Rochdale One* has been housing students in Amsterdam from 2004 to 2009.

In 2009, the student residence closed down and the ship was decommissioned. In 2011, she was towed to a new berth in Gravendeel, south of Rotterdam, waiting to be sold. In February 2012, her new Lebanese owner sent her to Tripoli (Lebanon) where he planned to use her as a hotel again. The project was never achieved and in summer 2013, the ship was towed for demolition in Turkey.
Container ship
Altamira Express (ex-CP Ambassador, ex-Lykes Ambassador, ex-Ming Plenty). IMO 8501426. Container ship, 3266 teu. Length 270 m, 16,800 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag Lloyd AG (Germany). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 413 $ per ton including sufficient bunkers for the voyage.

Altamira Express entering the port of Valencia (Spain), March 2013 © Manuel Hernández Lafuente


Govern (ex-Ever Govern). IMO 8314524. Container ship, 2728 teu. Length 231 m, 14,340 t. Marshall Islands flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kaohsiung (Taiwan) by China Shipbuilding Corp. In 2009, the ship was said to be sold for demolition: her status in the Equasis database was officially « dead ». As a matter of fact, she arrived in July at Xinhui ship-breaking yard in China. But in September she was located further north, off Ningbo. In March 2010, she was acquired by the Cyprus-based Lemiissole Shipmanagement Ltd and was back to service. In 2013, she is sold for demolition again and her status becomes this time « to be broken up ». The container ship is laid up in Singapore; her destination of demolition is not specified though the selling price may destine her to the Indian sub continent. 425 $ per ton. The Govern was eventually beached in Chittagong on November 20th as Dove.

Dead” but alive in Ningbo, September 2009 © Andreas Schlatterer


Hanjin Kaohsiung in Terneuzen (Netherlands), August 2008 © Peter Schneekenburger

Hanjin Vancouver (ex-Hanjin Hamburg). IMO 8820822. Container ship. Length 241 m, 12,542 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Okpo (South Korea) by Daewoo. Detained in 2011 in Chennai (India). Sold by her Greek owner Samartzis Maritime Enterprises to Salem Seaways Inc, a Liberia-based shell company, just prior to her departure for demolition in Bangladesh where she was beached as Vancouver.
Hansa Atlantic (ex-Maersk Dresden, ex-MSC Dresden, ex-Dagmar Maersk, ex-Hansa Atlantic). IMO 9112571. Container ship, 4306 teu. Length 292 m, 19,906 t. Deflagged from Germany to Sierra Leone for her last voyage as... Antic. Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Port-Louis (Mauritius). According to its habits (see below), the German shipowner Leonhardt & Blumberg Schiffahrts-gesellschaft mbH & Co KG got rid of its container ship by selling her to the Indian Prayati Shipping just prior to her departure for demolition in India. 378 $ per ton.


Hansa Brandenburg (ex-Tiger Jade, ex-Maersk Auckland, ex-Hansa Brandenburg). IMO 9236236. Container ship, 1740 teu. Length 175 m. Liberian flag. Classification society Germanischer Lloyd. Built in 2003 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg Schiffahrts-gesellschaft mbH & Co KG (Germany). On 15th July, one of the container took fire for unknown reasons; the ship, in very bad condition, is towed to Mauritius. In September, The Hansa Brandenburg was sold for demolition but her final destination was not specified. The ship has not been cleaned up prior demolition: either pollutants or contaminated extinguishing waters have not been extracted. Considering the German shipowner’s habits, one can expect the wreck should join her fleet mates Hansa Atlantic and Hansa Pacific in India. See the press release dated September 30th 2013 “Hansa Brandenburg, another container ship riddled with problems”.


**Hope** (ex-YM Yantian, ex-Hope, ex-OOCL Hope). IMO 8718110. Container ship, 3918 teu. Length 276 m, 19,861 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Danaos Shipping (Greece). Detained in 2003 in Bremerhaven (Germany), in 2004 in Naples (Italy) and in 2012 in Melbourne (Australia). Sold for demolition in India. 408 $ per ton including a 50 t working propeller.

![Greetings from SO\textsubscript{2}](image)

January 26th 2013, Australia Day and air pollution in Port Adelaide (Australia): **Hope** along with the tugs **Tingari** & **Walan**. © Pete Turner


![Kalamata in Yokohama (Japan), August 2012 © V. Tonic](image)


![Rong Feng leaving the port of Yokohama (Japan), August 2005 © Robby Norman](image1)


![Sky Apollo departing Bluff (New Zealand), August 2010 © Chris Howell](image2)


Ro Ro
Colossus (ex-Shuttle, ex-Shuttle Oita, ex-Ferry Cosmo, ex-Sun Flower Oarai, ex-Oarai Maru). IMO 8613073. Ro Ro. Length 178 m, 8,496 t. Maltese flag. Classification society RINA. Built in 1987 in Shimonoseki (Japan) by Hayashikane. Owned by Jay Management Corp (Greece). Detained in 2010 in Ancona (Italy). Sold for demolition in Mumbai (India).

![Independente in Vitoria (Brazil), May 2007](Image) © vovashap

**Nikolay Konarev (ex-Fellow, ex-Finnfellow).** IMO 7315143. Ro Ro. Length 137 m, 6,249 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Turku (Finland) by Wartsila. As the Finnish *Finnfellow* the ship was first operated by the Finnlines group on its various Finland /Germany / United Kingdom or Sweden lines. In 2002, she became the simple *Fellow* for VV Line flying the Latvian flag and sailing mainly from Latvia to Sweden. After VV Line bankruptcy in 2003, she was chartered by Scandlines (Latvia/Sweden and Latvia/Germany services). In 2011, she became the *Nikolay Konarev* (St. Kitts & Nevis flag) for the Russian group AnRussTrans and she left for the Black Sea. Her ultimate duty was the Sevastopol (Ukraine)/Zonguldak (Turkey) service. Sold for demolition in Turkey, she was renamed *Rail Trader 1* for her last voyage.

![Nikolay Konarev, July 2012 leaving Istanbul bound for Mersin (Turkey).](Image) © Cavit Ege Tulça

**Ranine (ex-Flanders Way, ex-Gabriele Wehr, ex-Sari, ex-Tor Anglia, ex-Gabriele Wehr).** IMO 7720477. Ro Ro. Length 141 m, 3,252 t. Belizean flag. Classification society Intermaritime Certification Services. Built in 1978 in Bremerhaven (Germany) by Rickmers; jumboized in 1982 and lengthened from 116 to 141 m. Owned by Asya Ro Ro Turizm Nakliyat ve Ticaret Ltd (Turkey). Sold for demolition in Bangladesh. 407 $ per ton.

![Ranine in Samsun (Turkey), October: 2011](Image) © Sedat Akyuz
Rosa Delmas (ex-Rosa Tucano, ex-Calapoggio, ex-Rosa Tucano). IMO 8315205. Ro Ro. Length 185 m, 14,222 t. Deflagged from United Kingdom to St. Kitts & Nevis for her last voyage as Ram. Classification society Bureau Veritas. Built in 1985 in Tsu (Japan) by NKK. Owned by CMA CGM (France). The ship was initially said to be sold for demolition in Turkey at 327 $ per ton. In fact she was deflagged, renamed and sailed down the Suez Canal in early October, bound for India. She was beached in Alang on October 15th.

Rosa Delmas in Ijmuiden (Netherlands), May 2009 © Th. F. Smits

Saudi Hofuf. IMO 8121769. Ro Ro. Length 249 m, 18,578 t. Deflagged from Saudi Arabia to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1983 in Malmo (Sweden) by Kockums MV. Owned by NSCA (Saudi Arabia). Said to be sold for demolition in India, the ship was finally beached in Bangladesh as Hofuf. 430 $ per ton.

August 2010 © V. Cacciotti

Saudi Tabuk. IMO 8121771. Ro Ro. Length 249 m, 18,732 t. Deflagged from Saudi Arabia to Comoros for her last voyage as Prism. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSCA – National Shipping Arabia (Saudi Arabia). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 435 $ per ton including 250 t of bunkers.

© V. Cacciotti
**Sulpicio Express Uno** (ex-Hokuto). IMO 8005733. Ro Ro. Length 130 m, 4,327 t. Deflagged from Philippines to Comoros for her last voyage as Bruno. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Shin Yamamoto. Sold by her Filipino owner Span Asia Carrier to Morrito Maritime, a St. Kitts & Nevis-based shell company, deflagged and renamed just prior to her departure for demolition in India.

*Sulpicio Express Uno, at North Harbour in Manilla (Philippines) in 1999.© Ray Smith*


**Car carrier**

More and more of them are sailing in the arctic or subarctic waters; among them are log carriers which are not even ice strengthened and also occasionally carry radioactive materials. Some of them leave for Africa where they will unload fir wood, one of the top nonsense in the world trade. All of these broken up ships, including the *Usuki Pioneer*, an ex-diesel and wind propelled log carrier, were to be considered a risk of oil spills, the nightmare for the arctic food chain, from plankton to fauna.
General cargo


Alholmen (ex-Aholmen, ex-Mangen). IMO 8309921. General cargo. Length 87 m. Finnish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Groningue (Netherlands) by Nieuw Noord Nederlandsche. Owned by Kraftline AB (Finland). Detained in 2004 in Goteborg (Sweden) and Uusikaupunki (Finland) and in 2006 in Tunadal (Sweden) and Sevilla (Spain) Sold for demolition in Grenaa (Denmark).


January 1992, An Xin Jiang at Hull's King George Dock (United Kingdom). She was to sail some more 21 years! © Patrick Hill


Baltic News arriving at Fornaes Shipbreaking Ltd Grenaa / Denmark for scrapping, July 2013 © Bendt Nielsen


Captain Adam (ex-Dolce X, ex-Dulcinea, ex-Thalassa I, ex-Pearl I, ex-Pearl, ex-Lex Almendro, ex-Altamira). IMO 8216124. General cargo. Length 122 m, 3,281 t. Togolese flag. Classification society Bureau Veritas. Built in 1984 in Vigo (Spain) by J. Barreras. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2001 in Bremen (Germany), in 2003 in Rouen (France), in 2004 in Antwerp (Belgium), in 2005 in Taranto (Italy), in 2007 in Aveiro (Portugal) and Iskenderun (Turkey) and in 2009 in Castellon de la Plana (Spain), Canakkale (Turkey) and Damietta (Egypt). Sold for demolition in India.

Chopin. IMO 8513728. General cargo. Length 159 m, 7,455 t. Cyprus flag. Classification society Polish Register of Shipping. Built in 1988 in Shanghai (China) by Jiangnan Shipyard. Owned by POLBROK (Poland). Detained in 2004 in Antwerp (Belgium), in 2006 in Hamburg (Germany) and in 2012 in Antwerp again. Sold for demolition in India. 435 $ per ton.

Chopin bound for Antwerp (Belgium), April 2013. © Jopie/ Shipspotting.


![Dream H](image)

At Tartous (Syria), August 2008 © Bashar Dakkak


![GB Aegean](image)

GB Aegean anchored in Valencia (Spain), July 2013 © Antonio Alcaraz Arbelo

Gulf (ex-Core, ex-Maya, ex-Fiona May, ex-Serenell). IMO 7508740. General cargo. Length 61 m. Tanzanian flag. Unknown classification society. Built in 1977 in Cork (Ireland) by Verolme Cork. Owned by Pasifik Lojistik Grubu (Turkey). Detained in 2005 in Casablanca (Morroco), in 2006 in Gemlik (Turkey), in 2007 in Alicante (Spain) and Algier (Algeria), in 2009 in Savona (Italy), Izmir (Turkey) and Constanta (Romania), in 2010 in Novorossiysk (Russia) and in 2013 in Izmit (Turkey) and Trabzon (Turkey). Sold for demolition in Turkey.


Jin Jiang (ex-Fu Xiang Xing, ex-Sunjoo Kwangyang, ex-IT Express, ex-Ima Excel, ex-Luna Queen, ex-Yamakuni Maru). IMO 8507585. General cargo. Length 108 m. Panamanian flag. Classification society International Register of Shipping. Built in 1985 in Saiki (Japan) by Honda. Owned by Befirst Enterprises Ltd (China). Detained in 2000 in Shanghai (China), in 2009 in Qingdao (China), in 2011 in Tangshan (China) and Taizhou (China) and in 2013 in Rizhao (China). Sold for demolition in China in Zhangjiagang. The Jing Jiang started her career as the Japanese Yamakuni Maru, one of the sail-assisted ship built in the Archipelago in the 80’s in response to the oil crisis. See the chapter “The END, Sails ... and Diesel” p 80.

Yamakuni Maru, with her opened sail, Singapore Strait, September 1988 © Nils Koch


Kapitan Kuroptev, in Antwerp (Belgium), September 2009 © Ron van de Velde

Kapitan Lus (ex-Kapitan Lusy). IMO 9077551. General cargo. Length 98 m, 3,293 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Vyborg (Russia) by Vyborg Shipyard JSC. Owned by Northern Shipping Co (Russia). The Kapitan Lus and Kapitan Kuroptev, mainly adapted to wood and grain cargoes, have been used by their Russian shipowner Northern Shipping as radioactive material carriers between Europe and Russia. In July 2009, the Kapitan Lus, carrying 9 containers of uranium, collided with the Norwegian chemical tanker Sundstrøm in the Oresund Strait in Denmark. In October 2009, the Kapitan Mironov, another ship of the Northern Shipping fleet was at berth in Cherbourg. Robin des Bois asked for an expertise on the validity of the transport of radioactive material by non-specialized vessels. See on this subject the press releases (in French only) « Disarray in Cherbourg » and « Depleted and enriched ». Autumn 2013, the Kapitan Lus and Kapitan Kuroptev arrive for demolition in Aliaga (Turkey). Robin des Bois writes to the Ambassador of Turkey to alert him on the type of transport operated by the two vessels and suggest a radiological diagnosis of the wrecks and scrap metal recycled from demolition.

