Overview January 1st to April 30th 2013

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

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

By unit
1 India, 140 (34%)
2 China, 110 (26%)
3 Bangladesh, 72 (17%)
4 Pakistan, 35 (8%)
5 Turkey, 35 (8%),
6 Denmark, 9 (2%)

By tonnage of recycled metal
1 India, 1.201.000 t (34%)
2 China, 832.000 t (24%)
3 Bangladesh, 808.000 t (23%)
4 Pakistan, 430.000 t (12%)
5 Turkey, 162.000 t (5%)

By category
1 : bulk carrier, 157 (38%)
2 : general cargo, 82 (20%).
3 : container ship, 77 (19%)
4 : tanker, 50 (12%)
India remains in first position with 140 vessels scrapped (34%) but her proportion is crumbling: India tallied 40% of all vessels scrapped in 2012. India is in front of China 118 vessels (26%) and Bangladesh 72 vessels (17%), well in front of Pakistan and Turkey.

The increase of the Indian rupee, the tense political situation in Bangladesh, the Chinese new year and the announcement of the import tax increase on vessels in Pakistan, have all weighed down the market from March onwards despite a flying start which was at the same rythm as late 2012.

**After the prison bars, scrapping**

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

The other medals are distributed to *St Elisabeth*, with 12 detentions (p 85), the *Marmara M* and the *Mohamad Prince*, 11 detentions for each of them (p 78 and 79).

**Years and meters**

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

**MSC Flaminia**

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

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

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

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

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

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

July 17th 2012 © Smit Salvage

- July 14: fire and explosion in hold 4. The *MSC Flaminia* is located 1850km away from the European coast, the crew is evacuated. Three sailors were reported dead or missing at sea.
- July 17: The first salvage and fire fighting vessel arrives.
- July 18: 2nd explosion
- July 23: According to MSC “the fire is under control”. The beginning of salvage and towing operations towards an unconfirmed destination in European waters. The convoy is situated at 1000km from Britain and Brittany; it approaches 70 km from the Cornwall coastlines.
- July 30: The ship is denied access to French and British ports therefore she takes the direction south-south-west in the Atlantic.
- July 31: a smouldering fire spreads to compartments 7 and 3.
- August 16: The *MSC Flaminia* is situated at 867 km from Cornwall and 1000 km from Brest.
- August 20: The German authorities permit the ship to enter into a German port and take into hand the salvage operation.
- August 21: The French and British maritime authorities decide to send experts onboard before authorising the container ship transit through their waters.
- August 28: The *MSC Flaminia* starts her transit through the Channel.
- August 29: Robin des Bois published a list of dangerous materials onboard.
- September 9: The salvage party arrives in Germany at the new container port Wilhelmshaven.
- September 29: Unloading of containers starts.
- December 10: End of unloading is officially announced.
- From February 20 to March 1, 2013: The extinguishing waters are pumped out and transported via tankers to be disposed of in Denmark.
- March 15: The *MSC Flaminia* leaves Germany to be ‘repaired’ in Romania.

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

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

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

The Baco Family had an eventful life.

See on this subject the press release: “The eventful life of a family”, March 10th, 2010

Marseille, the waiting room for scrapping in Asia

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

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

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

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

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

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

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

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

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

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

The scandalous export of Lyubov Orlova

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

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

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

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

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

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**Lyubov Orlova**, IMO 7391434. Passenger ship. Length 100 m, 2,695 t. Cook Islands flag. Excluded from the Russian Maritime Register of Shipping on April 5th, 2011. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in St. Petersburg (Russia) and seized on September 25th 2010 in Saint-John's (Newfoundland, Canada) for unpaid salaries and bunkers. Acquired in February 2012 by a Biritish Virgin Island based shell company to be demolished in the Domenican Republic. 275 $ per ton. In early 2013, she vanished in the Atlantic Ocean after snapping her tow line.

