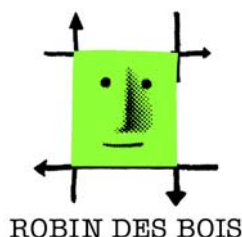


31

From January 1st to April 30th, 2013



Ship-breaking.com

Content

Overview January 1 to April 30	1	Miscellaneous : cable layer, offshore, dredger, research	11	Gas tanker	39
<i>MSC Flaminia</i>	2	Passenger ship -	13	Combinated carrier / OBO	40
<i>Baco-Liner</i>	4	Ferry	14	Ro Ro	41
Marseille, the waiting room for scrapping in Asia	4	(Fish) Factory ship	16	Bulk carrier	44
The scandalous export of the <i>Lyubov Orlova</i>	5	Barge carrier	16	General cargo	70
Welcome to Chennai Port, the Nightmare before Scrapping	7	Container ship	18	Car carrier	87
Letters to the Editor	9	Reefer	18	The END : no answer from	88
		Oil tanker	30	France Telecom cable layer	
		Chemical tanker	31	<i>Chamarel</i>	
			38	Sources	90



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 rhythm as late 2012.

After the prison bars, scrapping

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

Years and meters

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

MSC Flaminia

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

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

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

This repair job in Romania is a clever manoeuvre. It permits Northern Europe and Germany, the flag state of the *MSC Flaminia*, to get rid of an unprecedented health and safety challenge in the world of ship-breaking. The German ship-owner estimates that by the end of September, “the entire mid section” of the damaged container



ship will be replaced. By mid section one must interpret the sides, the bottom of the ship and the holds where the fire raged, the damaged containers and the residue from the fire containing numerous dangerous materials including PCBs. The mid section is the area which was greatly impacted.

It is amazing to note that the ship-owner NSB (Niederelbe Schiffahrtsgesellschaft 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.



Baco-Liner 1 in Rouen, 17 May 2013 © Robin des Bois

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 préretraité à Marseille](#), September 19th, 2012 (in French only).

2- *Atlantic Star* The *Atlantic Star* remained inactive in Marseille for more than 2 years. Construction of the *Atlantic Star* at La Seyne-sur-Mer in 1984 had mobilized, as in all passenger ships, significant amounts of asbestos.

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

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

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

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

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

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

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

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

The scandalous export of *Lyubov Orlova*

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

The *Charlene Hunt*, the only tug of a bankrupt U.S. ship-owner, was undoubtedly also destined for demolition in Santo Domingo.

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

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

The satellites of the NGA (National Geospatial Intelligence Agency), 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.



2007, *Lyubov Orlova* cruising in the Arctic, Hoare Bay (Canada) © J.-Maurice Turgeon

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



January 28, 2013, the tug *Charlene Hunt*, back from disaster, being inspected © Wes Pretty

Charlene Hunt (ex-Orion, ex-Molly, ex-Anna V McKay, 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 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 Prathiba 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.



© 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 Prathiba 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*.



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 attaching the Picture of the ship.

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



4 January 2013



26 March 2013

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

Clwyd Supporter (ex-Neftegaz 12). IMO 8325406. Offshore supply vessel. Length 82 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1984 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Gulf Offshore NS Ltd (United Kingdom). Sold for demolition in Denmark.



Mop 50 (ex-Zakher Moon , ex-Uto, ex-Smit Manila, ex-Seaford, ex-Seaforth Challenger). IMO 7319242. Offshore supply vessel. Length 56 m. Georgian flag. Classification society Bureau Veritas. Built in 1973 in Selby (United Kingdom) by Cochrane & Sons. Owned by Maridive Ofshore Projects SAE (Egypt). Sold for an unknown destination of demolition.



Ravensturm. IMO 7510183. Offshore supply vessel. Length 60 m, 1,723 t. Indian flag. Classification society Indian Register of Shipping. Built in 1977 in Hemiksem (Belgium) by St Pieter. Owned by Jayesh Shipping Pvt Ltd (India). Sold for demolition in Mumbai, India.



Sui Jiu 201 (ex-Ocean Papa). IMO 7396202. Offshore supply vessel. Length 87 m. Panamanian flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Hitachi. Owned by Guangzhou Salvage Bureau (China). Sold for demolition in Xinhui, China.

Vos Atlantico (ex-Mascalzone Atlantico, ex-Supplier, ex-Canmar Supplier). IMO 7420728. Offshore supply vessel. Length 63 m. Deflagged from Italy to Gibraltar. Classification society RINA. Built in 1975 in Vancouver (Canada) by Allied Shipbuilding. Owned by Vroon Offshore Italia (Italy). Sold for demolition in Turkey.



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 accomodation 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.



Salvage Queen (ex-Salvana, ex-Ocean Mercury N°1, ex-Ocean Mercury, ex-TM-11, ex-Sakura Maru). IMO 7212925. Tug. Length 64 m. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Osaka (Japan) by Daiko Dock. Owned by Asian Marine Co Ltd (Japan). Detained in 2003 in Yaeyama Island (Japan). Sold for demolition in China.



Spirit of Mol (ex-Ginga 2, ex-Ginga Maru). IMO 7229992. Training ship. Length 115 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Shimizu (Japan) by Nippon Kokan. Owned by MOL - Mitsui OSK Lines Ltd (Japan). Sold for demolition in Jiangyin, China.

Sliedrecht 35 (ex-Sliedrecht 33). IMO 8639704. Cutter suction dredger. Length 84 m, 2,948 t. Dutch flag. Classification society Bureau Veritas. Built in 1976 in Kinderdijk (Netherlands) by IHC Dredgers. Sunk in 1979 in Jubail (Saudi Arabia), salvaged, rebuilt in 1986 by Stapel bnr and renamed *Sliedrecht 35*. Owned by Van Oord (Netherlands). Sold for demolition in India.



Dredger *Sliedrecht 35* setting sail from La Rochelle (France) – [Photo report](#)

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*.



Eclipse leaving Peterhead (Scotland), August 2007
© Alan Smillie



July 2012, *Eclipse*, sunk next to the pier in Singapore
© Plemo / Shipspotting

Kommandor Jack (ex-Valdivia, ex-Vikingbank). IMO 5380376. Fishing trawler converted into a research vessel in 1976. Length 75 m. Bahamian flag. Classification society Germanischer Lloyd. Built in 1961 in Bremerhaven (Germany) by Weser AG. Owned by Hays Ships Ltd (United Kingdom). Detained in 2010 in Sunderland (United Kingdom). Sold for an unknown destination of demolition.



The fishing trawler *Vikingbank* © Holger Jaschob



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

Passenger ship

Atlantic Star (ex-Sky Wonder, ex-Pacific Sky, ex-Sky Princess, ex-Fairsky). IMO 8024026. Passenger ship. Length 240 m. Deflagged from Malta to Togo for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in La Seyne-sur-Mer (France) by Normed. Detained in 2002 in Sydney (Australia) and in 2003 in Auckland (New Zealand). Sold by her Spanish owner Pullmantur Cruises, subsidiary of Royal Caribbean Cruises, 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.



The Calypso (ex-Calypso, ex-Regent Jewel, ex-Sun Fiesta, ex-Ionian Harmony, ex-Durr, ex-Canguro Verde). IMO 6715372. Ro ro ferry converted into a passenger ship in 1992-1994. Length 136 m, 7,465 t. Deflagged from Greece to Saint Kitts & Nevis for her last voyage as *Calypso*. Classification society Lloyd's Register of Shipping. Built in 1967 in Castellammare (Italy) by Italcantieri.



Canguro Verde Archives P. Berti / Navi e Armatori



The Calypso leaving Santorin (Greece), June 2011
© Lasse Kaila

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

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

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

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



Ferry

Apollonia (ex-*Göta*land). 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 *Göta*land,



operated on the Trelleborg (Sweden) / Germany line (Sassnitz, Rostock or Travemünde). Lengthened by 34 m in winter 1993/1994 by Oresundsvärvet, in Landskrona, Sweden. Sold in 2010 to the Russian Anrusstrans (Black Sea lines) and renamed *Apollonia* flying the Saint Kitts & Nevis flag, then reflagged to Moldova. Detained in 2012 in Mersin (Turkey). Sold for demolition in Turkey.

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

Azzurra (ex-*Nortia*, ex-*Scent of Sea*, ex-*Kelibia*, ex-*Corsica Marina*, ex-*Olau West*, ex-*Kalle*, ex-*Grenaa*-). IMO 6406373. Ferry. Length 98 m. Moldovan flag. Classification society Maritime Lloyd Georgia.

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

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.



January 2012, Azzurra in Valletta (Malta) © Emmanuel.L

Clodia. IMO 7717377. Ferry. Length 148 m, 10,166 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as *Clodiar*. 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 India.



Clodia in Civitavecchia (Italy), June 2012 © Bjørnar

Nomentana. IMO 7602118. Ferry. Length 148 m, 10,271 t. Deflagged from Italy to Saint Kitts & Nevis for her last voyage as *Nomt*. Classification society International Register of Shipping. Built in 1980 in Castellammare (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, November 2011, at Civitavecchia (Italy)
© Geodante/Navi e Armatori



Nomt, at Alang © Vesselfinder

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



Stena Voyager approaching Belfast terminal, June 2008 © Neill Rush

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



Arriving port of Bar (Montenegro) © Pomorac Montenegro

(Fish) Factory ship

Nikolay Chudotvorets (ex-*Santa Nikolas I*, ex-*Santa Nikolas*, ex-*Orlovka*). IMO 8421937. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Stralsund (Germany) by Volkswerft VEB. Owned by



Okkervil (Russia). Sold for demolition in Liepaja, Latvia.



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

Novator. IMO 8606824. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany) by Volkswerft VEB. Owned by Murmanskij Trawl Fleet (Russia). Sold for demolition in Klaipeda, Lithuania.



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

Petr Petrov. IMO 8606848. Factory ship. Length 62 m, 1,830 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany) by Volkswerft VEB. Owned by Murmanskij Trawl Fleet (Fleet). Sold for demolition in Klaipeda, Lithuania.



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

Tynda. IMO 7640902. Factory ship. Length 84 m, 2,650 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Murmanrybflot-2 Joint Stock Co (Russia). Sold for demolition in Klaipeda, Lithuania.



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

Barge carrier

Baco-Liner I. IMO 7812115. Barge carrier. Length 204 m, 9,101 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1979 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seereederei Baco-Liner GmbH (Germany). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India. 450 \$ per ton with an additional cargo of barges.



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

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



Baco-Liner 2 on the Seine river, June 2008 ©Pascal Brede!

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

Container ship

Albert Rickmers (ex-Kota Manis, ex-CP Tui, ex-Direct Tui, ex-Contship Washington, ex-Albert Rickmers). IMO 9152741. Container ship, 2226 teu. Length 196 m, 7,389 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 405 \$ per ton including 150 t of bunkers.



Alexander (ex-Helix Bridge, ex-CCNI Fortaleza, ex-Chang Jiang Bridge, ex-Brooklyn Bridge). IMO 9043770. Container ship, 3720 teu. Length 277 m, 17,348 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen. Owned by Tsakos (Greece). Sold for demolition in India. 430 \$ per ton.



Keelung (Taiwan), April 2013 © Chun-Hsi

APL Almandine (ex-Tokyo Bay, ex-Neptune Almandine). IMO 9015498. Container ship, 3821 teu. Length 288 m, 17,251 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Mihara (Japan) by Koyo Dockyard. Owned by Neptune Shipmanagement (Singapore). Detained in 2011 in Shenzhen (China). Sold for demolition in India where she arrived as *Mandi*.



Apl Amazonite (ex-Apl Sweden, ex-Osaka Bay ex-N O L Amazonite, ex-Neptune Amazonite). IMO 9007958. Container ship, 3821 teu. Length 288 m, 18,816 t. Deflagged from Singapore to Togo for her last voyage as *Oni*. Classification society Lloyd's Register of Shipping. Built in 1993 in Kobe (Japan) by Mitsubishi. Owned by Compass Shipping & Trading Ltd (United Arab Emirates). Sold for demolition in India.

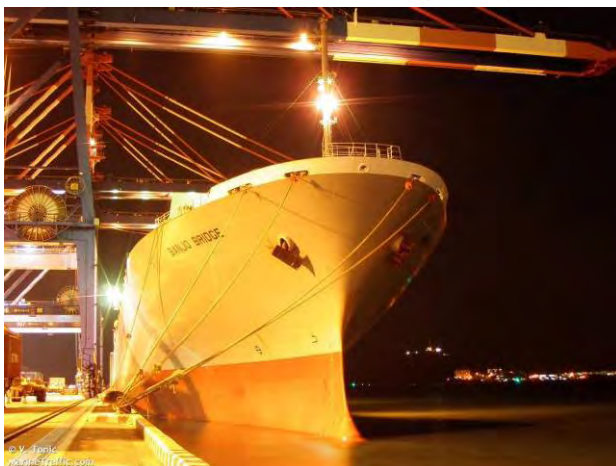
Arnis (ex-Delmas Kasi, ex-Africa Star, ex-Nuova Adria, ex-Csav Roble, ex-Frederick Lykes, ex-Auguste Schulte). IMO 8908727. Container ship, 1208 teu. Length 152 m, 6,260 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1991 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by Brise Schifffahrts GmbH (Germany). Detained in 2012 and 2013 in Singapore. Sold for demolition in Bangladesh.



Banga Borti (ex-Green Bridge, ex-Ever Bridge). IMO 8201947. Container ship, 510 teu. Length 122 m. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Hakodate (Japan) by Hakodate Dock. Owned by HRC Shipping Ltd (Bangladesh). Detained in 2008 in Singapore. Sold for demolition in Bangladesh.



Banjo Bridge (ex-Williamsburg Bridge, ex-Victoria Bridge). IMO 9184926. Container ship, 3484 teu. Length 275 m, 17,594 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Konlink Shipping Pte Ltd (Singapore). Detained in 2010 in Shenzhen (China) and in 2012 in Tianjin (China). Sold for demolition in Bangladesh. 465 \$ per ton.



Banjo Bridge in Busan (South Korea), August 2011
© V Tonic / MarineTraffic

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



Cape Spear (ex-Nirint Star, ex-MSC Coimbra, ex-Cape Spear). IMO 9134701. Container ship, 1055 teu. Length 151 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by DS Schifffahrt GmbH & Co KG (Germany). Sold for demolition in Turkey.



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

Concord (ex-Cala Piedad, ex-Mercosul Pintado, ex-Safmarine Emonti, ex-Egoli Star I, ex-Libra Santos, ex-DG Concord, ex-Victoria Bay, ex-Concord). IMO 9085314. Container ship, 1452 teu. Length 167 m, 6,719 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Winter Reederei (Germany). Sold as is in Mumbai for demolition in India. 463 \$ per ton.



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



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

Conti Sharjah (ex-Maersk Itaki, ex-P&O Nedlloyd Dammam, ex-MSC Italy, ex-Norasia Sharjah). IMO 9077501. Container ship. Length 242 m, 14,775 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Kiel (Germany) by Kvaerner Werft. Owned by BBG Bremer Bereederungsgesellschaft mbH & Co KG (Germany). Sold for demolition in India where she arrives as *Shan*.



Conti Sydney (ex-*MSC Sydney*, ex-*MSC Senegal*, ex-*Direct Currawong*, ex-*Contship Ipswich*). IMO 8908167. Container ship, 1599 teu. Length 164 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Xiasha, China.



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

Courier (ex-*Indamex Ganges*, ex-*Libra Miami*, ex-*Libra Buenos Aires*, ex-*CSAV Rahue*, ex-*Velma Lykes*, ex-*Courier*). IMO 9101481. Container ship, 1452 teu. Length 167 m, 6,791 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Warnemünde (Germany) by Kvaerner. Owned by Winter Reederei (Germany). Detained in 2002 in Hong Kong. Sold as is in Mumbai for demolition in India. 452 \$ per ton including sufficient bunkers for a short trip.



CS Gitte (ex-*Delmas Congo*, ex-*Roerborg*, ex-*MSC Maghreb*, ex-*EWL Trinidad*, ex-*CGM Sinnamary*, ex-*CGM Mascareignes*, ex-*Armada Trader*, ex-*Castor*). IMO 8820248. Container ship. Length 141 m, 4,050 t. Panamanian flag. Classification society RINA. Built in 1990 in Heusden (Netherlands) by Verolme. Owned by Container Shipping A/S (Denmark). Detained in 2009 in Kolkata (India). Sold for demolition in India.



CSL Marie (ex-*Kainalu*, ex-*Akashi Bridge*). IMO 9043782. Container ship. Length 276 m, 17,654 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tadotsu (Japan) by Hashihama SB. Owned by Cyprus Sea Lines (Greece). Sold for demolition in India. 380 \$ per ton.



CSL Ride (ex-*MSC Pride*, ex-*Jadroplov Pride*, ex-*Jolly Odra*, ex-*MSC Pride*, ex-*Jadroplov Pride*). IMO 9005431. Container ship, 2324 teu. Length 201 m, 12,953 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Cyprus Sea Lines Co Ltd (Greece). Sold for demolition in India. 444 \$ per ton.



Da Xin Hua Chang Shu (ex-*ANL Australia*, ex-*OOCL Australia*, ex-*Australian Endeavour*). IMO 8913681. Container ship, 2668 teu. Length 232 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Koje (South Korea) by Samsung. Owned by Grand China Shipping Yantai Co (China). Sold for demolition in Xiasha, China.

Damali (ex-*Iwato*, ex-*Eagle I*, ex-*Iwato*). IMO 9106807. Container ship. Length 193 m, 8,184 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Seachange Maritime (Singapore). Sold for demolition in India.

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



Dorian, in Singapore, November 2012 © **MG Klinsick**



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



ER Perth (ex-CMA CGM Marmara, ex-CSCL Nile, ex-Nile, ex-Hyundai Nobility). IMO 9152868. Container ship, 2825 teu. Length 202 m, 11,944 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Samho (South Korea) by Halla. Owned by ER Schiffahrt GmbH (Germany). Sold for demolition in India. 450 \$ per ton.