Kapitan Lus, in Arkhangelsk (Russia), November 2012 © Eugene Iron

*Klaipeda Spirit on the Weser in Vegesack (Germany), May 2012 © Klaus Brandyk*


**Greetings from Sanlúcar de Barrameda**

*July 30th 2013 © juandofer*
Meem (ex-Sunrise V, ex-Sun, ex-Thor Sun, ex-Bureba, ex-Havik, ex-Bahia de la Habana). IMO 8311429. General cargo. Length 149 m, 4,950 t. Panamanian flag. Classification society International Register of Shipping. Built in 1986 in Sestao (Spain) by AESA. Owned by Marakeb SA (United Arab Emirates). Detained in 2006 in Singapore, in 2009 in Odessa (Ukraine) and in 2011 in Zhenjiang (China) and Saigon (Vietnam). Sold for demolition in India. On the arrival of the ship at Alang in late September, the crewmembers reportedly ransacked the ship, protesting against the captain over non payment of their wages.

May 2012, departing Berbera (Somalia) © jbrodersen


Olga (ex-Traveberg, ex-Patria, ex-American Comanche). IMO 7422051. General cargo. Length 81 m, 1,199 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Neuenfelde (Germany) by Sietas. Owned by Universal Stevedoring (Russia). Detained in 1997 in Hamburg (Germany), in 2000 in Hamina (Finland) and in 2002 in Kotka (Finland). Sold for demolition in Zhangjiagang (China).

In Busan (South Korea), September 2012 © Sapr_Pavel


Roba Star (ex-Maris, ex-Evin, ex-Daysummer, ex-Bright Moon, ex-Yayasan Lapan). IMO 8211590. General cargo. Length 113 m, 2,650 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Labuan (Malaysia) by Sabah Shipyard. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2000 in Onomichi (Japan), in 2005 in Shimonoseki (Japan), Tuzla (Turkey) and Ambarli (Turkey), in 2007 in Bayonne (France) and Casablanca (Morroco), in 2008 in Ravenna (Italy) and Caen (France) and in 2013 in Chah Bahar (Iran). Sold for demolition in Pakistan.

Roba Star, August 2011, seen at Tuzla Bay shipyards area (Turkey) © Yubiblade

Roba Star, September 2013, beached for demolition in Gadani (Pakistan) © Shahid


Seaboard Reliance (ex-Karonga, ex-Delmas Kerguelen, ex-Nordana Advisor, ex-Prosperity). IMO 8908090. General cargo. Length 159 m, 7,340 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun VEB. Owned by Seaboard Shipmanagement (United States). Detained in 2011 in Puerto Cabello (Venezuela). Sold as is in Colombia for an unknown destination of demolition. The Seaboard Intrepid, Seaboard Star and Seaboard Victory of the same shipowner have all been beached in India this year. 420 $ per ton.

Seaboard Reliance arriving Willemstad (Netherlands Antilles), June 2011. © Cees Bustraan


Shatrova seen from CEISA Cement Plant, El Pajar (Canary Islands), September 2009 ©Jose A. Martinez Rodeiro

Silver Sand (ex-Kielder, ex-Butfjord, ex-Kvatrobulk, ex-Stalvang, ex-Marpol Oman, ex-Eide Rescue II, ex-Darss). IMO 8843850. General cargo. Length 90 m. Deflagged from Isle of Man to Saint Vincent and Grenadines for her ultimate months of operation. Classification society RINA. Built in 1982 in Rostock (Germany) by Neptun VEB. Owned by Domitia di Navigazione Srl (Italy). Detained in 2011 in Las Palmas (Spain) and in 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.

Silver Sand seen from CEISA Cement Plant, El Pajar (Canary Islands), September 2009 ©Jose A. Martinez Rodeiro


March 2012 © Yiannis Athanasiou
Susannah (ex-Boushkin, ex-Iphigenia, ex-Lira, ex-Volgo-Don 5031). IMO 8942929.
General cargo. Length 138 m. Tanzanian flag. Classification society Det Norske Veritas. Built in 1971 in Oltenita (Romania) by Oltenita SN. Owned by Umar Denizcilik (Turkey). Detained in 2000 in Azov (Russia), in 2001 in Alicante (Spain), in 2002 in Rostov-on-Don (Russia), in 2003 in Trieste (Italy), in 2004 in Eysk (Russia), in 2006 in Rostov again and then in Taganrog (Russia) and Aliaga (Turkey), in 2007 in Tekirdag (Turkey), in 2008 in Rostov and Aliaga again, in 2010 in Trabzon (Turkey), in 2011 in Sotchi (Russia), in 2012 in Canakkale (Turkey) and in 2013 one more time in Rostov. **Silver medal** in the substandard ship contest with 15 detentions. Sold for demolition in Turkey.

Susannah, Istanbul (Turkey), June 2013 © Frank Behrends


Tern Arrow, in Koh Si Chang transshipment area, Thailand), October 2008. © Geir Vinnes


TK Valletta visiting Kerch (Ukraine), July 2012 © Yefanov S.
**TK Venice** (ex-**Able Inspector**, ex-**Balsa 37**). IMO 8511794. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Adriyatik Gemi Isletmeciligi (Turkey), also owner of the **TK Bremen**, which left Lorient (France) in spite of an imminent storm, ran aground on the beach in Erdeven in mid December and was eventually dismantled on the spot and in a state of emergency (Cf. the **TK Bremen** special page and the chapter « Demolition on the spot » p 5-6 dans Ship-breaking #26). Detained in 2000 in Leghorn (Italy), in 2006 in Vlissingen (Netherlands) and in 2008 in Tenes (Algeria). Sold for demolition in Turkey. The **TK Bremen** shipowner is cleaning up its fleet.

**TK Venice** near Flushing (Netherlands), August 2004 © HenkR


In Las Palmas (Canary Islands, Spain), July 2013 © Hans Hausmann
Win Grace (ex-Alchiba, ex-Altanin, ex-Ocean King, ex-Cam Ebene). IMO 8204858. General cargo. Length 152 m, 5,712 t. Deflagged from Malta to Tuvalu for her last voyage as Grace. Classification society Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by Chantiers de l’Atlantique as the Cameroonian Cam Ebene for the Cameroon Shipping Lines, Cameroon State-owned shipping company, this general cargo carrier has been operated all of her first career on the Europe / African West Coast service. Acquired in 1997 by the Monaco-based group V. Ships, she sailed successively as Ocean King, Altanin (in 1999) and Alchiba (in 2001), flying the Bahamian flag, for various charterers. Detained in 2003 in Leixoes (Portugal). Sold in 2003 to Master Well Ship, a Dalian-based Chinese shipowner, she became the Maltese Win Grace. She was beached for demolition in Chittagong (Bangladesh) on August 6th. She was the last survivor among the 8 vessels ever owned by the Cameroon Shipping Lines. 403 $ per ton.

In Singapore Strait, bound for Jakarta, October 2012 © Neil McLean Johnston


**Bulk carrier**


[Image of Acacia N anchored in Gamboa, Panama canal, October 2009. © Craig Feierabend]

*Adventist* (ex-*Iran Madani*). IMO 8309622. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Togo to Comoros for her last voyage as *SPM*. Classification society Korean Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2001 in Hay Point (Australia). Sold for demolition in India.


[Image of Agatis leaving Inner Harbour, Port Adelaide (Australia), August 2012 © Trevor Raymond Powell]
Ajax (ex-Dynasty, ex-Iran Ghazi). IMO 8309672. Bulk carrier. Length 190 m, 9,112 t. Comorian flag for her last voyage. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Shipmanagement (Iran). Detained in 2001 in Gdansk (Poland), in 2007 in Aqaba (Jordan) and in 2008 in Tianjin (China). This Iranian vessel is suspected for overriding the Iran Sanctions and is listed by the Office of Foreign Assets Control (OFAC) – US Department of the Treasury as a vessel banned from trading. To escape the ban, she tries to be discreet thanks to frequent renamings and reflaggings. In January 2013, Ajax flying the Hong Kong flag became the Iranian Mehrafarin then in September the Comorian Ocean 3 and was beached for demolition in India under this latter name.


Amitees (ex-Iran Jomhuri, ex-Oinoussian Leadership). IMO 7632826. Bulk carrier. Length 180 m, 8,074 t. Comorian flag for her last voyage as Antic. Classification society Lloyd's Register of Shipping. Built in 1978 in Setoda (Japan) by Naikai. Detained in 2010 in Kandla (India). Ex-Iranian ship owned by Iran Shipping Lines, sold to the United Arab Emirates-based Best Oasis Ltd, renamed and deflagged just prior to be beached for demolition in India.


Chesapeake Belle (ex-Anangel Success, ex-Sun Crest, ex-Sanko Deneb). IMO 8307612. Bulk carrier. Length 183 m, 7,371 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Detained in 2010 in Limassol (Cyprus) and in 2012 in Paradip (India). Sold for demolition in India. 420 $ per ton including 150 t of bunkers.

Clio (ex-Samsun Arahan, ex-Anangel Progress, ex-Channel Express). IMO 8715003. Bulk carrier. Length 225 m, 9,535 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tsu (Japan) by NKK. Owned by Samsun Logix Corp (South Korea). Sold as is in South Korea for demolition in China. 360 $ per ton including 530 t of bunkers.


Fatema Jahan in Istanbul (Turkey), August 2013 © Frank Behrends

Fu Sheng Hai (ex-Okylas, ex-Thia Matina). IMO 9071703. Bulk carrier. Length 216 m. Panamanian flag. Classification society RINA. Built in 1993 in Nikolayev (Ukraine) by Okean. Owned by Wanfu Shipmanagement (China). Detained in 2004 in Baton Rouge (United States) and in 2012 in Xiamen (China). On July 1st 2013, the ship was en route from Lianyungang (China) bound for Busan (South Korea) with a cargo of plywood and steel. She ran aground on Saeng-do Island, a few miles off the Korean coast. The crew was safe. The Busan Port Authorities sent rescue vessels to re-float the ship but on July 6th, the bulker broke in two. The forepart sank at a depth of 30 m. The aft part was towed to Busan at Orient Shipyard: it is being dismantled.

Saeang-do Island, South Korea © V Tonic

August 27th 2013 © Lappino

September 29th 2013 © Lappino

Getwin completed loading coal at Adang bay, Indonesia, July 2012 © nasution


Glorious Rena in Antwerp (Belgium), June 2006, © Stan Muller


Korni (ex-Bremer Uranus, ex-Argus, ex-Tor Humber, ex-Ronan). IMO 7012571. Bulk carrier. Length 76 m. Norwegian flag. Classification society Bureau Veritas. Built in 1978 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co Kg; general cargo converted to bulker in 1991. Owned by West-Trans Shipping AS (Norway). Korni has been laid up since 2010 and was used as a floating storage in Haugesund (Norway); in September 2013, she was towed to Grenaa, Denmark to be demolished by Fornaes Shipbreaking.


At Ust Luga, gulf of Finland, Russia, February 2011 © Andac Ciftcioglu
Kiran Atlantic in Montoir, Nantes-St Nazaire (France), July 2012 © Christian Plagué
Korni arriving Grenaa, September 29th 2013 © Bendt Nielsen

Lok Pratap. IMO 8126783. Bulk carrier. Length 185 m, 7,411 t. Deflagged from India to St. Kitts & Nevis for her last voyage as Om Pratham. Classification society Indian Register of Shipping. Built in 1993 in Visakhapatnam (India) by Hindustan. Detained in 2000 in Kwinana (Australia). Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.

Lucky Mineral (ex-Aviona, ex-Qui Gon Jinn, ex-Ma Shan Hai). IMO 8322935. Bulk carrier. Length 189 m, 9,291 t. Deflagged from Indonesia to Tuvalu for her last voyage as Moon. Classification society International Ship Classification. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Detained in 2001 in Quebec (Canada), in 2006 in Bandar Khomeini (Iran), in 2009 in Tianjin (China) in 2010 in Haikou (China) and Quanzhou (China) and in 2011 in Quangninh (Vietnam) and Guangzhou (China). Sold by her Indonesian owner to the Singapore-based Asia Pacific Management prior to her departure for demolition in India.

Maxi Brazil (ex-Glory Brazil, ex-Waterman N, ex-Hyundai Giant). IMO 8404147. Bulk carrier VLOC. Length 329 m, 31,984 t. Domenica flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Tech Project LLC (Ukraine). Sold as is in Singapore for demolition in Pakistan. 403 $ per ton including a spare propeller and sufficient bunkers for the voyage.


April 2012, **Murat Kiran** outbound from Tilbury Dock (United Kingdom) with scrap for India. October 2013, the ship is being scrapped in Bangladesh. © Ken Smith

**Mytheas** (ex-Leader 1, ex-Leader, ex-Arcadia, ex-Ocean Wind). IMO 8026672. Bulk carrier. Length 198 m, 6,921 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga Spain) by AESA. Owned by Seatrans Management Enterprises (Greece). Detained in 1999 in Hull (United Kingdom) and Antwerp (Belgium), in 2011 in San Lorenzo (Argentina), in 2012 in Isthmia (Greece) and in 2013 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 387 $ per ton.

**Mytheas**, in Piraeus (Greece), June 2012 © Dennis Mortimer


October 2012, anchored in Mina Saqr, United Arab Emirates © Snip


In Shakhtersk (Sakhalin, Russia), June 2013 © Osipov Igor


The bulker Richelieu at the south end of the Welland Canal (Canada / United States), April 2011 © www.Shipphotos.com
Rodlo. IMO 8219334. Bulk carrier. Length 195 m, 8,888 t. Deflagged from Malta to Cook Islands for the end of her career. No classification society according to her last Port State Control. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Detained in 2005 in Hamburg (Germany). Sold in April 2013 by her Polish owner Polsteam to the Turkish Bergen Denizcilik Ltd Sti, the ex Rodlo renamed Minelkar was finally beached for demolition in Bangladesh in September 2013. 392 $ per ton.

