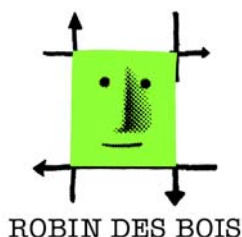


# # 29

From July 16 to October 14, 2012



ROBIN DES BOIS

## Ship-breaking.com

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### After the *Exxon Valdez*, the *Hebei Spirit*

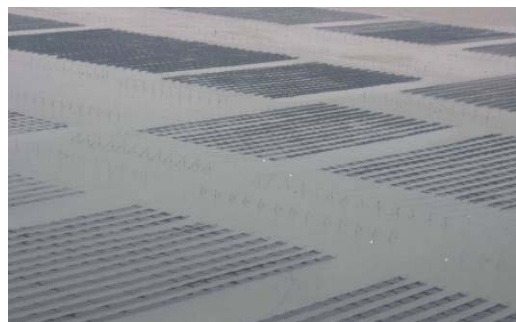
On 7<sup>th</sup> December 2007, the *Hebei Spirit*, a VLCC tanker flying the Hong Kong flag, was anchored around ten kilometres off Incheon, on the western coast of the Korean peninsula. her tanks contained 260,000 t of crude oil from various origins. The weather conditions were bad. At 7am local time, the ship was hit by a barge drifting out of the control of her tugs. No injuries were reported among the crew but the single hull of the *Hebei Spirit* was perforated and 10,000 t of hydrocarbons escaped from the portside tanks 1, 3 and 5. Violent north-west winds pushed the oil slicks to the south. The first of such reached land on the night of 7<sup>th</sup> December. Ten days later, 150 km of coastline was black, mostly in the Taean-gun National Park - a region reputed for its rocky coastline, sandy beaches and its fishing and aquaculture.



© Korea Coast Guard



© Korea Coast Guard

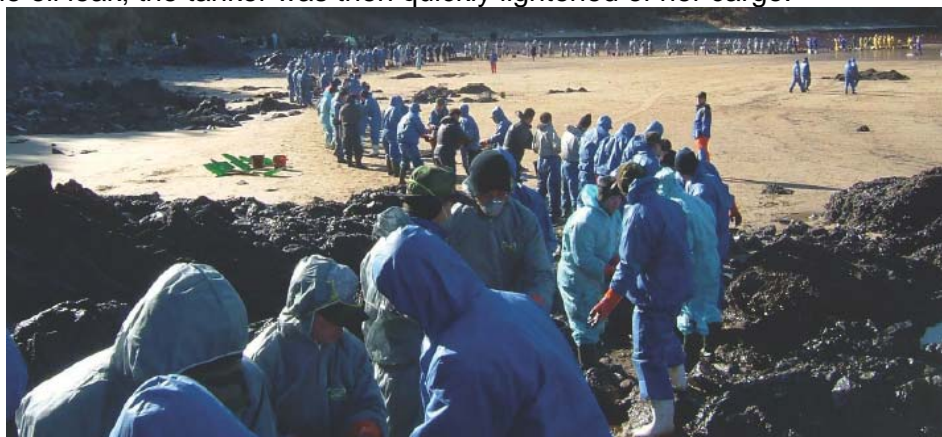


In total, 350 km of coastline was to be affected by hydrocarbon from the *Hebei Spirit*. It was the worst oil spill South Korea had ever experienced.

© Korea Coast Guard



In the hours immediately following the accident, navy coastguard response vessels and fishermen spread out dispersant and deployed oil booms in order to protect the islands and bays most at risk, as well as the Taean thermal power plant. From 8<sup>th</sup> December, rescuers managed to seal the cracks in the ship and stop the oil leak; the tanker was then quickly lightened of her cargo.



© Korea Coast Guard

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



© Korea Coast Guard

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

## The damaged ship conundrum

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

### Pacific Ocean

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



December 2011, the *Hyundai Confidence* after the collision © Maritime Bulletin





The *Pacific Carrier*, offloaded of her cargo, remained at anchor, on ballast, close to Sacheon (South Korea), awaiting further survey or potential repairs. Eight months later, on 28<sup>th</sup> August 2012, Typhoon Bolaven struck South Korea; the *Pacific Carrier* broke her moorings, drifted and broke in two. She will have to be broken up on the spot with the resulting and inevitable local pollution.

Bolaven © Reuters/ Cho Jung-ho/Yonhap



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



Broken and grounded © Tongyeong Coast Guard

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



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

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

Transfer of gas from the *Oberon* © Tradenewswire



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



June 1, 2012 © Smit & Svitzer



September 22, 2012 © Maritime New Zealand

### **Mediterranean**

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



July 5, 2012 © DR / Robin des Bois

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

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



April 13, 2012 © M. Geismar/ Robin des Bois



## Arctic Ocean

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

*Murmansk* in her glory days © AF Gruppen



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



In 1995 in Sørøya © Gunnar Sætra - scanpix



And in 2002 © AF Gruppen

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



The *Murmansk's* breaking yard on Sørøya island © Norwegian Coastal Administration

## Indian Ocean

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



© Bijoy Ghosh



© Dinamalar

## Atlantic Ocean

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

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

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



*MSC Flaminia*, August 23, 2012 © Havarie Kommando

Miraculously, the *MSC Flaminia* did not sink in the Atlantic with her containers of hazardous materials, nor did she collide with another ship. She arrived towed and under high surveillance in the new container port of Wilhelmshaven (Germany) on 9<sup>th</sup> September. After three weeks of searching, as ordered by the



German court, the body of a missing sailor was still not found. Systematic searches have been abandoned; human remains may well be discovered at a later date in parts of the ship that are currently inaccessible. After cleaning the superstructure, the unloading of intact containers began on 28<sup>th</sup> September.

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

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

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



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

## Farewell to container ships

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

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

A total of 37 container ships have been recorded. Two thirds of them measure less than 200 m; the largest is the *APL Alexandrite* at 288 m and with a capacity of 3,820 TEU. In comparison, the Triple E-class ships ordered by the Danish shipping company Maersk which will enter service in 2013 have a capacity of 18,000 containers.

The profitability of mega container ships also leads towards the decommissioning of increasingly younger ships. The average age has dropped to 21. In 2011, it stood at 30 and was 25 the previous bulletin; 51% are aged 20 years or less. The youngest is 15.

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

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

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

### **The Lepse**

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



Early 2012 the *Lepse* is being prepared for the final voyage to Nerpa. © Thomas Nilsen Barents Observer

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

The *Lepse*, named after a worker hero of the communist revolution, was commissioned in 1934 in Nikolayev, Ukraine, on the Black Sea coast. The "61 Communards" shipyard specialised in the construction of submarines and other warships known for their robustness and reliability. The "61 Communards" yard also built supply cargo ships for the Russian Navy. The *Lepse* was one of these. In 1936, construction was halted. In 1937, the hull was transferred to a naval shipyard in Kherson where the work ought to have been completed. In fact, there were yet more delays. The *Lepse* was anchored in a tributary of the Dnieper River and torpedoed in October 1942 during the Second World War. In 1945, she was re-floated and remained untouched in the port of Poti in Georgia until 1958. Considering the exceptional strength of the hull, the Soviet Supreme Command decided in 1958 to adapt the *Lepse* to her new role as a fuel supplier to nuclear-powered icebreakers. To do this, the *Lepse* was towed from the Black Sea to the Baltic Sea, then transformed and renovated in another historic shipyard - the Galerny shipyard near Leningrad.



From 1961 to 1981, the *Lepse* supported the ice breakers *Lenine*, *Arktika* and *Sibir*. She did not carry heavy fuel, but new or used nuclear fuel to or from the three atomic icebreakers. The *Lepse* became a storage ship for fuel elements deformed by critical and radiating accidents that took place on the *Lenine* and the *Sibir* between 1967 and 1980. The *Lepse* also carried out dumping operations for liquid radioactive waste into the Kara Sea in the Arctic Ocean. In 1984, a storm caused several hundred m<sup>3</sup> of radioactive water to flow into the storage hold containing radioactive fuel.



*Lepse* in the mid 60's



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

Injection of concrete in the *Lepse* :  
(1) truck mixer, (2) pump, (3) injection

© Yuri Chernogorov.

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



*Lepse* in Murmansk ©Thomas Nilsen Barents Observer

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

The cargo of the *Lepse* includes 260 kg of U<sup>235</sup> and 8 kg of fissile plutonium. If there is a surface ship deserving of the name "floating bomb", this is her.

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

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

## Letters to the Editor

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

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

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

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

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

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

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

### ***HMS Plymouth F 126***

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



*HMS Plymouth*, shortly before the Falklands conflicts  
© Crown copyright. IWM (FKD 588)



© Athenaeum Library of Philosophy



© Flickr

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

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



May 2009, Birkenhead © *HMS Plymouth Trust*



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



June 2009 © Ian Collard 2009

HMS Plymouth Trust persists in collecting the 400.000 £ needed to buy *F 126* from the Turkish broker but Peel Ports pretends the transaction is irreversible. This is why the *F 126* along with her asbestos, PCBs, hydrocarbons and obsolete but still operational weapons and ammunition may very soon leave for demolition. Whether she can undergo a long distance towing has yet to be checked. Wisdom, if her fatal fate was finally sealed, would be to demolish her in a nearby yard.

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

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

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

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

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

I send you the photos so you may trace this vessel.

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



Bay, May 31, 2012



September 18, 2012, dismantling of an unidentified ship in Busan (South Korea) © Matthaios

#### **Robin des Bois' answer**

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

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

So it's hard to say it's her being dismantled on your September pictures. It leaves about two month to come back to Busan right after Russia and scrap; a bit too short ...

Bay, OMI 7384297, © AF van Rhijn



A few ship-breaking yards are active in Europe, essentially in Belgium and in Denmark or to a lesser extent in Bordeaux (France). In Asia as well we know of a few trials in Japan and a few big units had to be dismantled after the March 2011 Tsunami. A project had been considered in the Philippines and the activity has been developed in Vietnam for the local fleet. In America, the ship-breaking yard of Port-Colborne, Canada, has been dismantling a number of old Great Lake bulkers and in the United States several yards in Texas, Louisiana and California are appointed to recycle mainly the old ships from the National Reserve Defence Fleet. In these countries, and in Europe as well, most of the commercial fleet leaves for demolition in China, in the Indian sub-continent and in Turkey.

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

**From Matthaios, South Korea, received on October 17**

I could not gather any info from the local Koreans about the *Pacific Carrier* but I was lucky enough and I saw her by chance when I was travelling in Busan. I send you some photos of the fore half of the ship which currently is located in a port called Gamcheon in Busan. (...)

Although I could not see the name to confirm that this is a part of Pacific Carrier I assume that it is it. I do not think so that there are many bulk carriers with red color cut in half in Korea these days....

The vessel is anchored in the premises of a subcontractor who was building blocks for new ships. However due to recession and decrease of new orders plenty of small ones run out of business. But it is very easy from them to proceed in shipbreaking if needed.

PS. Regarding the aft part of the broken vessel I could not find any detail. It could be the one which I saw earlier this year but there is no proof neither location of demolition. But Gamcheon port seems to a good location for this type of work because is protected from waves and away from the city center....

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

**From Egidio, Genoa (Italy), received on October 10 to 13**

Something new about the cruiseship *Princess* ((NDLR see the chapter The END, [Ship-breaking.com](http://Ship-breaking.com) # 27): the Turkish company Cemsan just paid the first part of the money requested, failing to give the rest. So the ship is keeping on languishing in the port. The ship should be auctioned again.

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

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

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

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

**From Shahid, Pakistan, received on August 6 and October 8**

I've been seeing your shipbreaking report for quite some time and very much amazed to see the compiling of Data across the world. Anyways as ship enthusiastic, I frequently travel to Gadani ship-breaking yard for seeing the vessels comes for demolition and take pictures of the dying vessels.

Surprising one the pictures you have posted in your bulletin # 28 of ship name " EDEVA" is taken by me. I can gave you more of the ship pictures (...)

You may find some interesting pictures and especially avessel named "WENJIANG" the old belly has been standing in Gadani for 8-9 months until they decided to cut into pieces. (...)



*Wenjiang*, in Gadani, April 2012 © Shahid Ayub



*British Curlew*, in Hobart (Australia)  
© David Kirby



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

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



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

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

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

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

### Per Unit

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

### By Tonnage of Metal Recycled

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

### By Category

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

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



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

New pitfalls lie ahead however in the Indian demolition market where the policy of 'might is right' resists all regulations, whether Indian or International. On 12<sup>th</sup> October, the ISRA (Indian Ship Recycling Association) decided a lockout of shipyards. They were protesting against the arrest of 3 ship-breakers

and charging them with culpable homicide and negligent conduct with respect to safety standards. Six workers were killed in the *Union Brave* tanker fire that they were in the process of breaking up (see p. 18). It was the first time that recyclers had been charged with culpable homicide. The defence put forward by the ISRA was simple: the owner is not necessarily aware of the daily work going on in his shipyards and cannot be held responsible for fatal accidents that occur there. Will the Indian legal system resist pressure from the industry? Will it retain the offence of temerity and consciousness that a fatal accident may result from unsafe working conditions on ship-breaking yards? The police intend to reopen old cases of fatal accidents.

Bangladesh, which receives 65 vessels (23%), holds 2<sup>nd</sup> place in terms of units to be demolished and cumulative volumes. The number of vessels received after months without any has led to a backlog at the Chittagong beach and ship-breakers must first absorb these tonnages before buying new ones.

The rates offered by the demolition yards remain lower than previous months: below \$400 per tonne in Bangladesh and a little higher in India and Pakistan where prices increase \$20 per tonne. The Turkey-China differential that has steadily reduced since the beginning of the year has briefly passed to the advantage of Turkey; prices in these two countries are down to around \$300 per tonne.

### After the bars, demolition

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



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

### Years and metres

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





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



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



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



Ship and crew detained in a port for deficiencies.



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

## Tanker

*Ailsa Craig* (ex-Good News, ex-Egmond). IMO 7349950. Tanker FSO. Length 311 m, 32,152 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1974 in Kiel (Germany) by Howaldtswerke-DW for the Dutch Gelsenberg Scheepvaart Maats N.V ; shortened from 326 to 311 m and converted into a floating production and storage unit in 1991. Owned by World Carrier Corp SA (Greece). Sold for demolition in Pakistan. 430 US\$ per ton.



Live from Pakistan : the *Ailsa Craig* is beaching by her own means in Gadani © **Shahid Ayub**

*Al Muminah* (ex-Loyalty, ex-AC Atom, ex-Toluma). IMO 8311493. Tanker. Length 229 m, 15,293 t. Saudi Arabian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Red Sea Marine Services (Saudi Arabia). Sold for demolition in Pakistan. 440 US\$ per ton



*Ben K* (ex-Patricia A, ex-Alcudia, ex-Julia Rose). IMO 7812048. Tanker. Length 150 m, 4,524 t. Equatorial Guinea flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Sevilla (Spain) by AESA. Owned by Genesis Worldwide Shipping (Nigeria). Sold and towed for demolition in India.