E. R. Perth in Hong Kong, February 2009 © Ivan Meshkov

Esra A (ex-Vento del Golfo, ex-Buxmaid, ex-OOCL Achiever, ex-Contship England, ex-Proud Eagle). IMO 8415615. Container ship, 1022 teu. Length 147 m. Turkish flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Arkas Shipping & Transport AS (Turkey). Sold for demolition in Turkey.



Fairwind (ex-CMA CGM North Africa 1, ex-Wilma, ex-Coral Wilma, ex-Weserland, ex-Sea Lake, ex-Antartico, ex-Red Sea Endeavour, ex-Sudan Crown, ex-Royal Eagle). IMO 8411281. Container ship, 856 teu. Length 149 m, 5,207 t. Saint Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1985 in Neuenfelde (Germany) by JJ Sietas. Owned by Seamasters International S.A (Greece). Detained in 1998 in Genoa (Italy). Sold for demolition in Mumbai, India. 440 \$ per ton.



Feliz L (ex-*Feliz Lya 2*, ex-*Marcalabria*, ex-*CCNI Rotterdam*, CMA CGM *La Bourdonnais*, ex-*CGM La Bourdonnais*, ex-*CMBT Serengeti*, ex-*Contship Pacific*). IMO 9070010. Container ship, 1684 teu. Length 164 m, 7,030 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by Victoria Oceanway (Greece). Sold for demolition in India. 472 \$ per ton.



Francisca Schulte (ex-*Safmarine Pakistan*, ex-*Maersk San Jose*, ex-*Francisca Schulte*). IMO 9162370. Container ship, 1608 teu. Length 168 m, 7,390 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1998 in Wismar (Germany) by Mathias Thesen Werke. Owned by Reederei Thomas Schulte GmbH & Co KG (Germany). Sold for demolition in India. 445 \$ 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 Schiffahrtsgesellschaft 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 London (ex-*Marfret Normandie*, ex-*Maersk Zambezi*, ex-*Gouritz*, ex-*Maersk Santiago*, ex-*Hansa London*). IMO 9048976. Container ship, 1012 teu. Length 150 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in China. 395 \$ per ton



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 Stavanger, anchored in Singapore, October 2011 © Mick Prendergast

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.



Henry (ex-CMA CGM *Passiflore*, ex-APL *Guatemala*, ex-Zim *Xingang*, ex-Cape *Henry*). IMO 8601410. Container ship, 2547 teu. Length 235 m, 14,158 t. Maltese flag. Classification society Det Norske Veritas. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Danaos Shipping (Greece). Detained in 2011 in Singapore. Sold for demolition in India. 435 \$ per ton.



HLL Baltic (ex-Apl *Costa Rica*, ex-Maersk *Dublin*, ex-Dragor *Maersk*). IMO 9105918. Porte-conteneur, 4565 teu. Length 292 m, 19,520 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hanseatic Lloyd Schiffahrt GmbH & Co (Germany). Detained in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in India. 425 \$ per ton including 250 t of bunkers.



Gulf of Suez, April 2012 © Michael Standen

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.



Independence (ex-CMA CGM *Vanille*, ex-MOL *Independence*, ex-Alligator *Independence*). IMO 8608585. Container ship, 3045 teu. Length 248 m, 15,361 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari SB. Owned by Danaos Shipping Co (Greece). Detained in 2000 in Charleston (United States), in 2001 in Rotterdam (Netherlands) and in 2002 in Charleston and Rotterdam again. Sold for demolition in India. 435 \$ per ton including a 44 t bronze working propeller.



Irenes Dream (ex-SCI *Vijay*, ex-Australia *Bridge*, ex-Australian *Endurance*). IMO 8913693. Container ship, 2668 teu. Length 232 m, 12,135 t. Cyprus flag. Classification society Lloyd's Register Of Shipping. Built in 1991 in Koje (South Korea) by Samsung. Owned by Tsakos Columbia Shipmanagement (TCM) SA (Greece). Detained in 2004 in Iran. Sold for demolition in India. 463 \$ per ton.



Port Phillip Heads (Australia), November 2011 © Lester Hunt

Maersk Madrid (ex-Peninsular Bay). IMO 8808628. Container ship, 4180 teu. Length 292 m, 19,400 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Unitized Ocean Transport Ltd (Greece). Sold for demolition in India. 461 \$ per ton.



Maersk Malacca (ex-MSC Malacca, ex-Munkebo Maersk, ex-Alsia). IMO 8904123. Container ship, 4000 teu. Length 294 m, 22,322 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2009 in Shenzhen (China). Sold for demolition in India. 452 \$ 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

Ming Chun. IMO 8501646. Container ship, 642 teu. Length 151 m, 4,924 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines (Singapore). Detained in 2000 in Busan (South Korea). Sold for demolition in China. 370 \$ per ton.



MSC Agata (ex-DAL Madagascar, ex-Seal Usaramo, ex-Sea Trade, ex-Usaramo). IMO 8119376. Container ship, 1346 teu. Length 174 m, 8,550 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Bremen (Germany) by Weser Seebeck. Owned by MSC- Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



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



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



MSC Brianna (ex-Neptune Jade). IMO 8410952. Container ship. 3187 teu. Length 245 m, 15,416 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2005 in Bremerhaven (Germany). Sold for demolition in India.



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.



MSC Imma (ex-*Princess Stefanie*, ex-*Jolly Avorio*, ex-*Prince Nicolas*, ex-

Cornelis Verolme). IMO 7925508. Container ship, 111 teu. Length 209 m,

11,624 t. Panamanian flag. Classification society Bureau Veritas. Built in

1983 in Hoboken (Belgium) by Boelwerf. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2001 in Lisbon (Portugal), in 2004 in Naples (Italy) and in 2005 in Las Palmas (Spain). Sold for demolition in India.



MSC Natalia (ex-*MSC California*, ex-*Vision*, ex-*Choyang Vision*, ex-*Neptune Garnet*). IMO 8410940. Container ship, 2966 teu. Length 244 m, 15,301 t.

Panamanian flag. Classification society Intermarine. Built in 1986 in Ulsan (South

Korea) by Hyundai. Owned by MSC - Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 454 \$ per ton.



MSC Normandie (ex-*New Challenge*, ex-*Dal Reunion*, ex-*Catherine Delmas*, ex-*Sea Commerce*, ex-*Usambara*, ex-*Victoria Bay*, ex-*Usambara*). IMO 8119388. Container

ship, 1346 teu. Length 174 m, 9,127 t. Panamanian flag. Classification society

Germanischer Lloyd. Built in 1983 in Bremen (Germany) by AG Weser. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 424 \$ per ton.



MSC Normandie arriving at Le Havre (France), November 2007 © Vladimir Knyaz

MSC Sena (ex-*Hyundai Pioneer*, ex-*MSC Pioneer*, ex-*P&O Nedlloyd Miami*, ex-*Hyundai Pioneer*). IMO 8511328. Container ship, 3014 teu. Length 244 m, 14,899 t.

Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South

Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2003 in Hong Kong (China). Sold for demolition in India.



MTT Penang (ex-*Tiger Stream*, ex-*Harmony*, ex-*Ym Hanoi*, ex-*Wild Eagle*,

ex-*Sinar Bitung*, ex-*Freeport*, ex-*Freeport Express*, ex-*Merchant*, ex-

Indiapendent Merchant, ex-*Alpha*, ex-*Contship America*, ex-*Ocean America*,

ex-*Wild Eagle*). IMO 8513766. Container ship, 1021 teu. Length 147 m, 4,656 t. Deflagged from

Malaysia to Tuvalu for her last voyage as *Penang*. Classification society Ships Classification Malaysia. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by MTT Shipping (Malaysia). Detained in 2001 in Singapore and in 2010 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Northern Honour (ex-*Kailua*, ex-*CMA CGM Capella*, ex-*Ville de Capella*, ex-*Northern Honour*). IMO 9104914. Container ship, 3538 teu. Length 240 m, 13,371 t. Liberian

flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea)

by Hyundai. Owned by NSB - Niederelbe Schifffahrts gmbH & Co KG (Germany). Detained in 2000 in Los Angeles (United States). Sold for demolition in Bangladesh.



Northern Reliance (ex-Kalani, ex-Indamex New York, ex-Contship Champion, ex-Northern Reliance, ex-Ville de Vela). IMO 9064865. Container ship, 3538 teu. Length 240 m, 13,344 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB - Niederelbe Schifffahrts gmbH & Co KG (Germany). Detained in 2012 in Dalian (China). Sold for demolition in India. 460 \$ 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**

Polonio (ex-Cap Polonio). IMO 8710962. Container ship, 1960 teu. Length 200 m, 13,282 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Lubeck-Siems (Germany) by Flenders. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 463 \$ per ton.



Port Said (ex-Port Said Senator, ex-DSR Port Said, ex-Northern Pleasure). IMO 9082362. Container ship, 1717 teu. Length 174 m, 7,740 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Reederei F Laeisz GmbH (Germany). Sold for demolition in India. 450 \$ per ton.



Pos Hong Kong (ex-Ana, ex-Maersk Ipanema, ex-P&O Nedlloyd Seattle, ex-Chesapeake Bay, ex-Santa Ana). IMO 9105126. Container ship, 3467 teu. Length 247 m, 14,788 t. German flag. Classification society Germanischer Lloyd. Built in 1995 in Lubeck-Siems (Germany) by Flender. Owned by Claus-Peter Offen GmbH & Co (Germany). Detained in 2012 in Ningbo (China). Sold for demolition in China en bloc with the *Santa Elena I*. 425 \$ per ton.



Prominence (ex-Providence, ex-Nordcloud). IMO 9080417. Container ship, 1684 teu. Length 179 m, 7,394 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Detained in 2000 in Genoa (Italy). Sold for demolition in India.



Renate Schulte (ex-CMA CGM *Oyapock* ; ex-Karthago, ex-Libra Houston, ex-Europa Express). IMO 9057147. Container ship, 1334 teu. Length 166 m, 6,822 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 1999 in Los Angeles (United States). Sold for demolition in India. 445 \$ per ton.



Saipan Skipper (ex-Argonaut, ex-Amaranta, ex-OOCL Accord, ex-Vida, ex-Amaranta). IMO 8027913. Container ship, 571 teu. Length 133 m, 4,041 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1981 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Hub Shipping (Malaysia). Sold for demolition in India.



Saipan Skipper approaching Hong Kong, August 2007 © Ivan Meshkov

Saipan Voyager (ex-Polynesia). IMO 7805837. Container ship. Length 162 m, 5,606 t. Malaysian flag. Classification society Bureau Veritas. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima ; jumboized in 1988 and lengthened from 137 to 162 m. Owned by Hub Shipping (Malaysia). Detained in 2011 in Saigon (Vietnam). Sold for demolition in India.



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 *Ismi*. 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.



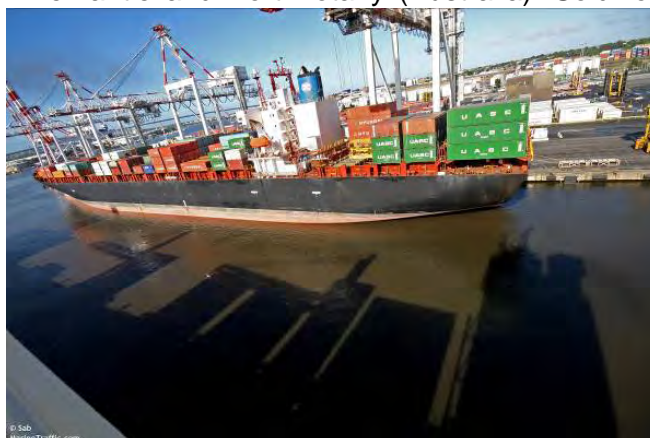
Santa Elena I (ex-MSC Johannesburg, ex-Santa Elena, ex-Maersk Rotterdam, ex-New York Senator, ex-Santa Elena). IMO 9113616. Container ship, 3467 teu. Length 246 m, 14,788 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Lubeck-Siems (Germany) by Flender. Owned by Reederei Claus-Peter Offen GmbH & Co (Germany). Sold for demolition in China en bloc with *Pos Hong Kong*. 425 \$ per ton.



Santa Monica (ex-NYK Seabreeze). IMO 9017020. Container ship, 3066 teu. Length 253 m, 15,913 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mihara (Japan) by Koyo DY Co. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2011 in Fremantle and Port Botany (Australia). Sold for demolition in Bangladesh.



In Melbourne (Australia), November 2011 © Sab



SCI Pride (ex-YM Milano, ex-MSK Pegasus, ex-Pegasus, ex-Maersk Livorno, ex-California Pegasus, ex-Yamaaki Maru). IMO 8707355. Container ship, 3114 teu. Length 249 m, 14,943 t. Greek flag. Classification society Det Norske Veritas. Built in 1988 in Ariake (Japan) by Hitachi Zosen. Owned by Danaos Shipping (Greece). Sold for demolition in India where she arrives as *Pride*. 444 \$ per ton.



Sea Navigator (ex-CMA CGM Maasai, ex-Indamex Mississippi, ex-Nauplius, ex-TNX Sprint, ex-Zim Brasil, ex-Energy, ex-Nauplius). IMO 9101522. Container ship, 1388 teu. Length 167 m, 6,830 t. Deflagged from Liberia to Comoros for her last voyage as *Navigator*. Classification society Germanischer Lloyd. Built in 1995 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Maritime Gesellschaft für Maritime Dienstleistungen mbH (Germany). Sold for demolition in India.



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

Seaways Venture (ex-Contaz Istanbul, ex-Nordbeach, ex-Abidjan Star, ex-X-Press Mumbai, ex-Lanka Aruna, ex-Nordbeach). IMO 8801369. Container ship, 1158 teu. Length 157 m, 6,648 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Wismar (Germany) by Mathias Thesen. Owned by Sabri Samirddhi (India). Detained in 2006 in Izmir (Turkey). Sold for demolition in Bangladesh.



Selma (ex-Cala Pinard el Rio, ex-Nordpol, ex-Indamex Taj, ex-Abidjan Star II, ex-Nordpol, ex-TNX Mercury, ex-Nordpol, ex-San Marino, ex-Nordpol). IMO 9057159. Container ship, 1354 teu. Length 166 m, 6,797 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Rederiet Hansen & Lange A/S (Denmark). Detained in 2009 in Melbourne (Australia). Sold for demolition in India.



Singapore Trader (ex-Eastern Glory, ex-Cape Arago, ex-Silver Sky, ex-Maersk Singapore, ex-Silver Sky, ex-Global Bahana). IMO 9041174. Container ship, 1066 teu. Length 164 m, 5,130 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by Mathias Thesen. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in India.



Sino West (ex-Safmarine Concord, ex-Zoe Delmas, ex-Concord, ex-CMBT Concord, ex-Hansa Concord, ex-Pol East, ex-Ville de Mars). IMO 8708543. Container ship, 1797 teu. Length 177 m. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Bremerhaven (Germany) by Seebeckwerft. Owned by Vasteast International (China). Sold for demolition in China



Stadt Berlin (ex-Mekong Sapphire, ex-Sea Land Mexico, ex-Stadt Berlin). IMO 9147203. Container ship, 1102. Length 146 m, 4,842 t. Pavillon Antigua-et-Barbuda. Classification society Germanischer Lloyd. Built in 1998 in Constanta (Romania) by Constanta SN. Owned by Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft mbH (Germany). Detained in 2011 in Puerto Cabello (Venezuela). Sold for demolition in China.



Stadt Hamburg (ex-CMA CGM Ivory, ex-Fas Gulf, ex-*Stadt Hamburg*, ex-Pelor, ex-*Stadt Hamburg*, ex-Cala Pilar, ex-*Stadt Hamburg*). IMO 9147198. Container ship, 1102 teu. Length 147 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1998 in Constanta (Romania) by Santierul Naval Constanta. Owned by Thien & Heyenga Bereederungs und Befrachtungsgesellschaft mbH (Germany). Detained in 2012 in Kolkata (India). Sold for demolition in Xiasha, China.



Sunset Bay (ex-Ningbo Star, ex-Cape Nati, ex-Tiger Island, ex-Sea Land Mediterranean, ex-Cape Nati). IMO 9134579. Container ship, 1504 teu. Length 175 m, 8,011 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Shipyard. Owned by NSC Schiffahrtsgesellschaft mbH & Cie KG (Germany). Detained in 1999 in Piraeus (Greece) and in 2003 in Hong Kong. Sold for demolition in China. 408 \$ per ton.



Tenora (ex-Terra Lumina, ex-La Linda). IMO 9060261. Container ship, 1304 teu. Length 184 m, 7,625 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Victoria Oceanway (Greece). Sold for demolition in Bangladesh.



Van Amazonas (ex-CCNI Amazonas, ex-Concord Bridge). IMO 9172569. Container ship, 3484 teu. Length 275 m, 17,548 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari. Owned by Northstar Ship Management Ltd (China). Sold for demolition in Bangladesh. 465 \$ per ton.

White Sea (ex-Rialto Bridge, ex-Safmarine Kimley, ex-Sea-Land Mistral). IMO 9125592. Container ship, 3681 teu. Length 245, 14,985 t. Deflagged from Malta to Togo for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by NSB - Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2000 in Rotterdam (Netherlands), in 2004 and 2005 in Naples (Italy), in 2007 in Port Said (Egypt) and in 2012 in Singapore. Sold for demolition in Bangladesh where she arrived as *Seal*.



Xin She Kou (ex-River Crystal, ex-Providence Bay). IMO 8026086. Container ship, 1944 teu. Length 216 m, 12,697 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Emden (Germany) by Thyssen Nordseewerke. Owned by China Shipping Container Lines (China). Sold for an unknown destination of demolition.



Reefer

Al Moshtaree (ex-Linares, ex-Atlantic Universal). IMO 8211459. Reefer. Length 150 m, 8,489 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by London Ship Managers Ltd (United Kingdom). Detained in 2010 in Saint Petersburg. Sold for demolition in India.