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

See the press releases by Robin des Bois and the bulletins Ship-breaking.com # 27, p 22 and # 30, p 2. Read also the article in Droit de l'Environnement n°211 – April 2013 : (In French language only). « Le **Lyubov Orlova**, navire fantôme à la dérive… » Marie Bourrel, Centre de droit maritime et océanique, Université de Nantes (pdf – 863 Ko).
Welcome to Chennai Port, The Nightmare Before Scrapping

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

**OSM Arena**

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

© Bijoy Ghosh / The Hindu

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

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

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

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

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

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

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

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

![Image](https://example.com/pratibha-cauvery.jpg) © Bijoy Ghosh / The Hindu

**Pratibha Warna**

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

![Image](https://example.com/pratibha-warna.jpg) © Shahid

The ex Indian tanker *Pratibha Warna*, renamed *Asher* has just been beached for demolition in Pakistan © Shahid
Letters to the Editor

Received from Shahid, Pakistan February 7th 2013.

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

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

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

Dear Robin,

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

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

4 January 2013, visit of the *Georg Buchner* ex-Charlesville © Bjorn Aerts
Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).

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

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

Ship and crew detained in a port for deficiencies.

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

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

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

![Chamarel, Cape Town (South Africa), April 2007 © Det / Shipspotting](image)


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


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

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


This cruise ship was originally the Italian ferry *Canguro Verde* operated on the Sardinia service by Traghetti Sardi, then in 1974 by Linee Canguro. She became the Saudi *Durr* in 1981 (Suez/Jeddah service in the Red Sea), then the Greek *Ionian Harmony* for Strintzis Lines (Patras/Ancona service) in 1989. In 1990, she was acquired by a Bahamian company for exploitation in the Caribbean as the *Sun Fiesta*, but the sale failed. In 1992, she was purchased by the Greek shipowner Lelakis who had her converted into a cruise ship at Avlis Shipyards in Greece, his own shipyard, and renamed *Regent Jewel*. Following Lelakis financial difficulties, she passed under control of the Bahamian Jules Cruises in 1994 and was chartered by Transocean Tours (Germany) as *Calypso*. The Greek Cypriot group Louis Cruise

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Lines acquired her in 2000, keeping her name, then slightly changing it to The Calypso in 2005. The vessel had a hot alert on Mai 6th, 2006 when a fire broke out in the engine room while sailing in the Channel with more than 700 passengers, but the incident resulted in damages to the ship only. Sold as is in Elefsina (Greece) by her Greek shipowner Core Marine Ltd to the United Arab Emirates based Argo Systems Fze prior to her departure for demolition in India. 285 $ per ton.

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

Ferry

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

Azzurra (ex-Nortia, ex-Scent of Sea, ex-Kelibia, ex-Corsica Marina, ex-Olau West, ex-Kalle, exGrenaa-). IMO 6406373. Ferry. Length 98 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1964 in Bremerhaven (Germany) by Unterweser Schiffbau. This ship had a complicated career, marked with many charters on various services in Northern Europe (from 1964 to 1977), then in the Mediterranean (1977-2013). First Danish as grenaa, then Kalle in 1971 and Olau West in 1974. Chartered under this name by Brittany Ferries on Saint-Malo/Portsmouth in the summer of 1976; assigned to the Olau Line (Dunkirk/Sherness) in 1977. Sold in late 1977 to Corsica Ferries and renamed Corsica Marina flying the Panamanian flag (Italy/Corsica). She became the Italian Kelibia in 1990, then the Maltese Scent of Sea in 1998 and the Italian Nortia in 1999 (Livorno/Island of Elba). In 2001, sold to Adriatic Shipping Co and renamed Azzurra under the Saint Vincent & Grenadines flag (Bari/Croatia or Albania service). In 2010, acquired by Fergun Ferries East Med Lines, from Mersin (Turkey) on the
Mersin/Tripoli line without renaming. In 2011, she was chartered for emergency evacuation departing Libya. Owned by Offshore Shipping Ltd (Malta). Detained in 2011 in Valletta (Malta). Sold for demolition in Turkey.

![Azzurra in Valletta (Malta) © Emmanuel.L](image1)

**Azzurra**. IMO 7717377. Ferry. Length 148 m, 10,166 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as Clodia. Classification society RINA. Built in 1980 in Genoa (Italy) by Italcantieri; jumboized in 1987 and lengthened from 136 to 148 m. Mainly operated during her whole career on Italy / Sicily and Sardinia lines. In April 2011, she was chartered by the Italian government to transport migrants, who had landed on the Island of Lampedusa, to the continent. Owned by Tirrenia Di Navigazione (Italy). Sold for demolition in Turkey.