In Istanbul, just before being renamed, April 2nd 2013 © Ahmet Serhat Yazici


Sea Way (ex-Pomorze Zachodnie, ex-Ziemia Tarnowska). IMO .8207783. Bulk carrier. Length 180 m, 6,622 t. Belizean flag. Classification society Det Norske Veritas. Built in 1985 in Avellaneda (Argentina) by Alianza. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2003 in Ghent (Belgium) and in 2013 in Castellon de la Plana (Spain). Released from the latter detention subject to repair works, the Sea Way failed to call at the indicated repair yard and was therefore banned from European harbours under the European Union directive on Port State Control. In the wake, she was sold for demolition in Pakistan.

Arriving Odessa (Ukraine), November 2011 © P.Polosa beached in Gadani, August 28th 2013 © Shahid


Sunrise1 (ex-Serenity, ex-Maizuru Maru). IMO 7352335. Ore carrier. Length 224 m, 12,675 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Built in 1974 in Maizuru (Japan) by Hitachi. Owned by Salgaocar Mining Industries (India). Iron ore mining is the core business of the company which also operates a fleet of vessels for its iron ore exportation. The Swatirani, another ship of the Salgaocar group, used as a transshipping vessel, was broken up in 2012: she was the eldest ship in Ship-breaking # 28 p 50. Sold for demolition in India.

**Taunton** (ex-Marine Crusader). IMO 8500525. Bulk carrier. Length 300 m, 24,005 t. Deflagged from Bermuda to Liberia for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1986 in Oppama (Japan) by Sumitomo HI. Sold by her British owner Zodiac Maritime to a Liberia-based shell company prior to her departure for demolition in China. 381 $ per ton including 500 t of bunkers.

*Taunton, seen at East China Sea, July 2007 © Ivan Meshkov*

**Thepsupharat** (ex-Thepparat, ex-S1 Moon, ex-Ocean Duke, ex-Cebu, ex-Zambesi, ex-Irazu, ex-Swift Wings, ex-Usuki Pioneer). IMO 8304373. Bulk carrier. Length 162 m, 6,336 t. Deflagged from Thailand to Tuvalu for her last voyage as Thepsu. No classification society according to her last Port State Control. Built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Top Siam Marine Co Ltd (Thailand). Detained in 1999 in Long View (United States) and Szczecin (Poland), in 2011 in Kandla (India), in 2012 in Nantong (China) and in 2013 in Ulsan (South Korea). Sold for demolition in Bangladesh. For the first ten years of her career, the ship has been sailing with a combined propulsion, diesel oil and wind. See the chapter “The END: Sails… and Diesel” p 80.

*Swift Wings departing Hobart (Tasmania, Australia) November 1990, with her sails opened © Keith Edney*

*S1 Moon © Igor Kurort*


*Tong Shan Hai, in Singapore, February 2008 © Franck Först*

![Tor](image)

© Michael Neidig


**Uco XXX (ex-Carissa Star, ex-Grand Zodiac).** IMO 7374060. Wood chips carrier. Length 183 m, 9,095 t. Bahrain flag. Classification society Bureau Veritas. Built in 1975 in Osaka (Japan) by Mitsui. Owned by Uco Marine Contracting WLL (Bahrain). Detained in 2006 in Bandar Khomeini. Sold as is in Bahrain for demolition in India where she arrived as Loop. 346 $ per ton.

![Uco XXX](image)

© Knut Helge Schistad


![Vasos](image)

© Dennis Mortimer


**Xiang An (ex-Levantes A, ex-Korean Pigeon).** IMO 7712688. Bulk carrier. Length 170 m, 7,469 t. Deflagged from Panama to Comoros for her last voyage as Tango. Classification society Intermaritime Certification Services. Built in 1979 in Pusan (South Korea) by Korea SB & E Corp. Detained in 2001 in Port Kelang (Malaysia), in 2008 in Tianjin and Fuzhou (China) and in 2012 in Onomichi (Japan). In June 2013, she was sold as is in Singapore by her Chinese owner Lianghui Shipmanagement to Ullib Shipping Inc, a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India. 370 $ per ton including 150 t of bunkers.

*Image of Xiang An in Kawasaki (Japan), January 2013 © T.K.S*


*Image of Xinyuan Hai loading coal at Newcastle terminal (Australia), December 2010 © Rick Banyard*


*Image of Zhong De on the river Yangtze, January 2012 © Vladimir Knyaz*
Cement carrier

Cementina (ex-Cemking, ex-Kabedi, ex-Curlew, ex-Halliburton, ex-Cementine). IMO 5067077. Cement carrier. Length 76 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1960 in Langesunds (Norway) by Langesunds MV A/S; jumboized in 2004 and lengthened from 64 to 76 m. Owned by Dudman Group Ltd (United Kingdom). Detained in 1999 in Hull (United Kingdom), in 2000 in Goteborg (Sweden), in 2003 in Truro (United Kingdom), in 2004 in Sheerness (United Kingdom) and in 2007 in Chatham (United Kingdom). The Cementina was blacklisted among the 66 ships banned from the European harbours by the European Commission in December 2002 after the Prestige disaster; by then she was flying the Hondurian flag and ranked “very high risk”. Banned from the European waters but still operated there until her demolition in Belgium.

Cementina, October 2011, inward on the Humber bound for Howdendyke (United Kingdom) © Patrick Hill

Silo II (ex-Mara A, ex-Maria Dolores, ex-Sober, ex-Sorolla, ex-Baroja). IMO 7625043. Cement carrier. Length 187 m, 8,319 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Puerto Real (Spain) by Ast Espanoles (AESA). Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2008 in Northfleet (United Kingdom) and in 2013 in Bandar Khomeini (Iran) and Asaluyeb (Iran). Sold for demolition in India.
The Aqua City made her first crossing of the Pacific Ocean in July 1984. When the bulk carrier’s polypropylene sails are under good winds, the main Sumitomo- Sulzer engine is slowed down reducing fuel consumption of 30%. The Aqua City was the first and only sail-assisted cargo to fly the Panama flag.

Her Canadian charterer said he was « surprised by the spectacular results of the sails-diesel mixt propulsion ». Spectacular results but just as unpredictable as the winds. For the Aqua City’s maiden voyage between Japan and Canada, the two sets of canvas sails held by steel rods at the front of the ship were opened for 3 days in one direction and 2 on the way back. During the second voyage they were used 11 out of the 13 days of the Japan-Canada crossing and the estimated amount of unspent fuel was worth 15 000$.

The Aqua City was- since one must now accept to speak of her in past tense- one a a series of 17 test ships, designed and built by Japanese engineers and shipyards in response to the 1973 oil crisis when the part spent for fuel in the global cost of maritime transportation became unbearable. To ensure its energy autonomy, Japan turned to nuclear on land and to wind sources on board its ships. The Land of the Rising Sun can be proud to have launched between 1980 and 1987 wind-driven chemical tankers, sailing tankers but also a ferry, bulk carriers, log bulk carriers, general cargo carriers and two fishing trawlers.

The sail area was on the Aqua City of 352 m² for a 173m length, on the small ferry Hamanasu of 54 m² for a 38.5m length, on the log bulk carrier Usuki Pioneer of 640 m² for a 152m length. The chemical tanker Aitoku Maru (66m long) had a 85m² sail area, the fishing trawler Seiryo Maru n°1, last of the series, launched in 1987, had 53m² for a length of 37m and the pioneer of the series, the tanker Shin Aitoku Maru 194 m² for a length of 66m.
Out of these 17 ships at the same time revolutionary and a step back into the era of wind-powered ships, a computer on board commanded the use and orientation of the sails while adapting the engine’s propulsion seeking a balance so as the ship remains at a steady speed.

After about ten years of service, all these innovations were countered by forces of inertia much more powerful than those of the wind and by the volatility of oil prices. Slowly but surely, the masts were taken down, the computers that drove them went next, and when they got to China and Bangladesh, the Thepsupharat, Wan Tai and Jing Jiang, ex Usuki Pioneer, Aqua City and Yamakuni Maru arrived without any distinctive marks, lost in the masses of sad cargo ships heading for demolition. 8 ships from this lost generation are still sailing, among which the Shin Co-Op Maru, that remained loyal to her name and owner, a 90m long tanker who initially had a 176m² sail area.

Now, in symposiums, on Minister’s desks and even at sea, grand and « revolutionary » projects are flourishing and would see come forth sail-assisted vessels provided they were subsidized and would be put in long term service if prices of a barrel of oil or a m³ of gas were to rise consistently.

Illustrations
Winlow Homer, poète des flots - Musée d’Art Américain – Giverny
Aivazovski, la poésie de la mer – Edition Thalia
La Planète Mer – Elisabeth Mann Borgese, Edition Seuil
Sources
A Semana; American Bureau of Shipping; Binenschiffereforum; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Central Commission for the Navigation of Rhine; Det Norske Veritas; EMSA-European Maritime Security Agency; European Parliament; Equasis; Fairplay; Falmouth Lifeboat; Germanischer Lloyd; Global Marketing Systems; Guardian (the); IANS-Indo-Asian News Service; Ideal Gallego (El); Indian Express (the); Indian Ocean Memorandum of Understanding; Interfax Ukraine; ITF – International Transport Worker Federation; Japan Daily Press (the); Japan Times (the); Kirai Net; Larvik Shipping AS; Lloyd’s List; Lion Shipbrokers; Lloyd’s Register of Ships; Maidencombe.net; Marin (le); Malaga Maritima; Marine Log; Marine Traffic; Marine-Marchande.net; Maritime Bulletin; Maritime-Executive (the); Maritime University of Szczecin (the); Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Port Trust (the); Nacion (la); NALJ; Nippon Kaiji Kyokai; Optima Shipbrokers; Philippine Daily Inquirer (the); Préfecture Maritime de l’Atlantique; Register-Guard (the); Reporters 365; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Salgaocar Mining Industries; Shipspotting; Shipwrecklog; Spokane Chronicle (the); Strait Times (the); Swiss-Ships; Tatano H. & Winoto SH. “On Sail-Assisted Ships in Japan”; Télégramme (le); Times of India (the); Tokyo Memorandum of Understanding; Trade Winds; Tsavliris Salvage Group; Tug Boat Information; Tug Towing & Offshore Newsletter; United States Coast Guard; Vessel Tracker; Vietnam Register of Shipping; Voz de Lanzarote (la).

Editors and artistic directors: Christine Bossard and Jacky Bonnemains
Documentation and illustrations: Christine Bossard with Charlotte Nithart, Elodie Crépeau, Elise Longcamp and Marie-Florine Baudot.
Translation: Emily Courtin, Jasmine Elbarbary, Christine Bossard and Jacky Bonnemains
Director of publication: Jacky Bonnemains.

In collaboration with Gérard Cornier, maritime journalist and historian
Ship-breaking

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November / December 2013

171 ships to be broken up. In a single file, they would form a 31 km long convoy.

Sentenced to breaking

The Abou Karim IV (IMO 7711866) sails under Lebanese flag. When she boarded cows in Philadelphia mid-December 2013, American inspectors omitted noting certain deficiencies on the cattle carrier. Two weeks later, dead Holstein cows, their stomachs ripped open and their ears mutilated, beached on the Zeeland Island in Denmark and in South Sweden in Ystadt. The cut stomachs and partial ear mutilation aim to sink the carcasses and, in case they still reached land or were caught by fishermen, to prevent identification. Some cows had their legs tied to make easier throwing them into the water. Others were killed by gun shot.

© Associated Press
First elements of the investigation point the finger towards the *Abou Karim IV* heading toward a port in Lithuania. During the second half of the trip, the cattle carrier was tossed and turned by winter storms and several cows died. Their bodies were thrown overboard, some of them landed on the shore. The *Abou Karim IV* is now sailing in the Mediterranean Sea heading for Beirut.

Built in 1978 as the *Oulmes*, a general cargo carrier, the ship was converted to a cattle carrier in 2011.

During her career she was notably operated under Cambodian, Georgian, Tanzanian flags before joining the Lebanese flag. Between 2012 and 2013, she has changed classification companies three times, the last since February 2013 being the marginal International Naval Surveys Bureau based in Greece, Bulgaria and Romania that specializes in accompanying commercial ships under the flags of Comoros, Togo, Sierra Leone and the Cook Islands. The International Naval Surveys is a specialist of last voyages.

It is forbidden to throw animal carcasses into sensitive maritime zones, particularly into the Baltic Sea but the ship-owner Khalifeh Shipping Line cannot be bothered with such details. Dead cows thrown into the sea while risking to infect maritime food chains causes less hassle than veterinarian controls at the port of arrival. With a full toll of more than 300 technical deficiencies over her inspections in ports of Europe and the United States, 4 non-conformities with regards to life on board and crew qualifications and 6 detentions in ports, the ex- *Oulmes, Leftallah, Atherton 1* should have been sent to demolition years ago. But when one cannot carry much, one can still carry animals.

**Demolition on the spot (sequel):**

*Edoil*

Let us hope that ship breaking in Sète will take place with more care and evaluation of impact on marine environment than the silos demolition © Patoch 85

The *Edoil*, a chemical tanker sailing under the Tonga Isles flag, built in 1975 and re-affected to the transport of edible wet cargo, arrived in the port of Sète (France) in February 2003 to unload 1,000t of colza oil. Already signaled by the European Commission as a high risk ship and listed among the 66...
ships banned from European waters for multiple detentions (5 in 5 years), she was once again immobilized by the Sète Security Center for about 30 deficiencies including failure of the electrical generator. The Greek ship-owner has vanished into the scenery, abandoning the crew of 3 Greek and 5 Pakistani sailors; they will be repatriated in June 2003 after surviving 5 months thanks to the solidarity from the seafaring community. The cargo was be retrieved by the buyer in Sète. A complaint filed by the International Human Rights Federation was shelved without pursuit.

End of December 2003, the ship was bought by another Greek ship-owner and re-named Manolis I but she will never be repaired and will continue to take up space in former oil basin. Over the years, several attempts to auction her off failed. At the last one in November 2013, the starting price was 30,000 euros. With no buyer, the Edoil was definitively bound for demolition, in situ and afloat in the port of Sète. Residue of hydrocarbons and bilge water were pumped; asbestos will be removed on site. Petrofer, a branch of Veolia, is in charge of the final cutting operations.