Al Moshtaree in Storebælt (Denmark), May 2010 © Al Khobar

Da Bak Sol (ex-Pyongyang 813, ex-Shong Chong Gang). IMO 8882155. Reefer used as fish carrier. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in North Korea by Bongdae Boiler Yard. Owned by Magnolia MGA Shipping (North Korea). Detained in 2002 in Hong Kong, in 2004 in Lianyungang (China), in 2006 in Bremen (Germany) and Bangkok (Thailand) and in 2012 in Natal (Brazil). Sold for demolition in Jiangyin, China.



Neerlandic. IMO 8411504. Reefer. Length 110 m. Antigua & Barbuda flag.



Classification society Bureau Veritas. Built in 1985 in Waterhuizen (Netherlands) by Van Diepen. Owned by Thien & Heyenga Bereederungs (Germany). Detained in 2004 in Novorossiysk (Russia), in 2009 in Alexandria (Egypt), in 2009 in Larnaca (Cyprus) and in 2012 in Harlingen (Netherlands). Sold for demolition in Turkey.



Neerlandic in Emden (Germany), July 2009 © Rene Keuvelaar

Otomar Oshkaln. IMO 7306544. Reefer. Length 120 m, 4,289 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gdansk (Poland) by Gdanska Lenina. Owned by Pacific Reefer Shipping Co (Russia). Sold for demolition in China.



Otomar Oshkaln, near Vladivostok (Russia), August 2012 © Vitali / Shipspotting

Tanker

Al Jibal (ex-Haekap Pusan, ex-Blue Ocean n°2). IMO 8214853. Tanker. Length 98 m, 2,324 t. Saudi Arabian flag. Classification society Bureau Veritas. Built in 1982 in Anan (Japan) by Shinham Dockyard. Sold for demolition in Pakistan.

Basker Spirit (ex-Navion Basker, ex-Nordic Yukon, ex-Wilma Yukon, ex-Wilomi Yukon). IMO 9002386. Tanker. Length 244 m, 18,719 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Dalian (China) by Dalian New SB HI Co. Owned by Teekay Shipping (Canada). Sold for demolition in Bangladesh where she arrived as *Eros*.

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**

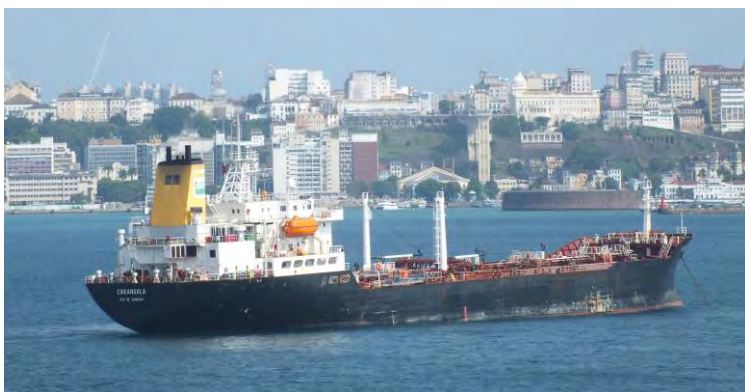
Bicas. IMO 8124008. Tanker. Length 243 m, 16,380 t. Brazilian flag. Classification society Lloyd's Shipping Register. Single hull ship built in 1985 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio for demolition in Pakistan. 345 \$ per ton including 200 t of bunkers.

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



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

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



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

Carangola anchored off Salvador de Bahia (Brazil) November 2012 © **Fábio Serra Werneck**

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



Carioca, in Rio de Janeiro (Brazil), July 2005 © Torleif Klokset

Da Qing 94. IMO 9019846. Tanker. Length 227 m. Chinese flag. Classification society China Classification Society. Single hull ship built in 1994 in Shanghai (China) by Hudong Shipyard. Owned by Ningbo Marine Company Ltd (China). Detained in 2001 in Mizushima (Japan). Sold for demolition in Jiangyin, China.



Faith IV (ex-Argo Asia). IMO 8316235. Tanker. Length 229 m, 12,982 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Mihara (Japan) by Koyo Dock. Owned by Link Marine (Singapore). Detained in 2001 in Dunkirk (France), in 2005 in Tees (United Kingdom) and in 2011 in Cochin (India). Sold for demolition in Pakistan. 435 \$ per ton.



Feng Lin Wan (ex-Maersk Virtue). IMO 8618164. Tanker. Length 243 m, 16,391 t. Chinese flag. Classification society China Classification Society. Double-sided ship built in 1988 in Chiba (Japan) by Mitsui. Owned by China Shipping Development (China). Sold for demolition in China. 396 \$ per ton.

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 additional 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 (ex-Kaimon). IMO 9001368. Tanker VLCC. Length 323 m, 39,205 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Sasebo (Japan) by Sasebo H.I. Owned by Syncro Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 453 \$ per ton.

G. Glory in Yeosu (South Korea), October 2012

© Jojek / Vesseltracker



Hai Linh 06 (ex-Binh Minh 4, ex-Nha Trang 16, ex-Tan Binh, ex-Nisshin, ex-Tan Binh Nisshin, ex-Minx, ex-Wakayu Maru). IMO 7046508. Tanker. Length 94 m, 2,210 t. Vietnamese flag. Classification society Vietnam Shipping Register. Built in 1970 in Imabari (Japan) by Nishi Zosen. Owned by Hai Linh (Vietnam). Detained in 2008 in Zhuhai (China). Sold for demolition in India. 410 \$ per ton.



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



Jag Parwar (ex-Louise). IMO 8706820. Tanker. Length 175 m, 7,438 t. Indian flag. Classification society American Bureau of Shipping. Double-sided ship built in 1988 in Kudamatsu (Japan) by Kasado Dock. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan where she arrived as *Arwa*. 433 \$ per ton.



Gadani, April 30 2013 © Shahid



Kingsway (ex-Genmar Honour, ex-Erati). IMO 8902606. Tanker. Length 271 m, 23,104 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Setubal (Portugal) by Solisnor Estaleiros Navais. Owned by Tanker Pacific (Singapore). Sold for demolition in Pakistan.



Kingsway in Gadani, April 23rd 2013 © Shahid



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

© Nils Koch



Marlin (ex-Marlim, ex-AOG Marlin, ex-AOG-Marlin, ex-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 Skibsværft. 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.



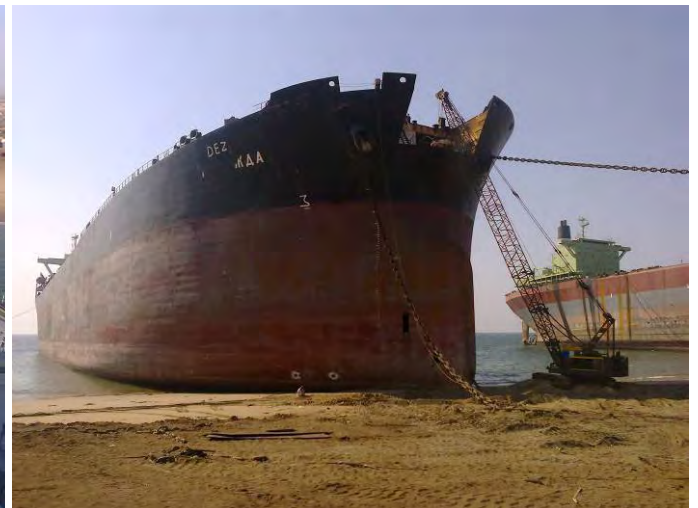
Mayfair (ex-Magdala). IMO 9077862. Tanker VLCC. Length 332 m, 42,703 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Okpo (South Korea) by Daewoo. Owned by Thome Ship Management Pte (Singapore). Sold for demolition in Pakistan. 448 \$ per ton.

Mayfair being demolished in Gadani (Pakistan)
© AJF Asadaf

Melodie (ex-Wawasan Murni, ex-Fearless, ex-Teodorico, ex-Osco Anne, ex-Osco Sun, ex-Bejaia, ex-Messiniaki Proodos). IMO 7389778. Tanker. Length 171 m, 7,210 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Oskarshamn (Sweden) by Oskarshamnsvarvet. Owned by Akron Trade & Transport (United Arab Emirates). Single hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Pakistan.

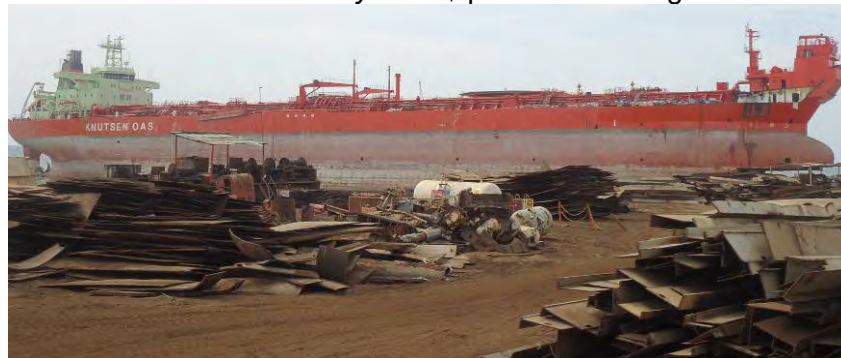


Nadezhda (ex-Almudaina). IMO 8915809. Tanker. Length 273 m, 24,512 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1993 in Puerto Real (Spain) by AESA. Owned by Murmansk Shipping Co (Russia). Detained in 2008 in Quanzhou (China). Sold as is in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



February 2013, *Nadezhda* / *Dez* being beached for demolition in Gadani (Pakistan) © Shahid

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



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



Napa 1 (ex-Napa, ex-Napo). IMO 7925041. Tanker. Length 176 m, 8,040 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1981 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Shipmate Pte Ltd (Singapore). Detained in 2000 in Long Beach (United States) and in 2011 in Yantai (China). Sold for demolition in China. 392 \$ per ton.



National (ex-Dasman, ex-Satsuma). IMO 9046332. Tanker used as a floating storage. Length 332 m, 32,832 t. United Arab Emirates flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1993 in Tsu (Japan) by NKK. Owned by FAL Shipping (United Arab Emirates). Sold for demolition in Pakistan. 450 \$ per ton.

Niala (ex-Rala, ex-Charalabos A, ex-Stavanger Breeze, ex-Yuyo Breeze). IMO 8313128. Tanker. Length 181 m, 7,727 t. Togolese flag. Classification society Det Norske Veritas. Double-sided ship built in 1985 in Onomichi (Japan) by Onomichi Zosen. Owned by Tomini Ship Management (Pakistan). Detained in 2000 in Zhanjiang (China). Sold for demolition in Pakistan.



Omvati Prem (ex-Lochness). IMO 8719231. Tanker. Length 247 m, 18,599 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by Mercator Ltd (India). Detained in 2011 in Khark Island (Iran). Sold for demolition in Bangladesh. 442 \$ per ton.



Omvati Prem in New Mangalore (India), April 2012
© **Pete Roberts**

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



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

Papudo (ex-*Antiparos*). IMO 9045388. Tanker. Length 243 m, 15,969 t. Chilean flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Kerch (Ukraine) by Zaliv. Owned by Sociedad Nacional Maritima SA (Chile). Detained in 1998 in Quebec City (Canada). Sold as is in Chile for demolition in India. 341 \$ per ton.



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



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

Providence (ex-*Severomorsk*, ex-*Petroskald*, ex-*Oktella*). IMO 7915826 Tanker. Length 167 m, 9,613 t. Nigerian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Genesis Worldwide Shipping (Nigeria). Sold for demolition in India.



Queens Way (ex-*Genmar Conqueror*, ex-*Inago*). IMO 8902618. Tanker FSO. Length 271 m, 23,128 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1993 in Setubal (Portugal) by Solisnor. Owned by Tanker Pacific Offshore (Singapore). Detained in 2006 in Quanzho (China). Sold for demolition in Pakistan. 450 \$ per ton.



Remi (ex-*Vanguard Viking I*, ex-*Gaetano d'Alesio*, ex-*Wilomi Eira*). IMO 8901626. Tanker. Length 240 m, 16,760 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Dalian (China) by Dalian Shipyard. Owned by Eurotankers Inc (Greece). Sold for demolition in Bangladesh.



River 21 (ex-*River Venta*, ex-*Afrapearl*, ex-*NOL Pavo*, ex-*Neptune Pavo*). IMO 7929310. Tanker FSO (floating storage). Length 251 m, 13,960 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Doehle Danautic India Pvt Ltd (India). Sold for demolition in Pakistan.



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



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

Selin K (ex-*Celtic Wind*, ex-*Mirza*, ex-*Gelovani*, ex-*Marshal Gelovani*). IMO 8522640. Tanker. Length 179 m, 9,680 t. Turkish flag. Classification society Det Norske Veritas. Double hull ship built in 1986 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Anadolu Uluslararası (Turkey). Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Turkey. 310 \$ per ton.



Chemical tanker



Namhae Pioneer II. IMO 9036557. Chemical tanker. Length 92 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Kure (Japan) by Imamura. Owned by HAS Management Co Ltd (South Korea). Sold for demolition in Jingjiang, China.



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

Neoblue (ex-*Gaja Green*, ex-*Inge*, ex-*Toshiwa Maru*). IMO 8105545. Chemical tanker. Length 105 m, 2,281 t. South Korean flag. Classification society Korean Register of Shipping. Double hull ship built in 1981 in Imabari (Japan) by Asakawa. Owned by Greensco Corp (South Korea). Sold for demolition in China.

Oriental Swan (ex-*Sun Daisy*, ex-*Ocean Queen*, ex-*Sun Winner*, ex-*Highland Spirit*, ex-*Thalia*, ex-*Cape Spirit*, ex-*Stainless Mariner*, ex-*Shoun Venture*). IMO 8419063. Chemical tanker. Length 115 m. Sierra Leone flag. Classification society Sing Loyd. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Detained in 2005 in Jiangyin (China). Sold for demolition in Xinhui, China.



Sulphur Global. IMO 9124938. Chemical tanker. Length 124 m, 3,667 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Akitsu (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). Detained in 2003 in Yokohama (Japan). Sold for demolition in India.

Gas tanker

BW Havlys (ex-Bussewitz). IMO 8105052. Gas tanker. Length 157 m, 7,220 t. Liberian flag. Classification society Germanischer Lloyd Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by BW Gas A/S (Norway). Sold for demolition in Turkey.



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

Donau (ex-Gaz Nordsee, ex-Donau). IMO 8414178. Gas tanker. Length 183 m, 13,059 t. Belgian flag. Classification society Bureau Veritas. Built in 1985 in Papenburg (Germany) by Jos.L.Meyer. Owned by Exmar Marine NV (Belgium). Sold for demolition in India.



Galeomma (ex-Arzew, ex-El Paso Arzew). IMO 7391202. Gas tanker. Length 289 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Newport News (United States) by Newport News Shipbuilding. Owned by Shell Tankers (United Kingdom). Sold for demolition in Youshan, China.



LNG Delta (ex-Southern, ex-El Paso Southern). IMO 7391197. Gas tanker. Length 288 m. Isle of Man flag. Classification society Bureau Veritas. Built in 1978 in Newport News (United States) by Newport News SB. Owned by Shell International Trading & Shipping Co Ltd - STASCO (United Kingdom). Sold for demolition in China.



Marigold (ex-Formosagas n°3, ex-Gowell Gas, ex-Caribbean Venture). IMO 8419805. Gas tanker. Length 107 m, 2,786 t. Thai flag. Classification society Bureau Veritas. Built in 1985 in Uwajima (Japan) by Miyoshi SB. Owned by Gold Ship Line Co Ltd (Thailand). Detained twice in 2000 in Nantong (China), in 2002 in Shanghai (China), in 2009 in Ulsan (South Korea), in 2010 in Gwangyang (South Korea), in 2011 in Maoming (China) and in 2012 in Gwangyang (South Korea). Sold for demolition in Bangladesh.



Yara Gas I (ex-Hydrogas, ex-Este). IMO 7711892. Gas tanker. Length 72 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1977 in Hamburg (Germany) by Norderwerft. Owned by Larvik Shipping AS (Norway). Sold for demolition in Denmark.



Yara Gas I in Vlissingen (Netherlands), March 2013 © Yazee / Shipspotting

Combined carrier / OBO (Ore / Bulk / Ore)

Hua Di (ex-Pan Chinese n°1, ex-Gulf Riyad, ex-*Probo Bear*, ex-*Probo Bangor*). IMO 8405854. Combined carrier (OBO). Length 183 m, 14,619 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 2008 in Contrecoeur (Canada). Sold for demolition in China by Taizhou Weiye Scrapping & Rolling Co Ltd. 395 \$ per ton. Sistership of *Hua Wen* (see below), the ex-*Probo Koala*.



Hua Wen (ex-*Hua Feng*, ex-*Gulf Jash*, ex-*Probo Koala*, ex-*Probo Baoning*). IMO 8309816. Combined 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](http://Ship-breaking.com) ».



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



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

Rip Hudner (ex-*Sibonancy*). IMO 9077111. Combined carrier (OBO). Length 247 m, 16,825 t. Deflagged from Bahamas to Panama for her last voyage as *Sino 6*. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B & W Skibsværft. Owned by B+H - Equimar Singapore Pte Ltd Manager (Singapore). Sold for demolition in Pakistan. 431 \$ per ton.



Searose G (ex-*Sibonata*). IMO 9050096. Combined carrier (OBO). Length 247 m, 16,825 t. Bahamian flag. Classification society Det Norske Veritas . Built in 1994 in Copenhagen (Denmark) by B&W Skibsværft. Owned by B + H Equimar (Singapore). Sold for demolition in Pakistan. 435 \$ per ton.



March 26, 2013, Gadani © Shahid



Victory 8 (ex-*Alkman*, ex-*Front Hawk*, ex-*OBO Hawk*, ex-*Nor OBO 8*, ex-*Siksita*, ex-*Jaguar*). IMO 8106771. Combined carrier (OBO). Length 226 m, 13,781 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1985 in Imari (Japan) by Namura. Owned by Brother Marine Company Limited (Hong Kong, China). Detained in 2003 in Trieste (Italy). Sold for demolition in China. 400 \$ per ton.

