

Ship-Breaking



Veracruz Express, February 2012 © InletPhotos.com
Summer 2013, Alang (India) - p 44



July 2013 – p 47
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Russian Roulette in Canada



Canadian Miner, grounded on Scatarie Island, February 2013 © MV Canadian Miner / Facebook



One of Lyubov Orlova latest position
© National Geospatial-Intelligence Agency

Fall 2011, Canadian authorities let the bulk carrier *Canadian Miner* set off for demolition in the Turkish ship-breaking yards. This Great Lakes veteran left for her cross Atlantic voyage in tow of the *Hellas*, a

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

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



Algoma Provider is leaving for Turkey
© Jacques Gauthier



Kathryn Spirit is waiting in Beauharnois
© Archives QMI

Summer 2013, the Russian roulette game is going on. On June 9th, another Great Lakes bulker has left the shores of St. Lawrence on her way to Turkey. The Canadian *Algoma Provider*, now the Ovi citizen of Sierra Leone, towed by the spanish-owned *VB Artico*, arrived safely to Aliaga. The Turkish connection was victoriously revived but a tremendous feat was yet to come : the expedition of the *Kathryn Spirit* to Mexico. The old general cargo carrier (46 years old) had been waiting for demolition since summer 2011 in Beauharnois (Quebec, Canada). She had been bought by the Groupe Saint-Pierre, a company specialised in urban excavation and demolition. The demolition project to demolish her afloat on lake Saint Louis, not including any particular safety mesures for the environment, was met with general hostility, and the group finally dropped the plan beginning 2012. The *Kathryn Spirit* then became a pariah, she must go, leave Saint Lawrence river and even Canada. American and Chinese demolition fields are contacted but they decide not to take on the old ship. In fall 2012, her sale to the Mexican company Reciclajes Ecologicos Maritimos is announced. This time the ship really will leave St. Lawrence. « A happy end » according to politicians who got involved in the affair. Summer 2013, the *Kathryn Spirit* is still in Beauharnois, awaiting an official approval for her departure ; the ship suffered an ingress of water during the winter, bilge water must be pumped and treated in Canada and at least 150 000 dollars work must be done to reinforce the vessel's hull before the towing operation.

Reciclajes Ecologicos Maritimos has been operating a dismantling facility since 2008 : the workyard is located in Puerto Lazaro Cardenas, on the Pacific Coast of Mexico. Can the expedition of the *Kathryn Spirit* from the St. Lawrence shores to the Pacific Coast be considered a happy end ? Will Canadian authorities dare risk an Episode 2 of the *Lyubov Orlova* ? One might even wonder weather or not there is any such thing as Canadian authorities when these matters are concerned ? Ottawa's favorite game is « It wasn't me, it was one of my provinces ! » By the way, another question is wether the Panama canal authority will accept the crossing of such an unstable convoy.

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

Demolition-breakers

Some Ro Ros, container ships, tankers and cruise liners, promised at first sight to scrapping after a terrorist attack, an accident or an intense fire, are coming back to life. For example, and also reminding of ships ***Saint Clair***, ***Exxon Valdez*** and the ***Stockholm*** still sailing as ***Athena*** (and soon ***Azores***) previously cited in Ship-Breaking, here are the new miracles of ships ***Hundai Fortune***, ***Hanjin***, ***Pensylvania***, ***CMA Djakarta*** and ***Limburg***. The case of the ***European Gateway*** is presented in the chapter The END, p 73.



Hyundai Fortune, March 2006 © Cargolaw



now *MSC Fortunate*, 2013 © Lukasz Blaszczak



Hanjin Pennsylvania, November 2002 © Cargolaw



now *Norasia Bellatrix*, November 2010 © Rafael Ferreira Viva



CMA Djakarta, July 1999 © © Capt Lawrence Dalli



now *Classica*, July 2012 © Emmanuel L



Limburg, after the attack and fire off Yemen
June 12, 2004



© United World Marine

and after repair works, as *Maritime Jewel*
July 31, 2004

Mystery remains about the ferry *Herald of Free Enterprise*, structurally intact after her shipwrecking on March 6th, 1987 (193 fatalities) in Zeebrugge harbour and her salvage one month later. *Herald of Free Enterprise* was towed around the Cape of Good Hope, off which she has escaped during several days, up to Kaohsiung port for an announced demolition that has been contested several times by persistent rumours. These rumours, which never succeeded to become actual information, are not incompatible with shipping practices and those of Townsend Thoresen.