Arriving at Pasajes (Spain) March 2003  
© **Valeriano Aguete**

*C.V. Raman*. IMO 8017798. Tanker. Length 175 m, 10,153 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi. Owned by Shipping Corporation of India – SCI (India). Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Mumbai (India). 416 US\$ per ton and an extra payment for bunkers.



*Concord I* (ex-*JS Trinity*, ex-*Nagayev*, ex-*Nagayevo*). IMO 8406614. Tanker. Length 113 m, 3,190 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Veesham Shipping Inc (United Arab Emirates). Sold for demolition in Mumbai (India).



*Delaware Trader* (ex-*Polar Trader*, ex-*Arco Trader*). IMO 8008929. Tanker. Length 201 m, 11,105 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by Sealift Inc (United States). Sold for demolition in Pakistan. 430 US\$ per ton.



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

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



*Cotton Valley* in Toulon in 1945 © Marine marchande.net



*Helena H* in Piraeus, May 2009 © Aleks Lindström

*Jin He*. IMO 8506206. Tanker. Length 231 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Shanghai (China) by Jiangnan. Owned by China Shipping Development Co (China). Sold for demolition in Xinhui (China).

*L Elephant* (ex-*Kanayama*, ex-*Kanayama Maru*). IMO 9033335. VLCC Tanker (Very Large Crude Carrier). Length 330 m, 39,628 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Chiba (Japan) by Mitsui. Owned by Taiwan Maritime Transport - TMT Co Ltd (Taiwan). Sold for demolition in Pakistan. 415 US\$ per ton.



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



*Maharshi Karve*. Unloading oil in Chennai (India), December 2010 © Jason / Shipspotting

*Messenger* (ex-*Global Bislet*, ex-*Chem Gory*, ex-*Mercure*, ex-*Danila*). IMO 8705591. Tanker. Length 175 m, 9,115 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1992 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by JSC Fortune Tanker (Russia). Detained in 1998 in Rotterdam (Netherlands), in 2000 in Amsterdam (Netherlands), in 2009 in Rostock (Germany), in 2009 in Baltimore (United States) and in 2010 in New Orleans (United States). Sold as is in Singapore for demolition in Bangladesh. 430 US\$ per ton.



*Narova*. IMO 9006667. Tanker. Length 274 m, 24,323 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Chita (Japan) by Ishikawajima-Harima. Owned by Cavodoro Shipping Corp (Greece). Sold for demolition in Pakistan. 435 US\$ per ton.



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



*Navion Fennia*, February 2012 in Hamburg(Germany) © Klaus Kehrls

*Nisyros*. IMO 9006655. Tanker. Length 274 m, 24,286 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Chita (Japan) by Ishikawajima-Harima. Owned by Cavodoro Shipping Corp (Greece). Detained in 2002 in Trieste (Italy) Sold for demolition in Pakistan. 438 US\$ per ton.



*Ocean Amber* (ex-*Eclipse*, ex-*Ania*). IMO 8711136. Tanker. Length 268 m, 20,898 t. Singapore flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Ocean Tankers Ltd (Singapore). Sold for demolition in Bangladesh. 465 US\$ per ton including a substantial amount of bunkers.

*Ocean Jewel* (ex-*Front Lillo*, ex-*Lillo*). IMO 8809919. Tanker. Length 274 m, 22,322 t. Tuvaluan flag. Classification society International Ship Classification. Single hull ship built in 1991 in Puerto Real (Spain) by AESA. Owned by Ocean Tankers (Singapore). Detained in 2009 in Khark Island (Iran). Sold for demolition in Bangladesh.



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

*Prosperous* (ex-*Hawk I*, ex-*Arcadia I*, ex-*Arcadia*, ex-*Ioannis Coulouthros*). IMO 8005094. Tanker reconverti en Bulk carrier. Length 218 m, 12,326 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Chiba (Japan) by Mitsui. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2009 in Tianjin (China). Sold for demolition in Bangladesh. 456 US\$ per ton.



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

*Star Hero* (ex-*Golden River*, ex-*Black Eagle II*, ex-*Pace*). IMO 8814550. Tanker. Length 303 m, 33,393 t. Dominican flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Constanta (Romania) by Constanta SN. Owned by New Shipping Ltd (Greece). Sold for demolition in Pakistan. 412 US\$ per ton.



*Temasek* (ex-*Precious*, ex-*Petropearl*, ex-*Na Mu Hu*). IMO 8108901. Tanker. Length 158 m, 5,150 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1982 in Shimonoseki (Japan) by Hayashikane ; jumboized in 1986 and lengthened from 135 to 158 m. Owned by Cakra Bahana PT (Indonesia). Sold for demolition in Bangladesh. 378 US\$ per ton.



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



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





later died in the hospital. The arrest of the recyclers charged with culpable homicide aroused the wrath of ISRA (Indian Ship Recyclers Association) and the lock out of the yards.

*Union Force* (ex-*Giacinta*). IMO 8315047. Tanker. Length 165 m, 5,194 t. Deflagged from Hong Kong to Comoros for her last voyage. Classification society RINA. Built in 1984 in Kudamatsu (Japan) by Kasado Dock. Owned by UF Ltd (United Kingdom). Sold for demolition in India. 444 US\$ per ton.



*United Resolve* (ex-*Glen Roy*). IMO 9018476. Tanker. Length 273 m, 24,331 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Imari (Japan) by Namura. Owned by Marine Management Services (Greece). Sold for demolition in Pakistan. 440 US\$ per ton.



*Valeri* (ex-*Valeriy Chkalov*). IMO 8724860. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Det Norske Veritas. Built in 1988 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Eurotankers Inc (Greece). Sold for demolition in Pakistan.



*Vemabaltic* (ex-*Genmar Baltic*, ex-*Crude Baltic*, ex-*Nord Baltic*). IMO 8325066. Tanker. Length 246 m, 17,707 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Koje (South Korea) by Samsung. Converted and used as a floating storage stockage off Gibraltar since 2004. Owned by Queensway Navigation Co Ltd (Greece). Sold for demolition in Pakistan. 435 US\$ per ton.



*Veres* (ex-*Akademik Vereshchagin*). IMO 8729951. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Eurotankers Inc (Greece). Sold for demolition in Pakistan.



### Chemical tanker

*Atlantia* (ex-*Taiko*, ex-*Tara*). IMO 8221703. Chemical tanker. Length 175 m, 9,621 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi for the New Zealand Union Steam Ship Company. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 435 US\$ per ton.



New Zealand *Taiko*, 90's, Bluff © Chris Howell

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

*Jin Hai Shun* (ex-*Da Qing 219*, ex-*Tomoe 1*). IMO 8402046. Chemical tanker. Length 108 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Imabari (Japan) by Asakawa. Owned by Shanghai Jinhai Shpg & Trading (China). Sold for demolition in China.

*Omnimar Houston* (ex-Tail Wind, ex-Chem Faros, ex-Chem Clover, ex-Indian Ambassador, ex-Kogalym, ex-Iver Progress). IMO 9129275. Chemical tanker. Length 179 m, 10,659 t. Deflagged from Liberia to Marshall Islands. Classification society Det Norske Veritas. Built in 1996 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Omniblue Shipping Inc (Greece). Detained in 1998 in Lisbon (Portugal), in 2008 in Novorossiysk (Russia), in 2009 in Rotterdam (Netherlands) and in 2010 in Wilmington (United States). Auctionned as is in the Bahamas for an unknown destination of demolition. 175 US\$ per ton.



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



*Oriental Crane* (ex-Golden Crane). IMO 8014198. Chemical tanker. Length 112 m, 2,276 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1981 in Yawatahama (Japan) by Kurinoura. Owned by Raffles Shipping Group (Singapore). Detained in 2006 in Calicut (India), in 2008 in Quangninh (Vietnam) and Shenzen (China), in 2009 in Guangzhou (China), in 2010 in Quangninh and Shenzen again then in Dumai (Indonesia), in 2011 in Guangzhou again and in 2012 in Dumai again. Sold for demolition in Mumbai (India).



*Viking Star* (ex-Bow Viking, ex-Mauranger, ex-Kaupanger). IMO 7909786. Chemical tanker. Length 183 m, 8,828 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Floro (Norway) by Ankerlokken. Owned by Salhus Shipping (Norway). Sold for demolition in India.



*Yamahah* (ex-NCC Yamamah, ex-Bow Stellar, ex-Spinanger). IMO 7431210. Chemical tanker. Length 171 m, 9,467 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Szczecin (Poland) by Warskiego Stocznia. Owned by Salhus Shipping AS (Norway). Detained in 2001 in Rotterdam (Netherlands) and in 2010 in Naples (Italy). Sold for demolition in India. 625 US\$ per ton including more than 800 t of stainless steel.



## Gas carrier

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



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



*Lian Shun* (ex-*Santong*). IMO 8018077. Gas carrier. Length 101 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Nanjing Tanker Corp (China). Sold for demolition in China.

### OBO (Ore / Bulk / Oil)

*Sakonnet* (ex-*Sibohelle*). IMO 9036507. OBO. Length 247 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsværft. Owned by B + H Equimar (Singapore). Sold for demolition in Bangladesh. Arrived on August 29 in Chittagong, the ship is considered as « in repair ». Will she leave Chittagong for a second career ?

*Sakonnet* unloading in Bassens (France),  
November 2011 © **Pascal Riteau**



*Seapowet* (ex-*Sibotessa*, ex-*Vitessa*). IMO 9014729. OBO. Length 229 m, 14,650 t. Bahamian flag. Classification society Det Norske Veritas Built in 1992 in Copenhagen (Denmark) by B&W Skibsværft. Owned by B + H Equimar (Singapore). Sold as is in Singapore for demolition in India where she arrived as *Power 11*. 415 US\$ per ton.



### Ferry

*Marinos D* (ex-*Chang Po Go*, ex-*Chang Po Po*, ex-*Sea Serenade*, ex-*Lady Terry*, ex-*Sorachi Maru*). IMO 7425558. Ferry. Length 145 m. Sierra Leone flag. Unknown classification society. Built as *Sorachi Maru* in 1976 in Hakodate (Japan) by Hakodate Dock, originally for the Japanese railways. Acquired in 1990 by Poseidon Lines (Cyprus flag) and renamed *Lady Terry*, then *Sea Serenade* in 1992. Mainly assigned to the Bari – Corfou – Igoumenitsa service. In 2002, she was operated on the Trieste/Durres (Albania) line, and was seized in Trieste (Italy). Auctioned in 2004, acquired by Four Season Cruise Company (South Korea) and renamed *Chang Po Po*, then *Chang Po Go* in 2005 (Korean flag). She became the Panamanian *Marinos D*. in 2006. Detained in 2000 in Rhodes (Greece), in 2001 in Brindisi (Italy) and in 2002 in Trieste (Italy). Actually, she has not been sailing since 2004. Late 2011, she was deflagged to Sierra Leone. Eventually sold for demolition in Turkey.



In Brindisi (Italy), as *Sea Serenade*, September 2001  
© **Michael Neidig**



In Koper (Slovenia), January 2012  
© **Christian / Shipspotting**

*Normandy* (ex-*Stena Normandy*, ex-*St. Nicholas*, ex-*Princessan Birgitta*, ex-*Drottning Silvia*) IMO 7901772. Ferry. Length 149 m, 10,975 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built as *Drottning Silvia* in 1982 in Goteborg (Sweden) by Gotaverken Arendal. This ship was owned by the Swedish group Stena until 1989 and has lived a quite complicated career. To summarize, she was assigned first to the Göteborg/Frederikshavn line as the Swedish *Princessan Birgitta*, then chartered by the English Sealink from 1983 on under the name *St. Nicholas* (English flag) on the Hoek van Holland/Harwich line. She became the *Stena Normandy* in 1991 and was operated on the Southampton/Cherbourg service, was then transferred in 1998 to Irish Ferries as *Normandy* (Rosslare/Roscoff or Cherbourg lines). Detained in 2005 in Belfast (United Kingdom) and Rosslare (Ireland) and in 2006 in Rosslare again.



1981, at Gotaverke Arendal shipyards © Hans Deijis



April 2000 departing Cherbourg © Det / Shipspotting

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

Instead, EOA started the metamorphosis of the ex LD Lines *Norman Bridge*, ex-*Ave Liepaja*, ex-*Blanca del Mar*, ex-*Brave Merchant* and future *ARV 3* which should be delivered to Petrobras for service off Brazil.



*Meloodia*, 1999 © DG / Shipspotting



*ARV 1*, March 2011 © Martin Klingsick



## Passenger ship

*Costa Allegra* (ex-*Alexandra*, ex-*Regent Moon*, ex-*Annie Johnson*). IMO 6916885. Passenger ship. Length 174 m. Italian flag. Classification society RINA. Built in 1969 in Turku (Finland) by Wartsila as the container ship *Annie Johnson*.



*Annie Johnson* © kommandobryggan



*Alexandra* in Antwerp in 1990 © Michael Neidig



*Costa Allegra*, in Dover in 2005 © John Mavin

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



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



*The Emerald* (ex-Regent Rainbow, ex-Diamond Island, ex-Santa Rosa). IMO 5312824. Passenger ship. Length 178 m, 16,007 t. Deflagged from Greece to Saint Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1958 in Newport News (United States) by Newport News SB. Originally an American liner for Grace Line under the name *Santa Rosa* (New York/Central America). Sold to the Greek owner Lelakis in 1989 and sent to Chalkis shipyards; she came out in 1993 as *Regent Rainbow* (Bahamian flag) for Regent Cruises (Lelakis). Seized in 1995 in Tampa (Florida) following Regent's bankruptcy. Acquired in 1996 by Louis Cruise Lines from Cyprus and renamed *The Emerald*. Chartered for several years by the British Thomson Holidays, subsidiary of the German group TUI. Owned by Core Marine Ltd (Greece). Sold for demolition in India.