Ro Ro

Al Hussein. IMO 8318116. Ro Ro. Length 117 m, 3,502 t. Egyptian flag. Classification society Germanischer Lloyd. Built in 1985 in Lübeck (Germany) by Schlichting Werft. Owned by Egyptian Navigation Co (Egypt). Detained in 2001 in Genoa (Italy), in 2006 in Koper (Slovenia), in 2007 in Ortona (Italy), in 2009 in Sète (France) and in 2012 in Mersin (Turkey). Sold for demolition in India. 410 \$ per ton.



Al Hussein berthed at Norte dock, Sagunto Port (Spain), January 2013 © Manuel Hernández Lafuente

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.



Cagliari (Italy), September 2007© www.egidioferrighi.com

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.



Delfino Grigio in Marina Di Carrara (Italy), October 2012 © Maciek Gogalinski

Fesco Gavriil (ex-*Gavriil Kirdishchev*). IMO 7642493. Ro Ro. Length 140 m, 6,000 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Saint Petersburg (Russia) by A.Zhdanov. Owned by FESCO (Russia). Sold for demolition in Jiangyin, China.



Fesco Gavriil, Yokohama (Japan), July 2010 © west-jp / Shipspotting

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 © Emmanuel Bonici - January 2013



Patricia B © Sélim Sam - February 2013

RG 1 (ex-*Kahleberg*). IMO 8306577. Ro Ro. Length 140 m, 6,267 t. Finnish flag. Classification society Germanischer Lloyd. Built in 1983 in Wismar (Germany) by Mathias Thesen. Owned by RG Line (Finland). Sold for demolition in Grenaa, Denmark, by Fornæs Ship Breaking Yard



RG 1 in Vaasa (Finland), December 2011 © Captain Ted

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



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



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



Seaboard Intrepid in Miami (United States), July 2008 © **Jamie James**

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.



Interboard, 11 April 2013, Suez canal © **Bengt-Rune Inberg**

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 additionnal payment for bunkers.

Wloclawek. IMO 8302313. Ro Ro. Length 147 m, 7,656 t. Maltese flag.

Classification society Polish Register of Shipping. Built in 1989 in Gdynia (Poland) by Komuny Paryskiej shipyard. Owned by Pol-Euro Shipping Lines PLC-SA (Poland). Sold for demolition in India.



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

Bulk carrier

Achilles I (ex-*Achilles*, ex-*China Mountain*, ex-*Fortune Peace*, ex-*Lilas*, ex-*Iris*, ex-*Sanko Iris*). IMO 8308862. Bulk carrier. Length 185 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi Zosen. Owned by White Sea Navigation (Greece). Detained in 2012 in Rio Grande (Brazil). Sold for demolition in Jiangyin, China.



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



Ahmed Junior I (ex-*Ahmad Junior 1*, ex-*Arkaan*, ex-*Global Adventure*, ex-*Cielo Bonita*, ex-*Geralia*). IMO 8222056. Bulk carrier. Length 160 m, 5,719 t. Deflagged from Panama to Comoros for her last voyage as *June*. Classification society Panama Marine Survey and Certification Services. Built in 1982 in Onishi, (Japan) by Shin Kurushima. Owned by Rayah Maritime Services Group (Syria). Detained in 2009 in Bangkok (Thailand) and Visakhapatnam (India), in 2010 in Motril (Spain) and in 2011 in Safi (Morocco). Sold for demolition in Mumbai, India.



Al Dhabbiyah. IMO 8100442. Built originally like her sistership *Arzanah* (see below), as a product tanker; both vessels were later converted into double hull bulk carriers and equipped with cranes in 2010 by the Turkish shipyard Gemak, in Tuzla, « to extend their useful life » pretended then their shipowner Abu Dhabi National Tanker Company (Adatco). They were notably used as sulphur ore carriers. Length 178 m, 9.940 t. Deflagged from United Arab Emirates to Comoros for her last voyage as *Abida*. Classification society Det Norske Veritas. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Abu Dhabi National Tanker (United Arab Emirates). Sold for demolition in Pakistan.



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



Abida in Gadani (Pakistan), April 2013 © Shahid

Al Qawiyyu (ex-*Jin LI*, ex-*Neptune Sehinus*). IMO 8103315. Bulk carrier. Length 187 m, 7,604 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Sea Lion Ship Management Private Ltd. (India). Sold for demolition in India. 426 \$ per ton including 200 t of bunkers.

Albus (ex-*Armelle*, ex-*Libranave II*). IMO 8126379. Bulk carrier. Length 166 m, 6,869 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Niteroi (Brazil) by CCN Maua. Owned by Ibus Denizcilik Ltd (Turkey). Detained in 2012 in Suez (Egypt). Sold for demolition in Bangladesh. 435 \$ per ton.



Alexis (ex-*Bold Champion*, ex-*Linda K*, ex-*Ocean Crony*). IMO 8107593.

.Bulk carrier. Length 183 m. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Tomasos Brothers (Greece). Detained in 2005 in Naples (Italy). Sold for demolition in Jiangyin, China.



Alfa Mare (ex-*Pontoporos*). IMO 8318609. Bulk carrier. Length 180 m, 6,602 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Muroran, (Japan) by Hakodate Dock. Owned by Perseas Shipping (Greece). Detained in 2002 in Bell Bay (Australia), in 2004 in Naples (Italy), in 2006 in Casablanca (Morocco) and in 2010 in Aliaga (Turkey). Sold for demolition in Jiangyin, China.



Alimar (ex-*Amphyon*, ex-*Grischuna*). IMO 8407890. Bulk carrier. Length 225 m, 11,150 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Ormos Compania Naviera SA (Greece). Detained in 2010 in Geelong (Australia). Sold for demolition in India.



Alma Ata. IMO 8513132. Bulk carrier. Length 249 m, 15,583 t. Turkish flag. Classification society American Bureau of Shipping. Built in 1999 in Pendik (Turkey) by Turkiye Gemi. Owned by Deniz Nakliyatı AS (Turkey). Detained in 2012 in Bilbao (Spain). Sold for demolition in India. 440 \$ per ton including 450 t of bunkers.



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 Donghae (South Korea) and in 2011 in Port Adelaide (Australia). Sold by her Egyptian shipowner to the Turkish Feniks Denizcilik Ltd Sti just prior to her departure for demolition in Bangladesh. 410 \$ per ton.



Anatoliy Lyapidevski. IMO 8416554. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Sold for demolition in Jiangyin, China.



Arzanah. IMO 8100454. Ex tanker converted into a bulk carrier (see *Al Dhabbiyah* above, her sistership). Length 178 m. Deflagged from United Arab Emirates to Comoros for her last voyage as *Arz*. Classification society Det Norske Veritas. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Emirates Shipping Co LLC (United Arab Emirates). Sold for demolition in Pakistan.



Arzanah / Arz, 2013 © **Shahid**



Asphodel (ex-*Yamaska*, ex-*Vamand Wave*). IMO 8316467. Bulk carrier. Length 180 m, 6,352 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by Ocean Trust Co Ltd (Japan). Detained in 1999 in Thunder Bay (Canada), in 2000 in Antwerp (Belgium), in 2004 in Newcastle (Australia) and in 2006 in Ghent (Belgium). Sold for demolition in Bangladesh. 435 \$ per ton, including full spares, a bronze propeller and 200 t of bunkers.



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



Atlas Sun (ex-*Oinoussian Strength*). IMO 8412106. Bulk carrier. Length 225 m, 11,214 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Doonam Shipping Co Ltd (South Korea). Detained in 2004 in Montoir (France) and in 2007 in Newcastle (Australia). Sold for demolition in China.



Attribute (ex-*Iran Dastghayb*). IMO 8309593. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong to Comoros for her last voyage as *Blue*. Classification society Union Marine Classification Society. Built in



1984 in Okpo (South Korea) by Daewoo. Owned by Seereederei Baco-Liner GmbH (Germany). Detained in 2009 in Amsterdam (Netherlands). Sold for demolition in India.

Attribute, Rotterdam (Netherlands) July 2009 © **Bakker**.

Avramit (ex-BJ Queen, ex-Jupiter Charm, ex-Chap Bulker, ex-Cosmoway, ex-Ace Accord). IMO 8403143. Bulk carrier. Length 167 m, 5,613 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Ak Gemi Tasimacilik (Turkey). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



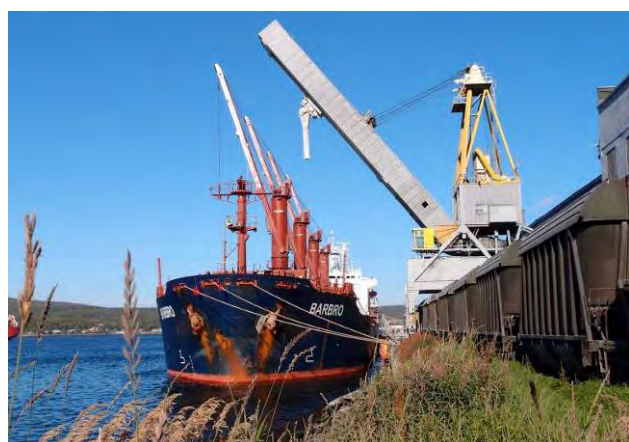
Avramit ready to leave Saint Petersburg (Russia)
© Bengt-Rune Inberg



Bao Chang Hai (ex-Castillon de San Juan, ex-Doceserra). IMO 8510922. Bulk carrier. Length 290 m, 23,571 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Oita (Japan) and in 2002 in Dampier (Australia). Sold for demolition in Bangladesh. 430 \$ per ton.



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 (ex-Alam Sejahtera, ex-Olympic Dignity). IMO 8307686. Bulk carrier. Length 183 m, 6,575 t. Maltese flag. Classification society American Bureau Of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Franco Naviera (Greece). Detained in 2002 in Vancouver (Canada) and in 2008 in Rotterdam (Netherlands). Sold for demolition in India. 408 \$ per ton.



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

Bet Commander (ex-Celigny, ex-Donau Ore, ex-Wah Shan). IMO 9006186. Bulk carrier. Length 270 m, 18,456 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Universal Overseas Shipmanagement (Singapore). Detained in 2007 in Aabenraa (Denmark), in 2009 in Newcastle (Australia) and in 2011 in Tarragona (Spain). Sold for demolition in Pakistan. 425 \$ per ton.



March 26, 2013 in Gadani © Shahid



Bogasari Lima (ex-Goldensari III). IMO 8114455. Bulk carrier. Length 192 m, 8,445 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Samudera Sukses Makmur (Indonesia). Detained in 2005 in Melbourne (Australia). Sold for demolition in Bangladesh.



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

Brigg (ex-Bright Eagle, ex-Ist, ex-Azucena, ex-Nymphae, ex-Nissho Maru). IMO 8024923. Bulk carrier. Length 160 m, 5,659 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by JSC Korablestroitel (Russia). Detained in 2011 in Rotterdam (Netherlands) and Bandar Abbas (Iran) and in 2012 in Gwangyang (South Korea). Sold for demolition in Bangladesh.



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



Chang Hang Jiang He (ex-Jin, ex-Jin Ji Ling). IMO 8415031. Bulk carrier. Length 164 m. Chinese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by CSC Phoenix Co Ltd (China). Detained in 1998 in London (United Kingdom) and Kalundborg (Denmark), in 2000 in Novorossiysk (Russia) and in 2002 and 2003 in Hong Kong. Sold for demolition in China.



Countess C (ex-Maria N.M., ex-Maria No.M., ex-Monarch, ex-Muli-Purpose 2, ex-Kiukiang Career). IMO 8109113. Bulk carrier. Length 188 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Toyama (Japan) by Nipponkai. Owned by Way East Shipping (Taiwan). Detained in 2002 in Chennai (India) and Vancouver (Canada), in 2005 in Jiangyin (China), in 2006 in Cape Canaveral (United States), in 2010 in Cochin (India) and in 2011 in Zhenjiang (China). Sold for demolition in Jiangyin, China.



Doxa D (ex-Nea Doxa, ex-Alberta). IMO 8120741. Bulk carrier. Length 188 m, 6,894 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Baru Delta Maritime Inc (Greece). Detained in 2004 in Birkenhead (United Kingdom). Sold for demolition in Pakistan. 440 \$ per ton including 150 t of bunkers and full spares.



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

Duhallow. IMO 9043469. Bulk carrier. Length 266 m, 16,035 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 415 \$ per ton.



El Kef. IMO 8021139. Bulk carrier. Length 183 m, 6,824 t. Tunisian flag. Classification society Bureau Veritas. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Compagnie Tunisienne de Navigation-COTUNAV (Tunisia). Detained in 2007 in Tuapse (Russia) and in 2011 in Damietta (Egypt). Sold for demolition in India.



El Kef in Sfax (Tunisia), February 2012 © Yevgenii

Elleair Taio. IMO 8507224. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by Pegasus Maritime Co Ltd (Japan). Detained in 2007 in Belfast (United Kingdom) and in 2012 in Royal Portbury (United Kingdom). Sold for an unknown destination of demolition.

Elver (ex-*Cinchona*, ex-*Green Ocean*). IMO 8504698. Bulk carrier. Length 177 m, 7,402 t. Cyprus flag. Classification society Bureau Veritas. Built in 1985 in Saiki (Japan) by Usuki Tekkosho. Owned by Dalnave Navigation Inc (Italy). Detained in 2004 in Kwinana (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



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

Energy (ex-*Ocean Energy*, ex-*Arteaga*). IMO 8716370. Bulk carrier. Length 275 m, 24,450 t. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Puerto Real (Spain) by AESA. Owned by PT Arpeni Pratama Ocean Line Tbk (Indonesia). Sold for demolition in Bangladesh.



F Duckling (ex-*First Jupiter*). IMO 9135042. Bulk carrier. Length 289 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Taiwan Maritime Company - TMT Co Ltd (Taiwan). Detained in 2008 in Newcastle (Australia). Sold for demolition in Xinhui, China.



Fareast Star (ex-*Union Confidence*, ex-*Clipper Dream*, ex-*Portoroz*). IMO 8207226. Bulk carrier. Length 152 m, 5,271 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1986 in Pula (Croatia) by Uljanik. Owned by Jiangsu Fareast Shipping Co Ltd (China). Sold for demolition in China. 380 \$ per ton.

FGM Admiral (ex-*FGM Europe*, ex-*Voyager II*, ex-*Myrto*, ex-*Batalion Czwartakow*). IMO 8313972. Bulk carrier. Length 195 m, 8,886 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by FGM Chartering (Greece). Detained in 2000 in Hull (United Kingdom), in 2010 in Piraeus (Greece) and in 2011 in Varna (Bulgaria) and Aqaba (Jordan). Sold for demolition in India. 412 \$ per ton.



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

Flag Seaman (ex-*Oinoussian Seaman*). IMO 8412120. Bulk carrier. Length 225 m, 11,180 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Golden Union Shipping Co SA (Greece). Detained in 2005 in Dunkirk (France). Sold for demolition in Pakistan.



Free Sky (ex-*Great Ocean*, ex-*Ismini*, ex-*Kite*, ex-*London Enterprise*, ex-*Nestor*). IMO 8020288. Bulk carrier. Length 219 m. Panamanian flag. Classification society RINA. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Five Ocean Maritime Services Co Ltd (China). Detained in 2001 in Québec (Canada) and in 2006 in Come by Chance (Canada). Sold for demolition in China.



Front Guider. IMO 9002740. Bulk carrier. Length 285 m, 23,509 t. Singapore flag.



Classification society Lloyd's Register of Shipping. Ex OBO built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Frontline Management (Norway). Detained in 2001 in Trieste (Italy) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh.

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

Fu Xiang (ex-*De Shan*, ex-*Iguana*, ex-*Millenium Leader*, ex-*LT Pragati*, ex-*Moleson*). IMO 8312710. Bulk carrier. Length 183 m, 7,609 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Jia Ming Shipping Management Co Ltd (China). Sold for demolition in Bangladesh. 410 \$ per ton.



Global Nature (ex-*Global Oji*) IMO 9157325. Bulk carrier. Length 200 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Maizuru (Japan) by Hitachi Zosen. Owned by NYK Line (Japan). Sold for demolition in Turkey.

Globe Bright (ex-*Vitatrader*, ex-*NOL Altair*, ex-*Neptune Altair*). IMO 8103482. Bulk carrier. Length 225 m, 10,412 t. Hong Kong flag. Classification society RINA. Built in 1983 in Oppama (Japan) by Sumitomo HI. Owned by COSCO (China). Sold for demolition in Jiaojang, China. 390 \$ per ton.

Green Ocean (ex-*Jin Ocean 1*, ex-*Santa Maria I*, ex-*Anny P*, ex-*Amapola*, ex-*Asuka*). IMO 8402967. Bulk carrier. Length 230 m, 11,953 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2008 in Tianjin (China) and in 2012 in Guangzhou (China). Sold for demolition in China. 390 \$ per ton.



Guloya (ex-*Red Moon*, ex-*Captain Daniel*, ex-*Rognes*, ex-*General Aquino*, ex-*Rognes*). IMO 7382718. Bulk carrier. Length 104 m. Moldovan flag. Classification society Turk Loydu. Built in 1972 in Haugesund (Norway) by Lothe. Owned by Gokalp Denizcilik Sanayi (Turkey). Detained in 2001 in Larvik (Norway), in 2002 in Cardiff (United Kingdom), in 2005 in Samsun (Turkey), in 2007 in Augusta (Italy), in 2008 in Alicante (Spain), Palma de Mallorca (Spain) and Pozzalo (Italy) and in 2009 in Sevastopol (Ukraine). Sold for demolition in Turkey.



Guoyuan 5 (ex-*Chios Gem*, ex-*Alpha Gemini*, ex-*Ios*). IMO 8401377. Bulk carrier. Length 221 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Shanghai Fujian Guohang Ocean Shipmanagement Co Ltd (China). Sold for demolition in Xinhui, China.

Haci Ali Sari (ex-*Santa Maria*, ex-*Kyzikos*, ex-*Korean Topaz*). IMO 7720738. Bulk carrier. Length 151 m, 5,287 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by T & O Denizcilik Ltd Sti (Turkey). Detained in 2008 in Monfalcone (Italy) in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 417 \$ per ton.