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



1982, *European Gateway* © Shipspotting



Herald of Free Enterprise, 1987 © © Mercator Media

Spain: sinking

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

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

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

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

Robin des Bois considers these projects as a diversion from International law, aimed at avoiding Spanish administrations and State from paying the end-of-life ships dismantling costs. Regarding the artificial

reefs, the London Convention indicates that “placement should not be used as an excuse for disposal at sea of waste materials”. All derelict reefers and ex-fishing factory ships languishing in Las Palmas (Canarias) have to be demolished in European shipyards or nearby, or in a floating dock or a terrestrial temporary site if they are too fragile to be moved. Mauritania gave up the idea of dumping the wrecks left over in the Bay of Nouadhibou (see [Ship-breaking # 20](#)). Despite its economic difficulties, Spain could follow the Mauritanian example.

Military vessels

United Kingdom

The British Royal Navy does not have any patriotic nor ecological considerations. Under the blessing of the European Union and without raising any eco-political opposition, the Royal Navy sold the aircraft carrier *Ark Royal* for more than 3 million euros. She left Portsmouth on the English South Coast at the end of May for a final 3.700 km voyage, without any prior asbestos removal.



© Mike Walker



© Murray Sanders

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

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



HMS Cornwall, arriving Plymouth, April 2011 © Allan Wright

France

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

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

L'ex tanker *Saône* à Toulon, juin 2009
© Stéphane Saissi



Italy

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

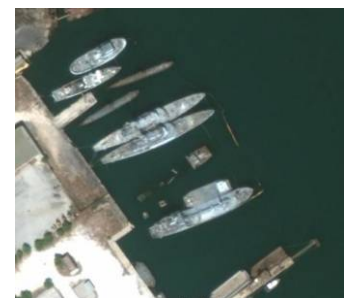


Wrecks in Punta Cugno and Forte Garcia © Italian Ministry of Defence

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



The naval cemetery of the Italian Navy, Punta Cugno, Bay of Augusta © DR



Hardly floating objects in the Bay of Augusta © GoogleEarth

Letters to the Editor

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

A little feedback on your latest Ship Demolition bulletin.

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

You report the vessel *GREEN VISHIP* as sold to Chinese breakers but she has been delivered to Vietnamese breakers at Hai Phong. The demolition facility there seems to be referred to as Song Da. Also arriving there recently was the SD-14 *GOLDEN LIGHT*. She had been laid-up on the Saigon River for some months. She sailed

on the 13th of March, anchoring off Hai Phong pilot station on the 17th before moving to the demolition area on March 20th

Comments from Robin des Bois

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

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

We also add some precisions on the fate of two ships which was unsealed when [Ship-breaking # 30](#) was published.

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

As for the American *Seaboard Trader* (p 33), waiting for orders in the Carribean, she was sold to a British Virgin Islands-based shell company, deflagged and discreetely beached for demolition in Indian as *Vegas*.

Photos received from Shahid, Gadani (Pakistan), May 29th 2013

Vessels beached for demolition in Pakistan.



Baco-Liner 2

June 11th 2013



Sundance

Comments from Robin des Bois :

In [Ship-breaking # 31](#)(see p 4), on the basis of information released by professionnall sources, Robin des Bois announced the sale of the two German barge carriers *Baco-Liner 1* and *Baco-Liner2* for demolition in India. Late May, the *Baco-Liner 2*, sailing from Europe, actually arrived off Alang before ending up on the sand in Gadani. *Baco-Liner 1*, which left Rouen (France) on May 18th is following her sistership's tracks : she was also diverted and beached in Pakistan on July 24th.

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

Received from Iain, (United Kingdom), June 23rd, 2013

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

Apparently, there are no official records or photographs that can be supplied by the breakers as evidence that the ferry was actually broken up. Furthermore, at the time the ferry was supposed to have been scrapped, in April 1988, the breaking yard was supposed to be closing for the expansion of Kaohsiung port.

I read with interest you report on the supposedly scrapped Bow Elm turning out to be the Ling Hai. Do you think it's possible that the Herald of Free Enterprise may not have been scrapped after all? (...)