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

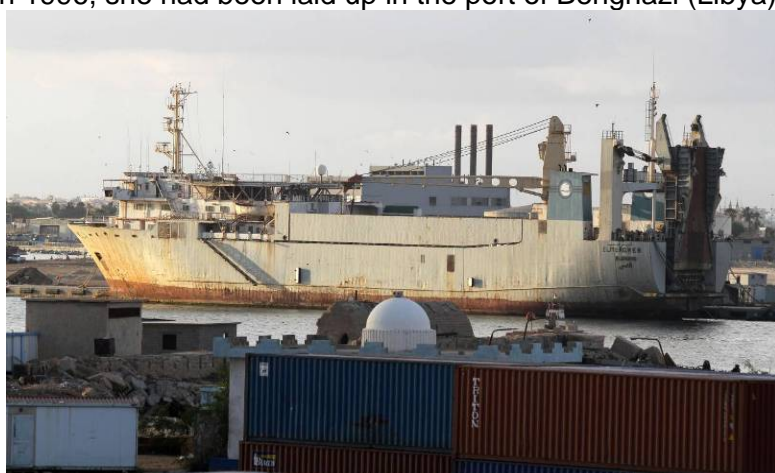
## Ro Ro

*Aegean Glory* (ex-Tolosa, ex-Vilja, ex-Tidero Star, ex-Anzere). IMO 7712121. Ro Ro. Length 152 m. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1978 in Capelle (Netherlands) by Vuijk. Owned by Aegean Cargo Management SA (Greece). Detained in 2004 in Ronne (Denmark), in 2005 in Bayonne (France), in 2008 in Alexandria (Egypt) and in 2011 in Izmir (Turkey). Sold for demolition in Turkey.

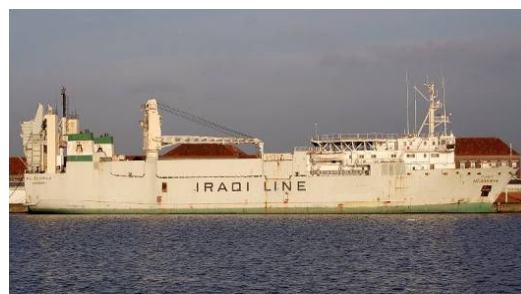


*Alianca Ipanema* (ex-Betelgeuse). IMO 9007269. Ro Ro. Length 192 m, 14,896 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage. Classification society Bureau Veritas. Built in 1992 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transroll Navegacao SA (Brazil). Sold for demolition in India.

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



*El Mergheb* in Benghazi, Libya, November 2010 © Brian Crocker



*Al Zahraa*, January 2009 in Bremerhaven (Germany) © Helmut Seger



*Fiona* (ex-*Fjord Ice*, ex-*Loen Stream*, ex-*Frio Indianic*, ex-*Everest*, ex-*Quasar*, ex-*Septimo Reefer*, ex-*El Septimo*). IMO 8008814. Ro Ro. Length 74 m. Togolese flag. Classification society Det Norske Veritas. Built in 1982 in Santander (Spain) by Atlantico. Owned by Nordic Shipping Group AS (Estonia). Detained in 2012 in Ancone (Italy). Sold for demolition in Turkey.



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



*Igarka*. IMO 8013027. Ro Ro. Length 177 m, 10,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Far Eastern Shipping Co -FESCO (Russia). Detained in 2006 in Seattle (United States). Sold for demolition in Xinhui (China)



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

*Jolly Blu* (ex-*Debica*). IMO 8302296. Ro Ro. Length 147 m, 7,426 t. Italian flag. Classification society RINA. Built in 1988 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by Ignazio Messina & C SpA (Italy). Detained in 2006 in La Vallette (Malte). Sold for demolition in India. 350 US\$ per ton.



*Jolly Indaco* (ex-*Claire*, ex-*Sergey Kirov*, ex-*S Kirov*). IMO 8828642. Ro Ro. Length 158 m, 8,868 t. Italian flag. Classification society RINA. Built in 1989 in Leningrad (Russia) by Severnaya Verf. Owned by Ignazio Messina & C SpA (Italy). Detained in 2007 in Alexandria (Egypt). Sold as is in Suez (Egypt) for demolition in India. 350 US\$ per ton.



*Marienborg* (ex-*Roxane Delmas*, ex-*Robert*, ex-*Grand Bassam*, ex-*Saint Roland*, ex-*Bullaren*, ex-*Tarifa*, ex-*Vindafjord*, ex-*Bullaren*). IMO 7716660. Ro Ro. Length 188 m, 14,120 t. Panamanian flag. Classification society RINA. Built in 1979 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Jutha Maritime Public Co Ltd (Thailand). Detained in 2010 in Savannah (Georgia, United States). Sold for demolition in Bangladesh. 450 US\$ per ton.



*SNAV Campania* (ex-*Finlandia*, ex-*Transfinlandia*). IMO 8002640. Ro Ro. Length 158 m. Italian flag. Classification society Germanischer Lloyd. Built in 1981 in Lübeck (Germany) by Flender. Owned by Aliscafi SNAV SpA (Italy). Sold for demolition in Turkey.



## General cargo

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



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

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



*Al Zahra* (ex-*Seham S*, ex-*Hapag-Lloyd Amazonas*, ex-*Netun II*, ex-*Neptun*). IMO 7350076. General cargo. Length 125 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1973 in Rendsburg (Germany) by Nobiskrugwerft. Owned by Zahra Maritime Services Co (Lebanon). Detained in 1997 and 1998 in Hamburg (Germany), in 2007 in Antalya (Turkey), in 2010 in Alanya (Turkey) and in 2011 in Trieste (Italy). Sold for demolition in India.



*Anatoliy Kolesnichenko*. IMO 8406688. General cargo. Length 174 m, 10,995 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Vuosaari (Finland) by Valmet Oy. Owned by FESCO (Russia). Detained in 2005 in Setubal (Portugal), Seattle (Washington, United States) and Canakkale, (Turkey) and in 2009 in Auckland (New Zealand). Sold for demolition in Bangladesh.



*Benevolence* (ex-*Jutha Suphannika*, ex-*Safmarine Luba*, ex-*Tolteca*, ex-*Mercury Beach*, ex-*Hapag Lloyd Planalto*, ex-*Merkur Beach*). IMO 8310877. General cargo. Length 150 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Rostock (Germany) by Neptun VEB. Owned by Liaoning Foreign Trade (China). Detained in 1998 and 1999 in Antwerp (Belgium) and in 2002 in Pohang (South Korea). Sold for demolition in China in Jin Jiang.



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



*BM Warrior* (ex-Tolteca, ex-Canadian Express, ex-Cape York, ex-Als Express, ex-Rickmers Dalian, ex-Waterfort, ex-Bavaria, ex-Kriti Gold). IMO 8412534. General cargo. Length 146 m, 5,489 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by BM Shipping Group SpA (Italy). Detained in 2008 in Bilbao (Spain). Sold for demolition in Bangladesh.



*Captain Mustafa* (ex-Captain Christos, ex-Marygold, ex-Artemis, ex-Yue Hope). IMO 7610787. General cargo. Length 128 m, 3,403 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1976 in Usuki (Japan) by Minami-Nippon. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in El Ferrol (Spain) and Southampton (United Kingdom), in 2001 twice in Ploce (Croatia) in 2002 in Novorossiysk (Russia), in 2007 in Antwerp (Belgium), in 2008 in Nikolayev (Ukraine) and in 2010 in Novorossiysk and Nikolayev again. Sold for demolition in Mumbai (India).



*Carrara Castle* (ex-Star Evanger, ex-Celestine, ex-Birdie, ex-Lily Star). IMO 8220072. General cargo. Length 211 m, 12,041 t. Maltese flag. Classification society RINA. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Navalmar UK Ltd (United Kingdom). Detained in 2000 in Yokohama (Japan). Sold for demolition in India. 407 US\$ per ton.



*CB Confidence* (ex-Thor Spirit, ex-Belmonte, ex-Nuevik, ex-Bahia de Nuevitas). IMO 8404707. General cargo. Length 149 m, 4,921 t. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Sevilla (Spain) by AESA. Owned by CB Marine Ltd (United Kingdom). Detained in 2007 in Aqaba (Jordan). Sold for demolition in India, the ship was renamed *Richard* for her last voyage.



*CEM Pioneer* (ex-Masha, ex-Brushsky, ex-Sky Line, ex-Ilfov). IMO 8314079. General cargo. Length 131 m, 3,616 t. Saint Vincent & Grenadines flag. Classification society Turk Loydu. Built in 1981 in Braila (Romania) by Braila SN. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 2000 in Sevilla (Spain), in 2007 in Novorossiysk (Russia), in 2008 in Civitavecchia (Italy) and Izmit (Turkey) and in 2010 in Novorossiysk again and then in Tianjin (China). Sold for demolition in Mumbai (India).



*Clare* (ex-Kirkclareli). IMO 7390014. General cargo. Length 124 m, 3,069 t. Turkish flag. Classification society Turk Loydu. Built in 1983 in Istanbul (Turkey) by Taskizak Navy Yard ; jumboized in 1994 and lengthened from 109 to 124 m. Detained in 2003 in Naples (Italy), in 2004 in Sevilla (Spain), in 2008 in Monfalcone (Italy) and in 2009 in Tyne (United Kingdom). Sold for demolition in Turkey.



*Etna* (ex-Safmarine Kwanza, ex-African Kite, ex-NDS Prosperity, ex-Richmond Bridge, ex-Lykes Victor, ex-Zim Mexico II, ex-Libra Valparaiso, ex-Zim Itajai, ex-CMB Kiris, ex-Kapitan V Kiris). IMO 8918100. General cargo. Length 155 m, 7,175 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemunde (Germany) by Neptun. Owned by Sea Management Ltd (United Kingdom). Sold for demolition in India.



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



*Ever New* (ex-Si Sun, ex-Haemaji, ex-Waibona, ex-Sun Kung n°9, ex-Sunny Venture). IMO 8514813. General cargo. Length 98 m, 2,251 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Worlchun Commerce Marine Co (South Korea). Sold for demolition in Jiangyin (China).

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



*Goodway* (ex-Elen, ex-Speciality). IMO 7610036. General cargo. Length 90 m, 1,379 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Goole (United Kingdom) by Goole Shipbuilding. Owned by TGS Shipping Services Ltd (Turkey). Sold for demolition in Turkey. 315 US\$ per ton.



Repairing in Hull in 1997 © Shipspotting



February 2009 © Sheremeta Volodymyr

*Hisar* (ex-Khoms, ex-Caribe Mar, ex-Fairsky F, ex-Fairsky, ex-Stephan Reith). IMO 7414793. General cargo. Length 126 m. Turkish flag. Classification society Turk Loydu. Built in 1975 in Kiel (Germany) by Lindenau. Owned by Kibris Turk Denizcilik (Turkey). Detained in 2000 in Thessalonique (Greece) and in 2009 twice in Damietta (Egypt). Sold for demolition in Turkey.



*Ice Pearl* (ex-Windfield, ex-Pierre LD). IMO 7711581. General cargo. Length 183 m, 12,253 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gdynia (Poland) by Komuny Paryskie shipyards. Owned by SMT - Ship Management & Transport (Poland). Detained in 2001 in Mokpo (South Korea), in 2004 in Hong Kong and in 2006 in Bristol (United Kingdom). Sold for demolition in Bangladesh.



*Jiajiaxin1* (ex-Orbit, ex-Myroessa, ex-An An, ex-Langeron, ex-Podolsk, ex-Pyotr Vasev, ex-Sea Orchid, ex-Carrianna Orchid). IMO 7932599. Bulk carrier. Length 186 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2001 in Chesapeake (Virginia, United States) and in 2007 in Jacksonville (Florida, United States) and Antalya (Turkey). Sold for demolition in Bangladesh.





*Jihai 1* (ex-Luan He, ex-Victoria Bay, ex-Arabian Strength, ex-Columbia). IMO 7623136. General cargo. Length 169 m. Chinese flag. Unknown classification society. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCO (China). Sold for demolition in China.



*Jindal Kamla* (ex-Comorin Pride, ex-Mega-II, ex-Eco Dani, ex-Wester Till, ex-Sloman Supporter, ex-Vento di Tramontana, ex-Cam Azobe Express, ex-Ville de Latakia, ex-Ville de Smyrne, ex-Med Leader, ex-Thies, ex-Bacol Brasilia, ex-Thies). IMO 8518584. General cargo. Length 121 m, 2,917 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Rendsburg (Germany) by Nobiskrugwerft. Owned by JITF Waterways Ltd (India). Sold for demolition in India.



*Jindal Manjula* (ex-Inyathi, ex-Susak). IMO 8509715. General cargo. Length 100 m, 2,614 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by JITF Waterways Ltd (India). Sold for demolition in India.

*Jui Tai n°3* (ex-Pacific Sun, ex-Sunny Sky, ex-Prosperity, ex-Francis Sincere n°6). IMO 7700283. General cargo. Length 153 m, 4,944 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Muroran (Japan) by Narasaki Zosen. Owned by Jui Pang Shipping Co (Taiwan). Detained in 2002 in Singapore, in 2011 in Shanghai (China) and in 2012 in Zhangjiagang (China). Sold for demolition in China.



*Jui Tai n°3*, in Hong Kong, January 2009 © Ivan Meshkov

*Katherine L* (ex-Hong Hua, ex-Hua Di, ex-Transglory, ex-Entrepreneur, ex-Fittonia, ex-Onward, ex-Sanho Maru). IMO 7632656. General cargo. Length 146 m, 4,398 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Wah Hing Shipping (China). Detained in 2001 in Incheon (South Korea), in 2002 in Zhangjiagang (China) and in 2011 in Zhangjiagang again. Sold for demolition in Jiangyin (China).



*Lady Maria* (ex-Kenai, ex-Nunki, ex-Maliano, ex-Valdaliga). IMO 7717743. General cargo. Length 107 m. Sierra Leone flag. Classification society international Register of Shipping. Built in 1979 in Santander (Spain) by Atlantico. Owned by Mamari Shipping Co (Lebanon). Detained in 2006 in Novorossiysk (Russia), in 2007 in Mersin (Turkey), in 2008 in Novorossiysk again, in 2009 in Nikolayev (Ukraine) and in 2011 and 2012 in Damietta (Egypt). Sold for demolition in Turkey.



*Leptis Star* (ex-Vento di Levante, ex-Cabot Strait, ex-Vento del Golfo, ex-Mile One, ex-Sea Venture, ex-Norasia Arabia, ex-Holcan Rijn, ex-John M). IMO 8318087. General cargo. Length 127 m. Panamanian flag. Classification society RINA. Built in 1983 in Kiel (Germany) by Lindenau. Owned by B Navi Ship Management (Italy). Detained in 2012 in La Spezia (Italy). Sold for demolition in India.



*Livarden*. IMO 7310818. General cargo. Length 79 m. Danish flag. Classification society Det Norske Veritas. Built in 1973 in Fevag (Norway) by Fosen MV ; jumboized in 1975 and lengthened from 62 to 79 m. Owned by Norresundby Shipping A/S (Denmark). Sold for demolition in Esbjerg (Denmark).



In Glomfjord, July 2011 © Jan Inge Karlsen

*Lorcon Davao* (ex-Helgafell, ex-Ville de Lumiere, ex-Berhard S). IMO 7726885. General cargo. Length 117 m, 3,160 t. Filipino flag. Classification society Germanischer Lloyd. Built in 1978 in Oldenburg (Germany) by Brand. Owned by Lorenzo Shipping Corp (Philippines). Sold as is in Manilla (Philippines) for an unknown destination of demolition. 205 US\$ per ton.