Hai Chang (ex-*Jag Roopa*, ex-*Rubin Lotus*, ex-*Nova Eagle*). IMO 8410562. Bulk carrier. Length 188 m, 7,333 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Ocean Longevity Shipping (Hong Kong, China). Detained in 1999 in San Francisco (United States). Sold for demolition in China. 390 \$ per ton.



Hai Chang, in Santiago de Cuba, October 2004 © Billy / Marinetrtraffic

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



Hangang Elite (ex-Skyway, ex-Genmar Spartiate, ex-Bruce Smart). IMO 8902656. Tanker converted into an ore carrier in 2006. Length 298 m, 25,328 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rio de Janeiro (Brazil) by Ishibras. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Pakistan. 448 \$ per ton.



Hangang Elite, April 23, 2013 © **Shahid**

Hao Da (ex-Ileana, ex-General Berling). IMO 8325884. Bulk carrier. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Hebei Shipping Co Ltd (China). Detained in 2000 in Newcastle (United Kingdom) and in 2001 in Ghent (Belgium). Sold for demolition in China.



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.



Haydar, on the Mississippi river, January 2012
© **Captain Ted**

Heron (ex-Reliance Trader, ex-Sanko Reliance). IMO 8316297. Bulk carrier. Length 188 m, 7,324 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Ranger Marine SA (Greece). Detained in 2005 in Iskenderun (Turkey) and in 2010 in Izmit (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



Hua Fa (ex-Ocean Comfort, ex-Seta Maru) IMO 9032070. Bulk carrier. Length 270 m, 18,486 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shenyue Shipmanagement (China). Detained in 2003 and 2005 in Tees (United Kingdom), in 2007 in Dampier (Australia) and in 2012 in Gladstone (Australia). Sold for demolition in Bangladesh. 425 \$ per ton.



Hua Jian (ex-Kanin, ex-Al Naseer). IMO 8128705. Bulk carrier. Length 191 m. Chinese flag. Classification society Germanischer Lloyd. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Shipping Co (China). Sold for demolition in Jiangyin, China.

Hua Jin Bin (ex-Gem Of Aqaba, ex-Heraklia, ex-Ayiassos). IMO 8018194. Bulk carrier. Length 225 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Tsurumi (Japan) by Nippon Kokan. Owned by Hua Hai Shipping (China). Sold for demolition in Jiangyin, China.



Hua Tu (ex-Bulk Leher, ex-Bulk Ispat Leher, ex-Aberous). IMO 9035785. Bulk carrier. Length 270 m, 18,431 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Shenyue Ship Management Co Ltd (China). Sold for demolition in Bangladesh. 437 \$ per ton.

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

Iron Monger 8 (ex-Tassels, ex-Maria Laura). IMO 8908753. Bulk carrier. Length 232 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by TMT Co Ltd (Taiwan). Detained in 2005 in Mangalore (India) and in 2012 in Port Headland (Australia). Sold for demolition in Xinhui, China.



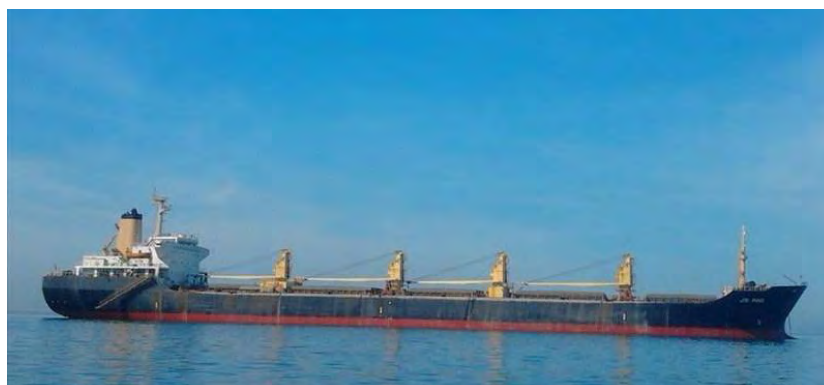
Jade Sky (ex-Spar Garnet, ex-Federal Vigra, ex-Mary Anne). IMO 8319548. Bulk carrier. Length 180 m. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by Tarponship (Monaco). Detained in 2003 in Terneuzen (Netherlands). Sold for demolition in Jiangyin, China.



Jin Bin (ex-Sider Bay, ex-Atlantic Lord, ex-Lord Citrine). IMO 8402852. Bulk carrier. Length 158 m, 5,533 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Govan (United Kingdom) by Govan. Owned by Fusco (China). Detained in 1998 in Swinoujscie (Poland). Sold for demolition in China by Saiqi Fuan Shipyards.



Jin Ming (ex-*Joviality*) IMO 8106434. Bulk carrier. Length 193 m, 9,741 t. Panamanian flag. Classification society RINA. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by Jieheng Shipping Co Ltd (China). Detained in 2013 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



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

Jing Ye (ex-*Xin Hua Men*, ex-*Free Beta*, ex-*Rita d'Amato*, ex-*Bulktrieste*, ex-*Century Progres*). IMO 8217374. Bulk carrier. Length 255 m, 10,420 t. Panamanian flag. Classification society International Register Of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Hongyuan Marine Co Ltd (China). Detained in 2001 in Dampier (Australia). Sold for demolition in China.



Judi Alamar (ex-*Swift Spindrift*, ex-*J.Fortune*, ex-*Top Concord*, ex-*Starlight Success*, ex-*Amistad*). IMO 8222018. Bulk carrier. Length 151 m, 5,191 t. Belizean flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Owned by Judi Group JKM (Lebanon). Detained in 2011 in Bordeaux (France). Sold for demolition in India. 408 \$ per ton.



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



Kai Bao (ex-*Agios Minas*, ex-*Chios Charity*, ex-*Nordic Moor*, ex-*Federal Nord*, ex-*Capetan Yiannis*, ex-*Violetta*). IMO 8004155. Bulk carrier. Length 180 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Kaili Shipping (Hong Kong, China). Detained in 1999 in Toronto (Canada), in 2004 in Trieste (Italy) and Corpus Christi (United States), in 2008 in New Orleans (United States), in 2010 in Galveston (United States) and in 2012 in Xiamen (China). Sold for demolition in China in Zhangjiagang.



Kai Long (ex-*Kai Loh*, ex-*Norsul Recife*, ex-*Rio Apa*, ex-*Oceano Rio*). IMO 8204822. Bulk carrier. Length 190 m. Panamanian flag. Classification society Panama Maritime Documentation Service. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Kaili Shipping (China). Sold for demolition in China in Jingjiang.



Kai Shun (ex-*Kai Ship*, ex-*Chios Voyager*, ex-*Elpida*, ex-*Chios Sailor*, ex-*Grant Carrier*, ex-*Radnik*). IMO 8203476. Bulk carrier. Length 188 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Kaili Shipping (China). Detained in 2004 in Quebec City (Canada) and Ghent (Belgium), in 2005 in Montreal (Canada), in 2008 in Mersin (Turkey) and in 2010 in New Orleans (United States). Sold for demolition in Jiangyin, China.



Keros Warrior (ex-*Cape Lila*, ex-*Lain*, ex-*Emlain*). IMO 8718146. Bulk carrier. Length 270 m, 18,452 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping Ltd (Greece). Detained in 2004 in Newcastle (Australia) and in 2007 in Kdz Eregli, (Turkey). Sold for demolition in India. 435 \$ per ton.



Keros Warrior sails into Vancouver's English Bay (Canada), en route to sea and laden with coal, December 2006 © Neil England

Khaled Muhieddine K (ex-*Royal Crown*, ex-*Johnny L*, ex-*John L*, ex-*Flora*). IMO 8105650. Bulk carrier. Length 160 m, 5,681 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Damak Maritime Co (Syria). Detained in 2006 in Durban (South Africa), in 2007 in Mangalore (India), in 2008 in Novorossiysk (Russia) and in 2012 in Suez (Egypt). Sold for demolition in India.



Kind Fountain (ex-*Pantanassa*, ex-*Anangel Honesty*, ex-*Orient Express*, ex-*Unkai Maru*). IMO 8216758. Bulk carrier. Length 182 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Muroran (Japan) by Hakodate Dock. Owned by Kind Faith Shipping Co Ltd (China). Detained in 2005 in Singapore and in 2006 in Saint Petersburg (Russia). Sold for demolition in China.



Kosnitsa. IMO 8325901. Bulk carrier. Length 185 m, 7,755 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Kdz Eregli (Turkey), in 2006 in Koper (Slovenia) and in 2008 in Castellon de la Plana (Spain). Sold for demolition in India. 417 \$ per ton.



The Bulgarian *Kosnitsa* in Gdansk (Poland), July 2012 © Włodzimierz Krol

Kostas N (ex-Spar Two, ex-Menina Barbara). IMO 8210077. Bulk carrier. Length 190 m, 9,182 t. Saint Vincent & Grenadines flag. Classification society International Register of Shipping. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Jessy Shipping Co Ltd (Russia). Detained in 2009 in Yingkou (China), in 2011 in Bandar Abbas (Iran), in 2012 in Haldia (India), in 2012 in Vanino (Russia), in 2012 in Donghae (South Korea). Sold for demolition in India. 419 \$ per ton.



Krairatch Dignity (ex-Med Dignity, ex-Sir Nicholas, ex-Aries Sb, ex-Iron City, ex-Explorer). IMO 8307739. Bulk carrier. Length 188 m, 8,528 t. Deflagged from Thailand to Saint Kitts & Nevis for her last voyage as *Dignity*. No classification society according to her latest Port State Control. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by Top Siam Marine 3 Co Ltd (Thailand). Detained in 2002 in Port Adelaide (Australia), in 2005 in La Spezia (Italy), in 2006 in Liverpool (United Kingdom), in 2007 in Aqaba (Jordan), in 2008 in Los Vilos (Chili). Sold for demolition in India. 425 \$ per ton.



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.



Kunisaki Maru, Port Headland (Australia), loaded with iron ore, August 2007 © tropic maritime photos, Australia

Larch 1 (ex-Rotterdam Trader, ex-Forest Pioneer). IMO 9155080. Bulk carrier. Length 218 m, 11,385 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Wallem Commercial Services (Hong Kong). Sold as is in Shanghai for demolition in Jiangyin, China. 390 \$ per ton.

Leonidas Warrior (ex-Med Sea, ex-River Spirit). IMO 8612275. Bulk carrier. Length 290 m, 22,546 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Bangladesh. 432 \$ per ton.



Leonidas Warrior, port of Santos (Brazil), January 2011 © Sergio Furtado

Leopard B (ex-Melpomeni, ex-Island Sky). IMO 7501326. Bulk carrier. Length 156 m, 5,107 t. Panamanian flag. Classification society International Register of Shipping. Built in 1976 in Mukaishima (Japan) by Hitachi. Owned by Alfamarine Shipping Co Ltd (Lebanon). Sold for demolition in India. 418 \$ per ton.



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.



Li Xiao (ex-Sunrise 86, ex-Golden Win, ex-Abra, ex-Arbar, ex-Kappa Unity, ex-Grand Unity, ex-Great Jade, ex-Huangpu Career). IMO 8020939. Bulk carrier. Length 161 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Shanghai Shenyue Ship Management Co (China). Detained in 2006 in Paradip (India), in 2007 in Tianjin (China), in 2008 in Rizhao (China), in 2009 twice in Shenzhen (China), in 2011 in Kakinada (India) and in 2012 in Zhangjiagang (China). Sold for demolition in China.



Liberty Spirit (ex-Altair). IMO 8500549. Bulk carrier. Length 224 m, 11,311t. Deflagged from United States to Marshall Islands for her last voyage. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in India. 435 \$ per ton.

Liberty Sun (ex-Aspen). IMO 8500551. Bulk carrier. Length 225 m, 11,132 t. Deflagged from United States to Marshall Islands for her last voyage. Classification society American Bureau Of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in Jiangyin, China. 413 \$ per ton.



Liberty Spirit, Portland, Oregon (United States), May 2012 © **Manuel Constantin**

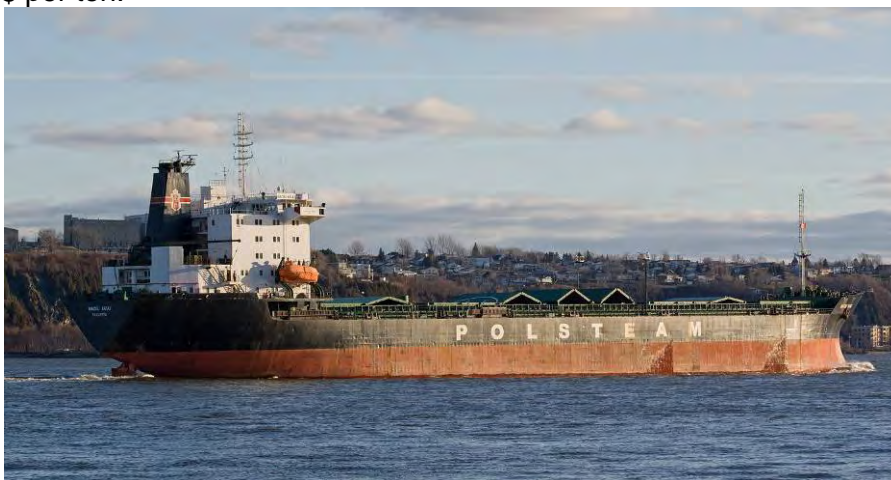
Lok Prem. IMO 8126771. Bulk carrier. Length 185 m, 7,411 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Visakhapatnam (India) by Hindustan. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in India.

Lucky Dragon (ex-Kletoneos, ex-Helen, ex-Vigor, ex-Michele Iuliano). IMO 8506476. Bulk carrier. Length 225 m, 11,025 t. Panamanian flag. Classification society RINA. Built in 1987 in Castellammare (Italy) by Fincantieri Italiani. Owned by Brother Marine Co Ltd (China). Detained in 2003 in Vancouver (Canada) and in 2007 in Ghent (Belgium). Sold for demolition in China.



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 Rataj. IMO 8219322. Bulk carrier. Length 195 m, 8,420 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Szczecin (Poland) by Stocznia Szczecinska Nowa. Owned by Polska Zegluga Morska - POLSTEAM (Poland). Detained in 2012 in Novorossiysk. Sold for demolition in Bangladesh. 428 \$ per ton.



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

Major Hubal. IMO 8219310. Bulk carrier. Length 195 m, 8,470 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska - Polsteam (Poland). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in India. 407 \$ per ton.



Med Green (ex-Jianmao 18, ex-Nikolaos P, ex-Tamasos, ex-Star King, ex-Ocean King). IMO 8026684. Bulk carrier. Length 198 m, 7,835 t. Panamanian flag. Classification society RINA. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Seadar Shipmanagement (Greece). Detained in 2010 in Vungtau (Vietnam) and in 2011 à Tekirdag (Turkey). Sold for demolition in India. 412 \$ per ton.



Mega Progress (ex-Harmonic Progress, ex-Nicholas Smile, ex-Orange Phoenix). IMO 8501684. Bulk carrier. Length 225 m, 9,759 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Panstar Shipping (South Korea). Detained in 2003 in Shenzhen (China) and in 2012 in Ningbo (China). Sold for demolition in Xinhui, China. 415 \$ per ton including 250 t of bunkers.



Mitec (ex-Stellar Dream). IMO 9000431. Bulk carrier. Length 200 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in China. 312 \$ per ton.

Mustikawati (ex-Maersk Mostoles, ex-Mostoles, ex-Viator). IMO 8006921. OBO briefly converted into a water tanker from 1996 to 1998 then into a bulk carrier in 2006. Length 243 m, 17,366 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2007 in Bandar Abbas (Iran) and Zhenjiang (China). Sold for demolition in Bangladesh.



Nikat (ex-Sea Fortune, ex-Asian Fortune, ex-Theofano Livanos). IMO 8114429. Bulk carrier. Length 193 m, 8,730 t. Pavillon .Malta. Classification society Russian Maritime Register of Shipping Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Nane Shipping Management SA (Greece). Sold for demolition in China. 406 \$ per ton.



Nina P (ex-*Great Sea*, ex-*Vinashin Silver*, ex-*Erikousa*, ex-*Erikousa Wave*). IMO 8112988. Bulk carrier. Length 183 m, 6,554 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Sevilla (Spain) by Ast Espanoles (AES). Owned by JED Shipping & Trading Management SA (Greece). Detained in 2000 in Saint Petersburg (Russia) and Quebec City (Canada), in 2001 in Brunsbuttel (Germany), in 2005 in Lisbon (Portugal) and in 2007 in Bilbao (Spain) . Sold for demolition in Bangladesh.



Nina P in Koh Si Chang transshipment area (Thailand) September 2010 © Geir Vinnes

Ocean Triumph (ex-*ZSQ Star*, ex-*Syriotissa*, ex-*Rio Assu*, ex-*Jupiter*). IMO 8204834. Bulk carrier. Length 191 m, 8,473 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Ocean Triumph Shipping Ltd (Greece). Detained in 2000 in Ghent (Belgium), in 2003 in New Orleans (United States) and in 2011 in Aliaga (Turkey). Sold for demolition in India. 422 \$ per ton.



Ormond. IMO 8408387. Bulk carrier. Length 300 m, 23,334 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 425 \$ per ton.



OSM Arena (ex-*World*, ex-*Ocean Friend*, ex-*Prosperity*, ex-*Jag Raksha*, ex-*Sea Prosper*, ex-*New Prosper*). IMO 8411334. Bulk carrier. Length 190 m, 8,920 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Marugame (Japan) by Imabari Shipbuilding. Owned by Ocean Success Maritime Co Ltd (South Korea). Detained in 2000 in Niihama (Japan), in 2004 in Rotterdam (Netherlands) and in 2008 in Gladstone (Australia). Sold for demolition in India.