![Clodia in Civitavecchia (Italy), June 2012 © Bjørnar](image2)

**Clodia**. IMO 7717377. Ferry. Length 148 m, 10,166 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as Clodia. Classification society RINA. Built in 1980 in Genoa (Italy) by Italcantieri; jumboized in 1987 and lengthened from 136 to 148 m. Mainly operated during her whole career on Italy / Sicily and Sardinia lines. In April 2011, she was chartered by the Italian government to transport migrants, who had landed on the Island of Lampedusa, to the continent. Owned by Tirrenia Di Navigazione (Italy). Sold for demolition in Turkey.

![Nomentana, November 2011, at Civitavecchia (Italy) © Geodante/Nav e Armatori](image3)

**Nomentana**. IMO 7602118. Ferry. Length 148 m, 10,271 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as Noment. Classification society International Register of Shipping. Built in 1980 in Castellamare (Italy) by Italcantieri; jumboized in 1987 and lengthened from 136 in 148 m. Sister-ship of the Clodia (see above). Mainly operated on the Sardinia service. Sold by her Italian owner Tirrenia Di Navigazione to the Indian Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.

![Nomentana, at Alang © Vesselfinder](image4)

**Nomentana**. IMO 7602118. Ferry. Length 148 m, 10,271 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as Noment. Classification society International Register of Shipping. Built in 1980 in Castellamare (Italy) by Italcantieri; jumboized in 1987 and lengthened from 136 in 148 m. Sister-ship of the Clodia (see above). Mainly operated on the Sardinia service. Sold by her Italian owner Tirrenia Di Navigazione to the Indian Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.
Stena Voyager (ex-Stena Enterprise). IMO 9080209. High speed catamaran ferry. Length 127 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1996 in Rauma (Finland) by Finnyards. High speed catamaran (up to 40 knots with four gas turbines totalling 108,000 bhp, a capacity of 1500 passengers and 360 cars). She has been operated during all her career on the Stena Line (Sweden) service between Belfast (United Kingdom) and Stranraer (Scotland), until her decommissioning in November 2011. Sold for demolition to Stena Recycling, in Landskrona, Sweden: one must not forget that metal recycling was Stena Group historical business…

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

(Fish) Factory ship

![Novator](image)

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


![Petr Petrov](image)

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


![Tynda](image)

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


![Baco-Liner 1, Apapa, Lagos (Nigeria), February 2011 © Ivan Meshkov](image1)

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

![Baco-Liner 2 on the Seine river, June 2008 ©Pascal Bredel](image2)

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

Container ship


Keelung (Taiwan), April 2013 © Chun-Hsi


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


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


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

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


Hanjin Colombo. IMO 9082960. Container ship, 4024 teu. Length 290 m, 18,780 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1994 in Pusan (South Korea) by Hanjin HI Co. Owned by Laeisz Schifffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 470 $ per ton including 600 t of bunkers.

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


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

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


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


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

Masovia, arriving Keelung (Taiwan), November 2012 © Chun-Hsi


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


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


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

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

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


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


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


Reefer


Tanker


Basker Spirit, berthed in Brisbane (Australia), May 2006 © Sinisa Aljinovic
**Bebedouro.** IMO 8503773. Fruit juice tanker. Length 148 m, 5,644 t. Liberian flag. Classification society American Bureau Of Shipping. Double hull ship built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Atlanship La Tour De Peilz (Switzerland). Sold for demolition in Turkey. 425 $ per ton, a very unusual price in Turkey due to 422 t of stainless steel.

![Bebedouro, April 2012, King Road, Avonmouth (United Kingdom) © Martin Pick](image)

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

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

![February 2013, Candiota - Andiota being beached in Gadani (Pakistan) © Shahid](image)

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

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

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


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

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

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

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


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

© Nils Koch

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

© Nils Koch


Mayfair being demolished in Gadani (Pakistan) © AJF Asadaf


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

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

Nancy Knutsen, in Gadani (Pakistan) March 2013 © Shahid


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

![Orkney Spirit](image)


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

![Pratibha Warna](image)


River Venta
September 2011, Luanda (Angola) © MarineTraffic

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


Chemical tanker


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


Gas tanker


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


Combinated carrier / OBO (Ore / Bulk / Ore)


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

More about the saga of the PROBO family in the chapter The END of Ship-breaking.com # 24 and the press release dated February 7th, 2013 « The end of the *Probo Koala* ».