*Monsunen* (ex-Ota Riis). IMO 6522593. General cargo. Length 48 m. Danish flag. Classification society Bureau Veritas. Built in 1965 in Frederikshavn (Denmark) by Orskovs. Owned by JMB Bjerrum & Jensen ApS (Denmark). Sold for demolition in Grenaa (Denmark).



*Navigator* (ex-Tokyo, ex-Dongjin Tokyo, ex-Jakarta Star, ex-Eastmed King , ex-Nordsund). IMO 7707425. General cargo. Length 120 m. Georgian flag. Classification society International Register of Shipping. Built in 1980 in Singapore by Singapore Shipbuilding. Owned by MSM Denizcilik (Turkey). Detained in 2010 in Rouen (France). Sold for demolition in Turkey.



*Norbjoern* (ex-Bremer Handel, ex-Birte Ritscher, ex-Bell Voyager). IMO 7324871. General cargo. Length 78 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1973 in Neuenfelde (Germany) by Sietas. Owned by Marine Supply AS (Norway). Detained in 2002 in Saint Petersburg (Russia). Sold for demolition in Odense (Denmark).



*Ocean Integrity* (ex-Johan III, ex-Thai Tuhtim, ex-, Pacific Convoy, ex-Gretchen Isle, ex-Johann Isle, ex-Johann Blumenthal). IMO 6930374. General cargo. Length 95 m. Filipino flag. Unknown classification society. Built in 1969 in Bremerhaven (Germany) by Unterweser. Owned by Oceanic Containerlines Inc (Philippines). Sold for an unknown destination of demolition.



*Oriental Glory* (ex-Princess Wave, ex-Windom I, ex-Aleglo). IMO 8202288. General cargo. Length 160 m, 5,428 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Uwajima (Japan) by Uwajima Zosensho. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India.

*Pasifik* (ex-Geziena, ex-Meran, ex-Merak). IMO 7504469. General cargo. Length 77 m. Panamanian flag. Classification society Isthmus Bureau Of Shipping. Built in 1976 in Foxhol (Netherlands) by Bodewes Gruno. Owned by Coskal Shipping SA (Turkey). Detained in 1999 in Belfast (United Kingdom), in 2001 in Bremen (Germany), in 2002 in Olbia (Italy), in 2005 in Tarragone (Spain), in 2006 in Valence (Spain), Venice and Naples (Italy) and in 2007 in La Spezia and Torre Annunziata (Italy). Sold for demolition in Turkey.





*Sancris (ex-Ocean Line 1, ex-Busteni)*. IMO 7524287. General cargo. Length 131 m. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Galati (Romania) by Galati SN. Detained in 2001 in La Spezia (Italy), in 2004 in Venice (Italy) and twice in Leghorn (Italy), in 2005 in Leghorn again and in 2006 in Mumbai (India). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Sang Thai Ocean (ex-Balayan, ex-Japan Trader, ex-Victory Hope, ex-Sea Atlas, ex-Island Ruby)*. IMO 7616121. General cargo. Length 133 m. Thai flag. No classification society according to the last Port State Control. Built in 1977 in Akitsu (Japan) by Taihei Kogyo. Owned by Sinsimon Navigation Co Ltd (Thailand). Detained in 2004 in Lianyungang (China), in 2008 in Yingkou (China) and in 2010 in Zhenjiang (China). Sold for demolition in China.



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



*Sea Crystal (ex-Optima, ex-Barbro, ex-Oscar, ex-Dinslaken, ex-Vera, ex-Diogo Bernardes, ex-Cassiopeia)*. IMO 8002638. General cargo. Length 99 m, 1,774 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Elsfléth (Germany) by Elsfléther Werft. Owned by Brouns Maritime (Ukraine). Detained in 2003 in Antwerp (Belgium), in 2006 in Bremen (Germany), in 2007 in Antwerp again and in 2012 in Torre Annunziata (Italy). Sold for demolition in Turkey.



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



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



*Sino East (ex-MSC Africa, ex-Tiger Sea, ex-Scio Star, ex-Merkur River, ex-Venezuela, ex-MSC Diego, ex-CMB Antwerp, ex-Red Sea Enterprise, ex-Ville de Saturn)*. IMO 8513819. General cargo. Length 163 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Bremen (Germany) by Bremer Vulkan. Owned by Shanghai Vasteast International Shipping (China). Detained in 2001 in Houston (United States) and in 2007 in Las Palmas (Spain). Sold for demolition in Xinhui (China).



*Song Shan*. IMO 8225369. General cargo. Length 158 m, 3,610 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by COSCOL (China). Sold for demolition in China. 321 US\$ per ton.

*Supitan Mas* (ex-*Fortune Star*, ex-*Seabo*, ex-*Shun Cheng*, ex-*Castor*, ex-*Elsborg*, ex-*CMB Eagle*, ex-*Canmar Swift*, ex-*Thuringia*, ex-*Dirk*). IMO 8310853. General cargo. Length 150 m, 6,090 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Rostock (Germany) by Neptun Schiffswerft. Owned by Temas Line (Indonesia). Detained in 2001 in Pohang (South Korea), in 2002 in Ulsan (South Korea) and in 2003 in Incheon (South Korea). Sold for an unknown destination of demolition.



*Taino Maiden* (ex-*Anangel Bravery*, ex-*Alpha Bravery*, ex-*Anangel Leader*). IMO 8314847. General cargo. Length 164 m, 5,714 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States)). Sold for demolition in Bangladesh. 420 US\$ per ton.

*Tevla* (ex-*Vestvang*). IMO 6903486. General cargo. Length 57 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1968 in Trondheim (Norway) by Orens MV. Owned by Tomar Shipping AS (Norway). Detained in 1998 in Gdynia (Poland) and in 2003, 2008, 2010 and 2012 in Oslo (Norway). Sold for demolition in Grenaa (Denmark).



*Tirta Mas* (ex-*Hulu Mas*, ex-*Trade Longevity*, ex-*Yemen Pioneer*). IMO 8019332. General cargo. Length 106 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Westerbroek (Netherlands) by Smit EJ ; jumboized in 1985 and lengthened from 82 to 106 m. Owned by Temas Line (Indonesia). Sold for an unknown destination of demolition.



*Trade Fortune* (ex-*Fortunatus*, ex-*Tricolor Star III*, ex-*Aysen*, ex-*Tequila Runner*, ex-*Hornsee*, ex-*Free Runner*). IMO 8511134. General cargo. Length 91 m, 1,669 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1985 in Hakata (Japan) by Hakata Zosen. Owned by Kookyang Shipping Co Ltd (Ltd). Detained in 2002, 2005 and 2007 in Incheon (South Korea) and in 2012 in Lianyungang, (China) and Nagoya (japon). Sold for demolition in China. 290 US\$ per ton.



*Tycoon II* (ex-*Silver Lakes*, ex-*Jupiter*, ex-*Aeolos*, ex-*Inanc*, ex-*Hennigsdorf*). IMO 8503072. General cargo. Length 177 m, 8,381 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2001 in New Orleans (United States), in 2002 in San Francisco (United States), in 2003 in Aviles (Spain), in 2007 in Barcelona (Spain) and in 2010 in Bandar Khomeini (Iran) and Suez (Egypt). Sold for demolition in India.



*Tycoon II*, port of Nikolayev (Ukraine), December 2009 © **Andrey Jakimenko**



*VNL Dynamic* (ex-*Phu My*, ex-*Kedah*, ex-*Kamina*, ex-*Contship France*, ex-*Contship Champion*, ex-*Euro Florida*, ex-*Watergraaf*). IMO 8715261. General cargo. Length 160 m, 6,638 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Vinalines Shipping Co (Vietnam). Detained in 2002 in Singapore and in 2005 and 2010 in Hong Kong. Sold for an unknown destination of demolition.



*Yi Xing* (ex-*Lunar Star*, ex-*Lunar River*, ex-*Lanka Srimathi*). IMO 8015582. General cargo. Length 138 m, 4,760 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Rewell Ocean Shipping Ltd (China). Sold for demolition in Jingjiang (China).



*Yuan Cheng* (ex-*Safmarine Douala*, ex-*Mayor*, ex-*Torm Brooklyn*, ex-*Koral*, ex-*Vodice*). IMO 8421963. General cargo. Length 165 m, 7,460 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1986 in Warnemunde (Germany) by Warnow-Werft. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Sold for demolition in India. 405 US\$ per ton.



### Container ship

*Abdul H* (ex-*Peltainer*, ex-*Brian Boroime*). IMO 7015327. Container ship. Length 107 m. Sierra Leone flag. Classification society Korea Classification Society. Built in 1970 in Cork (Ireland) by Verolme. Owned by Arados Shipping (Romania). Detained in 2000 in Piraeus (Greece), in 2006 in Novorossiysk (Russia) and in Izmit (Turkey), in 2007 in Izmir (Turkey), in 2008 in Damietta (Egypt), in 2009 in Novorossiysk again, in 2010 in Aliaga (Turkey) and in 2011 in Antalya (Turkey). Sold for demolition in Turkey.



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

*Africa Star* (ex-*Delmas Capricorn*, ex-*Gluecksburg*, ex-*MSC Quito*, ex-*P&O Nedlloyd Chile*, ex-*CMBT Himalaya*, ex-*CGM Iguacu II*, ex-*Gluecksburg*, ex-*Ville de Neptune*). IMO 8707434. Container ship. Length 177 m, 7,538 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1988 in Bremen (Germany) by Bremer Vulkan. Owned by Zim Integrated Shipping Services (Israel). Sold for demolition in India.



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

*Algiers Star* (ex-*Jad Daniel*, ex-*Jaya Mars*, ex-*Nampula*, ex-*Westerham*, ex-*Eagle Sky*, ex-*Maersk Tango*, ex-*Indiapendent Spirit*, ex-*BCR Queen*, ex-*Nedlloyd Westerham*, ex-*Neptune Marlin*, ex-*Sofati Carrier*, ex-*Eastmed Princess*). IMO 7910852. Container ship. Length 127 m. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by Bro Intermed Lines Ltd (United Kingdom). Detained in 2007 in Casablanca (Morocco) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey.



*Anna 1* (ex-*St Martin de Porres*, ex-*2 Go 2*, ex-*Annette S*, ex-*Emirates Jumeirah*, ex-*Phoenix*, ex-*Byron*, ex-*Armada Sprinter*, ex-*Atlanta*, ex-*Lanka Ruwan*, ex-*Anro Bangkok*, ex-*Kollmar*). IMO 8908533. Container ship. Length 158 m, 5,581 t. Comorian flag. Classification society Germanischer Lloyd. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Negros Navigation Co Inc (Philippines). Detained in 2006 in San Francisco (United States). Sold for demolition in India.



*APL Alexandrite* (ex-MOL *Ideal*, ex-*Neptune Alexandrite*). IMO 9015486. Container ship. Length 288 m, 18,712 t. Deflagged from Singapore to Saint Kitts & Nevis for her last voyage under the name *Alex*. Classification society Lloyd's Register of Shipping. Built in 1992 in Mihara (Japan) by Koyo Dock. Owned by Neptune Orient Line - NOL (Singapore). Sold for demolition in India. 425 US\$ per ton.

In Djibouti, February 2012  
© Viktor / Shipspotting



*APL Topaz* (ex-MOL *Commitment*, ex-*America*, ex-*President Hoover*, ex-NOL *Topaz*, ex-*Neptune Topaz*). IMO 8710716. Container ship. Length 276 m, 17,825 t. Saint Kitts & Nevis flag. Classification society American Bureau of Shipping. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Neptune Orient Lines - NOL (Singapore). The Singaporean *APL Topaz* was deflagged to Saint Kitts & Nevis and renamed *Topa* for her last voyage to demolition in Alang (India). NOL will be delivered 10 Ultra Large Container Ships from 2013 on and gets rid of its oldest and smallest ships like the *APL Topaz*, 23 years old, 3.415 TEU.

*Atlantic Trader* (ex-*Cala Parati*, ex-CSAV *Rauten*, ex-*Sea Vista*). IMO 9123104. Container ship. Length 168 m, 7,376 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Wisamr (Germany) by Mathias Thesen. Owned by Hermann Buss GmbH & Cie KG (Germany). Sold for demolition in India. 425 US\$ per ton.



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



*Bunga Pelangi Dua*, Amsterdam, May 2008 © Eric Vroom

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





*Cape Natal (ex-Eagle Excellence)*. IMO 9112894. Container ship. Length 175 m, 8,220 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by DS Schifffahrt GmbH & Co KG (Germany). Detained in 2011 in Singapore and in 2012 in Tanjung Priok (Indonesia). Sold for demolition in India.



*Champion (ex-Nanjing Dragon, ex-CMA CGM Dardanelles, ex-Indamex Delaware, ex-Contship Champion, ex-Telendos)*. IMO 9137909. Container ship. Length 210 m, 11,614 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2008 in Port Botany (Australia). Sold as is in Singapore for demolition in India. 407 US\$ per ton.



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



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



*CS Christine (ex-Spirit of Esperance, ex-Maruba Cotopaxi, ex-Christine, ex-Argentina, ex-Argentina Express, ex-Charlotte Schulte)*. IMO 9031466. Container ship. Length 167 m, 6,930 t. Maltese flag. Classification society RINA. Built in 1992 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2001 in Singapore. Sold for demolition in Bangladesh. 435 US\$ per ton.



*Dollart Trader (ex-MOL Achievement, ex-Aruba Trader, ex-Cap Serrat, ex-Libra Genova, ex-Repubblica de la Boca)*. IMO 9162356. Container ship. Length 168 m, 7,393 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1997 in Wismar (Germany) by MTW Schiffswerft. Owned by Hermann Buss GmbH & Cie KG (Germany). Detained in 2009 in Algeciras (Spain). Sold for demolition in Turkey.



*DP Genoa (ex-Barrier, ex-St. Irene, ex-Beaver Express, ex-Mai Rickmers)*. IMO 8901937. Container ship. Length 150 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Dry Plus Maritime Corp (Greece). Detained in 2010 in Singapore. Sold for demolition in India. 445 US\$ per ton.



*Horizon (ex-S Caboto)*. IMO 8618413. Container ship. Length 167 m, 8,306 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Castellammare (Italy) by Fincantieri Italiani. Owned by Shanghai Costamare Ship Management Co (China). Sold for demolition in India. 428 US\$ per ton.



*Merkur Sky (ex-CMA CGM Ylang, ex-MSC California, ex-MSC Gauteng, MSC Sicily, ex-Zim Piraeus)*. IMO 9158977. Container ship. Length 202 m, 11,266 t. German flag. Classification society Germanischer Lloyd. Built in 1997 in Flensburg (Germany) by Flensburger. Owned by F A Vinnen & Co GmbH (Germany). Detained in 2001 in Bridgeport (United States) and in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in India. 423 US\$ per ton.