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

Pacific Banghu (ex-*Salinthip Naree*, ex-*Plover*, ex-*Cosmos*). IMO 8202551. Bulk carrier. Length 152 m, 5,307 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Pacific King Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Baie Comeau (Canada), in 2007 in Cardiff (United Kingdom), in 2009 in Bandar Abbas (Iran) and Guangzhou (China), in 2010 in Bandar Abbas again, in 2012 in Guangzhou again and in 2013 in Zhangjiagang (China). Sold for demolition in China. 391 \$ per ton.



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.

Pioneer II (ex-Taxiarchis Sierra, ex-Neptune Jacinth, ex-Green Master). IMO 8413526. Bulk carrier. Length 152 m, 4,701 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by Glory Ship Management (Singapore). Detained in 2000 in Yokohama (Japan), in 2004 in Montreal (Canada), in 2006 in Houston (United States) and in 2010 in Lianyungang (China). Sold for demolition in Mumbai, India. 410 \$ per ton.



Powstaniec Listopadowy. IMO 8219346. Bulk carrier. Length 195 m, 8,410 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Polsteam Ocean tramp Ltd (Poland). Detained in 2001 in Taranto (Italy) and Esbjerg (Denmark). Sold for demolition in India. 417 \$ per ton.



Powstaniec Listopadowy passing Westkapelle (Netherlands), August 2010 © Jan Sturm

PSU First (ex-Mc Garnet, ex-Grand Atlantic, ex-Olympia). IMO 8711007. Very Large Ore Carrier - VLOC. Length 326 m, 37,433 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ariake (Japan) by Hitachi. Owned by RGL Shipping Pte Ltd (Singapore). Sold for demolition in Pakistan. 450 \$ per ton.

Radonezh (ex-Svyatoy Vailiy, ex-Ellina, ex-Abydos, ex-Abedos). IMO 8117017. Bulk carrier. Length 188 m, 8,352 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Unimor Shipping Agency (Ukraine). Detained in 1999 in Port Everglades (United States), in 2004 in Zhanjiang (China) and in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 422 \$ per ton.



Rak Omar (ex-Rak Saffarini, ex-Brussel, ex-Papua Energy, ex-Orient Coral, ex-Seagull Harmony, ex-Nel, ex-Brussel). IMO 7817608. Bulk carrier. Length 199 m, 11,150 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1979 in Hoboken (Belgium) by Cockerill Yards. Owned by Times Marine Survey LLC (United Arab Emirates). Detained in 1998 in Bremen (Germany). Sold for demolition in Pakistan.



Gadani (Pakistan), April 23, 2013 © Shahid

Rapier (ex-Samsun Elroy ex-Oinoussian Sky). IMO 8419594. Bulk carrier. Length 225 m, 11,038 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Samsun Logix Corp (South Korea). Detained in 2001 in Newcastle (Australia). Sold for demolition in Xiasha, China.



Reload (ex-Go Faith, ex-Panormos Faith, ex-Delphic Pride, ex-Nichibu Maru). IMO 8321917. Bulk carrier. Length 225 m, 11,004 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura Shipbuilding. Owned by Antares Shipmanagement SA (Greece). Sold for demolition in Bangladesh.



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).



Domiat being repaired afloat in Rouen (France), May 21st 2006 © Robin des Bois

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.



Renos in Gadani (Pakistan), May 23, 2013 © Shahid

Roln (ex-*Rolnik*). IMO 7361544. Bulk carrier. Length 146 m, 4,300 t. Panamanian flag. Classification society Bureau Veritas. Built in 1975 in Travemünde (Germany) by Schlichting. Owned by Nova Marine Carriers SA (Switzerland). Detained in 2005 in Huelva (Spain). Sold for demolition in India.



Roln, Messina Strait (Italy), June 2009
©Tomasello Letterio

Rosa (ex-*Cosmos*, ex-*Kate*, ex-*Dooyang Victor*, ex-*Aishima*, ex-*Aishima Maru*). IMO 8412912. Bulk carrier. Length 160 m, 5,852 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Dooyang Shipmanagement (South Korea). Detained in 2006 in Whyalla (Australia) and Singapore. Sold for demolition in China. 385 \$ per ton and an extra payment for 250 t of bunkers.



Rubin Artemis. IMO 9130614. Bulk carrier. Length 273 m. Deflagged from Japan to Marshall Islands for her last voyage as *In Arte*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura Shipbuilding. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Sold for demolition in China.

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.



Rui Ming (ex-*Goldmar*, ex-*Maria*, ex-*Jin Feng*, ex-*Sun Hawk*). IMO 8402955. Bulk carrier. Length 190 m, 8,790 t. Panamanian flag. Classification society RINA. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Jieheng Shipping Co (China). Detained in 2000 in Newport (United Kingdom), in 2004 in Kwinana (Australia) and in 2005 in San Diego (United States). Sold for demolition in China. 385 \$ per ton.



Sadent (ex- *Powstaniec Styczniowy*). IMO 8313960. Bulk carrier. Length 195 m, 8,410 t. Dominican flag. Classification society Inclamar. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sadent Shipping (Cyprus). Detained twice in 2012 in Castellon de la Plana (Spain). Sold for demolition in India. 417 \$ per ton.





Sapphire II (ex-*Tabarak*, ex-*Pythagoras*, ex-*Nea Elpis*). IMO 7708728. Bulk carrier. Length 181 m, 6,598 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Dock. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 in Tampa (United States), in 2007 in Safaga (Egypt), in 2009 in Novorossiysk (Russia) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 440 \$ per ton.



Sapphire II, April 2013 © **Shahid**

SB Queen (ex-*Gen Tradition*, ex-*Chettinad Tradition*, ex-*Darya Tara*, ex-*Soarer Diana*). IMO 8317021. Bulk carrier. Length 186 m, 8,091 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Shipping Bank Co Ltd (South Korea). Detained in 2001 and 2006 in Ghent (Belgium), in 2007 in Tampa (United States), in 2012 in Xiamen (China) and in 2012 in Rizhao (China). Sold for demolition in Bangladesh. 418 \$ per ton.



Sea Prince (ex-*Prince Of Tokyo II*). IMO 8707367. Bulk carrier. Length 202 m, 8,722 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyas Corp. Owned by Valiant Shipping Co (United Kingdom). Detained in 2005 in Geelong (Australia) and in 2006 in Torre Annunziata (Italy). Sold for demolition in India. 450 \$ per ton.



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

Seletar (ex-*Marine Grace*, ex-*Dahlia*, ex-*Felicia*). IMO 8015180. Bulk carrier. Length 179 m, 7,355 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Glory Ship Management (Singapore). Detained in 2013 in Kandla (India). Sold for demolition in India. 420 \$ per ton.



Seneca (ex-*Stokmarnes*, ex-*Millenium Eagle*, ex-*Mangal Desai*). IMO 8200486. Bulk carrier. Length 185 m, 7,200 t. Maltese flag. Classification society Det Norske Veritas. Built in 1983 in Setoda (Japan) by Naikai Zosen. Owned by Amalthia Marine Inc (Greece). Detained in 1998 in Saint Petersburg (Russia), in 2000 in Thessaloniki (Greece), in 2003 in Montreal (Canada), in 2007 in Contrecoeur (Canada) and in 2013 in Venice (Italy). Sold for demolition in Pakistan.



August 4, 2006, Montreal (Canada) © **Marc Piché**



March 26, 2013, Gadani (Pakistan) © **Shahid**

Shen Quan Hai. IMO 8301383. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Shenzhen (China). Sold for demolition in China.



Shinnecock Belle (ex-Sea Merit, ex-Lausanne, ex-Bregaglia). IMO 8312722. Bulk carrier. Length 183 m, 7,647 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Detained in 2011 in South Shields (United Kingdom). Sold for demolition in Pakistan. 410 \$ per ton.



Shinnecock Belle, Newcastle upon Tyne (Royaume-Uni), décembre 2011 © **Muhsen Hussein** -

Shou Guang Hai. IMO 8412053. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Imari (Japan) by Namura Shipbuilding. Owned by Cosco Bulk (China). Sold for demolition in Jiangyin, China.

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.



Sifnos Sun (ex-SJN Lopez, ex-Starly, ex-Aurora Emerald, ex-Pionero, ex-Sawako). IMO 8318958. Bulk carrier. Length 180 m, 7,251 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kawajiri (Japan) by Kanda Zosensho. Owned by Sifnos Navigation SA (Greece). Detained in 2005 in Cartagena (Spain), in 2007 in Antwerp (Belgium) and in 2009 in New Orleans (United States). Sold for demolition in India.



Sifnos Sun berthed in Fortaleza, Brazil, June 2012 © **Fabrizio Forte**

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.



St. Pavel (ex-Anarita, ex-Lisa J, ex-Pacific Sky, ex-Manila Progress, ex-Manila Rosas, ex-Neo Poinsettia, ex-Sanko Poinsettia). IMO 8309385. Bulk carrier. Length 185 m, 7,220 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Osaka (Japan) by Osaka Zosensho. Owned by Unimor Shipping Agency (Ukraine). Detained in 1998 in Baie Comeau (Canada), in 2003 in Liverpool (United Kingdom) and Guangzhou (China), in 2006 in Aliaga (Turkey) and in 2009 in Alexandria (Egypt). Sold for demolition in India. 425 \$ per ton.



Stanislaw Kulczynski. IMO 8502559. Bulk carrier. Length 195 m, 8,421 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1988 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska - POLSTEAM (Poland). Detained in 2008 in Corpus Christi (United States) and Ashdod (Israel). Sold for demolition in India. 420-432 \$ per ton for a late delivery in June-July but with an extra anchor and a working bronze propeller.



Star Island H (ex-Gracius, ex-Green Suma). IMO 8114364. Bulk carrier. Length 154 m, 5,490 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Uwajima (Japan) by Uwajima Zosensho. Owned by HMK Ships & Boats Trading (United Arab Emirates). Sold for demolition in Mumbai, India. 408 \$ per ton.

Star Sigma (ex-Sinfonia, ex-Mikasa). IMO 8918203. Bulk carrier. Length 290 m, 21,220 t. Marshall Islands flag. Classification society RINA. Built in 1991 in Sakaide (Japan) by Kawasaki. Owned by Star Bulk Carriers (Greece). Detained in 2003 in Ijmuiden (Netherlands) and in 2007 in Port Headland (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



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

Steel Anna (ex-Springwood, ex-Spring Hawk, ex-Sanko Hawk). IMO 8307038. Bulk carrier. Length 188 m, 7,322 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Dianik Bross Shipping Corp SA (Greece). Detained in 2007 in Nantes (France). Sold for demolition in Bangladesh.



Stellar Jupiter (ex-Growth Ring). IMO 8807480. Bulk carrier. Length 197 m. Vanuatuan flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Numakuma (Japan) by Tsuneishi. Owned by Sato Steamship Co Ltd (Japan). Detained in 2003 in Hamburg (Germany) and in 2011 in Geelong (Australia). Sold for demolition in China in Win Min.



Stellar Kite (ex- Hokuetsu Challenger). IMO 9102796. Bulk carrier. Length 199 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Hachiuma Steamship Co Ltd (Japan). Sold for demolition in Xinhui, China.

Success (ex-Samsun Galaxy, ex-Chishima, ex-Chishima Maru). IMO 8221492. Bulk carrier. Length 161 m, 6,226 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 420 \$ per ton.

SV Maria (ex-Pioneer Star, ex-Grand Lagia, ex-Lagia Breeze, ex-Shalin, ex-APJ Shalin). IMO 8030946. Bulk carrier. Length 246 m, 13,965 t. Deflagged from Liberia to Comoros for her last voyage as *Mariano*. Classification society Lloyd's Register of Shipping. Built in 1989 in Cochin (India) by Cochin Shipyard. Owned by Interunity Management Corporation- S.A (Greece). Detained in 2003 in Bandar Khomeini (Iran), in 2005 in Mersin (Turkey) and in 2006 in Bourgas (Bulgaria). Sold for demolition in Bangladesh.



Taio Dream. IMO 8706002. Bulk carrier. Length 193 m, 8,653 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Kobe (Japan) by Mitsubishi. Owned by Misuga Kaiun Co Ltd (Japan). Detained in 2012 in Bilbao (Spain). Sold for demolition in India.



Taskent. IMO 8513144. Bulk carrier. Length 248 m, 15,688 t. Turkish flag. Classification society American Bureau of Shipping. Built in 2003 in Pendik (Turkey) by Turkiye Gemi. Owned by Deniz Nakliyatı Tas (Turkey). Sold for demolition in Xinhui, China. 400 \$ per ton.



Taskent, April 2008 © Emrah Baskan

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.



Transpacific (ex-Galassia). IMO 8506517. Bulk carrier. Length 187 m. Panamanian flag. Classification society RINA. Built in 1987 in Ancone (Italy) by Fincantieri. Owned by Haistar Maritime Co Ltd (Hong Kong, China). Detained in 2009 in Illichivsk (Ukraine). Sold for demolition in Jiangyin, China.



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



Valpolicella (ex-Swordfish, ex-Packing). IMO 8105832. Bulk carrier. Length 183 m, 9,387 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1984 in Kawajiri (Japan) by Kanda Zosensho. Owned by Navalmar UK Ltd (United Kingdom). Detained in 2004 in Rotterdam (Netherlands), in 2010 in Vishakhapatnam (India) and in 2010 in Alicante (Spain). Sold for demolition in Mumbai, India.



Vanbloom (ex-Swift, ex-Dory, ex-Hyundai No 20, ex-Hai Mong). IMO 8211552. Bulk carrier. Length 186 m, 8,414 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Shanghai Yuhai Shpg (China). Detained in 2006 in Bandar Abbas (Iran), in 2007 in Antwerp (Belgium) and in 2008 in Ghent (Belgium). Sold for demolition in Bangladesh. 407 \$ per ton.



Vitoria (ex-Seaguardian II, ex-Seamonarch II, ex-Seaharmony II, ex-Sealuck V, ex-Seamonarch, ex-Seamaster II, ex-Sea Monarch). IMO 8101903. Bulk carrier. Length 195 m, 7,834 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Dalian (China) by Dalian Shipyard Co. Owned by Narval Shipping Corp (Greece). Sold for demolition in India. 417 \$ per ton.



Vitoria, Rio de la Plata, Argentina, September 2011 © Dimitrios

VSP Moonstone (ex-Vinashin Moonstone, ex-Liberty Wave, ex-Archon). IMO 8311089. Bulk carrier. Length 225 m, 12,148 t. Deflagged from Panama to Comoros for her last voyage as *Moonstone*. Classification society American Bureau Of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Viet Hai Shipping (Vietnam). Detained in 2011 in Damietta (Egypt). Sold for demolition in Bangladesh.



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.



Warrior (ex-Hebei Warrior, ex-Ruby III, ex-Dynamic City, ex-Diamond City). IMO 8808056. Bulk carrier minéralier. Length 325 m, 36,115 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Kure (Japan) by Ishikawajima-Harima. Owned by Hosco (China). Sold for demolition in Bangladesh. 432 \$ per ton including 450 t of bunkers.



Warrior loding in Vitoria-Tubarão, Brazil, September 21, 2012
© Francisco Mattos

Warrior I (ex-Warrior II, ex-Atlas Terra, ex-Alfa Terra, ex-Atlas Sky, ex-Aker, ex-Seaqueen, ex-Seaqueen II, ex-Warrior, ex-Therean Skipper). IMO 8102737. Bulk carrier. Length 197 m, 7,934 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Sevilla (Spain) by AESA. Owned by Changning Shipping Co Ltd (China). Detained in 2003 in Quebec City (Canada), in 2008 in Nikolayev (Ukraine), in 2009 in Tilbury (United Kingdom) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 405 \$ per ton.



Waterford. IMO 8810114. Bulk carrier. Length 270 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2003 in Newcastle (Australia). Sold for demolition in Pakistan.



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



Gadani (Pakistan), 2013 © Shahid

Wen Liu (ex-*Starhill*, ex-*Pacific Bangan*, ex-*Asean Glory*, ex-*Seikyu Maru*). IMO 8029519. Bulk carrier. Length 152 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Shanghai Shenyue Ship Management Co Ltd (China). Sold for demolition in China.



Winning Friend (ex-*Hebei Wisdom*, ex-*Pergamos*, ex-*Kaien*, ex-*Kaien Maru*). IMO 8413435. Bulk carrier. Length 290 m, 22,693 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Winning Shipping (Hong Kong). Detained in 2005 in Esperance (Australia). Sold for demolition in Bangladesh. 439 \$ per ton.



World Swan. IMO 9119098. Bulk carrier. Length 200 m, 9,300 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India. 443 \$ per ton.



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

Xin He (ex-*Thamisa Naree*, ex-*Handy Success*, ex-*Crest I*). IMO 8029076. Bulk carrier. Length 178 m, 7,410 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by Ever Gain Shipping (China). Detained in 2004 in Albany (Australia), in 2006 in Valencia (Spain) and in 2010 in Shankou (China). Sold for demolition in China. 385 \$ per ton.



Xing Shun Da (ex-Paloma C, ex-Pandora P, ex-Platitera, 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.



Xing Tong Da (ex-Xing Th, ex-Mighty Michalis, ex-City of Dubrovnik, ex-Dubrovnik, ex-Big George, ex-Lux Warrior, ex-Ereaga). IMO 8023254. Bulk carrier. Length 224 m. Panamanian flag. Classification society Inter maritime Certification Services, S.A. Built in 1983 in Puerto Real (Spain) by Ast Espanoles (AESAs). Owned by Hong Sheng Da Shipmanagement Pte Ltd (China). Detained in 2003 in Weipa (Australia), in 2007 in Izmit (Turkey), in 2010 in New Orleans and in 2013 in Yangjiang (China). Sold for demolition in Xinhui, China.



Xing Yao (ex-Faviola, ex-Ever Champion, ex-Young Swan, ex-Bulk I, ex-Ittersum). IMO 8018182. Bulk carrier. Length 224 m. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Imari (Japan) by Namura. Owned by Xin Hong Yang International Shipping Management (China). Detained in 2001 in Vancouver (Canada), in 2003 in Genoa (Italy) and in 2011 in Rizhao (China). Sold for demolition in Xinhui, China.

