After the Exxon Valdez, the Hebei Spirit

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

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

© Korea Coast Guard

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

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

Once repaired, the 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 one the most popular flag adopted by the vessels en route to the scrap yard - that of Saint Kitts and Nevis. Unlike the case of the former 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 14th 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.
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\textsuperscript{th} 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.

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

In *Taiwan*, removal of the wreck of the gas carrier, *Oberon*, and her butane tanks has just finished. The ship ran aground on 18\textsuperscript{th} 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 »).

Mediterranean

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

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

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

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

*Murmansk* in her glory days © AF Gruppen

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

In 1995 in Sørøya © Gunnar Sætra - scanpix

And in 2002 © AF Gruppen

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

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

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

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

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

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

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

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

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

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**Farewell to container ships**

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

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

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

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

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

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

**The Lepse**

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

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

The *Lepse*, named after a worker hero of the communist revolution, was commissioned in 1934 in Nikolayev, Ukraine, on the Black Sea coast. The "61 Communards" shipyard specialised in the construction of submarines and other warships known for their robustness and reliability. The "61 Communards" yard also built supply cargo ships for the Russian Navy. The *Lepse* was one of these. In 1936, construction was halted. In 1937, the hull was transferred to a naval shipyard in Kherson where the work ought to have been completed. In fact, there were yet more delays. The *Lepse* was anchored in a tributary of the Dnieper River and torpedoed in October 1942 during the Second World War. In 1945, she was re-floated and remained untouched in the port of Poti in Georgia until 1958. Considering the exceptional strength of the hull, the Soviet Supreme Command decided in 1958 to adapt the *Lepse* to her new role as a fuel supplier to nuclear-powered icebreakers. To do this, the *Lepse* was towed from the Black Sea to the Baltic Sea, then transformed and renovated in another historic shipyard - the Galerny shipyard near Leningrad.
From 1961 to 1981, the Lepse supported the ice breakers *Lenine*, *Arktika* and *Sibir*. She did not carry heavy fuel, but new or used nuclear fuel to or from the three atomic icebreakers. The *Lepse* became a storage ship for fuel elements deformed by critical and radiating accidents that took place on the *Lenine* and the *Sibir* between 1967 and 1980. The *Lepse* also carried out dumping operations for liquid radioactive waste into the Kara Sea in the Arctic Ocean. In 1984, a storm caused several hundred m$^3$ of radioactive water to flow into the storage hold containing radioactive fuel.

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

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

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

The *Lepse* includes 260 kg of U$^{235}$ 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)

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

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

May 2009, Birkenhead © HMS Plymouth Trust
Initially, Peel Ports wished the frigate to be broken up in a Liverpool shipbreaking yard, like in 2009 HMS Intrepid and the Royal Auxiliary Fleet vessels Grey Rover and Sir Percivale, but since, this facility has since then been closed down for safety lacks. Other Royal Navy vessels have been dismantled by Van Heygen Recycling in Ghent (Belgium) within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal. Others left for demolition in Turkey by 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.

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

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

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

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

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

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

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

Robin des Bois’ answer

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

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

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

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

From 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 # 27): the Turkish company Cemsan just paid the first part of the money requested, failing to give the rest. So the ship is keeping on languishing in the port. The ship should be auctioned again.

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

I took a picture of this ship and I will send it soon. (...) Costa Allegra: the tug for her final voyage is scheduled to arrive tomorrow in Genoa, coming from Turkey. She left Genova tugged this morning (October 13), inbound Aliaga.

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

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

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

Wenjiang, in Gadani, April 2012 © Shahid Ayub

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

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

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

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

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

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

**Per Unit**

<table>
<thead>
<tr>
<th>Country</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>104 (36%)</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>65 (23%)</td>
</tr>
<tr>
<td>China</td>
<td>45 (16%)</td>
</tr>
<tr>
<td>Turkey</td>
<td>31 (11%)</td>
</tr>
<tr>
<td>Pakistan</td>
<td>20 (7%)</td>
</tr>
<tr>
<td>Denmark</td>
<td>4 (1%)</td>
</tr>
</tbody>
</table>

**By Tonnage of Metal Recycled**

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>863,000 t (34%)</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>721,000 t (28%)</td>
</tr>
<tr>
<td>Pakistan</td>
<td>380,000 t (15%)</td>
</tr>
<tr>
<td>China</td>
<td>335,000 t (13%)</td>
</tr>
<tr>
<td>Turkey</td>
<td>130,000 t (5%)</td>
</tr>
</tbody>
</table>

**By Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
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<tbody>
<tr>
<td>Bulk carrier</td>
<td>128 (45%)</td>
</tr>
<tr>
<td>General cargo</td>
<td>50 (17%)</td>
</tr>
<tr>
<td>Tanker</td>
<td>38, (13%)</td>
</tr>
<tr>
<td>Container ship</td>
<td>37, (13%)</td>
</tr>
</tbody>
</table>

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.

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

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

**After the bars, demolition**  
A total of 66 (23%) of the vessels sent to be broken up were checked by a Classification Society which does not belong to the IACS (International Association of Classification Societies) or have no class. The sub-standard ships are priority candidates for demolition: at least 180 (63%) have been priorly detained in ports across the world with a detention rate of 80% for 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**


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


Arriving at Pasajes (Spain) March 2003 © Valeriano Aguete


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.