See comments of Robin des Bois p 4 chapter « Demolition-breakers »

Received from Paul, (United Kingdom), July 29th, 2013

Bonjour

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

HMS Chatham - Built in 1988 by Swan Hunter, Tyne and Wear UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Cumberland - Built in 1986 by Yarrow, Glasgow UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Campeltown - Built in 1987 by Cammell Laird, Birkenhead UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Cornwall - Built in 1985 by Yarrow, Glasgow UK - sold to Swansea Drydock UK region £0.70m GBP

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

This old cruise vessel *Pacific* eventually left Genoa last 27th, July towed by tug "Izmir Bull" inbound Turkey for demolition.

She arrived in November 2008 in Genoa for refitting being seized after few weeks. She was sold for demolition early 2012 but the Turkish ship-breaking yard only paid the first part of the total amount and the ship remained in Genoa.



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

NDLR :

The *Acif / Pacific* is the ex *Pacific Princess*, the cruise ship starring in the American TV serials "The Love Boat". (See [Ship-breaking # 27](#), p 8 and 74).

Results from May 1st to July 31st

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

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

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

The pace of vessels leaving for demolition has slowed down (only **21** ships a week against 24 from January to April 2013). Meanwhile, if this pace is kept, the threshold of 1000 ships will still be crossed at the end of the year.

by unit

1 India 81 (30%)
2 Bangladesh 56 (21%)
3 Turkey 42 (15%)
4 China 34 (13%)
5 Pakistan 28 (10%)
6 Denmark 2 (1%)

By tonnage of metal recycled

1 India 721,000t (32%)
2 Bangladesh 496,000t (22%)
4 Pakistan 392,000t (18%)
3 China 209,000t (9%)
5 Turkey 141,000t (6%)

by category

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

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

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

After the bars, demolition

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



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

Years and meters

The age of ships leaving the fleet ranges from 13 years for the Chinese tanker *Haichang Tianjin* to 50 years for the Canadian Great Lakes bulker *Algoma Provider*. The average age is 29 years; it is 25 for tankers and 22 for container ships. 83 ships measure less than 150m long, 116 of them between 150 and 199m long, and other 72 more than 200m. 9 ships have a length of more than 300 m of which 5 were dismantled in Pakistan.



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.

General cargo

Lumbers and boards on the water



Forêt arctique © **Matti Holmgren**



Forêt tropicale © **amazonie-indienne.com**

White wood from the Arctic, red or yellow tropical wood, boards and lumbers, impetuously transported and ready to fall at the first disturbed movement, to drift, bringing sadness to a small fishing boat or joy to a shipwrecked. Wood did not reach yet the precious substance status. Wood carriers are alike deforestation, on the rush, expeditious, wasters, wily and all-purpose.

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



Best Rich, Rabaul, (Papouasie-Nouvelle-Guinée) © **Bob Godefroy**



Jasmin, détroit du Bosphore © **Gerolf Drebes**



Lara, Kingstown (Saint Vincent) © **Jordan Seifarth**



Lara, Istanbul (Turkey) © **Peter Fox**



Malbec, Bosphore © **Wil Weijsters**



Malbec © **Igor Kryvopustov**



Razan Star, Istanbul © **Arwad Shipp.**



Sangthai Glory, Singapore © **Andrew Mackinnon**

Abdulaziz Arab (ex-*Atlantic Express*, ex-*California Current*, ex-*Veruda*, ex-*Golfo di Venezia*, ex-*Gacka*, ex-*Konkar Triaina*). IMO 7923548. General cargo. Length 193 m, 8,805 t. Saudi Arabian flag. Classification society Bureau Veritas. Built in 1982 in Pula (Croatia) by Uljanik. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 1998 in Rotterdam (Netherlands) and in 2003 in Punta Arenas (Chile). Sold for demolition in India.



Adiyaman. IMO 7305007. General cargo. Length 101 m. Turkish flag. Classification society Turk Loydu. Built in 1973 in Akitsu (Japan) by Taihei Kogyo. Owned by AK Gemi Tasimaciligi Sanayi ve Ticaret AS (Turkey). Sold for demolition in Turkey.