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



*MSC Tia* (ex-Raleigh Bay, ex-Sea-Land Value, ex-Kim D, exAmerican Maine). IMO 8212635. Container ship. Length 261 m, 21,263 t. Panamanian flag. Classification society RINA. Built in 1984 in Okpo (South Korea) by Daewoo ; shortened from 290 to 261 m in 1994. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2012 in Quebec City (Canada). Sold for demolition in India.



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



*Nordstrand* (ex-ACX Lavender, ex-Nautic, ex-Byron Bay, ex-Med Marseilles, ex-Saint Corentin). IMO 9003299. Container ship. Length 205 m, 13,700 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by ER Schifffahrt GmbH & Cie Kg (Germany). Detained in 2002 in Tacoma (Washington, United States), in 2010 in Liverpool (United Kingdom), and in 2012 in Montreal (Canada) and La Spezia (Italy). Sold for demolition in Turkey. 325 US\$ per ton.



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



*Northern Dignity* rounding Landguard Point, Felixtowe (United Kingdom), June 2010 © Shipspotting

*Northern Felicity* (ex-Tiger Sky, ex-Far Haldia, ex-P&O Nedlloyd Beirut, ex- CMA Los Angeles, ex-P&O Nedlloyd Dammam, ex-Dammam Bay, ex-Nedlloyd Salvador). IMO 9082386. Container ship. Length 174 m, 7,698 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage under the name *Felicity*. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Hyundai. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Tuticorin (India). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 430 US\$ per ton.





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



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

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



*R Partner* (ex-CMA CGM Condor, ex-Cala Palamos, ex-Cielo del Cile, ex-San Miguel, ex-Nordpartner). IMO 9057161. Container ship. Length 165 m. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 445 US\$ per ton.



*Saadet C* (ex-Vento di Grecale, ex-Delmas Angola, ex-Chile Star II, ex-Kent Scout, ex-CGM La Bourdonnais, ex-Lanka Abhaya, ex-Nordsun). IMO 8801357. Container ship. Length 157 m, 6,667 t. Panamanian flag. Classification society RINA. Built in 1991 in Wismar (Germany) by Mathias Thesen. Owned by Canbaz Denizcilik (Turkey). Detained in 2009 in Salerno (Italy) and in 2012 in Rio Grande (Brazil). Sold for demolition in India.



*Saint Andreas* (ex-Sicilia Breeze, ex-Candelaria B, ex-Guadalquivir, ex-Lago Enol). IMO 8206260. Reefer converted into container ship. Length 111 m, 2,866 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1984 in Santander (Spain) by Atlantico Santander ; converted and jumboized in 1989, lengthened from 96 to 111 m. Owned by Sea Velvet International SA (Greece). Detained in 2004 in Gioia Tauro (Italy), in 2007 in Bilbao (Spain) and Novorossiysk (Russia) and in 2008 twice in Limassol (Cyprus). Sold for demolition in Turkey. 346 US\$ per ton.



*Santa Cruz* (ex-NYK Sunrise). IMO 8918825. Container ship. Length 251 m, 16,604 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh.



*Tegesos* (ex-Norasia Tegesos, ex-Contship Action, ex-Tegesos). IMO 9122215. Container ship. Length 209 m, 11,800 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2010 in Antwerp (Belgium) and in 2011 in Melbourne (Australia). Sold as is in Singapore for demolition in India. 407 US\$ per ton.



*Tian Shun* (ex-Asian Light, ex-Kuo Lung). IMO 8504686. Container ship. Length 130 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Towa. Owned by Tianjin Marine Shipping (China). Sold for an unknown destination of demolition.

*Tiger Cloud* (ex-Far Singapore, ex-Sinar Lombok, ex-Magna Vision, ex-MSC Lebanon, ex-California, ex-Wan Hai 201, ex-WH 201). IMO 8901743. Container ship. Length 164 m, 7,076 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Setoda (Japan) by Naikai. Owned by Seachange Maritime (Singapore). Detained in 2003 in Barcelona (Spain), in 2004 in Hong Kong (China) and in 2011 in Chennai (India). Sold for demolition in Bangladesh where she arrived as *Tiger*. 410 US\$ per ton including 400 t of bunkers.



*Vestfold* (ex-Zoe Glory, ex-MSC Puglia, ex-MSC Tasmania, ex-Atlantic Lady). IMO 9031052. Container ship. Length 174 m, 8,228 t. Deflagged from Marshall Islands flag to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1992 in Heusden (Netherlands) by Verolme. Owned by CB Marine Ltd (United Kingdom). Sold for demolition in Bangladesh.



## Reefer

*Arctic Ocean*. IMO 8613009. Reefer. Length 151 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradilist. Owned by Ecuadorian Line Inc (United States). Detained in 2007 in New York (United States). Sold for an unknown destination of demolition. In August, the ship was berthed in Guayaquil (Ecuador). She may be scrapped by Aceria Nacional del Ecuador (ANDEC SA) which previously practised on the general cargo carrier *Arctic Clipper* (Cf [Ship-breaking # 26](#), p31).



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

*Atlantic Ocean*. IMO 8612990. Reefer. Length 151 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradilist. Owned by Ecuadorian Line Inc (Ecuador). Detained in 2000 in Rijeka (Croatia). Sold for an unknown destination of demolition. Maybe in Guayaquil like her sistership *Arctic Ocean*.





*Chi Hao (ex-Isokaze, ex-Isokaze Maru)*. IMO 7322550. Reefer. Length 108 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1973 in Taguma (Japan) by Naikai. Owned by Chi Hao Corp (Taiwan). Sold for demolition in Jiangyin (China).



*Crystal Hope (ex-Ionian Sprinter, ex-White Jasmin, ex-Rose Acacia)*. IMO 7375870. Reefer. Length 132 m, 3,535 t. Saint Vincent & Grenadines flag. Classification society Polish Register of Shipping. Built in 1975 in Takamatsu (Japan) by Shikoku. Owned by Alliance Marine UAB (Lithuania). Detained in 1999 in Brest (France). Sold for demolition in India.



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

*Montevideo (ex-Qingdao Reefer, ex-Green Mountain, ex-Manila Tiger, ex-Reefer Tiger)*. IMO 8312033. Reefer. Length 142 m, 4,992 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Hayashikane Sb. Owned by Lavinia Corp (Greece). Detained in 2009 in Koper (Slovenia). Sold for demolition in India. 390 US\$ per ton.



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

*Orion Reefer*. IMO 8911097. Reefer. Length 144 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by NYK Reefers Ltd (United Kingdom). Detained in 2007 in Bushire (Iran). Sold for demolition in Jiangyin (China).



*Rania (ex-IMG 4, ex-Fayez, ex-Iceberg, ex-Fregata II, ex-Frost)*. IMO 7825643. Reefer. Length 67 m. Georgian flag. Classification society Isthmus Maritime Classification. Built in 1979 in Skali (Faroe Islands) by Skala Skipasmidja. Owned by Elkashawey Brothers Shipping Co (Egypt). Detained in 2006, 2007 and 2008 in Suez (Egypt). Sold for demolition in Turkey.



*SCI Prestige (ex-Santa Barbara, ex-NYK Surfwind)*. IMO 9017032. Container ship. Length 253 m, 15,837 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Mihara (Japan) by Koyo Dockyard. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 1999 in Long Beach (United States), in 2010 in Hong Kong, in 2011 in Singapore and in 2012 in Hong Kong again. Sold for demolition in India.



*Shun Fa* (ex-*Min Fa*, ex-*Tai Shui*, ex-*Argosea*, ex-*Emerald Aspen*, ex-*Extrelago*). IMO 7931686. Reefer. Length 84 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Bilbao (Spain) by Astilleros del Cadagua. Owned by Shun Fa Shipping SA (China). Detained in 1999 in Villagarcia de Arosa (Spain), in 2001 in Hakodate (Japan), in 2005 in Weihai (China) and Korsakov (Russia), in 2006 in Tongyeong (South Korea), in 2007 in Ningbo (China) and in 2011 in Zoushan (China) and Masan (South Korea). Sold for demolition in China in Jingjiang.



*Zarya* (ex-*Jaanivald*, ex-*Luzhskiy*). IMO 8226325. Reefer transporteur de poissons. Length 55 m, 707 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Khabarovsk (Russia) by SM Kirova. Owned by Zarya Fishing Collective (Russia). Detained in 2002 in Marin (Spain), in 2003 in Aveiro (Portugal), in 2005 in Grimsby (United Kingdom), and in 2006 in Las Palmas (Spain) and New Ross (Ireland). Sold for an unknown destination of demolition. The typical old tub injecting in the European market frozen fish from dubious or illegal catches in West Africa.



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

### (Fish) Factory ship

*Nikolay Afanasyev*. IMO 8225606. Factory ship. Length 102 m, 3,250 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stralsund (Germany) by Volkswerft VEB. Owned by Iceberg Nord Co Ltd (Russia). Sold for demolition in Turkey.



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

### Bulk carrier

*2Go 1* (ex-*Kally C*, ex-*Dubai Worl*, ex-*Perseus*, ex-*City of Stuttgart*, ex-*Seaboard Canada*, ex-*Kent Trader*, ex-*Widukind*). IMO 8908521. Bulk carrier. Length 158 m, 5,581 t. Deflagged from Philippines to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Aboitiz Jebsen Co Inc (Philippines). Sold for demolition in India.





*Akitec* (ex-*Sirocco Breeze*, ex-*Angel Light*, ex-*Byron V*, ex-*Brave Star*, ex-*Rose*). IMO 8109890. Bulk carrier. Length 176 m, 7,149 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 Imabari (Japan) by Imabari Zosen. Owned by Shanghai Adani Shipping Co Ltd (China). Detained in 1998 in Middlesbrough (United Kingdom), in 2000 in Oslo (Norway) and in 2004 in Avonmouth (United Kingdom). Sold for demolition in China. 310 US\$ per ton.



*Al Amal Bellah* (ex-*Seaforce Marianna*, ex-*Fu Zhou*, ex-*Ocean Blue*, ex-*Alethini*, ex-*Tsakaloff*, ex-*Aynur Urkmez*, ex-*Vela*, ex-*Felicidad*, ex-*St Nicholas*, ex-*Mandera*, ex-*Union Belle*, ex-*Stella Filipinas*). IMO 8109905. Bulk carrier. Length 160 m, 5,725 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Reem Maritime Ltd (Lebanon). Detained in 2000 in Brisbane (Australia), in 2002 in Quebec City (Canada), in 2007 in Huelva (Spain), in 2008 in Antwerp (Belgium) and in 2011 in Jiangyin (China). Sold for demolition in India. 420 US\$ per ton.



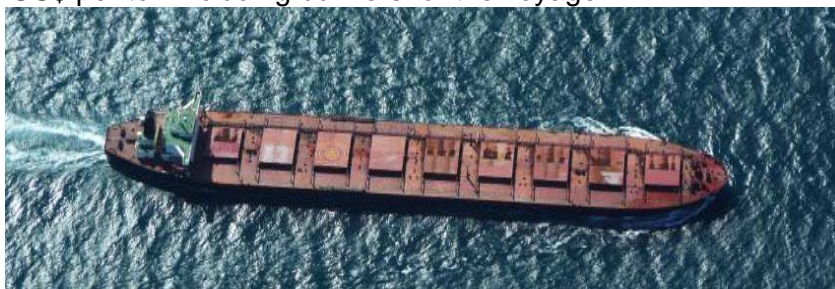
*Al Youssef* (ex-*Rimar*, ex-*Evropi*, ex-*Seahope*, ex-*Great Glen*, ex-*World Glen*). IMO 8005549. Bulk carrier. Length 170 m, 6,276 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Osaka (Japan) by Osaka Zosensho. Owned by Delmar Logistics Ltd (Lebanon). Detained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



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



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



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



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

*Amagisan*. IMO 9056715. Bulk carrier. Length 280 m, 19,424 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sasebo (Japan) by Sasebo HI. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 380 US\$ per ton.



*Amagisan* in Hong Kong, July 2009 © Cesar T Neves

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



*Andhika Tsuraya* (ex-*Ionna P*, ex-*Trust Jakarta*, ex-*Daphna D*, ex-*Daphne*, ex-*Maritime Challenge*). IMO 8103169. Bulk carrier. Length 225 m, 11,237 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by PT Perusahaan Pelayaran Samudera (Indonesia). Detained in 2011 in Vungtau (Vietnam). Sold as is in Java for an unknown destination of demolition.



*Andros R* (ex-*Andros*). IMO 8125961. Bulk carrier. Length 225 m, 10,983 t. Liberian flag. Classification society Lloyd's Register. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Rainbow Shipmanagement SA (Greece). Sold for demolition in India. 435 US\$ per ton including 840 t of bunkers.



*Asha Prestige* (ex-*Road Runner*, ex-*Athloforos*, ex-*Halandriani*, ex-*Eidelweiss*, ex-*Handy Accord*, ex-*Southern Accord*). IMO 8318829. Bulk carrier. Length 161 m, 6,218 t. Saint Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Hermes Maritime (India). Detained in 2008 in Iskenderun (Turkey) and in 2010 in Maroli (India). Sold for demolition in India.



*Athanasios G Callistsis* (ex-*Pintail*, ex-*Punica*). IMO 8101953. Bulk carrier. Length 197 m, 7,990 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai China) by Jiangnan Shipyard. Owned by Callitsis Ship Management SA (Greece). Detained in 2010 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Aveiro* (ex-*Toumeh*, ex-*Yeditepe S*, ex-*Villa*, ex-*Keltic Confidence*, ex-*Adonis*, ex-*Kilbride*). IMO 7722712. Bulk carrier. Length 145 m, 4,507 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1978 in Osaka (Japan) by Namura Shipbuilding. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2003 in Huelva (Spain) and in 2011 twice in Mumbai (India). Sold for demolition in India. 427 US\$ per ton including 250 t of bunkers.





*Awobasan*. IMO 9063469. Bulk carrier. Length 270 m, 18,302 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mihara (Japan) by Koyo Docks. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 417 US\$ per ton.



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

*Bai Shun* (ex-*Western Rams*, ex-*Western Lark*, ex-*Lark*). IMO 8103523. Bulk carrier. Length 192 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by China Shipping Development Co (China). Detained in 2000 in Lisbon (Portugal). Sold for demolition in China in Jin Jiang



*Bin Dong Shan 35* (ex-*Aegean Tiger*, ex-*Bornes*). IMO 8617419. Ex OBO converted Bulk carrier. Length 244 m, 19,274 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Setubal (Portugal) by Setenave. Owned by Fuzhou Hailing Shipping Co Ltd (China). Sold for demolition in China. 320 US\$ per ton.



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



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



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



*Cape Madras* (ex-*Hanjin Madras*). IMO 8821618. Bulk carrier. Length 274 m, 18,954 t. Dominican flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Vancouver (Canada), in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 433 US\$ per ton.