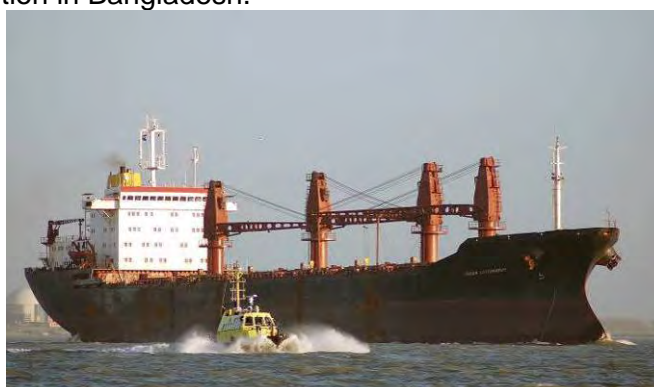


Yahagi Maru. IMO 8920074. Bulk carrier. Length 250 m. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tsu (Japan) by Nippon KK. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in Jiangyin, China.

Yellowstone (ex-Cielo di Siena, ex-North Viscountess, ex-Baltic Skou, ex-Finntrader). IMO 8117603. Bulk carrier. Length 184 m, 9,765 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1986 in Gdansk (Poland) by Gdanska Lenina. Owned by Choosan Shipping (Singapore). Detained in 2004 in Leghorn (Italy) and in 2006 in Kdz Eregli (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



Yordan Lutibrodski. IMO 8515532. Bulk carrier. Length 199 m, 9,606 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2001 in Loviisa (Finland), in 2006 in Vlissingen (Netherlands), in 2007 in Tilbury (United Kingdom) and in 2010 in Port Adelaide (Australia). Sold for demolition in Bangladesh.



Yordan Lutibrodski, in Vlissingen (Netherlands), décembre 2008 © Ron van de Velde

Yu Long Shan (ex-Arrow Panther, ex-Pantera, ex-Paray, ex-Iguazu). IMO 7701483. Bulk carrier. Length 224 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Nagasaki (Japan) by Mitsubishi. Owned by China Shipping Hong Kong (Hong Kong). Sold for demolition in China.

Zhong Bang (ex-Jamjuree Naree, ex-Hyundai No 15, ex-Asia No 15). IMO 8022523. Bulk carrier. Length 225 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2010 and 2011 in Bandar Abbas (Iran). Sold for demolition in Jiangyin, China.



Chang Jiang, January 2010 © A.F. van Rhijn

Zhong Shang 28 (ex-St Cloud, ex-Manilla Spirit). IMO 8201351. Bulk carrier. Length 160 m. Chinese flag. Unknown classification society. Built in 1985 in Dalian (China) by Dalian Shipyard and termin  in Guangzhou. Owned by Zhoushan Zhongchang Shipping (China). Detained in 2001 in Wallaroo (Australia). Sold for an unknown destination of demolition



Zhushui 9 (ex-Blue Coral, ex-Trizina, ex-Ludolf Oldendorff, ex-North Marchioness). IMO 8308836. Bulk carrier. Length 225 m, 11,621 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Zhushui Shipping (China). Detained in 1999 in Tampa (United States) and in 2010 in Geraldton (Australia). Sold for demolition in India. 375 \$ per ton.



General cargo

Aalborg, (ex-Maya Princess, ex-Leopold Oldendorff, ex-Great Trans, ex-Taurus). IMO 8122830. General cargo. Length 182 m, 11,373 t. Gibraltar flag. Classification society Germanischer Lloyd. Built in 1983 in Tsu (Japan) by Nippon Kokan. Owned by Dannebrog Rederi Rungsted Kyst (Denmark). Detained in 2013 in Xiamen (China). Sold for demolition in India. 442 \$ per ton including full spares and bunkers.



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

Abu Rdees. IMO 7721380. General cargo. Length 136 m. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Alexandria (Egypt) by Alexandria Shipyards. Owned by National Navigation (Egypt). Detained in 2003 in Nantes (France), in 2006 in Rotterdam (Netherlands) and in 2011 in Bremen (Germany). Sold for demolition in India.



Aion (ex-Ayon, ex-Med Star, ex-Delmas Kourou, ex-Orinoco, ex-Egizia, ex-Merkur Sea). IMO 8031081. General cargo. Length 150 m, 6,010 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rostock



(Germany) by Neptun Werft. Owned by Azia Shipping Holding Ltd (Russia). Detained in 1999 in Saint-Malo (France) and in 2006 in Gunsan (South Korea). Sold for demolition in Jiangyin, China.

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

An Bao Jiang (ex-Ruby Ocean, ex-Samos). IMO 8306943. General cargo. Length 145 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in Xiasha, China.

An Hua Jiang (ex-Ruby Sea, ex-Cape Race). IMO 8306955. General cargo. Length 146 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in Xinhui, China.

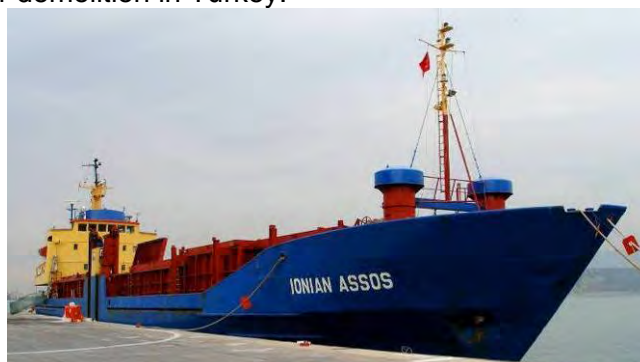
Ao Yang Fen Jin (ex-Jiang Ning Guan). IMO 8400842. General cargo. Length 103 m. Deflagged from Cambodia to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Aoyang Marine (China). Detained in 2010 in Tianjin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



Apalis Arrow (ex-Emerald Coast, ex-Star Everwin, ex-Everwin). IMO 8013869. General cargo. Length 207 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Toyohashi (Japan) by Kanasashi. Owned by Gearbulk Norway AS (Norway). Detained in 2002 in Port Arthur (United States) and in 2003 in Baie Comeau (Canada). Sold for demolition in Jiangyin, China.



Assos (ex-Ionian Assos, ex-Danfeeder, ex-Barbara-Britt). IMO 7413581. General cargo. Length 82 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Wewelsfleth (Germany) by Peters Schiffswerft. Owned by Agri Maritime Corp (Turkey). Detained in 2001 in Murmansk (Russia) and in 2007 in Alexandria (Egypt). Sold for demolition in Turkey.



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

Bangpakaew (ex-*Bigpros Pioneer*, ex-*Soners Bee*, ex-*Asia Friendship*, ex-*Sanshin Star*, ex-*Lunerosa*, ex-*Tsukikawa Maru*). IMO 6924789. General cargo. Length 111 m, 2,274 t. Thai flag. No classification society according to her latest Port State Control. Built in 1969 in Hashihama (Japan) by Shin Kurushima. Owned by Wongsamut Navigation Co (Thailand). Detained in 2007 in Saigon (Vietnam). Sold for demolition in Bangladesh.



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



Bao Qing Men (ex-*Emma Oldendorff*, ex-*Captain Magellan* ex-*Hyundai n°21*). IMO 8300925. General cargo. Length 162 m, 7,829 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by HTM Shipping Co Ltd (China). Detained in 2008 in Illichivsk (Ukraine). Sold for demolition in India.



Bao Rui (ex-*Han Lord*, ex-*Win Duke*, ex-*Melati*, ex-*Andhika Adiratna*, ex-*Twinsister*, ex-*Wing Star*). IMO 8301242. General cargo. Length 115 m, 2,920 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Hakata Zosen. Owned by Master Well Shipmanagement (China). Detained in 2002 in Hong Kong (China). Sold for demolition in Jiangyin, China.



Bao Ying (ex-*Maiden*, ex-*Huron Maiden*, ex-*Comanche Belle*, ex-*Griffin Rhea*, ex-*Dsr Beijing*, ex-*Earl Stamford*, ex-*Char Hwa*). IMO 8112445. General cargo. Length 165 m, 7,044 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shantou Tongcheng Shipping Co Ltd (China). Detained in 2000 in Long Beach (United States). Sold as is in Singapore for demolition in Bangladesh. 375 \$ per ton.



Billion (ex-*Gaya Tiga*). IMO 7725192. General cargo. Length 112 m, 2,764 t. Thai flag. No classification society according to her latest Port State Control. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by Phulsawat Navy Co Ltd (Thailand). Detained in 2012 in Penang (Malaysia). Sold for demolition in Bangladesh.



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.



Cassini (ex-Sali, ex-Ali I, ex-Glorius, ex-Ronda, ex-Ken Forest)i. IMO 7915230. Bulk carrier. Length 154 m, 6,398 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Tadotsu (Japan) by Hashihama Zosen. Detained in 2003 in Novorossiysk (Russia), in 2008 in Koper (Slovenia) and in 2011 and 2012 in Novorossiysk again. Sold for demolition in Pakistan. 375 \$ per ton.



Chang Fu 2 (ex-Jiang Sheng). IMO 8607610. General cargo. Length 101 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Braila (Romania) by Braila SN. Owned by Shanghai Changhang Shipping (China). Sold for demolition in China.



Chu Hong. IMO 9073177. General cargo. Length 130 m, 4,113 t. Panamanian flag. Classification society China Classification Society. Built in 1995 in Tianjin (China) by Tianjin Xingang. Owned by Sun Yee Godown & Transportation Co Ltd (China). Detained in 2000 in Singapore and in 2012 in Hong Kong. Sold for demolition in Jiangyin, China.



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



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

Deal Castle (ex-Zonda, ex-Maruba Petrohue, ex-Sawat, ex-Hai Guang, ex-Promesa, ex-Norasia Arabia, ex-Norasia Rebecca, ex-Promesa I, ex-CC San Francisco). IMO 8220230. General cargo. Length 166 m, 7,318 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by B Navi Shipmanagement (Italy). Detained in 2008 in Trois-Rivières (Canada). Sold for demolition in India.



Defender (ex-Dredger, ex-Falko, ex-Marne, ex-Sea Elbe, ex-Christa Schutt). IMO 7915125. General cargo. Length 83 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1979 in Wewelsfleth (Germany) by Hugo Peters. Owned by Inter-Marine AS (Norway). Detained in 2000 in Ipswich (United Kingdom), in 2001 in Oslo (Norway), in 2003 in Nyborg (Denmark), in 2007 in Coleraine (United Kingdom), in 2007 in Mersin (Turkey), in 2007 in Gdansk (Poland). Sold for demolition in Grenaa, Denmark.



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



Dibena Win (ex-Kinabalu Lapan). IMO 7373676. General cargo. Length 114 m, 2,391 t. Thai flag. No classification society according to her latest Port State Control. Built in 1974 in Uwajima (Japan) by Uwajima Zosensho. Owned by Siam Phulsawat Maritime (Thailand). Sold for demolition in Bangladesh.



Doowoo Busan (ex-Amalia, ex-Giorita, ex-Sierra Maestra). IMO 8602737. General cargo. Length 147 m, 5,422 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Shanghai (China) by Chengxi Shipbuilding. Owned by Georim Shipping Co Ltd (South Korea). Sold for demolition in Jiangyin, China.

Dylan (ex-Nice, ex-Zimnicea). IMO 8502171. General cargo. Length 106 m. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Braila (Romania) by Braila SN. Owned by Daleco Plus Shipping Co (Russia). Detained in 2000 in Genoa (Italy), in 2002 in Niigata (Japan), in 2003 in Ishinomaki (Japan), in 2010 in Dalian (China), in 2011 in Busan (South Korea) and in 2013 in Mokpo (South Korea). Sold for demolition in Jiangyin, China.



Dylan, in Nakhodka (Russia) © Andy Ru.

E Star (ex-Well Star, ex-Good Well). IMO 9125970. General cargo. Length 124 m, 2,925 t. South Korean flag. Unknown classification society. Built in 1995 in Fuzhou (China) by Mawei Shipyard. Owned by Ace Marine (South Korea). Sold for demolition in Jiangyin, China.



El Hussain (ex-El Hashaish). IMO 7915199. General cargo. Length 135 m, 4,590 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun Werft. Detained in 1997 in Rotterdam (Netherlands), in 1998 in Bremen (Germany), in 1999 in Antwerp (Belgium), in 2000, 2001 and 2002 in Hamburg (Germany), in 2005 in Novorossiysk (Russia), in 2007 in Koper (Slovenia), in 2008 in Alger (Algeria), Damietta (Egypt), Iskenderun (Turkey) and twice in Koper again, in 2009 in Koper once more and in 2011 in Istanbul (Turkey) and Limassol (Cyprus). Sold for demolition in Mumbai, India. 410 \$ per ton. Gold medallist on the podium of substandard ships with 16 detentions.



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

Fesco Ob (ex-Oby, ex-Rosita, ex-Fesco H). IMO 8320365. General cargo. Length 180 m, 10,265 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by FESCO (Russia). Detained in 2006 in Gove Harbour (Australia) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Xinhui, China.



G Star (ex-Luck Star, ex-Good Luck, ex-Bohai Sea Express, ex-Good Luck). IMO 9122746. General cargo. Length 120 m, 2,917 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Fuzhou (China) by Mawei Shipbuilding. Owned by Ace Marine Co Ltd (South Korea). Sold for demolition in China. 374 \$ per ton.

Geni 4 (ex-John C Helmsing, ex-Fiducia). IMO 6719902. General cargo. Length 96 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1967 in Rendsburg (Germany) by Nobiskrug. Owned by Ademar ShippingLines Sarl (Lebanon). Detained in 2008 in Alexandria (Egypt). Sold for demolition in Turkey.



Georgiana (ex-Dudu Express, ex-Bianca, ex-Cindy, ex-Atria). IMO 7217561. General cargo. Length 77 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1972 in Neuenfelde (Germany) by JJ Sietas. Owned by Bia Shipping Co (Romania). Detained in 2005 in Mersin (Turkey), in 2006 in Koper (Slovenia), in 2007 in Aliaga (Turkey), in 2009 in Izmir (Turkey), in 2012 in Constanta (Romania), in 2012 in Aliaga (Turkey), in 2012 in Varna (Bulgaria). Sold for demolition in Turkey.



Gloria (ex-Gardsun, ex-Selfoss, ex-Osterems). IMO 7636107. General cargo. Length 91 m, 1,945 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Emden (Germany) by Schulte & Bruns. Owned by Universal Stevedoring & Forwarding Company (Russia). Sold for demolition in Jiangyin, China.



Green Viship (ex-Sun Hope, ex-Orchid, ex-J Lucky, ex-Min Rainbow, ex-Oceania Express). IMO 8602084. General cargo. Length 110 m, 2,651 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Towa. Owned by Vinaship Lines (Vietnam). Detained in 2001 in Hong Kong. Sold for demolition in China. 375 \$ per ton.



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.



Hai Shun (ex-Asia Crusader, ex-ID Fighter, ex-Efficiency, ex-Violeta, ex-Pearl Star). IMO 8418368. General cargo. Length 110 m. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1985 in Ulsan (South Korea) by Donghae Shipbuiding. Owned by S & S Ship Management Co Ltd (China). Detained in 2002 in Tokyo, Kagoshima and Chiba (Japan) and in 2012 and 2013 in Zhangjiagang (China). Sold for demolition in Jiangyin, China.



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.



Harbel Cutlass, in Norfolk (United States), April 2012 © Lorraine Morrill

Hiya Builder (ex-Jutha Malee, ex-Shakir, ex-Suma, ex-River Guma). IMO 7716397. Ex reefer converted into a in general cargo carrier. Length 147 m, 6,698 t. Maldives flag. Unknown classification society. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Nevada Shipping Maldives Pvt Ltd (Maldives). Detained in 2000 in Tokyo (Japan) and in 2011 in Tuticorin (India). Sold for demolition in India. 445 \$ per ton.



Hopeful (ex-Sideracrux, ex-Eracrux). IMO 8100789. General cargo. Length 100 m, 1.880 t. Cook Islands flag. Classification society RINA. Built in 1983 in Palermo (Italy) by Riuniti. Owned by Tuna Ship Supply & Management (Turkey). Sold for demolition in India.



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



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

Islamabad. IMO 7822706. General cargo. Length 152 m, 5,575 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Karachi (Pakistan) by Karachi Shipyard & Engineering Works. Owned by Pakistan National Shpg Corp (Pakistan). Detained in 2001 in Antwerp (Belgium), in 2008 in Constanta (Romania) and in 2012 in Kandla (India). Sold for demolition in Pakistan. 433 \$ per ton.



Jian Ye (ex-*Xiang Hua Men*, ex-*Thor Navigator*, ex-*Century Fortuna*, ex-*Elpis*, ex-*Thraki Hellas*, ex-*King Lion*, ex-*Hanuman*, ex-*Boka*). IMO 8707331. General cargo. Length 181 m, 7,550 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Warnemünde (Germany) by Warnowwerft. Owned by Nasco (China). Detained in 2001 in Venice (Italy). Sold for demolition in China by Civet Guandong Shipyard.



King Bright (ex-*Thor Nautilus*, ex-*Provider N*, ex-*Contship Cyprus*, ex-*ANL Pioneer*, ex-*Berane*, ex-*Cape Arnhem*, ex-*Brisa*, ex-*Ivangrad*). IMO 8701076. General cargo. Length 181 m, 8,308 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing King Ship Management Co (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 415 \$ per ton.



King Faith (ex-*Thor Neptune*, ex-*Octavia*, ex-*Mercosul Brasil*, ex-*Tasman Mariner*, ex-*TA Mariner*, ex-*Story Bridge*, ex-*Octavia*). IMO 8712506. General cargo. Length 181 m, 8,193 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing King Ship Management Co (China). Sold for demolition in India. 415 \$ per ton.



Manawi (ex-*Sea World*, ex-*Bisanzio*, ex-*Ghinwa K.*, ex-*Feeder 5*, ex-*Isla de Gran Canaria*, ex-*Loredo*, ex-*Michelle S*). IMO 7715331. General cargo. Length 106 m, 1,860 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Santander (Spain) by Atlantico. Owned by Pacific Marine Services (United Arab Emirates). Detained in 1999 in Naples (Italy) and in 2011 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



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.