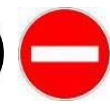
Amal (ex-Nikolis, ex-Sky Favor, ex-Chang Jiu, ex-Balsa 23). IMO 8204080. General cargo. Length 105 m, 1,945 t. Jordanian flag. Classification society China Classification Society. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by Victoria Ship Management (United Arab Emirates). Detained in 2009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



Amira Nadia (ex-Angora, ex-Xana, ex-Jana, ex-Vilcea). IMO 8502183. General cargo. Length 130 m, 3,457 t. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1984 in Braila (Romania) by Braila SN. Owned by El-Amira Shipping (Egypt). Detained in 2001 in Lisbon (Portugal), in 2007 in Izmir (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in India. 415 \$ per ton.



Andelin (ex-Mr.Ahmad, ex-Konstantin Yuon). IMO 7324649. General cargo. Length 97 m. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1974 in Turku (Finland) by Valmet. Owned by Hiba Shipping Co (Lebanon). Detained in 2007 in Gulluk (Turkey) and Iskenderun (Turkey), in 2009 three times in Koper (Slovenia), in 2012 in Koper again and in 2013 in Alexandria (Egypt). In 2012, banned from the European harbours by the EU directive on Port State Control. Sold for demolition in Turkey.



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



Anking (ex-Tasman Trader, ex-El Dorado). IMO 8918241. General cargo. Length 177 m, 8,687 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Setoda (Japan) by Naikai SB. Owned by Eurobulk Ltd (Greece). Detained in 2000 in San Francisco (United States). Sold for demolition in Mumbai, India. 425 \$ per ton.



Arkaim 6 (ex-Antwerp Trader, ex-Atalanti I, ex-Opsterland, ex-Conti Finlandia, ex-Waratah Trader, ex-Roelof Holwerda). IMO 8019045. General cargo. Length 92 m, 2,271 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stroobos (Netherlands) by Barkmeijer. Owned by Arkaim Joint Stock Company (Russia). Detained in 2005 in Santander (Spain). Sold for demolition in Zhangjiagang, China.



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

Austanger (ex-*Star Austanger*, ex-*Anthony Rainbow*). IMO 8221765. General cargo. Length 169 m, 7,646 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Westfal-Larsen Management AS (Norway). Sold for demolition in India. 434 \$ per ton.



Baltic Pearl (ex-*Gulf Pearl*, ex-*Gull Arrow*, ex-*Horda*). IMO 7930137. General cargo. Length 182 m, 10,688 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by SMT - Ship Management & Transport (Cyprus). Sold for demolition in Bangladesh. 418 \$ per ton.



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

Banga Lanka (ex-*Banga Biraj*, ex-*Fong Lee*, ex-*Meng Lee*, ex-*Mar Esmeralda*, ex-*Hodo*). IMO 7707645. General cargo. Length 134 mt. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Flensburg (Germany) by Flensburger. Owned by HRC Shipping Ltd (Bangladesh). Detained in 2001 and 2005 in Singapore. Sold for demolition in Bangladesh.



Best Rich (ex-*Ba Shi Shan*, ex-*Ima Tellina*, ex-*Kowa Maru*, ex-*Yuyo Maru*). IMO 8217532. General cargo. Length 106 m. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Imabari (Japan) by Nishi SB. Owned by Shanghai Macrostar Shipping Co Ltd (China). Sold for demolition in China. See photos in head of chapter General cargo, "Lumbers and boards on the water".

Cafer Reis (ex-*General Chistyakov*, ex-*Akademik Raspletin*). IMO 8720967. General cargo. Length 124 m, 3,025 t. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1987 in Navashino (Russia) by Oka. Owned by Gunes Denizcilik Nakliyat (Turkey). Detained in 2008 in Alexandria (Egypt), in 2009 in Novorossiysk (Russia) and Oran (Algeria) and in 2011 in Gemlik (Turkey). Sold for demolition in Turkey.



Caner (ex-*Muizz*, ex-*Mirax*, ex-*Jad K.*, ex-*Avant*, ex-*Fondal*, ex-*Germa Fondal*). IMO 7628851. General cargo. Length 81 m, 1,867 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Darya Denizcilik Uluslararası Tasimacilik Ticaret Ltd Sti (Turkey). Detained in 2002 in Murmansk (Russia), in 2003 in Mo (Norway), in 2003 in Sassnitz (Germany), in 2006 in Sevilla (Spain), Venice (Italy), Canakkale (Turkey) and Piombino (Italy), in 2009 in Novorossiysk (Russia) and in 2011 in Aliaga (Turkey). Sold for demolition in Turkey.