Except for a few tuna fishing vessels broken up on land in precarious conditions, this is a first for the Port of Sète but maybe not a last for other ships, orphans unable to navigate, are cluttering and polluting the basin waters. In any case, the crews were released only after long months of waiting. If the Port of Sète obtains termination of ownership rights for the ships, it would be able to attempt to sell them or scrap for metal on site or elsewhere.

The Bni Nsar, 42 years old, and the Marrakech, 28 years old, two ferry boats owned by the bankrupt Moroccan Comarit-Comanav, have been immobilized since January 2012. In July of this year, the Biladi belonging to the same ship-owner was sent to Aliaga (Turkey) for demolition. (See Ship-breaking # 33, p 30).

The chemical tanker Rio Tagus arrived in November 2010 with a cargo of urea; the ship-owner was based in Panama. The ship was detained for structural deficiencies and hull damage that caused ingress of water. The 12 sailors from Ghana, Egypt and Ukraine have remained on board for 4 months; one still is, in charge of surveillance. 3 years later the auctioning failed, despite a starting price set at a very low 195,000€. The Rio Tagus is 35 years old.

Luno, the TK Bremen the other way round
It can reveal dangerous to let go a freighter when weather forecasts are very bad, when the ship holds deficiencies known of specialized databases, when navigation in the exit channel is declared difficult and finally when salvage and towing means immediately available are insufficient with regards to the present and to come state of the sea. The example of the TK Bremen stranded on a beach in Erdeven (Brittany) on December 16, 2011 after having drifted a whole night and left Lorient in the afternoon of the 15th is evidence of this.
It can also be dangerous to have entered, under bad sea conditions and into a harbour with the reputation of being difficult to access, a ship such as the *Luno* that also has been signaled for repeated deficiencies. Deficiencies concerning vital organs such as main and auxiliary propulsion engines had been reported in several European ports, notably Bayonne (March 2010, August 2012, and October 2012).

After pumping part of the fuel and after the other part was dispersed into the sea, remains to put in action the legal and technical means for ship demolition that necessarily will take place on site while avoiding dispersion of plastics, on board waste, neon lights and other toxic accessories. A Prefectural order establishing guidelines for the demolition is expected. This should take in account feedback from the experience of the demolition of the *TK Bremen* on the site where she ran aground and ensure that metal scraps from cutting or metallic micro-residue left on the hull bottom will not be spread into the sea or the surrounding beaches.

Two years after the scrapping of *TK Bremen* and despite some screening operations, the grounding beach still hides metal pieces that surface from the hassled sand and become safety hazards for people. At the beginning of January 2014, a cut piece of metal over a meter long was uncovered. In the case of the *Luno*, a metal and steel carrier, surfers and bathers will be exposed to risks such as cuts and other wounds.

![A resurgence of the TK Bremen in Erdeven, January 2nd, 2014, © Le Télégramme](image1)

Just as it had been planned to follow up the demolition of the *TK Bremen*, there must be a vigilance agreement, jointly signed by State, the town of Anglet, the agglomeration of Côte Basque-Adour (former agglomeration of communities Bayonne-Anglet-Biarritz) and the *Luno* ship-owner for the coming period aiming to gather the technical and financial means to recover all waste. Concerning the *TK Bremen*, such agreement never came into effect.

![On the morning of February 5th, 2014, the Luno was heading to the entrance channel of the port of Bayonne (France). The storm Petra was raging. Before a tow line could be secured, the ship suffered a total electrical failure, went adrift and broke against the south dyke into two, then three pieces. © Marine Nationale](image2)
Scraping or sea-dumping, bis repetita placent

In January 2014, the Greek ocean salvage tug Christos XXII was not able to reach the French Harbour of Saint Malo (Brittany) with the towed vessel Victoriaborg which had a mechanic breakdown after storm Dick (See the press release “Christos XXII, the rescue tug which brings bad luck”, January 14th, 2014). One year earlier, the same tug had failed to tow the German Emstrom, an ex Coast Guard patrol ship devoted to the fishery survey and converted since 1977 to training ship. Following the closing down of Leer Training School, the Emstrom had been sold to be beached and demolished in Aliaga, Turkey. The German State ships and German Navy ships show indeed a marked preference for Turkish breakers. While she was under tow and heading towards Turkey, the Emstrom was the property of the Turkish demolition yard and it was a Turkey-flagged ship which sunk in 27 m of water off Torquay on the British shoreline. After a few months of monitoring, the wreck site was allowed to divers and the Lyme Bay Diving Club is running submarine tours there.

© Royal Navy © Rodge Musselwhite © Teign Diving Center

In spite of these repetitive failures in the exercise of her duty, Christos XXII was allowed to leave Saint Malo on January 16th, 2014, bound for the Mediterranean Sea. The name of her next victim is yet unknown. Christos XXII exemplifies the risk of towing towards remote demolition areas.

Military vessels

There is no European rule with regard to the fate of end-of-life military vessels and the practises of the different National Navies range from recycling in a European ship-dismantling yard to sea-dumping, to say nothing of the exportation to non European yards.

France

On December 11th, 2013 the French Navy announced to have awarded the contract for the dismantling of 6 vessels decommissioned in the 90s to the Belgian ship-breaking yard Galloo. It is estimated that on the whole, 13,000 tons of metal will be scrapped. The deliveries – the ships will be towed – are scheduled by the second part of 2014 and will be in accordance with the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal.

Considering the end-of-life saga of its aircraft carrier, the French Navy has since then been applying the Clemenceau Policy to its laid-up vessels: decommissioning and securing, inventory and cartography of hazardous substance and call for tenders only open to European petitioners. The ex-Clemenceau was dismantled in Hartlepool (United Kingdom), Bouvet in Ghent (Belgium) and Saône, Argens, and Dives in Toulon (France). The contract for the dismantlings of the helicopter carrier, training ship and Embassy of the French Navy Jeanne d’Arc and of the cruiser Bouvet should be awarded in the coming months. A coalition gathering multiple interests is wishing the Jeanne be sunken off Reunion Island for use as an artificial reef.

The trial of seven protagonists involved in the removal of asbestos from the ex aircraft carrier Clemenceau has been held in early February at the Marseille Trial Chamber. The 9 million € worth contract had been awarded by the French State to Ship Decommissioning Industry Corp (SDIC), subsidiary of the German conglomerate Thyssen Krupp. Which did not prevent the streams of subcontracts and irregularities regarding the asbestos management and the invoicing. The Panama-based SDIC had subcontracted the removal of asbestos to the Marseille-based Technopure. The tonnage of asbestos officially removed from the ex Clemenceau was higher than the tonnage actually landfilled: it appeared that 30 tons were missing. The seven defendants were charged with falsified invoices and misuse of public funds. A 4-year unconditional imprisonment and a 150.000 € fine were requested against the Technopure boss, a 3–year imprisonment, of which two years with suspension, against Briac Beilvert, then director of the SDIC, today ship broker/advisor and lecturer at the University of Nantes. The judgment will be delivered on March 24th.
Portugal

In Portugal, ship-breaking is going wrong (see Ship-breaking # 33, p 4) or ships are sea-dumped. The Portuguese Navy has “given off” four ships to an association promoting tourism on the Algarve shorelines. The recreational submarine theme park off Portimao in southern Portugal is gathering four elder ships. They have been scuttled under the eyes of TV cameras and a grand display of fireworks. Experts of CARC (Canadian Artificial Reef trading Consultant) took the preliminary steps for the dumping according to the usual practice in Canada. The last of the four ships has been sunk in Fall 2013. Asbestos, wiring, PCB paints, toxic coatings, brominated plastics are remaining on board the four surface ships turned into underwater ones.

Blowing up the ex corvette Oliveira e Carmo F 489 © Ocean Revival

Other National Navies decide in favour of Turkis breakers, in spite of the dubious working conditions in some yards (see fatal accidents while demolishing the ex “Love Boat” cruise liner in August 2013 and the video of the Ostend Spirit ex-Pride of Calais hitting the beach). In 2013, the British aircraft carrier Ark Royal and some type 22 frigates of the Royal Navy have been towed to Aliaga yards to be broken up. The Hartlepool try with the ex French aircraft carrier Clemenceau dismantling has not been converted. What will be the fate of the 5 type 42 British destroyers, as the last of them, HMS Edinburgh “The Fortress of the Sea”, has just been decommissioned?

Letters to the Editor

Received from Edward, Nova Scotia, Canada, December 21st, 2013

In 2010, (Ship-breaking # 20) you announced the Ice Maiden I was to be scrapped. This is now confirmed.


Ice Maiden I, being broken up in Wallsend (United Kingdom), © Steve Ellwood

Robin des Bois’ answer

We thank you for your watchful awareness. It is correct that in April 2010 the Ice Maiden I was declared sold for demolition and her official status in the Equasis database was changed to « to be broken up », hence her presence in the listed 290 ships compiled in Ship-breaking # 20 (p 21).

The Ice Maiden I died hard for it’s only towards the end of 2013 that the demolition effectively began in the ex Neptune shipyard in Wallsend (United Kingdom). Such endurance in time compels to again cover her remarkable career. The chapter The END (p 53) is dedicated to this ship.

Received from Dmitriy, January 27th, 2014

Just one correction for your demolition bulletin. M/V Buccleuch was not scrapped. Her new name is Elounda Bay.

Robin des Bois’ answer

Thank you for your vigilance. From information published by specialized sources and according to the status of the ship in the Equasis database become “to be broken up”, Ship-breaking # 33 announced the demolition of Buccleuch (IMO 9040508), though noting she had been renamed Elounda Bay and

Ship-breaking # 34 - Robin des Bois – February 2014 - 6/56
deflagged to Domenica. Equasis updated the status of the ship on January 14th, 2014 and had the *Elounda Bay* classified as “in service” again, her flag being until further notice that of the Marshall Islands. Those practices very often precede demolition. Thus, the ship deserves a close eye to be kept on her. There may be a few months from the announcement of a sale until the effective demolition.

**Ship info**

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**Received from Giorgio, Florida, United States, January 13th, 2014**

I would appreciate your help in identifying the ship shown in the attached photographs (the quality of which is lamentably poor: they were shot soon after sunset).

The photos were taken on January 3, 2014 near the Panama exit of the Panama Canal. The ship seems to be a former USN oiler of the Henry J. Kaiser class ... but which one?

All ships of that class are reported to be still in service, except Benjamin Isherwood and Henry Eckford, which were never completed. The unfinished hulls were kept in the Reserve Fleet and then, according to press releases, sent to Brownsville for demolition in 2011. But... one of them (which one?) is still in Panama, if my partial identification is correct. Neither of the oilers was ever in naval service and so the law that a US naval ship can only be scrapped in an American yard probably does not apply.

I have been in my younger years an active naval photographer (I had a large number of photos published in Jane’s Fighting Ships in the 80’s and 90’s, mainly in the USA section) and I would like to know the name of my latest subject, if possible: my own research stops with the two ships headed for Brownsville.

![Panama Canal, January 2014 © Giorgio Arra](image_url)

Robin des Bois’ answer

As you said the *Henry J Kaiser* oilers are all still in service (except the 2 vessels you mentioned).

NDRF vessels are usually broken up in American Ship-breaking yards even though they are not exactly Navy vessels (an attempt to export ships to the UK in 2003-2004 encountered hostility from the local population so ever since these vessels have been dismantled in Texas, in Louisiana or in Mare Island, California).

So we also checked the vessels from the National Defense Reserve Fleet in Suisun Bay recently sold for demolition as they are usually towed to Texas via the Panama Canal. And precisely, just around the date you took your photo, one of them was anchored at Balboa waiting to leave for Brownsville. From the photos I'm pretty sure this is the one, not a *Henry J Kaiser* class but *Cimarron* Class, actually slightly longer.
The name of the vessel is **Willamette** AO-180 built at Avondale Shipyard - New Orleans in 1980. Jumboized in 1991 and lengthened by 33 m. Her capacity was increased from 150,000 to 180,000 barrels of oil. She was decommissioned in 1999 and has been laid up in Suisun Bay since then.

She left the Bay on November 26th to be cleaned up in San Francisco. She left San Francisco on December 6th. Her ETA in Brownsville is January 19th. The scraping of the hull aims at avoiding the transfer of invasive marine species from the Pacific Ocean to the Atlantic.

**Willamette** leaving San Francisco in December 2013 © Marsha Coates

Received from Denise, United States, January 13th, 2014

I thought you might be interested in a recent case involving a US Coast Guard cutter that was allowed to leave the US and be scrapped in Mexico. The US govt allowed the vessel to leave even though there is a strong possibility that the vessel still contains PCBs (she was built in 1942). The Mexican govt tested the vessel for PCBs in December and we are currently waiting for the results (…)

Robin des Bois traces the career of **Storis**

The vessel in question is the **Storis**, an old Coast Guard servant built 71 years ago in Toledo (Ohio) as a salvage and supply ship with moderate ice-breaking capability. She was to be named **Eskimo**, but was in the end commissioned as **Storis** (after Norwegian words “Stor Is” meaning “Great Ice”). She opened up her career during World War II. Boston was then her homeport. Her mission was to escort the ship convoys heading to the Canadian Arctic territories and Greenland and to assist ships or crews in troubles. After the war, she kept up this part, still homeing Boston. In 1957, The **Storis** was chosen along with the **Bramble** and the **Spar**, two other Coast Guard vessels, to clear the Arctic Northwest Passage. This expedition was crowned with success, after 8,300 km (5,200 ml) and 64 days of navigation with the only help of uncomplete nautical charts.

Back from the Arctic Ocean, the **Storis** left Boston and was reassigned to Kodiak, Alaska, committed to patrol and salvage duties, and until 1959 to supply the DEW Line stations (Distant Early Warning), the US air surveillance radar network in charge of locating possible raids of USSR bombers. The **Storis** went to the rescue of a number of fishing boats and caught others red-handed in the act of illegal fishing.

In 1972, she was refitted and her ice-breaking capability reinforced. In 1975, she led the way to merchant ships carrying heavy equipments to built the pipe line connecting Prudhoe Bay in the Northern Alaska and Valdez in the South.
Storis was decommissioned in February 2007. She was then handed over to the US MARAD and laid up in Suisun Bay with other vessels of the National Defense Reserve Fleet waiting for demolition.