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Ro Ro

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

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

![Fesco Gavriil](image1)

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

**MN Eclipse** (ex-Sun Eclipse, ex-Bribir). IMO 7702528. Ro Ro. Length 147 m. Deflagged from France to Panama for her last voyage to demolition as **Patricia B**. Classification society Bureau Veritas. Built in 1979 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Compagnie Morbihannaise et Nantaise de Navigation (France). Sold for demolition in Turkey.

![MN Eclipse](image2) ![Patricia B](image3)


![RG 1](image4)
**Saudi Abha.** IMO 8121745. Ro Ro. Length 249 m, 18,665 t. Saudi Arabian flag. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSC SA – National Shipping Arabia (Saudi Arabia). Detained in 2011 in Mumbai (India). Sold as is in Mumbai for demolition in Alang, India where she arrived as Abha. 475 $ per ton including 250 t of bunkers.

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

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

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

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

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

Bulk carrier


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


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


The Turkish bulk carrier Alma Ata in Hong Kong (China), September 2009. She will be broken up in Alang (India) © Ivan Meshkov

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


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


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

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


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


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


March 26, 2013 in Gadani © Shahid

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


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


![El Kef in Sfax (Tunisia), February 2012 © Yevgenii](image)


![Elver leaving Valencia (Spain), January 2012 © Manuel Hernández Lafuente](image)


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


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


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


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

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

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


![Jin Ming anchored in Padang, Teluk Bayur (Indonesia), January 2012 © Angga Nugraha](image)


![Jing Ye](image)


![Judi Alamar, in Durban (South Africa), 24 December 2012 © Paul Buchel](image)


![Kai Bao](image)


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


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


![Liberty Spirit, Portland, Oregon (United States), May 2012 © Manuel Constantin](image)

**Lok Prem**. IMO 8126771. Bulk carrier. Length 185 m, 7,411 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Visakhapatnam (India) by Hindustan. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in India.


**Luminous Orion** (*ex-Hokuetsu Delight*). IMO 9167370. Bulk carrier. Length 202 m, 10,204 t. Deflagged from Philippines to Panama for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Fairmont Shipping (Canada). Sold for demolition in China. 408 ou 391 $ per ton.

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


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


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


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

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

![Roln, Messina Strait (Italy), June 2009 ©Tomasello Letterio](image)


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

![Rubin Crane, August 2006 © K.Brzoza.](image)


Sapphire II, April 2013 © Shahid


Sea Prince in Montoir (France), April 2012 © Christian Plagué


**Shun Ming (ex-Shun Ji Xing, ex-Disco Volante, ex-United Hope).** IMO 8114314. Bulk carrier. Length 229 m, 12,765 t. Panamanian flag. Classification society RINA. Built in 1983 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Detained in 2002 in Albany (Australia), in 2003 in Geelong (Australia) and in 2011 in Donghae (South Korea). Sold for demolition in Bangladesh. 410 $ per ton.


**Silver Star (ex-Regal Star, ex-Calatagan, ex-St.Aubin, ex-Philippine Kamia).** IMO 8201337. Bulk carrier. Length 161 m, 5,486 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Guangzhou (China) by Guangzhou SY. Owned by Silver Maritime Inc (Greece). Detained in 2007 in Bandar Khomeini (Iran) and in 2009 in Novorossiysk (Russia). Sold for demolition in India. 405 $ per ton.


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


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


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


Southampton Docks (United Kingdom), December 2008 © Gillian Moy


World Swan leaving Pietarsaari port (Finland), June 2011 © Jani Oja

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


General cargo


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


Bangpakaew on Chao Phraya, Bangkok, (Thailand), August 2012 © Benny N


In Penang (Malaysia), June 2012 © Zulfikly Bin Mohamad Salleh
**Blue Princess** (ex-Pacprincess). IMO 8311077. General cargo. Length 188 m, 9,619 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Fidelity Shipping & Trading (Greece). Detained in 2008 in Middlesbrough (United Kingdom), in 2011 in Taman (Russia) and in 2012 in Aliaga (Turkey). Sold for demolition in India. 416 $ per ton.