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


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


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 on board. 3 got killed, two remained missing, one was seriously hurt.

In September 2012, Prem Divya was towed to Pakistan and beached for demolition as Olivia. See the chapter The END p 62.


Sea Glory (ex-Tanker Glory, ex-Hebei Spirit, ex-Almare, ex-Apollo Ohshima). IMO 9034640. Tanker. Length 338 m, 41,402 t. Domenican flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Sakaide (Japan) by Kawasaki. She is the longest ship to leave for demolition in this edition of Ship-breaking.com. She was also responsible in 2007, under the name Hebei Spirit, for the worst oil spill which ever hit South Korea (Cf p. 1). Owned by Hebei Ocean Shipping Co - HOSCO (China). Sold for demolition in Bangladesh, she was beached as Gloria 21. 435 US$ per ton.


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

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


**Chemical tanker**


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


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


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

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

**OBO (Ore / Bulk / Oil)**


**Ferry**

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

Early 2008, the ship was laid up in Denmark, and acquired by Equinox Offshore Accommodation (EOA), a Singapore-based company under Norwegian interests. She was briefly chartered by Ferri Morocco for use on the Almeida (Spain) – Nador service until she left the European shores in autumn 2008. EOA’s Speciality is to provide accommodation and workshop to support offshore facilities - thus known as ARV Accomodation 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.
Passenger ship
Passenger ship. Length 174 m. Italian flag. Classification society RINA. Built in 1969 in Turku (Finland) by Wartsila as the container ship Annie Johnson.

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

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

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

Ro Ro

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

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

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

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

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.


General cargo

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

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

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


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


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

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


In Glomfjord, July 2011 © Jan Inge Karlsen


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


Sea Flower (ex-Fellow, ex-Tor, ex-Nikolskoye). IMO 8031380. General cargo. Length 82 m. Sierra Leone flag. Classification society Albanian Register of Shipping. Built in 1981 in Rosslau (Germany) by Rosslauer Schiffswerft. Owned by Panasia Denizcilik Ltd (Turkey). Detained in 2002 in Naples (Italy), in 2003 in Eleusis (Greece), in 2005 in Castellan de la Plana (Spain), in 2006 in Tuzla and Iskenderun (Turkey), in 2007 in Kdz.eregi 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.


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


**Container ship**


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


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


![APL Alexandrite](image1)

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.


Bunga Pelangi Dua, Amsterdam, May 2008 © Eric Vroom


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 Schiffahrts-Gesellschaft 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 Schiffahrts-Gesellschaft 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.


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


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


Northern Dignity (ex-Indamex Colorado, ex-Ville de Gemina, ex-Ming Gemina). IMO 9104897. Container ship. Length 245 m, 14,345 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Sold as is in Singapore for demolition in India. 455 US$ per ton including 450 t of bunkers.
Northern Vitality (ex-Laguna, ex-MSC Rio Plata, ex-Ming Trusty, ex-Hyundai Trusty). IMO 9122423. Container ship. Length 196 m, 11,106 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Detained in 2005 in New York (United States). Arrived in Germany for engine repairs, the Northern Vitality has been used for training purpose before the opening of Jade Weser Port, Wilhelmshaven new container port. Her sale late August provoked turmoil in the public opinion which suspected the ship was to be sent for demolition in India. On September 12, the owner announced the sale process was stopped and that the company was considering the future deployment of the vessel, stressing she was only 15 years old and well away from scrap condition. The German authorities had suspended departure clearance. According to her owner, the Northern Vitality should proceed to sea trials of her newly repaired main engine before any decision should be taken concerning her future. On October 12, the Northern Vitality sailed away; her next destination would be Varna (Bulgaria). Meanwhile, another ship of the company, the Northern Dignity, 17 years old, is on her way to demolition, in India.

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

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


Reefer


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

(Fish) Factory ship

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

Bulk carrier


Alex P (ex-Centtrans 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 scrappin © Jacques Gautier

Amagisan in Hong Kong, July 2009 © Cesar T Neves

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


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


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

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

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


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


Gem of Safaga (ex-Konkar Lydia, ex-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).


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


Grand (ex-Grand George, ex-Captain George I, ex-Captain George L, ex-Stena Africa, ex-Fort Providence). IMO 8102256. Bulk carrier. Length 224 m, 12,118 t. Panamanian flag. Classification society RINA. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Ningbo ShangluonShip 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).


**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.


**Lady Sera (ex-Cruiser, ex-Sinhai, ex-Ocean Priti).** IMO 8026660. Bulk carrier. Length 183 m, 6,404 t. Panamanian flag. Classification society Bulgarian Koraben Register. 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.


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


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

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


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.


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


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


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


Car carrier

Heavy load carrier
Virginian 11 (ex-Strong Virginian, ex-St Magnus, ex-Jolly Indaco). IMO 8300200. Heavy load carrier. Length 156 m, 9,849 t. United States flag 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.

Miscellaneous

Tug

Off-shore supply vessel


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.
Cattle carrier


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

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

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

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

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

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

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

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

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

In Fujairah, January 9, 2012 © Mercator

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

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

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