*Carina K* (ex-*Eastwind Rubicon*, ex-*EW Henfield*, ex-*Henfield*, ex-*Sitara*, ex-*BURwain Castor*, ex-*Nero*). IMO 8701533. Bulk carrier. Length 170 m, 8,384 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Szczecin (Poland) by Warskiego. Owned by Victoria Oceanway Ltd (Greece). Detained in 2007 in Amsterdam (Netherlands) and in 2011 in Piraeus (Greece). Sold for demolition in India. 425 US\$ per ton.



*Chikuzen Maru*. IMO 9044463. Bulk carrier. Length 270 m, 20,000 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Daiichi Chuo Kisen (Japan). Detained in 2006 in Newcastle (Australia). Sold for demolition in India. 415 US\$ per ton.



*Chuetsu Maru*. IMO 8611972. Bulk carrier. Length 200 m, 8,950 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India. 425 US\$ per ton.

*Da Bang* (ex-*Long Xing*, ex-*Bao Zhong 198*, ex-*Hua Fang*, ex-*Marianne Bolten*, ex-*Hermann Schulte*). IMO 7053484. Bulk carrier. Length 196 m. Panamanian flag. Classification society International Register of Shipping. Built in 1971 in Lubeck-Siems (Germany) by Flender. Owned by Vanguard Shipping Safety Management (Taiwan). Detained in 2007 in Ningbo and Guangzhou (China) in 2009 in Fuzhou (China) and in Guangzhou again, in 2010 in Ningde (China) and in 2011 in Guangzhou again and then in Xiamen (China). Sold for demolition in Jiangyin (China).



*Dobrush* (ex-*World Goodwill*). IMO 8101939. Bulk carrier. Length 196 m, 7,935 t. Pavillon Ukraine. Classification society Russian Maritime Register of Shipping. Built in 1982 in Shanghai (China) by Jiangnan Shipyard. Owned by Donbass (Ukraine). Detained in 2002 in Quebec City (Canada), in 2004 and 2009 in Ghent (Belgium) and in 2010 in Klaipeda (Lithuania). Sold for demolition in India.



*Dobrush*, Sault-Ste Marie (Canada)  
© NPD259 / Shipspotting

*Dong A Rhea* (ex-*Champel*, ex-*KWK Legacy*). IMO 9035424. Bulk carrier. Length 270 m, 18,500 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Dong-A Tanker Corp (Corée du Sud). Detained in 2004 in Redcar (United Kingdom), in 2007 in Gijon (Spain), in 2008 in Gijon again and in 2011 in Newcastle (Australia). Sold for demolition in Bangladesh. 428 US\$ per ton including 250 t of bunkers.



*Dover* (ex-*Vorios Ipiros Hellas*, ex-*Rio Grande*). IMO 7433634. Bulk carrier. Length 194 m, 9,167 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by EMAQ. Owned by World Wide Ocean Chartering (Greece). Detained in 1997 in Amsterdam (Netherlands), in 1999 in Sandnessjoen (Norway), in 2000 in Saint Petersburg (Russia), in 2003 in Vlissingen (Netherlands), in 2004 in San Francisco (United States), in Manilla (Philippines), Iquique (Chile) and in Saint Petersburg again, in 2005 in Amsterdam again, in 2006 and 2007 in Tianjin (China) and in 2010 in Yingkou (China). Silver medalist on the podium of substandard ships with 12 detentions s. Sold for demolition in India. 437 US\$ per ton.





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



*Eleftheria K* (ex-Senho, ex-Senho Maru). IMO 8406418. Bulk carrier. Length 297 m, 26,048 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by European Navigation Inc (Greece). Detained in 2009 in Hong Kong (China). Sold for demolition in Bangladesh. 400 US\$ per ton.



*Eleftheria K*, Bosphorus Strait, November 2010 ©Mehmet Bucukoglu

*Erradale Star* (ex-Erradale). IMO 9041033. Bulk carrier Length 284 m, 22,750 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Belfast (United Kingdom) by Harland & Wolff. Owned by Chartworld Shipping Corp (Greece). Detained in 2006 in Gijon (Spain). Sold for demolition in India. 420 US\$ per ton.



*Eternal Ocean* (ex-Sea Tiger, ex-Genmar George, ex-Pacific Jupiter). IMO 8902369. Bulk carrier. Length 247 m. Hong Kong flag. Classification society RINA. Built in 1989 in Mihara (Japan) by Koyo DY Co. Owned by COSCO (China). Sold for demolition in China by Jiangmen Xinhui Shuangshui Ship Breaking Co.

*Fareast Sun* (ex-GTS Sunrise, ex-Hua Feng, ex-Vale, ex-Golden Pine). IMO 7921203. Bulk carrier. Length 155 m, 5,037 t. Panamanian flag. Classification society China Classification Society. Built in 1980 in Shiogama (Japan) by Tohoku Sb. Owned by Fareast Pioneer Shipping SA (China). Detained in 1997 in Vlissingen (Netherlands) and in 2011 in Pyeongtaek (South Korea). Sold for demolition in Xinhui (China).



*Flourish* (ex-Agios Nektarios, ex-Paul Keres, ex-Viktor Bakaev). IMO 8723610. Bulk carrier. Length 215 m, 13,650 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1988 in Nikolayev (Ukraine) by Okean. Owned by Ocean Star Shipping (China). Detained in 2002 in Newcastle (Australia), in 2006 in Yantai (China) and in 2007 in Liverpool (United Kingdom). Sold for demolition in Bangladesh. 392 US\$ per ton.



*Forest Wave*. IMO 8915251. Bulk carrier. Length 200 m, 9,089 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Oshima (Japan) by Oshima SB. Owned by MOL - Mitsui OSK Lines (Japan). Sold for demolition in China.

*Fox Maiden* (ex-*Desert Explorer*, ex-*Bulk Explorer*, ex-*Thalassini Axia*, ex-*Dimitris*). IMO 8306838. Bulk carrier. Length 189 m, 9,101 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Maizuru (Japan) by Hitachi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. 448 US\$ per ton including full spares.

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



*Gold Star* (ex-*Agia Thalassini I*, ex-*City of Port Louis*, ex-*Current*). IMO 8221674. Bulk carrier. Length 190 m, 7,843 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Onishi (Japan) by Kurushima. Owned by COSCO (China). Sold for demolition in Bangladesh.

*Good Hope* (ex-*Panos Earth*, ex-*Four Earth*, ex-*Antonis P*, ex-*Ideefix*, ex-*Adirondack*). IMO 8214695. Bulk carrier. Length 244 m, 12,539 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Sterling Shipping Co (Singapore). Detained in 2002 in Gdansk (Poland), in 2006 in Dangjin (South Korea) and in 2007 in Tarragona (Spain). Sold for demolition in Bangladesh. 430 US\$ per ton.



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

In August, she left in tow for demolition in Turkey.



*Gordon C Leitch* on the Welland canal, Canada, May 2011 © **Paul Beesley**

*Govind Prasad* (ex-*Ikaria*, ex-*Thalassini Avra*, ex-*Kepwave*). OMI7926112. Bulk carrier. Length 263 m, 17,471 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Essar Shipping Ltd (India). Detained in 2006 in Amsterdam (Netherlands). Sold for demolition in Pakistan.



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





*Grand Anemi* (ex-*Global Trust*, ex-*Maratha Majesty*). IMO 8111958. Bulk carrier. Length 245 m, 13,885 t. Maltese flag. Classification society Bureau Veritas. Built in 1988 in Cochin (India) by Cochin Shipyard. Owned by Stamford Navigation Inc (Greece). Detained in 1999 in Piombino (Italy), in 2003 in Rotterdam (Netherlands), in 2006 in Newcastle (Australia), in 2007 in Vancouver (Canada), in 2009 in Tianjin (China), in 2011 in Dangjin (South Korea) and in 2012 in Guangzhou (China). Sold for demolition in China. 342 US\$ per ton.



*Grand Anemi*, July 2007  
© Marek / Shipspotting



*Grandis*. IMO 8914049. Bulk carrier. Length 200 m, 9,022 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by MOL – Mitsui Osk Lines (Japan). Detained in 2006 in Geelong (Australia) and in 2011 in Tanjung Perak (Indonesia). Sold for demolition in India. 445 US\$ per ton.



*GS Beauty* (ex-*Vega III*, , ex-*Great Polaris*, ex-*Great Mars*, ex-*Millenium Star*, ex-*La Pampa*, ex-*Venora*, ex-*Snowdon*, ex-*Cetra Sagitta*). IMO 8010958. Bulk carrier. Length 280 m, 19,053 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1983 in Sakaide (Japan) by Kawasaki. Owned by Global Service Corp (South Korea). Detained in 2000 in Brindisi (Italy), in 2001 in Dampier (Australia), in 2007 in Newcastle (Australia). Sold for demolition in India. 391 US\$ per ton including 180 t of bunkers.



*Harita Copper* (ex-*Hebei Star*, ex-*Obelix I*, ex-*World Vale*). IMO 8009507. Bulk carrier. Length 300 m, 27,585 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Tsu (Japan) by Nippon Kokan. Owned by Winning Shipping (China). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 398 US\$ per ton.



*Heng Shun Da* (ex-*Ariella*, ex-*Cielo d'Istria*, ex-*Pohorje*, ex-*Golden Trader*, ex-*Lakes Star*). IMO 8028864. Bulk carrier. Length 183 m, 9,003 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Kawajiri (Japan) by Kanda Zosensho. Owned by JOSCO Yuansheng Shipping (China). Detained in 2006 in Taranto (Italy). Sold for demolition in India. 375 US\$ per ton.



*Hong Qi 201*. IMO 8033637. Bulk carrier. Length 163 m. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping International Intermodal (China). Sold for demolition in China.



*Hong Qi 204*. IMO 8425036. Bulk carrier. Length 163 m, 6,157 t. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyards. Owned by China Shipping International Intermodal (China). Sold for demolition in China. 290 US\$ per ton.



*Houma Belle* (ex-North Star, ex-Aghia Sophia). IMO 8312784. Bulk carrier. Length 183 m, 7,708 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 438 US\$ per ton including a spare shaft and tailshaft.

*Hua Fen* (ex-Dyna Auk, ex-New Honor, ex-Hosei, ex-Hosei Maru). IMO 8903260. Bulk carrier. Length 273 m, 17,749 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sakaide (Japan) by Kawasaki. Owned by Shanghai Shenyue Ship Management Co (China). Detained in 2005 in Hunterston (United Kingdom) and in 2009 in Dampier (Australia). Sold for demolition in Bangladesh. 420 US\$ per ton.



*Hua Fen* in Ijmuiden (Netherlands), September 2008 © Erwin Willemse

*Hua Jin Hong* (ex-Cape Courage, ex-Ateni, ex-Rialto). IMO 8103690. Bulk carrier. Length 225 m, 10,866 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kudamatsu (Japan) by Kasado Dock. Owned by Nanjing Huahai Shipping Co (China). Detained in 2003 in Fos-sur-Mer (France), in 2004 in Rotterdam (Netherlands) and in 2006 in Newcastle (Australia). Sold for demolition in Xinhui (China). 310 US\$ per ton.



*Hua Jin Xiang* (ex-Mega Star, ex-Mitsa, ex-Menites, ex-Gortys, ex-Jasaka). IMO 7929255. Bulk carrier. Length 224 m, 11,217 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Nanjing Huahai Shipping Co (China). Detained in 2000 in Taranto (Italy) and in 2003 in Hamburg (Germany). Sold for demolition in Bangladesh. 396 US\$ per ton.



*Hui Shun Hai* (ex-Sincere Apollo, ex-Kumander, ex-Ocean Commander). IMO 8319641. Bulk carrier. Length 190 m, 7,648 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Tadotsu (Japan) by Hachihama Zosen. Owned by Tianjin Tianhui Shipping Enterprises (China). Detained in 1999 in Los Angeles (United States), in 2005 in Albany (Australia) and in 2008 in Quangninh (Vietnam). Sold for an unknown destination of demolition.



*Hunter K* (ex-Hiona, ex-Golden North, ex-Golden Diamond, ex-Dragon Ace, ex-Ocean Fame). IMO 8109888. Bulk carrier. Length 160 m, 5,721 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Imabari (Japan) by Imabari SB. Owned by Trans Marine Co (Lebanon). Detained in 1999 in Aviles (Spain) and in 2001 in Bremen (Germany). Sold for demolition in India. 402 US\$ per ton.



*Ilenao* (ex-Artemis, ex-Engiadina). IMO 8322533. Bulk carrier. Length 225 m, 11,525 t. Liberian flag. Classification society RINA. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by C Transport Maritime SAM (Monaco). Detained in 2011 in Paradip (India). Sold for demolition in Bangladesh. 435 US\$ per ton including 185 t of bunkers.





*Infinite Hope* (ex-Good Hope, ex-Minas, ex-Chios Unity, ex-Nadia, ex-SJN Orcas, ex-Huawanghai, ex-China Prospect, ex-Havsul, ex-Hupeh). IMO 8200266. Bulk carrier. Length 183 m, 12,740 t. Panamanian flag. Classification society RINA. Built in 1984 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Glory Ships Co Ltd (China). Detained in 2007 in New Orleans (United States) and in 2008 in Taranto (Italy). Sold for demolition in Bangladesh. 430 US\$ per ton.



*Ivan Makarin*. IMO 8131908. Bulk carrier. Length 162 m, 8,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by FESCO (Russia). Detained in 2007 in Koper (Slovenia) and in 2009 in Guangzhou (China). Sold for demolition in Bangladesh. 424 US\$ per ton.



*Jasmin* (ex-Thor Jasmine, ex-Kapitan Betkher, ex-Tinita). IMO 8314457. Bulk carrier. Length 180 m, 10,328 t. Panamanian flag. Classification society RINA. Built in 1985 in Okpo (South Korea) by Daewoo Sb. Owned by ATL Shipping Ltd (China). Sold for demolition in India. 403 US\$ per ton.

*Jimnoble* (ex-Big Bang, ex-Prosper Venture, ex-Kyomi, ex-Kyomi Maru). IMO 8323422. Bulk carrier. Length 290 m, 22,387 t. Panamanian flag. Classification society RINA. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by TOSCO Keymax (China). Sold for demolition in Bangladesh. 415 US\$ per ton.

*Joanna A* (ex-Navision Bulker, ex-Copernico, ex-Maximus, ex-Asian Banner). IMO 8202513. Bulk carrier. Length 186 m, 8,020 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Oshima (Japan) by Oshima SB. Owned by Kouros Maritime Enterprises Inc (Greece). Detained in 2007 in Gdynia (Poland) and in 2011 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 423 US\$ per ton.