In Rijeka (Croatia), March 2010 © Miro M

Marpessa E (ex-*Theofilos*, ex-*Odelis*, ex-*Rose Islands*, ex-*Sunderland Venture*). IMO 8207953. General cargo. Length 144 m, 3,831 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Navegadora Transpacifica SA (Greece). Detained in 2007 in Antwerp (Belgium) and Kalamaj (Greece). Sold for demolition in Mumbai, India. Another SD 14 (see above *Dae San*).



May 2011, *Marpessa E* is anchored in Piraeus (Greece)
© Minthi



March 5th 2013, *Marpessa E* facing Mumbai ship-breaking yards (India)
© Seanav

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.



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

Mersin (ex-Julie, ex-Julius, ex-Steyning). IMO 8201571. General cargo. Length 91 m. Turkish flag. Classification society RINA. Built in 1983 in Wallsend United Kingdom) by Clelands SB Co. Owned by Canmarine Denizcilik (Turkey). Detained in 2007 in Izmit (Turkey) and in 2009 in Rijeka (Croatia). Sold for demolition in Turkey.



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.



My Jasmin (ex-Tsarina, ex-Tatrina, ex-Mull, ex-Alboran, ex-Litzen, ex-Wendy M., ex-Wendy Weston, ex-Frendo Spirit). IMO 7367885. General cargo. Length 83 m. Saint Vincent & Grenadines flag. Classification society Turk Loydu. Built in 1974 in Delfzijl (Netherlands) by Appingedam Niestern. Owned by Viramarine Denizcilik Sanayi ve Ticaret Ltd Sti (Turkey). Detained in 2001 in Sevilla (Spain), in 2002 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and Casablanca (Morocco), in 2007 in Setubal (Portugal) and Caen (France), in 2009 in Izmir (Turkey), in 2012 in Molfetta (Italy) and in 2013 in Sochi (Russia). Sold for demolition in Turkey.



Najad (ex- Lys Vista, ex- Tista). IMO 7724021. General cargo. Length 83 m. Gibraltar flag. Classification society Germanischer Lloyd. Built in 1978 in Emden (Germany) by Cassens. Owned by Reederei Heinz Corleis KG (Germany). Detained in 2004 in Brunsbittel (Germany) and in 2011 in Rotterdam (Netherlands). Sold for demolition in Denmark .



Navajo Princess (ex-Apo Splendor, ex-Southern Angel). IMO 8613413. General cargo. Length 169 m, 7,566 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Imabari (Japan) by Imabari SBB. Owned by Roymar Ship Management Inc (United States). Detained in 2011 in Puerto Cabello (Venezuela) and in 2012 in La Spezia (Italy). Sold for demolition in India. 455 \$ per ton including 312 t of bunkers.



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

Navi Sky (ex-Navisky, ex-Irina Trader, ex Westwind, ex-Ilni, ex-Boknis). IMO 7361489. General cargo. Length 82 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1976 in Stade (Germany) by Stader. Owned by Mermaid International Shipping & Trade (Egypt). Detained in 2002 in London (United Kingdom) and in 2010 in Suez (Egypt). Sold for demolition in Turkey.



Nika (ex-Oana, ex-Dana, ex-Lyvia, ex-Hagieni). IMO 8222408. General cargo. Length 131 m, 3,451 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Braila (Romania) by Braila SN. Owned by Pic Shipping Ltd (Ukraine). Detained in 1998 in Southampton (United Kingdom), in 1999 in Rostock (Germany), in 2002 in Nantes (France), in 2005 in Koper (Slovenia), in 2007 in Samsun (Turkey) and in 2011 in Koper again. Sold for demolition in Turkey. 312 \$ per ton.



Ntabeni (ex-Recife, ex-Tellus)). IMO 8122828. General cargo. Length 182 m, 12,212 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Enterprises Shipping & Trading SA (Greece). Sold for demolition in India. 420 \$ per ton.



Odai (ex-Nikolla, ex-An Qiang 16). IMO 8992675. General cargo. Length 86 m. North Korean flag. Unknown classification society. Built in 1987 in Fuzhou (China) by Fujian Shangyou Shipyard. Owned by ISM Group Ltd (Syria). Detained in 2006 in Ravenna (Italy), in 2009 in Alexandria (Egypt) and Iskenderun (Turkey) and in 2010 in Beyrouth (Lebanon). Sold for demolition in Turkey.



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.



Osprey Arrow. IMO 8313697. General cargo. Length 187 m, 13,631 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kojé (South Korea) by Samsung. Owned by Gearbulk Ltd (Norway). Sold for demolition in India.



Pacific Eagle (ex-*Gloria Ace*). IMO 9004061. General cargo. Length 98 m, 2,358 t. Panamanian flag. Classification society China Classification Society. Built in 1990 in Imabari (Japan) by Nishi Zosen. Owned by Tianjin International Marine Shipping Co (China). Detained in 2000 in Sendai Shiogama (Japan). Sold for demolition in China.



Pacific Pearl (ex-*Raven Arrow*). IMO 8011328. General cargo. Length 178 m, 10,599 t. Bahamian flag. Classification society Norske Veritas. Built in 1981 in Chiba (Japan) by Mitsui. Owned by SMT Ship Management & Transport Ltd (Cyprus). Sold for demolition in India. 455 \$ per ton



Pacific Pearl passing under the Memorial Bridge, Portsmouth, New Hampshire (United States), April 2011
© Charles Bradley

Pioner Kirgizii. IMO 7731969. General cargo. Length 130 m, 4,010 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by FESCO - Far-Eastern Shipping Company (Russia). Sold for demolition in Jiangyin, China.

Pioner Yuzhno Sakhalinska. IMO 7436568. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Sakhalin Shipping Co Sasco (Russia). Sold for demolition in Zhangjiagang, China.

Princess Lily (ex-*Nevada Merchant*, ex-*Capitaine Tasman*, ex-*Ridge*). IMO 7228211. General cargo. Length 117 m, 2,730 t. Maldives flag. Unknown classification society. Built in 1972 in Durban (South Africa) by Dorman Long Vanderbijl Corp. Owned by Lily Shipping (Maldives). Sold for demolition in India.



Princess Lily in Colombo (Sri Lanka), September 2008 © Deepsea / Marinetraffic

Remo (ex-Bremon). IMO 7419365. General cargo. Length 120 m. Belizean flag. Classification society RINA. Built in 1976 in Falkenberg (Sweden) by Falkenbergs Varv ; jumboized in 1982 and lengthened from 107 to 120 m. Owned by Ability Shipping Europe AB (Sweden). Detained in 2012 in Brunsbuttel (Germany). Sold for demolition in Grenaa, Denmark.



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*).



Safina 2, May 2011 in Durban (South Africa) © Trevor Jones

Saint Demetrios (ex-Denler Premier, ex-Sea Premier, ex-Express Premier, ex-Anangel Ares, ex-Al Ahad). IMO 7622003. General cargo. Length 146 m, 4,306 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by Cleopatra Shipping Agency Ltd (Greece). Detained in 2003 in Hong Kong (China), in 2010 in New Orleans (United States). Sold for demolition in India. 422 \$ per ton.



Sakala (ex-Safmarine Onne, ex-Nordana Advisor, ex-Sakala). IMO 9065687. General cargo. Length 137 m. Isle of Man flag. Classification society Det Norske Veritas. Built in 1995 in Kaliningrad (Russia) by Yantar. Owned by Tschudi Ship Management AS (Estonia). Detained in 2012 in Leghorn (Italy). Sold for demolition in Turkey.



On the Congo River, April 2012 © Ludo Popelier



SC Baltic. IMO 7393793. General cargo. Length 95 m. Danish flag. Classification society Det Norske Veritas. Built in 1975 in Kristiansund N (Norway) by Sterkoder; jumboized in 1985 and lengthened from 77 to 95 m. Owned by Norresundby Shipping (Denmark). Detained in 2011 in Amsterdam (Netherlands). Sold for demolition in Grenaa, Denmark.



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



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



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



Sea Rich (ex-Thor Sky, ex-Bargas, ex-Honvik, ex-Bahia Honda). IMO 8411827. General cargo. Length 147 m, 4,950 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Sestao (Spain) by AESA. Owned by Dalian Bonstar Shipping Co (China). Detained in 2012 in Tanjung Perak (Indonesia). Sold for demolition in China.



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

Senator I (ex-Senator, ex-National Trust, ex-Galleon Trust, ex-Galleon Aquamarine). IMO 7912563. General cargo. Length 164 m, 6,396 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Shimonoseki (Japan) by Hayashikane. Owned by Hermes Maritime Services (India). Detained in 2007 in Tarragona (Spain) and in 2011 in Mumbai (India). Sold for demolition in India.



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 Ienissei 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.



Port of Dudinka, April 2006 © Alexander Pyanov



© Murmansk Shipping Company

Shipinco I (ex-Vinashin Pride, ex-Shanghai Pride, ex-Veesham, ex-Oriental Peace, ex-Express Orient, ex-Oriental Crown, ex-Saint Antonios, ex-Libra Rio, ex-Nacional Rio, ex-Rodrigo). IMO 7433270. General cargo. Length 141 m, 4,512 t. Panamanian flag. Classification society Vietnam Register of Shipping. Built in Niteroi (Brazil) by CCN Maua. Owned by Vietship Material Equipment (Vietnam). Detained in 2004 in Novorossiysk (Russia), in 2005 in Aqaba (Jordan), in 2006 in Colombo (Sri Lanka) and in 2010 in Fangcheng (China). Sold for demolition in Hai Phong, Vietnam.



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 Saiki (Japan) by Usuki Tekkosho. Owned by Translory 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.



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

Starford 4 (ex-Jia Yin Guan). IMO 8401042. General cargo. Length 110 m. Panamanian flag. Classification society China Classification Society. Built in 1985 in Ube (Japan) by Ube Dock. Owned by Seaway International Ship Management (China). Sold for demolition in Jiangyin, China.

Starford 5 (ex-Jia Shan Guan). IMO 8401030. General cargo. Length 110 m. Panamanian flag. Classification society China Classification Society. Built in 1985 in Ube (Japan) by Ube Dockyard. Owned by Seaway International Ship Management (China). Sold for demolition in Jiangyin, China.

Tan Binh 26 (ex-World Flower, ex-Union Qingdao, ex-Sun Pine, ex-Iyo Pine). IMO 8400880. General cargo. Length 98 m, 2,210 t. Tuvaluan flag. Classification society Vietnam Register of Shipping. Built in 1984 in Kochi (Japan) by Imai Zosen. Owned by Tan Binh Co Ltd (Vietnam). Detained in 2011 in Vishakhapatnam (India) and in 2012 in Paradip (India). Sold for demolition in India in Kolkata. 410 \$ per ton.



Tanzanite (ex-Express Phaeton, ex-Clipper Arita, ex-Arita, ex-Chenan, ex-Arita). IMO 8306864. General cargo. Length 145 m, 4,322 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co (Greece). Detained in 2000 in Lisbon (Portugal) and in 2012 in La Plata (Argentina). Sold for demolition in Turkey. 306 \$ per ton.



Uran (ex-Shoyna, ex-Vasily Musinskiy). IMO 7415034. General cargo. Length 152 m. Cambodian flag. Classification society Honduras Bureau Of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by Australian Maritime Co PTY Ltd (Australia). Detained in 2002 in Setubal (Portugal), in 2007 in Taicang (China), in 2008 in Vladivostok (Russia) and in 2010 in Fuzhou (China). Sold for demolition in Jiangyin, China. 380 \$ per ton.



Vega (ex-*Nina Bres*). IMO 7413593. General cargo. Length 76 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1975 in Neuenfelde (Germany) by JJ Sietas. Owned by Rederiet Vega A/S (Denmark). Detained in 2006 in Las Palmas (Spain) and in 2013 in Antwerp (Belgium). Sold for demolition in Grenaa, Denmark.



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

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



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



Chang Jiang, April 2011
©AF van Rhijn

Xiang Rong Men (ex-*Thor Nautica*, ex-*Pan Oasis*, ex-*Cape Cleveland*, ex-*Aire F*, ex-*Obod*). IMO 8701088. General cargo. Length 181 m, 8,308 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by NASCO (China). Detained in 2000 in Yokohama (Japan), in 2001 in Houston (United States), in 2008 in Suez (Egypt), in 2009 in Bandar Abbas (Iran), in 2010 in Dalian (China). Sold for demolition in India. 437 \$ per ton including 300 t of bunkers.



Yana-K (ex-*Valeriy Godlevskiy*, ex-*Murom*, ex-*Kapitan Manasayev*, ex-*Sormovskiy-30*). IMO 7329132. General cargo. Length 114 m, 814 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gorki - Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Standard Shipping Denizcilik (Turkey). Detained in 2006 in Izmit (Turkey). Sold for demolition in Turkey.

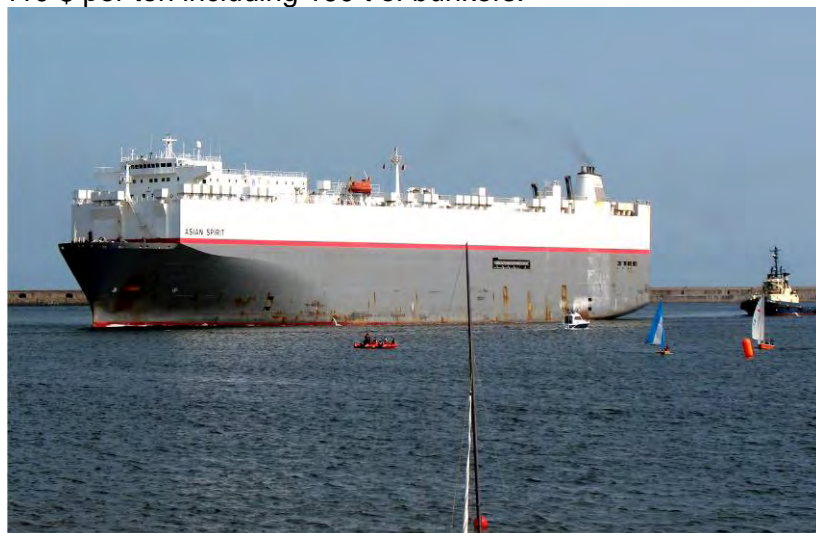


Zehra VI (ex-Sveti Serafim, ex-Sea Hawk 2, ex-Khudozhnik Kuindzhi). IMO 7620201. General cargo. Length 123 m, 2,050 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Navashino (Russia) by Oka Shipyard. Owned by Zeb Denizcilik Tasimaciligi (Turkey). Detained in 2005 in Canakkale (Turkey), in 2008 in Venice (Italy) and Koper (Slovenia), in 2009 in Koper again, in 2010 in Alexandria (Egypt), in 2011 in Izmir (Turkey) and in 2012 in Gemlik and Izmit (Turkey). Sold for demolition in Turkey. 322 \$ per ton.



Car carrier

Asian Spirit (ex-Hual Tribute). IMO 8600208. Car carrier. Length 200 m, 15,578 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Nissan Motor Car Carrier (Japan). Detained in 2008 in Hamburg (Germany). Sold for demolition in China. 410 \$ per ton including 190 t of bunkers.



The car carrier *Asian Spirit* on the Tyne River (United Kingdom), September 2010 © Roy Bradfield

Cosmos Venture. IMO 8600143. Car carrier. Length 187 m, 11,928 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi. Owned by New Asian Shipping Co Ltd (Hong Kong, China). Sold for demolition in India. 457 \$ per ton.

Hoegh Traveller (ex-Hual Traveller). IMO 8116908. Car carrier. Length 180 m, 12,164 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Toyohashi (Japan) by Shin Kurushima. Owned by Hoegh Autoliners (Norway). Detained in 2003 in Jacksonville (United States). Sold for demolition in China. 380 \$ per ton.



Hyundai n°108. IMO 8608133. Car carrier. Length 174 m, 9,790 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2007 in Shanghai (China). Sold for demolition in Bangladesh.



Hyundai n°109 (ex-Toronto, ex-Hyundai n°109). IMO 8608145. Car carrier. Length 174 m, 9,898 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2004 in Pyeongtaek (South Korea), in 2007 in Bandar Abbas (Iran) and in 2008 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh.



Jasa Aman (ex-Atlantic Highway, ex-Australian Searoad, ex-Alps Highway). IMO 8202305. Car carrier. Length 158 m, 7,381 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Sugahara Kisen KK (Malaysia). Sold for demolition in China by Civet Guandong scrapyard. 403 \$ per ton.

The END

No answer from the France Telecom cable layer



© Walvis Bay Diving



©Henties Bay Tourism Association

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.



Following the fire © Walvis Bay Diving

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.



Historical Collection France Telecom



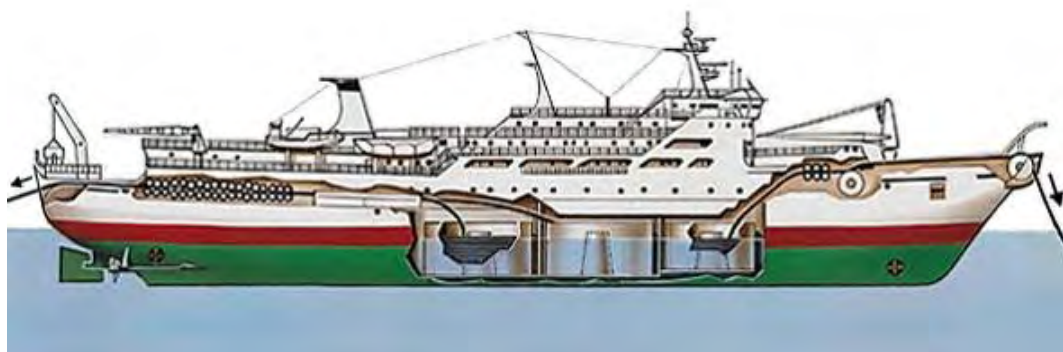
The inaguration of the *Vercors*

© Association des Amis des câbles sous-marins

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

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