In November 2013, the Vila Queen arrived at the Amaya Curiel Group ship-breaking yard in Ensenada, Mexico; the arrival of the so-called Vila Queen made a stir in town. The ship was suspected to conceal radioactive materials and was inspected by representatives of the Public Security Department, the Navy, and the federal prosecutor in charge of environmental issues. No radiological hotspot was located on board; meanwhile the shipyard could not provide the authorities in time with the import certificates giving proof the tanks and the hull were gas and hazardous substances free.

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Vila Queen, at berth in Ensenada, November 2013 © Ensenada.net

In the United States, shiplovers understood that Vila Queen was actually the Storis. They alerted the Mexican authorities on the remaining on board of persistant pollutants as PCBs and asbestos likely to be harmful to the demolishing workers. According to Storis oldhands, the early electrical wiring coated with PCBs and asbestos was not removed to avoid blowing away toxic fibres and dust when a new one was fitted. Further testimonies questioned a report dated more than 10 years to make easier the exportation of the Storis. For instance, the PCB cartography would be far from comprehensive.

The Vila Queen ex Storis might have been sold by the US MARAD to the Mexican yard for 70,000 US $, i.e. around 35 $ $ per ton. Pollutants are for free.

Will the ex-Storis come back to the United States, as maritime historians are calling out on account of her merits, hand in hand with jurists and environmentalists worried for their part about a crack in the US MARAD rules regarding the dismantling of her laid up ships in US yards?

United States NDRF (National Defense Reserve Fleet) vessels

The aforementioned Willamette AO 180 and Storis were both laid up in the US Defense Reserve Fleet (NDRF National Defense Reserve Fleet).

Since 1946, the NDRF has been devoted to serve as a reserve of ships likely to be activated for the replenishment of the US Navy in case of war or for the supply of emergency aid in case of disaster, natural or not.

The RFF (Ready Reserve Fleet, later Ready Reserve Force), was established in 1976 as a subset of the NDRF to provide ships for a rapid deployment. It is typically the case of the Ro Ro Cape Ray, appointed for the destruction at sea of the Syrian chemical weapons. NDRF ships are mostly cargo ships, oilers and military auxiliary vessels. The ships said to be “in retention” are maintained and ready to be deployed; the others are waiting for disposal in compliance with the 4 methods set up since 2001 by the US MARAD in charge of the Navy end-of-life ships: dismantling in a US ship-breaking yard, scuttling as artificial reef, donation and sea-dumping after use as floating targets. The NDRF laid up vessels are waiting for disposal on three sites throughout the United State: in Beaumont (Texas), Fort Eustis (Virginia) and Suisun Bay, (California). Numbers of these ships have been disposed of but the Suisun Bay Reserve Fleet still holds a few dozens of them due to the lack of yards on the West Coast likely to operate with the best environmental standards at reasonable economic conditions; in year 2009, an agreement was reached with the State of Texas, bordering the Gulf of Mexico. The deadline for the disposal of the so-called mothball fleet is set by September 30th, 2017 at the latest.

Holland AS-32. US Navy Hunley-class submarine tender. Apart from servicing all the submarine bases in the Atlantic and in the Pacific, Holland also helped in the clean up and rebuilding operation after cyclon Hugo in 1989; she was awarded the Humanitarian Service Medal. Length 183 m, 12,652 t. United States flag. Built in 1962 in Pascagoula (Massachussetts, United States) by Ingalls Shipbuilding Corp. Owned by the US MARAD (United States). Decommissioned in 1996, struck from the naval register in May 2000 and laid up since then in the Suisun Bay Reserve Fleet. In Fall 2013, Holland was toed to demolition to Brownsville (Texas, United States).

The-USS Holland (AS-32) in tow in the Panama Canal © David Walker

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**Kansas City** AOR-3. US Navy Wichita-class replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1968 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in 1994, struck from the naval register in 1997 and laid up in the Suisun Bay Reserve Fleet. Owned by the US MARAD (United States). **Kansas City** is being broken up in Brownsville, Texas by All Star Metals.

**Mount Hood** AE-29. US Navy Kilauea-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1967 in Sparrows Point (United States) by Bethlehem Steel Corp. Decommissioned and struck from the naval register in August 1999, laid up in Bremerton (Washington State) and then in Suisun Bay (California). Owned by the US MARAD (United States). **Mount Hood** is being broken up in Brownsville, Texas, United States) by International Shipbreaking.

**Mount Washington** T-AOT-5076. IMO 6407585. US Navy replenishment oiler. Length 224 m, 17,859 t. United States flag. Built in 1963 à Quincy (United States) by Bethlehem Steel for Victory Carriers of New York, the Greek Aristote Onassis’ company operating under United States flag. She was also occasionally chartered by the US Military Sealift Command to supply the US troops in Vietnam with oil. In 1965, **Mount Washington** and her sistership **Mount Vernon** transported grain to India, Pakistan and the Soviet Union, hit by drought and grain shortage. Acquired by the US MARAD in 1987. In 1993 she was equipped with an offshore Petroleum Distribution System (OPDS) designed to transfer petroleum products directly to storage facilities ashore. **Mount Washington** was kept in active service until struck from the naval register in April 2005 and laid up in the Suisun Bay Reserve Fleet in California. Late November, she left her anchorage and was towed to San Francisco before heading for demolition in Brownsville, Texas.
Shasta AE-33. US Navy Kilauea-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1969 in Pascagoula (United States) by Ingalls Litton Shipbuilding. Decommissioned and struck from the naval register in April 2011. Vessel title transferred from the US Navy to the US MARAD and then immediately to International Shipbreaking for demolition. In Fall 2013, Shasta was towed from Hawaii bound for demolition in Brownsville (Texas, United States).

Storis. US Coast Guard cutter. Length 70 m. Built in 1942 in Toledo (United States) by Toledo Shipbuilding Co. Decommissioned in February 2007 and laid up at the care and custody of the US MARAD with the NDRF vessels in Suisun Bay. In late 2013, she left to be demolished in Mexico. See also « Letters to the Editor", Denise (p 8-9).

Willamette AO-180. IMO 7816563. US Navy Cimarron-class oiler. Length 216 m, 11,645 t. United States flag. Built in 1980 in New Orleans (United States) by Avondale Shipyard. Decommissioned and struck from the naval register in April 1999. Owned by the US MARAD (United States). Sold for demolition by All Star Metals in Brownsville, Texas. On November 26th, Willamette left Suisun Bay, then on December 6th proceeded still in tow for her last voyage through the Panama Canal. She was expected in Texas on January 19th. See also « Letters to the Editor", Giorgio (p 7-8).

Other NDRF auxiliary vessels have left for demolition in American ship-breaking yards during the first semester of 2013. Considering the delayed updates of the US MARAD website, they have not been mentioned in the previous Ship-breaking bulletins

Gulf Banker AK-5044. IMO 6407872. US Navy cargo supply vessel. Length 144 m, 5,843 t. United States flag. Built in 1964 in New Orleans (United States) by Avondale Shipyard for Gulf & South American Steamship Co, a cooperative commercial service of Grace Line and Lykes Brothers (United States). Transferred to the US MARAD in 1984 after Lykes started developing its container ship fleet. Gulf Banker was assigned to the Ready Reserve Fleet and was activated by the Military Sealift Command as a logistical support vessel, notably for the Desert Shield / Desert Storm operation in Iraq in 1990. Downgraded and laid up since 2001 in the NDRF in Beaumont, Texas ; in March 2013, she left and was towed for demolition to Brownsville, still in Texas.

Gulf Trader AK-2036. IMO 6407884. US Navy cargo supply vessel Length 144 m, 5,442 t. United States flag. Decommissioned and struck from the naval register in 2001. Built in 1963 in New Orleans (United States) by Avondale Shipyard. Sistership of the Gulf Banker (see above) as well as Gulf Merchant, Gulf Shipper and Gulf Farmer. Acquired by the US MARAD in 1984 and also assigned to the Ready Reserve Fleet and activated during the first Gulf War. Laid up since October 2001 in the NDRF in Beaumont, Texas ; in June 2013, she left and was towed for demolition to Brownsville, still in Texas.
Kiska T-AE-35. US Navy ammunition ship, the last one of the Kilauea-class. Length 172 m, 9,340 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Shipbuilding. Vessel title transferred to the Military Sealift Command in 1996 then to the US MARAD. Struck from the naval register and laid up in Pearl Harbor, Hawaii, since 2011. She was planned to be sunk in 2012, but in May 2013, Siska was finally towed for demolition by ESCO Marine in Brownsville, Texas.

Mount Vernon (ex-Mount Vernon Victory). N° ID 284178. US Navy replenishment oiler. Length 224 m, 12,929 t. United States flag. Built in 1961 in Quincy (United States) by Bethlehem Steel Co for Aristote Onassis’ Victory Carriers of New York. Acquired by the US Navy in 1988, she was assigned to the Ready Reserve Force but was never activated. Part of her equipment was transferred to Mount Washington which was kept active. From 2007 on, she was laid up in the NDRF in Beaumont, Texas; she will not leave the state and in March 2013 was towed for demolition in Brownsville.


Wichita AOR-1. US Navy replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1966 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in March 1993 and laid up since then in the Suisun Bay Reserve Fleet, California. Struck from the naval register in February 1995. Owned by the US MARAD (United States). Sold for demolition to International Shipbreaking and towed to Brownsville, Texas in March 2013.

Alang, Bay of refuge for the German gas tankers
In Ship-breaking # 33, Robin des Bois was wondering about the final destination of Isabella and Annabella, two gas tankers pre-retired in the Spanish Port of Algeciras. Their departure for demolition could not be doubted, in spite of the German ship-owner’s denials, especially as the Isabella had been renamed Marisa flying the flag of Saint Kitts and Nevis. The mystery is being lifted. On December 11th, the ex-Isabella arrived for demolition in Alang in tow of the Global Destiny.

The tug Global Destiny, remained anchored off Alang for a while, suggesting an imminent beaching for demolition as this veteran, built in 1975 and launched as Smit Rotterdam, had been acquired in January 2013 and renamed Global Destiny by Global Marketing System (GMS), specialized in the purchase of ships to be scrapped; her sistership Smit London renamed Global Change was part of the same deal and has already been beached for demolition (Cf. Ship-breaking # 32). Meanwhile in late December, Global Destiny left her anchorage and headed for Colombo (Sri Lanka) where she, to date, would still be hanging around. In remission or waiting for an ultimate mission?

Nuclear is not dead …
In Ship-breaking # 31, Robin des Bois announced the Sevmorput, the last of the 4 nuclear-powered merchant vessel ever built, was to be dismantled in Russia without a scheduled deadline though.

New development after an outcast life, an aborted conversion to oil drilling ship and a withdrawal from the Russian Register in July 2012! On December 26th, 2013, Sevmorput entered dry dock in Roslyakovo, near Murmansk to go through extensive repairs before entering service again in 2016. Rosatom, her owner since 2009 has planned to employ her in both commercial and military operations. Her huge cargo capacity would make it possible to transport one year’s requirements of supplies to all settlements along
the Northern Coast of Russia on one single journey and would give a massive support to Russia's enhanced presence in the Arctic and to the eventual re-opening of cold war-era airbases.

Overview, from November 1st to December 31st 2013

171 ships left for demolition during the last two months of the year. The cumulative demolition will recycle more than 1,6 million tons of metal. 51 (30%) were built in Europe, 49 (29%) belonged to European ship-owners, 152 (89%) went to Asia.

The pace of vessels set out for demolition has slightly slowed down by the end of 2013 (19 ships per week compared to 21 for the previous trimester and 22 for the whole year).

At least 26 of the scrapped ships have been deflagged just prior to their departure for a ship-breaking yard. With 13 new citizens, Saint Kitts and Nevis proves to be the favourite one among the last voyage flags, ahead of Comoros. Deflaggings are going along with renamings, more or less imaginative and shortened. Our preference this time goes to the fruit juice tanker Southern Juice turned to Ice prior to sailing down the Suez Canal and to be beached for demolition in Bangladesh (Cf. p 20). The ex-President Kennedy, lately Ken, deserves a special mention though (p 32).

by tonnage of recycled metal
1 Bangladesh, 483,000 t (30%)
2 India, 454,000 t (28%)
3 China, 302,000 t (19%)
4 Pakistan, 194,000 t (12%)
5 Turkey, 47,000 t (3%)

by unit
1 India, 56 (33%)
2 Bangladesh, 38 (22%)
3 China, 32 (19%)
4 Pakistan, 13 (8%)
5 Turkey, 13 (8%)

by category
1 : bulker, 49 (29%)
2 : general cargo, 40 (23%).
3 : tanker, 32 (19%)
4 : container ship, 28 (16%)

India maintains the lead with regard to the number of ships broken up, 56 (33%) ahead of Bangladesh and China, but in terms of tonnage of metal recycled, gets overpassed, this time by Bangladesh.

After the bars, demolition
38 (22%) of vessels sent to demolition were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or without any classification. Substandard ships are still the first ones to leave: at least 97 (57%) have been previously detained in ports worlwide with a detention rate of 75% for general cargo carriers and bulk carriers, 67% for chemical tankers and 50% for container ships.

The gold medal of substandard ships goes to the Moldovan Ghada D with 10 detentions (p 26), the silver medallist is the Maltese Rio Gold (9 detentions, p 45)) and the two bronze medallists are the Panamanian Faola and the Tanzanian Tarhuna A (8 detentions, p 25 and 29). The Moldovan Energy 3 is a remarkable vessel with regard to the frenzy in her renamings: 16 different names in 33 years, a performance overtaken by Trader 2, 17 different names in 35 years (see also p 21).
**Years and meters**

The age of ships leaving the merchant fleet ranges from 13 years for the small general cargo carrier *Coastal Success* broken up in Mumbai, India and 71 years for the ex US Coast Guard vessel, *Storis*, pioneer of the Northwest Passage and exported to a Mexican ship-breaking yard (Cf. p 8-9). The average age is 29 years. It is 25 for tankers and 22 for container ships. 55 ships have a length less than 150 m, 53 are between 150 and 199 m and 63 over 200 m. The largest ship is the ex tanker *NASA Unity*, 338 m, beached in Gadani, Pakistan (Cf. p 18).