*Kamenitza*. IMO 8006256. Bulk carrier. Length 185 m, 7,636 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Hull (United Kingdom), in 2007 in Quebec City (Canada), in 2010 twice in Ghent (Belgium) and in 2011 in Jorf Lasfar (Morocco). Sold for demolition in India.



*Kapitan Nazarev*. IMO 8416542. Bulk carrier. Length 162 m, 7,956 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemunde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2009 in Ghent (Belgium). Sold for demolition in India.



*Kapitan Nazarev*, Gulf of Finland, April 2011 © M Alberts

*Kapitan Tsirul*. IMO 8131910. Bulk carrier. Length 162 m, 8,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



*Kassos Warrior* (ex-*Ocean Irene*, ex-*Mineral Nippon*). IMO 8408703. Bulk carrier. Length 300 m, 23,579 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Bangladesh. 450 US\$ per ton.



*Kassos Warrior*, berthed in Yuzhny (Ukraine), May 2012 © Riad Ismail

*Krikelo* (ex-*New Wave*, ex-*Artemision*, ex-*Costis*, ex-*New Amethyst*, ex-*Anglo Amethyst*, ex-*Sanko Amethyst*). IMO 8307222. Bulk carrier. Length 190 m, 7,922 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dockyard. Owned by Andrico Maritime Co (Greece). Detained in 1999 in Miami (United States) in 2005 in Newport (United Kingdom), in 2010 in Fremantle (Australia) and in 2012 in Puerto Real (Spain) and Quangninh (Vietnam). Sold for demolition in Bangladesh.



*KS Ace* (ex-*Effort One*, ex-*Sealink*, ex-*Seastar*, ex-*Sea Glory*). IMO 8018429. Bulk carrier. Length 195 m, 7,800 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Dalian (China) by Dalian Shipyard. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2010 in Alexandria (Egypt). Sold for demolition in India. 400 US\$ per ton.



*KS Pioneer* (ex-*Jia Hua*, ex-*Bao Chang Men*, ex-*Sea Swan*, ex-*Kapetan Trader*, ex-*RP Nisshin Trader*, ex-*Nisshin Trader*). IMO 8315231. Bulk carrier. Length 188 m, 8,083 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. 405 US\$ per ton.



*Laconia* (ex-*Baumare II*, ex-*Lago Biwa*, ex-*Lake Biwa*). IMO 8517578. Bulk carrier. Length 224 m, 10,614 t. Maltese flag. Classification society Bureau Veritas. Built in 1987 in Mihara (Japan) by Koyo DY Co. Owned by Delta International Shipping Co (Greece). Detained in 2004 in New Orleans (United States) and in 2012 in Portland (United States). Sold for demolition in Bangladesh. 428 US\$ per ton including 300 t of bunkers.



*Lady Sera* (ex-*Cruiser*, ex-*Sinhai*, ex-*Ocean Priti*). IMO 8026660. Bulk carrier. Length 183 m, 6,404 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Olaveaga (Spain) by AESA. Owned by Minamar Deniz Tasimacilik (Turkey). Detained in 1997 in Fredericia (Denmark), in 2007 in Aqaba (Jordan), in 2008 in Ulsan (South Korea), in 2010 in Kdz.eregli and Iskenderun (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in India. 415 US\$ per ton.





*Lian Fu Star* (ex-Sagaland, ex-Maha Roos, ex-Olympic Galaxy, ex-Ikan Bawal). IMO 8021804. Bulk carrier. Length 225 m, 11,197 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Jiuzhou Shipping Ltd (China). Sold for demolition in Jiangyin (China). 310 US\$ per ton.

*Lucky Rainbow* (ex-Halkaios, ex-Front Harrier, ex-OBO Harrier, ex-Nor-OBO 7, ex-Sioux, ex-Cougar). IMO 8106769. Ex OBO converti en Bulk carrier in 2009. Length 225 m, 13,768 t. Panamanian flag. Classification society RINA. Built in 1985 in Imari (Japan) by Namura. Owned by Huatai International Shipping (China). Sold for demolition in Taixing (China) by Taizou Weiye Scrapping.

*Lucky Viship* (ex-Great Well, ex-Kimoliatis, ex-Mastrogiorgis B, ex-Captain Leon CHR Lemos, ex-Costa Konialisdis, ex-Eva Venture, ex-Lopez). IMO 7916325. Bulk carrier. Length 230 m, 11,638 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Viship JSC (Vietnam). Detained in 2007 in Zhenjiang (China), in 2010 in Xiamen and Ningbo (China) and in 2011 in Dalian (China). Sold for demolition in China by Jingjiang Xinmin Ship Breaking Co.



*Mahavir Prasad* (ex-Mahavir, ex-Elsam Fyn). IMO 8023993. Bulk carrier. Length 270 m, 18,882 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Lindo (Denmark) by Odense Staal-Skibs. Owned by Essar Shipping Ltd (India). Sold for demolition in Pakistan. 398 US\$ per ton.

*Mei Fu Star* (ex-Georgia, ex-Celtic Light). IMO 8112433. Bulk carrier. Length 223 m, 12,199 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Keelung (Taiwan) by China SB. Owned by Ocean Sentinels Shipmanagement (China). Detained in 2006 in Aqaba (Jordan) and in 2012 in Rizhao (China). Sold for demolition in China by Jingjiang Xinmin Ship Breaking Co. 310 US\$ per ton.



*Mosel N* (ex-Mosel Ore). IMO 9085338. Bulk carrier. Length 268 m, 16,477 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Pronav Ship Management GmbH & Co (Germany). Detained in 2011 in Newcastle (Australia). Sold for demolition in Bangladesh. 410 US\$ per ton.



*Mosel N* arriving in Hamburg (Germany) ©Malte Classens

*North Star* (ex-Coral, ex-Wana Naree, ex-Seahorse, ex-Ace, ex-Seagrاند Ace). IMO 7921605. Bulk carrier. Length 172 m, 6,787 t. Mongolian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Setoda (Japan) by Naikai. Detained in 2007 in Setubal (Portugal). Sold for demolition in Bangladesh.





*Ocean Castle* (ex-*Heiryu Maru*). IMO 8912584. Bulk carrier. Length 290 m, 21,017 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tsu (Japan) by NKK. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2009 in Port Headland (Australia). Sold for demolition in Bangladesh. 432 US\$ per ton.



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

*Ocean King* (ex-*Khalijia 4*, ex-*Miltiadis Junior*, ex-*World Utility*). IMO 8102270. Bulk carrier. Length 196 m, 9,715 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Quadrant Maritime Pvt Ltd (India). Detained in 2009 in Zhanjiang (China). Sold for demolition in India. 415 US\$ per ton.



*Ocean Lovely* (ex-*Georgis Carras*, ex-*Ocean Trader*, ex-*Crown Trader*, ex-*Star Bay*, ex-*Mahonia*). IMO 8217520. Bulk carrier. Length 180 m, 8,360 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by Hengfa Shipping Inc (China). Detained in 2003 in Vancouver (Canada) and in 2006 in Bordeaux (France) and Shanghai (China). Sold for demolition in Bangladesh. 405 US\$ per ton.



*Ocean M* (ex-*Yick Lee*). IMO 8025525. Bulk carrier. Length 187 m, 7,914 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Hayashikane SB. Owned by Emir Denizcilik Insaat Sanayi (Turkey). Sold for demolition in India. 428 US\$ per ton.

*Ocean Peace* (ex-*Sincere Olympus*, ex-*Pag-Asa*, ex-*Ocean Arrow*). IMO 8213691. Bulk carrier. Length 189 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Mingtai Navigation Co Ltd (Taiwan). Detained in 2006 in Qinhuangdao (China). Sold for demolition in Jiangyin (China).



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



*Ocean Ranger* (ex-Ken Leader, ex-Handy Leader, ex-Western Pal, ex-Western Falcon, ex-ficus). IMO 8221959. Bulk carrier. Length 179 m, 7,244 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in 8221959 (Japan) by Tsuneishi. Owned by Kristen Marine SA (Greece). Detained in 1999 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 396 US\$ per ton.



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



*Ocean Universe*, Singapore, June 2011© Knut Helge Schistad

*Oceanline 1* (ex-Triumph, ex-Galileo, ex-Flora C) IMO 7622778. Bulk carrier. Length 170 m, 7,512 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Mihara (Japan) by Koyo Dockyard. Owned by Fitway Ship Management Ltd (China). Detained in 2011 in Guangzhou (China). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Originator* (ex-Jin Sheng, ex-Vanri, ex-Star Vanri). IMO 8223555. Bulk carrier. Length 190 m, 7,750 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by SNP Shipping Services (India). Detained in 2012 in Rio Grande (Brazil). Sold for demolition in India. 435 US\$ per ton.



*Otrada* (ex-Gregos, ex-Triada, ex-Sea Ripple, ex-World Bridge, ex-New Topaz, ex-Sanko Topaz). IMO 8307210. Bulk carrier. Length 190 m, 7,898 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by Transbulk Management Inc (Greece). Detained in 2005 in Rotterdam (Netherlands). Sold for demolition in India. 415 US\$ per ton.



*Pacific Carrier* (ex-Dong A Helios, ex-Monalisa, ex-Meridian Spica, ex-Shirasagi Maru). IMO 8417637. Bulk carrier. Length 272 m, 20,039 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Imari (Japan) by Namura. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 1999 in Limerick (Ireland), in 2007 in Vancouver (Canada), in 2008 in Newcastle (Australia), in 2009 in Gladstone (Australia) and in 2011 in Newcastle again. Victim of a collision in December 2011, the ship broke in two on the Korean shore in August 212. (See the chapter « damaged ship conundrum, Pacific Ocean, p 2 »). Sold as is for an unknown destination of demolition. 275 US\$ per ton.



*Panamax Leader* (ex-Cemtex Leader). IMO 8716643. Bulk carrier. Length 230 m, 11,932 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1989 in Kaohsiung (Taiwan) by China SB. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2003 in Newcastle (Australia) and in 2006 in Gladstone (Australia). Sold for demolition in Xinhui (China). 323 US\$ per ton.



*Panamax Peppou* (ex-Kif Mif, ex-Estable Duckling, ex-C Mehmet, ex-United Approach). IMO 8024272. Bulk carrier. Length 223 m, 11,850 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Mihara (Japan) by Koyo Dockyard. Owned by Chian Spirit Maritime Enterprises Inc (Greece). Detained in 2003 in Antwerp (Belgium), in 2004 and 2005 in Vancouver (Canada), in 2009 in Pyeongtaek (South Korea) and in 2011 in Rio Grande (Brazil) and Koper (Slovenia). Sold for demolition in India. 422 US\$ per ton.



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

*Panostar* (ex-Captain George L, ex-Peter L, ex-Fort Frontenac). IMO 8102000. Bulk carrier. Length 225 m, 12,303 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Copenhagen (Denmark) by B & W Skibsværft. Owned by Quantum Shipping Ltd (Greece). Detained in 2000 in Ghent (Belgium), in 2002 in Vancouver (Canada), in 2009 in Quebec City (Canada) and in 2011 in Aliaga (Turkey). Sold for demolition in Bangladesh. 432 US\$ per ton.



*Partnership* (ex-Sea Veteran, ex-Gunay A, ex-Berta Dan, ex-Nosira Sharon). IMO 7920039. Bulk carrier. Length 188 m, 6,800 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Hermes Maritime Services Pvt Ltd (India). Detained in 2001 in Gijon (Spain), in 2006 in Montreal (Canada) and in 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



*Patmos* (ex-Captain Abdullah, ex-Huta Zgoda). IMO 7361518. Bulk carrier. Length 146 m, 4,300 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1974 in Travemünde (Germany) by Schlichting. Owned by Neptunus SA (Greece). Detained in 2009 in Castellón de la Plana (Spain). Sold for demolition in India.



*Peace Star* (ex-ITC Golden, ex-Med Carrara, ex-ICL Jayam Kondan, ex-Hoxard Smith). IMO 7930369. Bulk carrier. Length 177 m, 8,032 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Kudamatsu (Japan) by Kasado Dock. Owned by Quoc Huy Shipping Co Ltd (Vietnam). Detained in 2001 in Savona (Italy), in 2004 in Novorossiysk (Russia), in 2005 in Aliaga (Turkey) and in Novorossiysk again, in 2006 in Hong Kong (China), in 2008 in Tianjin (Vietnam) and in 2010 in Quangninh (Vietnam). Sold for demolition in Xinhui (China).



*PFS Narayana* (ex-ABG Narayana, ex-Arkadia). IMO 8130667. Bulk carrier. Length 189 m, 9,488 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Tsu (Japan) by Nippon Kokan. Owned by PFS Shipping India (India). Detained in 2009 in Murmansk (Russia). Sold for demolition in Bangladesh.





*Phoenix* (ex-*Phenix*, ex-*Trinity Bulk*, ex-*CHS Moon*, ex-*Bartolomeu Dias* ). IMO 8911217. Bulk carrier. Length 271 m, 17,898 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Newcastle (Australia) and in 2004 in Dampier (Australia). Sold for demolition in India. 420 US\$ per ton.



*Porto Leone* (ex-*Big Fish*, ex-*Bay One*, ex-*Kuanyin*). IMO 9039339. Bulk carrier. Length 143 m, 4,325 t. Marshall Islands flag. Classification society RINA. Built in 1993 in Tianjin (China) by Tianjin Xingang. Owned by G Bros Maritime SA (Greece). Detained in 2006 in Antwerp (Belgium), in 2010 in Silvertown (United Kingdom) and in 2011 in Bilbao (Spain). Sold for an unknown destination of demolition.



*Proikonissos* (ex-*Ulla*). IMO 8309725. Bulk carrier. Length 180 m, 6,897 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Paschalmar Ltd (Greece). Detained in 2004 in New Orleans (United States). Sold for demolition in India. 425 US\$ per ton.



*PSU Third* (ex-*Carouge*, ex-*Chin Shan*, ex-*Lowlands Jade*). IMO 9035230. Bulk carrier. Length 270 m, 18,580 t. Panamanian flag. Classification society Bureau Veritas. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by RGL Shipping Pte Ltd (Singapore). Detained in 1999 in Hamburg (Germany) and in 2005 in Newcastle (Australia). Sold for demolition in Bangladesh. 426 US\$ per ton.



*Pu Fa* (ex-*Irinikos 1*, ex-*Irinikos*, ex-*Ocean Pearl*, ex-*Ocean Ruby*). IMO 8221454. Bulk carrier. Length 225 m, 10,983 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Shanghai Marukichi Ship Management Co (China). Detained in 2010 in Panjang, (Indonesia) and in 2012 in Guangzhou (China). Sold for demolition in China. 350 US\$ per ton.



*Road Runner* (ex-*Sea Max*, ex-*Errorless*, ex-*Knock Clune*). IMO 9000182. Bulk carrier. Length 274 m, 26,663 t. Deflagged from Marshall Islands to Saint Kitts & Nevis for her last voyage as *Runner 1*. Classification society Det Norske Veritas. Tanker built in 1993 in Belfast (United Kingdom) by Harland & Wolff for the Norwegian Fred Olsen ; converted into an ore carrier in 2009. Owned by Narwhal Maritime Enterprises (Greece). Detained in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 400 US\$ per ton.