Caner in Tulcea (Romania), March 2013 © VikiMoro

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



Captain Johnny, April 2012 © Greceanu Cristian

Chong Jin 2 (ex-*Amer Deep*, ex-*Maule*, ex-*Amer Abha*, ex-*Telamon*). IMO 7628241. General cargo. Length 163 m, 6,324 t. North Korean flag. Classification society Korea Classification Society. Built in 1978 in Muroran (Japan) by Narasaki Zosen. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2009 in Kandla (India). Sold for demolition in China.



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



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

Costis (ex-*Xenoula M*, ex-*Appolonia Explorer*, ex-*Secil Argentina*, ex-*Keng Min*, ex-*Alioth*, ex-*Alishan*). IMO 7801570. General cargo. Length 96 m, 1,677 t. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Uwajima (Japan) by Uwajima Zosensho. Owned by Trinto Maritime Co (Greece). Detained in 2001 in Setubal (Portugal), in 2007 in Mersin (Turkey) and in 2010 and 2011 in Sevilla (Spain). Sold for demolition in India.



Dayochang (ex-*Jetwin*, ex-*Patchara Naree*, ex-*Meres*, ex-*Glory Ocean*). IMO 7632577. General cargo. Length 146 m, 4,351 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Kochi (Japan) by Kochi Jyuko.

Owned by Jackson Shipping Safety Management Consultant Co Ltd (Taiwan). Detained in 2006 and in 2008 in Guangzhou (China), in 2009 in Fuzhou (China), in 2010 in Guangzhou again, in 2011 in Xiamen (China) and Ningde (China) and in 2012 in Xiamen (China) again and in Ningde (China) again. Sold for demolition in Jiangyin, China.



Dayochang, port of Keelung (Taiwan), January 2012 © *chun-hsi*

Eagle (ex-*Crimea*). IMO 7521170. General cargo. Length 103 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Gijon (Spain) by Duro Felguera. Owned by Abdul Rahman Othman Ismail Co (Syria). Detained in 1999 in Valence (Spain), in 2004 in Kdz.Eregli (Turkey), in 2005 in Antalya (Turkey), in 2007, 2008 and 2009 in Larnaca (Cyprus) and in 2012 in Nea Moudhania (Greece). Sold for demolition in Turkey.



Emine H (ex-*Amina H*, ex-*Aspen*, ex-*Ladybird*, ex-*Betty*, ex-*Inger*). IMO 7391771. General cargo. Length 89 m. Cambodian flag. Classification society Turk Loydu. Built in 1975 in Hoogezand (Netherlands) by Voorwaarts; jumboized in 1985 and lengthened from 73 to 88 m. Owned by Harmanda Shipping SA (Turkey). Detained in 2000 in Great Yarmouth (United Kingdom), in 2006 in Canakkale (Turkey), in 2007 in Tuzla (Turkey), in 2008 in Izmir (Turkey), in 2008 in Sevilla (Spain), in 2009 in Mersin (Turkey), in 2011 in Larnaca (Cyprus) and Tuzla (Turkey) and in 2012 in Cagliari (Italy). Sold for demolition in Turkey.



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



Finja, en route to Rotterdam (Netherlands), February 2013 © *Henk Jungerius*



The very last hours of *Finja* in Esbjerg (Denmark), July 10th, 2013 © *Arne / Shipspotting*

Garip (ex-Orient Bliss, ex-Trade Bliss, ex-Calanda IV, ex-Calanda, ex-Sofati Continent, ex-Calanda, ex-Iren, ex-Skotland). IMO 7360708. General cargo. Length 144 m. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1975 in Bardenfleth (Germany) by Schurenstedt. Owned by Yilmar Denizcilik (Turkey). Sold for demolition in Turkey.



Golden Queen (ex-East Star, ex-Xing Hui 6, ex-Bao Yun Shan, ex-Argus). IMO 8319122. General cargo. Length 90 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Panocean International Ship Management (China). Sold for demolition in Jiangyin, China.



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

Hajura (ex-Bao Rui, ex-Sea Space, ex-Seagreen, ex-Celia, ex-Damaskus, ex-Contship Egypt, ex-Vogtland). IMO 8520379. General cargo. Length 158 m, 7,610 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2004 in Hong Kong (China), in 2006 in Singapore, in 2009 in Bangkok (Thailand). Sold for demolition in China. 375 \$ per ton.