In a single file, the 171 scrapped ships would form a 31 km long convoy.
**Sodruzhestvo.** IMO 8610253. Factory ship able to process, freeze or can 300 t of fish or 120 t of crab per 22 hours (i.e. respectively 400,000 and 50,000 cans of a standard 1/6 size). Length 179 m, 16,434 t. Reflagged to Sierra Leone for her last voyage as *Hokuyo*. Classification society Russian Maritime Register of Shipping. Built in 1988 in Rauma (Finland) by Rauma-Repola. Owned by Morskoj Sud Tekh Garant Co Ltd (Russia). Sold for demolition in China by Zhangjiang Scrapyard.

![Sodruzhestvo at anchor, Sea of Okhotsk near Sakhalin Island. August 2001 © Gena Anfimov](image1)

![Sodruzhestvo, Vladivostok, Russia August 2012 © Gena Anfimov](image2)

**Chemical tanker**


![Concord I, Port of Rio Grande – Brazil, November 2006 © Marcelo Vieira](image3)

**Edoil** (ex-Dynamic Oil, ex-Kapa Lion, ex-Thita Lion, ex-Bisho Maru). IMO 7501429. Chemical tanker. Length 60 m, 600 t. Tonga Isles flag. Classification society Hellenic Register of Shipping until May 2003. Built in 1975 in Mihara (Japan) by Kyoei. Detained in 1998 in Heraklion (Greece), in 1999 in Sevilla (Spain), in 2001 in Messina and Pescara (Italy) and in 2003 in Genoa (Italy) and Sète (France). Ship banned from European harbours by the EU directive on Port State Control. In December she was sold by her Greek owner Carnival Enterprises to another Greek ghost company, the Panama-based Newton Shipping, and renamed *Manolis I* flying the Panamanian flag. See the chapter « Demolition on the spot (p 2) ». She would actually never leave Sète and is being dismantled afloat.


Theresa Atlantic (ex-Nordic Hanne, ex-Difko Hanne, ex-Sitalene, ex-Burwain Nordic, ex-Nordkap). IMO 8420622. Chemical tanker. Length 229 m, 14,910 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1987 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2002 in Daesan (South Korea), in 2010 in Zhangjiagang (China) and in 2012 in Davao (Philippines), New Orleans (United States) and Zhangjiagang again. Sold for demolition in India.


Gas tanker.

**Tanker**


*F Elephant* (ex-*World Prospect*). IMO 8618841. Ex tanker converted to ore carrier in 2008. Length 322 m, 40,300 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1989 in Okpo (South Korea) by Daewoo SB. Sold by her Taiwanese owner TMT Taiwan Maritime Transport to a Saint Kitts and Nevis-based shell company, renamed *Elephant* in July 2013 and beached for demolition in Bangladesh as *Rayna*.


*Front Champion*. IMO 9166687. Tanker. Length 334 m, 41,144 t. Deflagged from Bahamas to Comoros for her last voyage as *Champ*. Classification society Lloyd’s Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore to Trinidad Shipping Inc, a Saint Kitts and Nevis-based shell company, prior to her departure for demolition in Pakistan. 420 US $ per ton.

*Golden Victory*. IMO 9153537. Tanker. Length 333 m, 38,953 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage as *Victory*. Classification society Det Norske Veritas. Double hull ship built in 1999 in Ariake (Japan) by Hitachi. Sold as is in Singapore by her Norwegian owner Frontline Management AS to a Bahamas-based shell company and beached for demolition in Bangladesh. 420 US $ per ton.

*Groton*. IMO 7901928. Integrated Tug Barge (ITB), pusher tug and barge. Length 41 m for the tug and 170 m for the barge, 11,621 t. Nigerian flag. Unknown classification society. Pusher tug built in 1982 in Mobile (United States) by Halter Marine and double bottom single sided barge in Sparrows Point by Bethlehem Steel. Like her sistership *Jacksonville* (see Ship-breaking # 33), she was utilized at the end of her American carrier to transport grain cargoes to Africa for humanitarian organizations; she was sold in 2009 to J Marine Logistics Ltd (Nigeria). She was the last one of the sisters *Baltimore, Jacksonville, Mobile, New York* and *Philadelphia*. Sold for demolition in India.


Motilal Nehru. IMO 8503113. Tanker. Length 238 m, 17,037 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Cochin (India) by Cochin SY. Owned by SCI – Shipping Corporation of India (India). Detained in 2009 in Khark Island (Iran). Sold for demolition in India. 440 US $ per ton.


Nuevo Pemex I


**Shanghai** (ex-*Prima Maersk*). IMO 7924475. Tanker FSU. Length 183 m, 10,229 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Sold for demolition in Bangladesh. 440 US $ per ton.

**Shinyo Navigator** (ex-*Majestic Unity*). IMO 9081186. Tanker. Length 330 m, 42,448 t. Deflagged from Hong Kong to Comoros for her last voyage as *Senorita*. Classification society Lloyd's Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Artena Transportation Corp (Hong Kong). Sold to DTA Ship Agency LLC (United Arab Emirates) just prior to be beached for demolition in Pakistan. 441 US $ per ton.

**Southern Juice** (ex-*Southern Dawn*, ex-*Trade Rich*, ex-*FMG Lima*, ex-*Trade Rich*, ex-*CTE Mari Conscience*, ex-*Lanka Amila*, ex-*Isar Express*, ex-*Conscience*). IMO 8208024. Ex general cargo carrier converted to refrigerated fruit juice tanker in 1997. Length 169 m, 8,017 t. Deflagged from Bahamas to Saint Kitts and Nevis for her last voyage as *Ice*. Classification society Det Norske Veritas. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Detained in 1997 in Antwerp (Belgium). Sold by her Norwegian owner Northern Navigation AS to North Star Ship Management SA, United Arab Emirates-based shell company just prior to her departure for demolition in Bangladesh.

General Cargo

From Matthias Claudius to Trader 2

Trader 2, IMO 7711751, built in 1978 by Husum shipyards on the Western coast of the Land of Schleswig-Holstein (Germany), sets a record with regard to renamings. Delivered as Matthias Claudius, named after the German poet (1740-1815) author of «Der Tod und das Mädchen», (Death and the Maiden), she was designed as a container ship, 300 teus and thus bearing the name chosen for commercial reasons by her charterers, even if it was only for a couple of months. She was renamed no less than twenty times all along the 35 years of her lifetime (bearing three times her initial name).

Owned by the German ship-owner Schluter, she switched charterers and names, successively Matthias Claudius, Karthago, Matthias Claudius again, Lak Muthu, Matthias Claudius still, Lhotse, Vira Bhum, Sentosa, Manaslu, Tiger Stream, Rijnmond, Alexio, Ville De Shanghai, Alexio again.

In February 1997, she was acquired by the Singapore-based Hub Continental Shipping Sendirian Berhad and stabilized as the Malaysian Saipan Pioneer, notably operated on a feeder service between Singapore, Malaysia and Burma; she has been sailing under this name until September 2005. For her last 8 years of duty, her owner, name and flag have changed several times: first Elisabeth S in 2005, Timber Carrier in 2006, and King A in 2007, all under Georgian flag, then still King A but deflagged to Moldova in 2008, Fadl M under Sierra Leone flag in 2010 and ultimately as the Tanzanian Trader 2 in February 2013. On December 19th, 2013, she was beached for demolition in India.

Banglar Gourab. IMO 8020032. General cargo. Length 145 m, 4,680 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Le Havre (France) by Société Nouvelle des Ateliers et Chantiers du Havre (ACH). This ship was not the last one to be built in Le Havre. After her and until 1999, the ACH have delivered about 15 vessels, among which the wind sail passenger liners Wind Star, Wind Song, Wind Spirit, Club Med 1 and Club Med 2, the cable layer Léon Thévenin and the research vessel Marion Dufresne. However, Banglar Gourab has been the only large classical merchant ship built in Le Havre since the 50s, as the ACH mostly constructed passenger ships, ro ros or specialized vessels. Owned by Bangladesh Shipping Corp (Bangladesh); the Bangladeshi State-owned company had its ships built in different countries. The 9 remaining ones of the fleet were built in Japan (3), China (3), Denmark (2) and Germany (1). Banglar Gourab was the only one ever built in France. Detained in 2006 in Cochin (India). Sold for demolition in Bangladesh.

Banglar Mookh. IMO 8710039. General cargo. Length 159 m, 6,768 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1989 in Guangzhou (China) by Guangzhou SY. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Szczecin (Poland), in 2003 in Pohang (South Korea), in 2010 in Lumut (Malaysia) and in 2012 in Cochin (India). Sold for demolition in Bangladesh.


Banglar Urmi (ex-Chandan Star). IMO 8121599. General cargo. Length 144 m, 4,395 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 1998 in Leith (United Kingdom), in 2007 in Banglar Khomeini (Iran) and in 2012 in Mangalore (India). Sold for demolition in Bangladesh. The Bangladesh Shipping Corp is destocking; another ship of its fleet, Banglar Maya, has just been beached for demolition on February 5th.

*Barentszsee* arrived under her own power on November 23, 2013 to Fornaes Shipbreaking Ltd. Grenaa / Denmark for scrapping. © Bendt Nielsen


Charlotte, then *Thutmose*, on Pilotstation Westereems (Netherlands), May 1998. © Frits Olinga

**Coastal Success** (ex-Maratha Coral). IMO 8635265. General cargo. Length 85 m, 1,259 t. Indian flag. Classification society Indian Register of Shipping. Built in 2000 in Sirigao (India) by Chowgule. Owned by Coast Line Shipping India Pvt (India). Sold for demolition in Mumbai (India).


Maltese flag general cargo vessel *Condor*, southbound in the Bosphorus on June, 2006. © Gerolf Drebes

January, 2012 *Condor* chained in the docks of Brugge (Belgium). © Noel Goegebuer
Detained in 2008 in Bari (Italy). 47 deficiencies were reported by inspectors in April 2010 during a stopover in Zeebrugge (Belgium) while the Condor was en route from the Caribbean to Poland with a cargo of 1200 t rice, and the ship has since then been detained; provisional repairs were carried out but were not sufficient to prove seaworthiness. The crew members, considered as illegal migrants, were expelled in 2010 except a Burmese sailor who had escaped from this maritime jail. In the summer 2011, the Port Authorities pumped off the remaining bunker fuel. In 2013, the abandoned ship started taking on water and was at risk of sinking. The leaks were fixed to enable her to be towed to Galloo dismantling yards in Ghent.

January 2014 Condor at Van Heyghen recycling (Galloo), Ghent, Belgium © bs1mrc / Shipspotting


In Singapore, November 2010 © A Mackinnon. www.aquamanships.com


Tauria in 1981 shortly before she was renamed Arabian Eagle under same owner. © Oliver Henkel

Dubai (United Arab Emirates), June 2013 © Mohammed Yehya


Faola, September 2013 at Perama, Piraeus, Greece © Dennis Mortimer-


Fortress 7, July 2010 in Koh Si Chang Transhipment Area, Thailand (SD 14’s) © Geir Vinnes


Jalal (ex-Julia, ex-Lilly, ex-Voyager, ex-Baron, ex-Barok, ex-Audrey Johanna). IMO 7413842. General cargo. Length 78 m. North Korean flag. Classification society Korea Classification Society. Built in 1975 in Kampen (Netherlands) by Peters'. Detained in 2006 in Oristano (Italy), in 2008 in Monfalcone (Italy), in 2011 in Ortona (Italy) and Koper (Slovenia) and in 2012 in Mersin (Turkey). Sold for demolition in Turkey.


Sealift Inc is specialized in the transport of cargo on account of the United States Federal government, notably within the framework of its food aid programs. Noble Star achieved many voyages of this kind and this was her main duty. She was also chartered on some periods (particularly in the 90s) by the Military Sealift Command, in charge of the logistics for the US Army. In August 1990, during the « Desert Shield, Desert Storm » operations of the 1st war of Iraq, she delivered to Jubail (Saudi Arabia) the equipment of a 500-bed fleet hospital carried in 360 containers. After leaving Houston (Texas, United States), the vessel came across Suez Canal in late November 2013 but her final destination of demolition remains to date unknown.


February 2006 ©Capt Jamal / Traffic


August 2012, the TK London in Lorient (France) touches the wound caused by the TK Bremen in 2011 © GM Simon


In Cairns, Australia, January 2011 © John Regan


THE BLACK PAGE

They all left to be demolished in Asian ship-breaking yards, exposing the workers to hydrocarbon fumes and sludge whereas high sulfur fuel oils - sometimes adulterated – still release their toxic plumes in the harbours, at sea and in the Arctic environment despite the IMO recommandations and regional directives.

1 - Coral, passenger ship. France, 2011
3 - Maersk Dartford, container ship. Spain, 2008.
4 - Ulusoy 7, ro ro. Italy, 2013.
6 - Paula I, bulker. Brazil, 2006
7 - PCE Madeira, container ship. Germany, 2011.
8 - Saguenay, bulker. Canada, 2002

Photos by:
1 Rico Voss – 2 Roar Jensen – 3 Agustin Alapont Castilla – 4 Gianfranco Mesturini – 5 Dave Leonard - 6 Ken Smith – 7 Klaus Kehrls – 8 Jeff Thoreson
Container ship


APL Kennedy at Brisbane, Australia August 2013. © John Wilson


Barcelona Express (ex-CP Sinaloa, ex-TMM Sinaloa, ex-Ming Promotion). IMO 8406286. Container ship, 3266 teu. Length 270 m, 16,798 t. Deflagged from Bermuda to Tuvalu for her last voyage as Elona. Classification society American Bureau of Shipping abandonné pour International Ship Classification. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag-Lloyd Ships Ltd to Urizen Shipping Ltd, a British Virgin Islands-based shell company which will have the ship renamed and deflagged and the classification switched prior to the last voyage to demolition in India.