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


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


Dylan, in Nakhodka (Russia) © Andy Ru.


![El Hussain](image)

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


![Fesco Ob](image)


![G Star](image)


![Geni 4](image)


![Georgiana](image)


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


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


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

![Inter Prime](image1.png)

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


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

Merle (ex-Freya). IMO 8918306. General cargo. Length 80 m. Cook Islands flag. Classification society Germanischer Lloyd. Built in 1991 in Heusden (Netherlands) by Vervako BV. Detained in 2001 in El Ferrol (Spain) and in 2012 in Brake (Germany). On January 19th 2013, the general cargo carrier Merle en route from El Ferrol to Huelva ran aground on the beach of Torreira near Aveiro and the São Jacinto Dunes Nature Reserve. The six crew members were rescued and evacuated by the Lisbon MRCC. The ship had just been sold in December 2012 by her Dutch owner Nyki Shipping BV to the Turkish Furkan Shipping Investment Ltd; was she leaving for demolition in Turkey at the time of the accident? The Merle was refloated by Reboques and Naval Service SA in association with the Dutch Mammoet Salvage BV and on March 27th towed to Lisbon (Portugal) where she will be scrapped by the Baptists shipyard, in Lavradio.


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


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


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


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

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

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

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


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


Win Moony (ex-Almalaz, ex-Altaïr, ex-Ocean Knight, ex-Cam Bilinga). IMO 8204846. General cargo. Length 152 m, 5,712 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This ship was commissioned in March 1984 and a regular visitor to French ports (Dunkirk, Rouen, Le Havre, etc.) during all her service life as Cam Bilinga under the Cameroonian flag of Cameroong Shipping Lines (Camship). Cameroong national shipping company. Her usual route led her to West Africa. Chantiers de l'Atlantique built a sister-ship, the Cam Ebene, delivered in May 1984, today the Maltese Win Grace. Owned by Rich Forth Investments Ltd (China). Detained in 2006 in Pyeongtaek (South Korea) and in 2011 in Tianjin (China). Sold for demolition in China in Xiasa. 365 $ per ton.


Car carrier


No answer from the France Telecom cable layer

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

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

Under a rainbow, Vigo (Spain), January 2001 © Harley Crossley

The side view of a cable layer like the Vercors drawing by Marcel Miller

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

The French Cable layer fleet had already experienced a similar disaster when a fire broke out on the Marcel Bayard at La Seyne-sur-Mer (France) on January 6th 1981 which ended the working life of the 1961 ship built in Le Havre.

April 2013, to facilitate demolition the Chamarel was cut in two ©Allgemeine Zeitung-Namibia
Sources
American Bureau of Shipping ; Association Des Amis Des Cables Sous-Marins ; Association Morrocoaine des Officiers de la Marine Marchande ; Barents Observer (the) ; Bellona ; Black Sea Memorandum of Understanding ; Bureau Veritas ; CBC – Radio Canada ; Chittagong Port Authority (the) ; Clarkson’s ; De Morgen ; Deccan Chronicle (the) ; Det Norske Veritas ; Equasis ; Fairplay ; European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Gulf News ; Havarie Kommando ; Hindu (the) ; Indian Ocean Memorandum of Understanding ; Indo Asian News Services IANS ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marie Bourrel in Droit de l’environnement, n°211 ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Matters ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Money Life ; Mumbai Port Trust (the) ; Namib Times (the) ; NDR 1 Radio ; Nippon Kaiji Kyokai ; Optima Shipbrokers ; Riyadh Memorandum of Understanding ; Robin des Bois, personnel sources and archives ; ROSATOMFLOT ; RTBF ; RTL Info ; Russian Maritime Register of Shipping ; Sea News ; Ship Nostalgia ; Shipspotting ; Times of India (the) ; Tokyo Memorandum of Understanding ; Trade Winds ; Tugboat Information ; United States Coast Guards ; Vessel Tracker ; Vietnam Register of Shipping ; VVIA(Flemish Organisation for Industrial Archeology).

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