Hong Hao (ex-CMA CGM Nimba, ex-Clan Legionary, ex-P&O Nedlloyd Caribbean, ex-P&O Nedlloyd Douala, ex-Cielo Di Livorno, ex-Santa Margherita). IMO 9073232. General cargo. Length 182 m, 8,772 t. St. Vincent & Grenadines flag. Classification society RINA. Built in 1994 in Lubeck-Siems (Germany) by Flender. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in China. 335 \$ per ton.



Jasmin (ex-Tarabeia, ex-Donna Khadijeh, ex-Sveafjord, ex-Edith Sabban). IMO 7219155. General cargo. Length 90 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1972 in Neuenfelde (Germany) by Sietas. Owned by El Safa Shipping (Egypt). Detained in 1999 in Hamburg (Germany) and in 2003 and 2004 in Constanta (Romania), in 2007 in Constanta again and then in Izmir (Turkey) and in 2009 in Damietta (Egypt). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



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



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

Kathryn Spirit (ex-Menominee, ex-Holmsund). IMO 6717069. General cargo. Length 154 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1967 in Göteborg (Sweden) by Lindholmens Varv.



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

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

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



Kathryn Spirit, May 2007 © Vedran Mlacic



Kathryn Spirit, October 2010 © Bengt-Rune Inberg

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

[Exploration of Kathryn Spirit in Beauharnois / Francis Perron](#)

Lara (ex-Baltiyskiy 62). IMO 6714146. General cargo. Length 96 m, 1,030 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Kaliningrad (Russia) by Yantar. Owned by Fisher & Fisher Co Ltd (Latvia). Detained in 1997 in Brussel (Belgium) and Varsberg (Sweden), in 1999 in Kolding (Denmark), in 2002 in Newcastle, in 2008 in Mersin Turkey) and in 2012 in Gemlik (Turkey). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Larsen (ex-Guang A, ex-Tian Wei, ex-Mount Ace, ex-Akitsu Maru). IMO 8313207. General cargo. Length 109 m, 3,011 t. Cambodian flag. Classification society Korean Register of Shipping. Built in 1984 in Anan (Japan) by Shinham Dockyard. Owned by Rusam Shipping Co Ltd (South Korea). Detained in 2003 in Hong Kong and in 2004 in Vladivostok (Russia). Sold for demolition in China. 300 \$ per ton.



Lily Royal (ex-Windsor Lady, ex-Safmarine Meroula, ex-Meroula, ex-Esperance IV, ex-Ana Luisa). IMO 7433244. General cargo. Length 141 m, 6,171 t. Maldives flag. Classification society Germanischer Lloyd. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Lily Shipping & Trading Pvt (Maldives). Detained in 2006 in Durban (South Africa) and in 2008 in Singapore. Sold for demolition in India.



Long An Cheng (ex-Kent Navigator, ex-Agamemnon). IMO 8118255. General cargo. Length 164 m, 5,660 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Tokyo (Japan) by IHI. Owned by Cosco Xiamen (China). Detained in 2001 in Akita (Japan). Sold for demolition in Jiangyin, China.



Lugano (ex-Marchallenger, ex-Tasman Challenger, ex-Nds Proteus, ex-MSD Damas, ex-Margret Oldendorff, ex-CCNI Austral). IMO 9013282. General cargo. Length 177 m, 9,055 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1992 in Setoda (Japan) by Naikai. Owned by Mar Consult Schiffahrt (Germany). Sold for demolition in India. 425 \$ per ton.



Lugano in Singapore, November 2012
© MG Klingsick

Malbec (ex-Evgenia, ex-Volgo-Balt 37). IMO 6919289. General cargo. Length 114 m, 1,181 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1968 in Astrakhan (Russia) by Astrakhan Kirova. Owned by Seatrans Co Ltd (Ukraine). Detained in 2005, 2007 and 2009 in Izmit (Turkey), in 2011 in Izmit again and then in Gemilk (Turkey) and in 2012 one more time in Izmit. Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



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



Mascot (ex-Saga Mascot, ex-Star Mascot, ex-Hoegh Mascot). IMO 7516577. General cargo. Length 200 m, 13,324 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Sakaide (Japan) by Kawasaki. Owned by SMT Ship Management & Transport Ltd (Cyprus). Detained in 2003 in Nagoya (Japan). Sold for demolition in India. 450 \$ per ton.