**Genoa Express** (ex-CP Jalisco, ex-TMM Jalisco, ex-Ming Progress). IMO 8501452. Container ship, 3266 teu. Length 270 m, 16,809 t. Bermuda flag abandonné pour celui de Tuvalu for her last voyage as Noa. Classification society American Bureau of Shipping. Built in 1988 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag Lloyd to Urizen Shipping Ltd - the exotic subsidiary company specialized in the clearance sale of old Hapag Lloyd ships (Cf. above Barcelona Express) - prior to her departure for demolition in India.

Genoa Express, then CP Jalisco sailing from Valencia Port (Spain) in May 2006. © Manuel Hernández Lafuente

**Hammonia Adriaticum** (ex-Mare Adriaticum, ex-Mekong Stream, ex-Mare Adriaticum, ex-ACX Eagle, ex-Mare Adriaticum, ex-Rotterdam Stad, ex-Mare Adriaticum, ex-Sea Nordic, ex-Mare Adriaticum, ex-Indiapendent Trader, ex-Mare Adriaticum). IMO 9071480. Container ship, 1054 teu. Length 149 m, 5,103 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2004 in Hong Kong (China) and in 2013 in Pyeongtaek (South Korea). Sold for demolition in India.

In Keelung, Taiwan © Chun Hsi
In Alang, India December 2013 © Andrey Kuznetsov


Krasnogvardeec, November 2013, still sailing...arriving at Busan New Port (Korea South). © Lappino
Maersk Dartford (ex-MSC Dartford, ex-Maersk Dartford, ex-Singapore Bay). IMO 9005560. Container ship, 4038 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Imari (Japan) by Namura. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Sols for demolition, Maersk Dartford was renamed Patai prior to her departure for India. 444 US $ per ton.


Her homonym, MSC Carla IMO 7214624, built in 1972, left the port of Le Havre bound for Boston on November 21st, 1997 and broke in two in 3 days later off the Azores. The forepart sunk, the rear part was towed to Gijon (Spain) and scrapped.


PCE Madeira (ex-Harmony II, ex-Harmony, ex-MSC Fado, ex-P&O Nedlloyd Beirut, ex-DNOL Beirut, ex-UB Tiger, ex-Beirut, ex-Contship Egypt, ex-Harmony). IMO 9060273. Container ship, 1576 teu. Length 168 m, 7,000 t. Deflagged from Malta to Liberia in September, and deflagged from Liberia to Saint Kitts and Nevis for her last voyage as Marc. Classification society Lloyd's Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by PCE Madeira Schiffahrts GMBH (Germany). Detained in 2012 in Naples (Italy) and in 2013 in Algeciras (Spain) and Novorossiysk (Russia). Sold for demolition in India.

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STX Singapore (ex-Asian Pegasus). IMO 9003201. Container ship, 1182 teu. Length 175 m, 6,663 t. Deflagged from South Korea to Saint Kitts and Nevis for her last voyage as S Singapore. Classification society Korean Register of Shipping. Built in 1991 in Onishi (Japan) by Mitsubishi. Owned by STX Pan Ocean Co Ltd (South Korea). Sold as is in Singapore for demolition in India. 375 US $ per ton.


YM South (ex-Ming South). IMO 9001227. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 425 US $ per ton.


**Reefer**


*Image: Baltic Sun arriving at Santa Marta, Colombia, in April 2011 © Wil Weijsters*

**Ro Ro**


*Image: Eurocargo Europa, Lisbon, Portugal, October 2013. © Pedro Amaral*

*Eurocargo Europa (ex-Tor Scandia, ex-Stena Porter, ex-American Condor, ex-Zenit Express, ex-Kuwait Express).* IMO 7909970. Ro Ro. Length 192 m, 13,167 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums. Owned by Valiant Shipping SA (Greece). Sold for demolition in Bangladesh. 455 US $ per ton including two working bronze propellers, one spare propeller, two main engines and two bow thrusters.


Leila (ex-Hana II, ex-Contender, ex-Indiana I, ex-Indiana, ex-Ferruccio, ex-Antinea). IMO 7302794. Ro Ro. Length 79 m, 1,242 t. Sierra Leone flag. Classification society International Register of Shipping. Launched on December 22nd, 1972 by Ateliers et Chantiers du Havre as Antinéa and delivered on April 6th 1973 to Union industrielle et maritime. Her main duty under the French flag was the Sète / Marseille / Algeria service. In summertime, she occasionally came as a support to carry passenger cars which could not get onboard the ferries due to a lack of sufficient space.

March 17th, 1973, Antinea at Le Havre (France) prior to entering service. © G Cornier

Sold in 1983, she became the Italian Ferruccio, then Indiana in 1986. In 1988, She was reflagged to Bahamas for a British Group which had her renamed Indiana I and operated her for a while between Montevideo (Uruguay), Punta Arenas (Chile) and Port Stanley (Falklands) as a supply ship for the British Archipelago. She was sold in 1992 to the Orkney Islands-based Orcargo Company, north of Scotland and as Contender and under the United Kingdom flag, she mainly carried cattle from the Archipelago to the Scottish port of Invergordon. In 2002, the ex-Antinéa left for the Middle East as the Panamanian Hana II, later Leila in 2004, for a Dubai-based shipping line. The last noticeable event in her career occurred on February 16th, 2012. She was captured off Oman by Somali pirates with her 24 crew members; she will be freed on April 12th, after payment of a 150,000 US $ ransom... Owned by Al Hufoof Clearing Forwarding & Sea Freight (United Arab Emirates). She was delivered to the Gadani breakers (Pakistan) on December 18th.

In Berbera (Somalia), April 2012 © Jorgen Brodersen
**Thebeland.** IMO 7718498. Ro Ro. Length 190 m, 10,992 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui; jumboized in 1995 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 1999 in Kotka (Finland). Sold for demolition in India. 448 US $ per ton.

*Thebeland, August 2008, in Dakar, Senegal © Dimitrios*


1988, the rusted Atlantic Stream is leaving Hamburg (Germany) © Frafo /Shipspotting

2013, Ulusoy 7 is beached for demolition in Aliaga (Turkey) © Ship Pax Information

See also « The Black Page », p 31

**Cement carrier**


**Bulk carrier**

*Acrobat* (ex-Devotional, ex-Iran Eshraghi). IMO 8309684. Bulk carrier. Length 190 m, 9,279 t. Comorian flag for her last voyage as Vum. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 2000 in Kwinana (Australia) and in 2004 and 2007 in Hamburg (Germany). Sold to the Dubai-based Best Oasis DMCC prior to her departure for demolition in India.

Algoma Quebecois (ex-Quebecois). IMO 5287847. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd’s Register of Shipping. Built in 1963 in Montreal (Canada) by Canadian Vickers. She entered service as Quebecois and has been carrying ore and grain on the Great Lakes for Pachristidis and from 1972 on for Upper Lakes Shipping. She was known as the « Santa Claus Ship » as one of the crew member used to dress up and cheer the children when the Quebecois travelled the Lakes in December. In 2011 she was acquired by Algoma Central Corp and became Algoma Quebecois. In December 2012, she retired in Hamilton, on the Western shore of Lake Ontario; she was towed to Toronto, still on Lake Ontario in June 2013, then to Port Colborne, on Lake Erie in November, for demolition by the Canadian ship-breaking yard International Marine Salvage. The steam turbines of Algoma Quebecois required large quantities of asbestos.

Angel (ex-Dapper, ex-Iran Ashrafi). IMO 8309646. Bulk carrier. Length 190 m, 9,190 t. Deflagged from Togo to Comoros for her last voyage as Lion. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Abu Dhabi-based Best Oasis prior to her departure for demolition in India.

Balikesir. IMO 7389883. Bulk carrier. Length 154 m, 5,561 t. Turkish flag. Classification society Bureau Veritas. Built in 1981 in Izmit (Turkey) by Golcuk DY. Owned by Kocanlar Deniz Tasimacili AS (Turkey). Detained in 1999 in Montreal (Canada) and Mobile (United States) and in 2013 in Naples (Italy). Sold for demolition in India. 432 US $ per ton including 315 t of bunkers.

Behafarid (ex-Accurate, ex-Drifter, ex-Iran Abozar). IMO 8320169. Bulk carrier. Length 190 m, 9,244 t. Deflagged from Iran to Comoros for her last voyage as Marwan. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Iran Shipping Lines (Iran). Detained in 2011 in Kandla (India). Sold for demolition in India.


The big IOM-registered ore carrier Berge Phoenix departing Europoort (Rotterdam, Netherlands) in August 2010. © Lennart Rydberg

Cape M (ex-Cape Mor, ex-Sunny Wealth, ex-Nishiura, ex-Nishiura Maru). IMO 8407498. Bulk carrier. Length 300 m, 25,222 t. Dominican flag. Classification society Bureau Veritas. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2011 in Puerto Bolivar (Colombia) and in 2013 in Rizhao (China). Sold for demolition in Bangladesh. 436 US $ per ton. Cape M had already been reported sold for demolition, in India then (Cf. Ship-breaking # 30).

Cape Mor, March 2011 Puerto de La Luz y Las Palmas, Las Palmas (Canary Islands, Spain) © Charran


South China Sea, August 2013 © Vyacheslav47


![Feng Guang Hai](image1.jpg)


![Fortune Forest](image2.jpg)


![Full Beauty](image3.jpg)


**Isa Energy** (ex-Efessos, ex-J Emma, ex-Freesia I, ex-Freesia). IMO 8117196. Bulk carrier. Length 183 m, 8,179 t. Deflagged from Indonesia to Tuvalu for her last voyage sous le nom d’**Energy**. Classification society Biro Klasifikasi Indonesia, but International Ship Classification for the last voyage. Built in 1982 in Saiki (Japan) by Usuki Tekkosho. Owned by Isa Lines (Indonesia). Detained in 2000 in Vancouver (United States) and in 2000 in Quangnin (Vietnam). Acquired as is in Singapore by the Indian Doehle Danautic Ltd, renamed, deflagged and beached for demolition in Bangladesh. 360 US $ per ton.


Maharashtra. IMO 8511653. Bulk carrier. Length 193 m, 11,015 t. Deflagged from India to Saint Kitts and Nevis for her last voyage as Aha. Classification society Indian Register of Shipping. Built in 1995 in Visakhapatnam (India) by Hindustan. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Adelaide (Australia). Sold for demolition in Bangladesh.


Ocean Prince approaching Rio de Janeiro, Brazil, January 2006 © Ken Smith


**Saguenay.** IMO 7910175. Bulk carrier. Length 223 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hoboken (Belgium) by Cockerill Yards. Owned by CSL Group Inc (Canada). Detained in 2009 in Baltimore (United States). Sold for demolition in Turkey. This time the trip from the Great Lakes went well!


Win Eagle (ex-Ever Wise, ex-Handy Shipper, ex-Skaw Trader, ex-Clipper Hope). IMO 8109199. Bulk carrier. Length 146 m, 4,418 t. Deflagged from Malta to Saint Kitts and Nevis for the end of her career as Om Shakti. Classification society Nippon Kaiji Kyokai. Built in 1982 in Sasebo (Japan) by Sasebo HI. Detained in 2005 in Bristol (United Kingdom), in 2010 in Vishakhapatnam (India) and in 2011 in Posiet, (Russia). Sold to the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in India.


Miscellaneous

Offshore supply vessel


*Ocean Viking* March 2013, Rio de Janeiro (Brazil)
© daviddhips


*Vos Searcher* arrived in November 2013 on her own power to Fonnaes Shipbreaking Ltd for scrapping.
© Bendt Nielsen


© Cees Bustraan
**Tug**


**Car Carrier**


Heavy load carrier
Asian Atlas (ex-American Cormorant, ex-Fercarrier, ex-Kollbris). IMO 7388712. Heavy load carrier. Length 280 m, 18,600 t. Seychelles flag. Unknown classification society. Built in 1975 in Goteborg (Sweden) by Eriksbergs Lindholm; ex-tanker converted in 1982 to semi-submersible heavy load carrier and shortened from 280 to 225 m. Owned by Sam Woo Holdings Ltd (China). Detained in 2004 in Westernport (Australia) and in 2007 in Hong Kong. Sold as is in Singapore for demolition in Bangladesh. 407 US $ per ton including 700 t of bunkers.

Passenger ship
Coral (ex-Triton, ex-Sunward II, ex-Cunard Adventurer). IMO 7046936. Passenger ship. Length 148 m, 7,876 t. Maltese flag. Classification society Lloyd’s Register of Shipping. Built in 1971 in Rotterdam (Netherlands) by Rotterdam DD. This vessel was originally the first one in a class of eight cruise liners scheduled by the charter airline Overseas National Airlines (in which the British Cunard hold a 50 per cent share). Only two ships were ever built (Cunard Adventurer and Cunard Ambassador) and, considering the financial difficulties of the airline, were actually operated by Cunard. Cunard Adventurer was the first Cunard liner which was not bearing a name ending with −ia or starting by Queen… (Britannia, Lusitania, Queen Mary…). The vessel was mostly dedicated to cruises in the Caribbean or in Alaska, but never achieved much success under Cunard flag as she did not match the high prestige of the company’s other cruise liners.

In Southampton (United Kingdom), seen letting off a cloud of red and white balloons to celebrate leaving on her maiden positioning voyage to San Juan, Puerto Rico 19 November 1971 © Dr. Allan Ryszka-Onions

She was sold in 1977 to the Norwegian group Kloster (Norwegian Caribbean Lines) and renamed Sunward II, initially flying the Norwegian flag, then in 1977 the Bahamian colours. After her acquisition in 1977, she was refitted in Bremerhaven at the Hapag-Lloyd shipyard where her single and disgraceful funnel was replaced by twin funnels. She was at the time sailing in the Caribbean.

Official NCL post card © Simpion Post Cards
She was acquired in 1991 by the Greek Epirotiki Lines (ship-owner George Potamianos) and became the Greek *Triton*, mostly operated in the Eastern Mediterranean. In 1995, she was handed over to Royal Olympic Cruises, the company resulting from Epirotiki and Sun Line merger, but this company went bankrupt in 2004.