*Safe Rise* (ex-*Qiang Rong 1*, ex-*Eleni*, ex-*Unamonte*, ex-*Sunclover*). IMO 7914080. Bulk carrier. Length 155 m, 5,125 t. Panamanian flag. Classification society Isthmus Bureau of Shipping,. Built in 1980 in Shiogama (Japan) by Tohoku SB. Owned by Fitway Ship Management (China). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 411 US\$ per ton.



*SD Progress* (ex-*CSK Glory*). IMO 8806034. Bulk carrier. Length 225 m, 11,566 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Shanghai (China) by Jiangnan Shipyard. Owned by World Management Inc (Greece). Detained in Australia in 2001 in Newcastle and in 2003 in Hay Point. Sold for demolition in India.



*Sea Rainbow* (ex-*River Eternity*, ex-*Sanko Eternity*). IMO 8307179. Bulk carrier. Length 179 m, 6,604 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk Carrier Co (China). Detained in 2008 in Foynes (United Kingdom). Sold for demolition in Jiangyin (China).



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



*Sin Ocean* (ex-Yuan Ji, ex-Feng Hua Men, ex-Zhong Hua Men, ex-Sexta, ex-Corn Racer, ex-Marine Express, ex-New Pacific I, ex-Pioneer, ex-Hirado). IMO 8005898. Bulk carrier. Length 176 m, 7,600 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shiogama (Japan) by Tohoku SB Co. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Detained in 2011 in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh. 375 US\$ per ton.



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



*Spring Breeze I*, in Gibraltar, March 2012 © **Marinetraffic**

*Stelios B* (ex-Wadi Al Nakheel). IMO 8309878. Bulk carrier. Length 195 m, 9,305 t. Maltese flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by AB Maritime Inc (Greece). Detained in 2002 in Brake (Germany) and in 2009 in Izmit (Turkey). Sold for demolition in Bangladesh. 408 US\$ per ton.



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



*Sunny Viship* (ex-Agios Nikolas, ex-Agios Nikolas K, ex-Orion II, ex-Nordpol, ex-Valcourt, ex-Slaney Venture). IMO 8111245. Bulk carrier. Length 223 m, 11,605 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dockyard. Owned by Viship JSC (Vietnam). Detained in South Korea in 2009 in Dangjin, in 2010 in Incheon and in 2011 in Taejeon. Sold for demolition in China. 322 US\$ per ton.





*Taiglory* (ex-*Jag Labh*, ex-*Sealoyalty*, ex-*Trmaas*). IMO 8714011. Ex OBO converted into an ore carrier in 2008. Length 232 m, 16,463 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1988 in Oppama (Japan) by Sumitomo. Owned by COSCO (China). Detained in 2011 in Mundra (India). Sold for demolition in India. 402 US\$ per ton.



*Tuloma* (ex-*Solta*). IMO 8123731. Bulk carrier. Length 190 m, 7,777 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Split (Croatia) by Brodosplit. Owned by Koma Shipping Service Ltd (Russia). Detained in 1999 in Ghent (Belgium), in 2001 in Belfast (United Kingdom) and in 2002 in Setubal (Portugal) and Miami (United States). Sold for demolition in India. 390 US\$ per ton.



*United* (ex-*Asian Friendship*, ex-*Prex*, ex-*Anastassia*). IMO 9071686. Bulk carrier. Length 216 m, 13,755 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Nikolayev (Ukraine) by Okean. Owned by Asian Shipmanagement Corp (China). Detained in 2009 in Long Beach (United States). Sold for demolition in Bangladesh. 450 US\$ per ton.



*Universal Challenger* (ex-*Souillac*, ex-*Maersk Semakau*, ex-*Quorn*, ex-*Malvern*, ex-*Sealock*). IMO 8108597. Bulk carrier. Length 225 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in



Copenhagen (Denmark) by B&W Skibsværft. Owned by Wilhelmsen Ship Management (Norway). Detained in 2006 in Bandar Khomeini (Iran), in 2007 in Hamburg (Germany) and in 2012 in Beirut (Lebanon). Sold for demolition in Turkey. 321 US\$ per ton.

*Universal Challenger*, port of Santos in São Paulo (Brazil), February 2008 © Rogério Cordeiro

*Venus N* (ex-*Avalo*, ex-*Zamrud*, ex-*Thor Venture*, ex-*Skaustrand*, ex-*Muhittin Ozturk*, ex-*Baune*, ex-*Yampol*, ex-*Oinoussian Pride*). IMO 8412132. Bulk carrier. Length 184 m, 8,152 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai Hi. Owned by Naftilos Shipmanagement SA (Greece). Detained in 2008 in Butzfleth (Germany) and in 2010 in Ningbo (China). Sold for demolition in India. 426 US\$ per ton.



*Victoria* (ex-*Mamry II*, ex-*Mamry*, ex-*Kopalnia Siemianowice*). IMO 7725702. Bulk carrier. Length 159 m, 5,100 t. Dominican flag. Classification society Inclamar. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Sagent Shipping Ltd (Cyprus). Detained in 2005 in Lisbon (Portugal) and in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 428 US\$ per ton.



*Vivian* (ex-*Khalijia*, ex-*Brave Eagle*, ex-*Majesty*, ex-*Caledonian Prince*, ex-*Ionian Prince*, ex-*Dandy I*, ex-*West Winnis*). IMO 8130289. Bulk carrier. Length 192 m, 7,952 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Quadrant Maritime Pvt Ltd (India). Detained in 1997 in Rotterdam (Netherlands). Sold for demolition in India. 415 US\$ per ton.



*VSP Diamond* (ex-*Liberty Sea*, ex-*Aurora*). IMO 8300901. Bulk carrier. Length 225 m, 11,972 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Viet Hai Shipping (Vietnam). Detained in 2010 in Damietta (Egypt). Sold for demolition in Pakistan. 383 US\$ per ton.



*VSP Titan* (ex-Lowlands Saguenay, ex-Northern Enterprise). IMO 8408399. Bulk carrier. Length 228 m, 10,785 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Viet Hai Shipping (Vietnam). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 383 US\$ per ton.



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

*Wan Jia* (ex-Aigiorgis, ex-Jamaica, ex-Milleniul Baltica, ex-Baltic Confidence, ex-Baltic, ex-Trust). IMO 7903017. Bulk carrier. Length 147 m, 4,607 t. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Imabari (Japan) by Imabari Zosen. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 1998 in Montreal (Canada), in 2004 in Nantes (France), in 2008 in Algeciras (Spain) and in 2012 in Zhuhai (China). Sold for demolition in Bangladesh.



*Wei Sheng* (ex-Chris, ex-Joint Miriam, ex-Hua Jiang, ex-Wisdom, ex-San Carlos N°1, ex-Maya, ex-Ho Ming, ex-Fairmont). IMO 7715977. Bulk carrier. Length 125 m, 3,705 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Hashihama (Japan) by Kurushima. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2001 in Gunsan (South Korea) and in 2009 in Zhenjiang (China). Sold for demolition in Bangladesh. 385 US\$ per ton.



*Wei Yuan* (ex-Mani P, ex-Kerkini, ex-Ruby XL, ex-Angel, ex-Polar Star, ex-Kinushima Maru). IMO 8208165. Bulk carrier. Length 228 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2002 in Dampier (Australia), in 2004 in Newcastle, in 2005 in Izmit (Turkey), in 2006 in Hong Kong and in 2010 in Mundra (India). Sold for demolition in Xinhui (China).



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



*Wugang Star* (ex-Starway, ex-Genmar Zoe, ex-J Dennis Bonney). IMO 8902644. Bulk carrier minéralier. Length 274 m, 25,652 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rio de Janeiro (Brazil) by Sermetal. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Pakistan.



*Xing Jian Da* (ex-Engin Kaptanoglu, ex-Marsi, ex-Mars, ex-Jin An, ex-Zannis). IMO 7926124. Bulk carrier. Length 182 m, 7,627 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 1999 in Chalkis (Greece), in 2002 in Amsterdam (Netherlands) and Chesapeake (Virginia, United States), in 2004 in Zhuhai (China), in 2007 in Gaeta (Italy) and in 2009 in Novorossiysk (Russia). Sold for demolition in Jingjiang (China).



*York*. IMO 8906690. Bulk carrier. Length 270 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Bangladesh.





*Zhongxin* (ex-*Formosabulk n°2*, ex-*Maria*, ex-*Great Acclaimex-Worl Acclaim*). IMO 7924877. Bulk carrier. Length 223 m, 11,040 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Jieheng Shipping Co Ltd (China). Sold for demolition in Jiangyin (China). 310 US\$ per ton.



*Ziemia Gnieznienska*. IMO 8207771. Bulk carrier. Length 180 m. Liberian flag. Classification society Det Norske Veritas. Built in 1985 in Avellaneda (Argentina) by Alianza. Owned by Polska Zegluga Morska PP (Poland). Detained in 1998 in Hull (United Kingdom) and in 2005 in Newcastle (United Kingdom). Sold for demolition in Turkey.



*Zui Yoh*. IMO 8909147. Bulk carrier. Length 200 m, 9,103 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Mizushima (Japan) by Sanoyas Corp. Owned by Magsaysay MOL Ship Management (Philippines). Detained in 2010 in Geelong (Australia). Sold for demolition in India. 425 US\$ per ton.



### Car carrier

*Rainbow Wing* (ex-*Salvia Ace*, ex-*Continental Wing*). IMO 8506751. Car carrier. Length 190 m, 15,199 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo Hi. Owned by MOL - Mitsui Osk Lines (Japan). Sold for demolition in Xinhui (China). 310 US\$ per ton.

### Heavy load carrier

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



*Zhen Hua 8* (ex-*Dolvi*, ex-*Dolviken*, ex-*BT Stream*, ex-*Thorsaga*, ex-*Ambra Beluga*, ex-*Thoraas*, ex-*Akademik Lukyanenko*, ex-*Viking Falcon*). IMO 7800784. Heavy load carrier. Length 229 m, 15,243 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1980 in Uddevalla (Sweden) by Uddevalavarvet as a tanker, converted into a heavy load carrier in 2004. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2006 and 2007 in Zeebrugge (Belgium). Sold for an unknown destination of demolition. 310 US\$ per ton.



*Zhen Hua 8* passing Flushing on her way to Antwerp (Belgium), May 2009  
© Capt.Wilfred Arendse



## Miscellaneous

### Tug

*Atlantic Tug (ex-Ariel)*. IMO 7226392. Tug. Length 40 m. Turkish flag. Unknown classification society. Built in 1972 in Savona (Italy) by Campanella. Owned by KS Denizcilik Ltd (Turkey). Sold for demolition in Turkey.



### Off-shore supply vessel

*Audrey (ex-Lady Audrey, ex-Jarl Viking, ex-Lowland Rambler, ex-Atlantic Andwi)*. IMO 8125076. Off-shore supply vessel. Length 68 m, 1,901 t. Saint Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1983 in Greaker (Norway) by Sarpsborg MV. Owned by DTA Ship Trading Llc (United Arab Emirates). Sold for demolition in India



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

*COSL 672 (ex-RT Rednet, ex-Birgitte Viking, ex-Omega 809, ex-Ballochmyle, ex-Aqualantic West, ex-Atlantic West)*. IMO 8028553. Off-shore supply vessel. Length 65 m. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Kristiansund N (Norway) by Sterkoder. Owned by China Ocean Oilfields Services (China). Sold for an unknown destination of demolition.



*Kansi Namrata (ex-Nand Ratna, ex-Brooktor)*. IMO 6923228. Off-shore supply vessel. Length 54 m, 585 t. Indian flag. Classification society Indian Register of Shipping. Built in 1969 in Lauenburg (Germany) by Hitzler JG. Owned by Damodar Marine Services Pvt (India). Sold for demolition in Mumbai (India).



### Research vessel

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



*SD Newton* departing Plymouth, February 2009 © Mike Greaves



### Cattle carrier

*Al Kuwait* (ex-*Al Shuwaik*, ex-*Erviken*). IMO 6705303. Cattle carrier. Length 195 m, 17,628 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Tanker built in 1967 in Nagasaki (Japan) by Mitsubishi ; shortened from 244 to 195 m and converted into a cattle carrier in 1981. Owned by Livestock Transport & Trading (Kuwait). Sold for demolition in India. 356 US\$ per ton. Because of corroded plates and dirt condition, cattle carriers never get top prices in the ship-breaking yards.



*Al Kuwait* in Port Sultan Qaboos (Oman), November 1999 © Christian Herrou

*BM Spiridon* (ex-*Frode Jarl*). IMO 6727272. Cattle carrier. Length 76 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Haugesund (Norway) by Lothe ; General cargo carrier acquired by a Lebanese owner in 1994 and converted for the transport of cattle. Owned by Rami Shipping Management (Lebanon). Detained in 1999 in Sète (France), in 2006 in Sète again then in Port Said (Egypt), in 2009 twice in Sète and in 2010 twice in Koper (Slovenia). Sold for demolition in Turkey.



*BM Spiridon*, in Koper (Slovenia), July 2010 © Edwin / Marinetraffic

## The END

### *Prem Divya,*

The tanker *Prem Divya* was built in 1998 in China by the Dalian New Ship Building Heavy Industry shipyard for the Greek company Thenamaris - specialists in the transport of petroleum products. She was launched as the *Seaqueen*. She is a double-hulled ship with a deadweight of 109,227 t. At the end of 2006, Thenamaris rejuvenated its fleet and sold the ship to Mercator Lines - an Indian operator with a fleet of around 25 ships.

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



*Prem Divya* in Singapore, November 2009 © **MG Klinsick /Marinetraffic**



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

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

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

On 29<sup>th</sup> December, at around 5:45pm local time, whilst welding work was in progress, there was a violent explosion followed by two others. The tanker was on fire. Ships anchored nearby or sailing close were moved away for safety reasons. The communications system on-board the *Prem Divya* failed and did not allow her to directly contact the port authorities; another tanker anchored half a nautical mile away coordinated the communications. The fire support vessels arrived and sprayed water to extinguish the flames.





Screenshot of the 2nd explosion © DanRey306 – YouTube

Two workers and a sailor were killed; one worker was seriously injured and two men, including the chief officer, were reported missing. Half the crew was picked up and taken ashore; the remainder stayed on-board awaiting completion of the investigation and an eventual repair plan.



In Fujairah, January 9, 2012 © Mercator

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

In August, Mercator, manager of the *Prem Divya* declared that she was too damaged to be repaired. In September 2012, she was towed back to Pakistan and beached for demolition under the name *Olivia*.



No smoking, welding OK © Cargolaw

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