*Triton*, arrival at Rhodes, Greece, in June 1997. © Marco Schoone

*Triton* was auctioned in 2005 and acquired by Louis Cruises; she became the *Coral* under Cyprus flag. She kept sailing, mainly in the Mediterranean, until her decommissioning in late 2011. Her return to service as *Louis Rhea* had been planned for 2014, but the company finally renounced the project...

*Coral* departing Gibraltar, April 2008 © Matt Kent

Mykonos (Greece), September 2011 © Peteris Sprogis
In late 2013, Coral was « renamed » Cora, deflagged to Saint Kitts and Nevis and left for demolition in India. 320 US $ per ton. She was beached in Alang on January 31st, 2014.

After this sale for demolition, Louis Cruises is still running five cruise liners all under Maltese flag and managed by the Piraeus-based Core Marine. Three of them are directly operated, i.e. Louis Aura (1968), originally Starward, Louis Cristal (1982), originally Viking Saga, and Louis Olympia (1982), originally Song of America. The two others are chartered to the English Thomson Cruises (German group TUI): Thomson Spirit built in 1983 (ex-Nieuw Amsterdam) and Thomson Majesty built in 1992 (ex-Royal Majesty). It seems the company recovered after the difficult times faced following the wreck of the Sea Diamond in Santorin in 2007 (two fatalities).

To complete the story, the sister-ship Cunard Ambassador, badly damaged by a fire on September 12th, 1974 (with no passenger aboard), was sold to the Danish ship-owner Clausen and converted to cattle carrier as Linda Clausen assigned on the Australia/Middle East « line ». She then became the Panamanian Procyon in 1980, later the Qatari Raslan in 1983. But another fire on July 3rd, 1983 put an end to her carrier and she was sold for demolition in Kaohsiung (Taiwan) one year later.
The END : the ex future « Flotel » Ice Maiden I

She was supposed to be named Aleksandr Sledzyuk after the first chief mechanical engineer on the nuclear ice breaker Lenin. In the Kherson Ukrainian shipyards located on the mouth of the Dniepr she was built under project 10621, a class of general cargo carrier with ice-breaking capabilities intended to supply the Soviet Arctic fleet. History decided otherwise. In 1991, the USSR was disintegrating. President Mikhail Gorbatchev escaped the August 19th putch but on September 5th the Congress of People’s Deputies voted the USSR’s dissolution. The Aleksandr Sledzyuk, renamed Juvent, was launched on September 6. Mikhail Gorbatchev resigned on December 25. On December 30, the Juvent began service for the Murmansk Shipping Company; the State company specialized in Arctic transport. In February 1993, after 12 months of service, Juvent was sold to South Africa wishing to modernize the SA Navy’s replenishment fleet and replace the old SAS Tafelberg.

The Juvent served by a mixed Russian and South African crew arrived at the Simon’s Town naval base in the Western Cape Province. On July 8, 1993, the ship was officially commissioned into the South African Navy as SAS Outeniqua A302. The Russians left as a legacy a dog which will be renamed Juvent and become the ship’s mascot. Later, Juvent will be given a military burial.

The A302 hold a military support function: helicopter deck, light weight armament, chemical and biological decontamination facilities, a tunnel on her port side enables to directly link the engine room and the control deck. Crews also enjoyed her performances in the Antarctic oceans and ice, the comfort and equipment: the ship was equipped with an elevator accessing all 11 levels, a gym, a sauna, swimming pool and basket ball court.

The SAS Outeniqua took part in military exercises and logistical missions on seas worldwide, including the Mediterranean Sea when she delivered medical equipment and emergency supplies for victims of the Boznya-Herzegovina war in Trieste.

On May 4th, 1997, during the Zaire crisis, the ship was anchored off the coast of Pointe-Noire, Congo and hosted Nelson Mandela’s attempted peace talks between Major-general Mobutu and Laurent-Désiré Kabila.

At the end of the 90s, she carried out missions to Antarctic to transport personnel and materials for the rebuilding of the South-African SANAE IV base.

Mobutu, Mandela and Kabila on board the Outeniqua
The Outeniqua was decommissioned at a sunset ceremony held at Simon’s Town on July 30, 2004, and left the South African Navy after 11 years of service. She became Paardeberg as she began a civil career for Mertech Marine Ltd with particular favor for Antarctic missions.

On December 22, 2005, she left Cape Town carrying the 50 members of the expedition that will celebrate the silver jubilee of Indian presence in Antarctica. She returned on March 14, 2006, was sold again and departed for Mobile (Alabama, United States) and the Atlantic Marine Shipyard on September, 2006. Paardeberg was renamed Ice Maiden I. Her new owner, the Scottish company C&M Group, wanted to convert her to an accommodation vessel, a “Flotel”, to be used by employees of oil and gas exploration and exploitation offshore platforms as planned by a contract with Shell Energy in the North Sea.

The project was spectacular: with her ice-breaking capabilities and a capacity to accommodate 400 people in individual rooms including a bathroom, she would be welcome in the North Sea and ideal for the development of the oil industry in the Arctic.

Time was scarce: the Shell contract was to be effective by July 1st, 2007 and the conversion project in the United-States was actually not finished on time.

The Ice Maiden I left for Europe, still with the same “Flotel” project. This time she no longer sailed on her own power but was loaded on board the semi-submersible heavy load carrier Fjord (IMO 8636740).
On May 29, 2008, the Fjord arrived in Newcastle, at the mouth of the Tyne River, but her draft obliged her to head for Rotterdam: the Ice Maiden I was set afloat and towed back to the A&P shipyard in Hebburn early June by the tugboat Banak. The Ice Maiden I's transformation was delayed: the project was definitively cancelled in 2009 due to the owner's and his banker's - the Royal Bank of Scotland - financial difficulties.

The Ice Maiden I was said to have been sold for 1 million £ (1.65 million US$) to the G O'Brien group, specialized in the demolition of urban, industrial and offshore infrastructures. 700 tons of asbestos was removed after setting safety equipments and depressurized confined spaces.

End of 2013, the ship entered drydock for the final cutting operation on site in the ex Neptune shipbuilding yards.

Built in 1990, the eldest of the family, Ivan Papanin (IMO 8837928), is still in service for the Murmansk Shipping Company.

Another sistership, built in 1993, was delivered to China and has been sailing as a polar research vessel under the name Xue Long (OMI 8877899); in 2007 she was refitted and received a new superstructure. The Snow Dragon (English name) still carries out missions in the Arctic and Antarctica where she supplies the Chinese Zongshan base. She took part in the rescue operation for the Russian research (or tourism) ship Akademik Shokalskiy caught in the ice on the East coast of Antarctica in December 2013-January 2014; Xue Long, also trapped in the ice, served as a helicopter platform for the rescue teams.
Sources:

Adams Offshore Services Ltd; AFP; American Bureau of Shipping; BBC; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Coasters & other ships revived; Coordination Marée Noire; Det Norske Veritas; Ensenada.net; Equasis; European Maritime Security Agency; Fairplay; France 3; General-Anzeiger; Germanischer Lloyd; Global Marketing Systems; Humanité (l’); Indian Ocean Memorandum of Understanding; Infocapagde; James Scott webspace; Libération; Lion Shipbrokers; Lloyd’s List; Lloyd’s Register of Ships; Mail (the) Marin (le); Marine Log; Marine Traffic; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Midi Libre (le); Ministère de la Défense (France); Miramar Ship Index; Mumbai Port Trust (the); Navsource; Navy Memories; Niagara this Week; Nippon Kaiji Kyokai; Ocean Revival; Optima Shipbrokers; Ouest-France; Polar Post; Préfecture Maritime de l’Atlantique; Provence (la); Robin des Bois, personnel sources and archives; Russian Maritime Register of Shipping; Ship Structures Committee; Shipspotting; Sud-Ouest; South African Navy; Soviet-Trawler.Narod; Steve Ellwood-Foto Time; Teign Diving Centre; Télégramme (le); Tokyo Memorandum of Understanding; Torquay Herald Express; Tug Boat Information; Ugly Ships.com; United States Coast Guard; US MARAD; Vessel Tracker; Xinhua

Editors and artistic directors: Christine Bossard and Jacky Bonnemains
Documentation and illustrations: Christine Bossard with Charlotte Nithart, Elodie Crépeau and Miriam Potter
Translation: Emily Courtin, Christine Bossard and Jacky Bonnemains
Director of publication: Jacky Bonnemains.

In collaboration with Gérard Cornier, maritime journalist and historian
2013 : 1119 ships for scrapping

Container ships on the rise

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<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
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<tr>
<td>1 India, 347</td>
<td>1 India 2.9 million de t (31%)</td>
<td>1 bulker : 387 (35%)</td>
</tr>
<tr>
<td>2 China, 239</td>
<td>2 Bangladesh 2.3 million de t (24%)</td>
<td>2 general cargo : 245 (22%)</td>
</tr>
<tr>
<td>3 Bangladesh, 211 (19%)</td>
<td>3 China, 1.9 million de t (20%)</td>
<td>3 container ship : 180 (16%)</td>
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<tr>
<td>4 Turkey, 136 (12%),</td>
<td>4 Pakistan 1.4 million de t (15%)</td>
<td>4 tanker : 164 (15%)</td>
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<td>5 Pakistan, 104 (9%),</td>
<td>5 Turkey 514,000 t (5%)</td>
<td>5 Ro Ro : 39 (3%)</td>
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<tr>
<td>6 Denmark, 19 (2%)</td>
<td>6 Denmark 33,000 t (0.4%)</td>
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With 1119 ships broken up this year, 2013 confirms the good health of the ship-breaking industry. The rhythm appeared to have noticeably slowed down compared to an outstanding year 2012 – decrease of 16% in number of ships demolished and 20% in tonnage of metal recycled – but 2013 is still by far the 2nd best year for the industry since 2006, start-up of the Ship-breaking bulletin (293 ships). The total tonnage of metal recycled in 2013 exceeds 9 millions. The volume of waste produced by the demolition of ships amounts to around 500,000 t.

667 of the broken up ships (60%) have been previously detained with their crew for non compliance to the international safety regulations. Port state controls play their full part in the cleansing of the world fleet.

327 ships (29%) measured over 200 m in length; 39 ships over 300 m have been demolished in 2013 compared to 31 in 2012 and 24 in 2011. The giants have started heading for the ship-breaking yards. The average age of ships leaving the ocean is getting younger: 28 years in 2013, 31 years in 2006.

The problems of container ships, beast of burden of globalization

The number of scrapped container ships is again on the rise. They account for 16% of the vessels demolished in 2013 and more than 21% of the tonnage of metal recycled. The typical container ship to be broken up belongs to a European ship-owner (69%), often a German one (48%). 97% of them have been scrapped in Asia. In every case, the container-ship bound to demolition flies away from Europe. With an average age of 22 years, the container ship family contributes largely to the rejuvenation of the fleet to be demolished.

The race for productivity and economies of scale favours the large container ships and pushes the smaller units towards demolition. The issue of weakness and premature aging of the whole family arises.

To date, the causes of the MOL Comfort disaster – built in 2008, with a capacity of 8100 teu (Twenty-foot Equivalent Unit), fractured and sunk in the Indian Ocean in the summer of 2013 – remain unknown: experts, through simulation and calculation of bending moments and stresses, cannot explain yet the buckling deformation and the fracture of the hull. They can only recommend regular inspections of the hull integrity, a container weight verification prior to loading and a speed reduction for container ships similar or over than 8000 teu in rough seas.

Container ships less than 8000 teu too suffer from the accumulation of physical, operational or accidental stresses. In July 2013, the Hansa Brandenburg – built in 2003, 1740 teu – was devastated by a major fire, towed to Mauritius, unloaded of the undamaged containers (*) and finally convoyed in tow and in the utmost discretion for demolition to Gadani (Pakistan). On December 29th, 2013, the MSC Monterey – built in 2007, 4160 teu – had to stop her voyage to Boston after à 1.50 m long crack was discovered on the main deck; she found a refuge in St Mary’s Bay, south of Newfoundland.

Hansa Brandenburg, July 15, 2013

© Leonhardt & Blumberg

Hansa Brandenburg, December 10, 2013 – 12:40 pm local time, pictorial of the beaching © Shahid
Asia
The Top 5 ship-breaking countries (India, China, Bangladesh, Turkey, Pakistan) have received 92% of the total number of ships broken up (1029 ships). India saved its leadership in terms of units as well as tonnage, ahead of Bangladesh and China, but suffered a fall of 35% in its activity; in 2013, its relative share dropped to 26% compared to 40% in 2012. The other major ship-breaking countries saw a decline of 10% except China where the number of ships delivered in the scrapyards has been higher (+15%).

Europe
374 ships (33%) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 34 % were built in those countries.
The Parliament of the European Union condemned the “reckless” scrapping of old ships flying the flag of an EU member state. A wishful thinking: in 2013, only 8% of them have been dismantled in Europe. One in five ship broken up in an Asian scrapyard has been deflagged prior to the last voyage. The German ship-owners performed brilliantly the art of camouflage with 29% of broken up vessels deflagged to Comoros, St. Kitts and Nevis, Tuvalu, Sierra Leone or Togo.

United States
The United States also deflag their ships: the Presidents’ fleet – Adams, Polk, Jackson, Truman – adopted the colors of St. Kitts and Nevis and Sierra Leone prior to their beaching for demolition in India or Bangladesh.

The Vandal State of the year
The 2013 « Vandal of the year » title is awarded to Canada for the « loss » in the Atlantic Ocean of the cruise ship Lyubov Orlova, departed from St. John’s, Newfoundland in January (**) and the persistent irresponsibility regarding the export of old ships in risky conditions.

Canada does not lack resourcefulness: following the beaching of Canadian Miner in Nova Scotia in 2012, here is the disappearing of Lyubov Orlova in the North Atlantic and coming soon the sinking of Kathryn Spirit in the St. Lawrence River or elsewhere; these three ships were originally bound for demolition respectively in Turkey, the Dominican Republic and Mexico.

(*) “Hansa Brandenburg: another container ship riddled with problems”, September 30, 2013

http://www.robindesbois.org/english/sea/mol_comfort_disaster_page.html