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



Mermaid Pride, Istanbul (Turkey), June 2012 © Gerolf Drebes



Minaland (ex-Nomadic Patria, ex-Patria, ex-Ukraina, ex-Patria). IMO 7514426. General cargo. Length 156 m, 6,970 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Haugesund (Norway) by Haugesund MV. Owned by Imperial ShipManagement AB (Sweden). Sold for demolition in Bangladesh.



March 2012, le suédois *Minaland* quitte Szczecin (Poland) © Adawo

Murvet Imamoglu (ex-Bam Sea, ex-Kalila, ex-Oued Ziz, ex-Kilia, ex-Bremer Wappen, ex-Brynmores, ex-Baltic Consort, ex-Hans Kroger). IMO 7324900. General cargo. Length 76 m. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1973 in Husum (Germany) by Husumer. Owned by Gemini Uluslararası Gözetim ve Denizcilik Dis Ticaret Pazarlama Ltd Sti (Turkey). Detained in 2005 in Antalya & Alanya (Turkey) and Casablanca (Morocco), in 2006 in Sevilla (Spain), in 2007 in Alger (Algeria), in 2008 in Larnaca (Cyprus) and Koper (Slovenia) and in 2009 in Canakkale (Turkey). Sold for demolition in Turkey.



Nour A (ex-*Leopard*, ex-*St. Anton*, ex-*Andrea*, ex-*Cairnash*). IMO 7405649. General cargo. Length 92 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Gdansk (Poland) by Gdanska Lenina; jumboized in 1983 and lengthened from 84 to 92 m. Owned by Hiba Shipping Co (Lebanon). Detained in 2003 in Setubal (Portugal) and Las Palmas (Spain), in 2004 in Constanta (Romania) and Monopoli (Italy), in 2006 in Constanta again and in 2008 and 2009 in Larnaca (Cyprus). Sold for demolition in Turkey.



Nyzdan (ex-*Jamila*, ex-*Balbao*, ex-*Bilbao*, ex-*Pinguin*, ex-*Manchester Faith*, ex-*Nahost Kurier*, ex-*Pinguin*). IMO 7114628. General cargo. Length 109 m, 2,175 t. North Korean flag. Classification society Germanischer Lloyd. Built in 1971 in Alblasterdam (Netherlands) by Van der Giessen-de Noord. Detained in 2001 in Oslo (Norway), in 2006 in Bandar Abbas (Iran), in 2007 twice in Bandar Khomeini and also twice in Khorramshahr (Iran). Sold for demolition in Pakistan.



June 11th, 2013, Gadani (Pakistan) © **Shahid**

Oceanic Star (ex-*Ginter Star*, ex-*Hub Honour*, ex-*Zim Napoli*, ex-*Jasmine*, ex-*Zim Kingston I*, ex-*Caribic Star*, ex-*Joanna Borchard*, ex-*Caribic 1*, ex-*Ruch Borchard*, ex-*Zim Kaohsiung*, ex-*Caribic*). IMO 7818353. General cargo. Length 118 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by UFC Ship Management Co Ltd (Syria). Detained in 2003 in Hong Kong and in 2006 in Shanghai (China). Sold for demolition in Turkey.



Kerch strait (Ukraine), June 2011© **Kerchanin**

Odaman Tomba (ex-*Oguzkan II*). IMO 7407207. General cargo. Length 75 m. Turkish flag. Classification society Turk Loydu. Built in 1977 in Tuzla (Turkey) by Celiktekne Sanayi. Owned by Butoni Denizcilikve Ticaret AS (Turkey). Sold for demolition in Turkey.



Pavel Korchagin. IMO 7832775. General cargo. Length 127 m, 3,937 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Company (Russia). Sold for demolition in Mumbai, India.



Entry to Port of Gdańsk (Poland) © **Piotr Jagliński**

Pearl Bridge (ex-Tasman Resolution, ex-New Resolution, ex-Kota Manis, ex-New Resolution, ex-Gertrude Oldendorff, ex-New Resolution, ex-Sunshine Amazone). IMO 8714918. General cargo. Length 174 m, 8,671 t. St. Vincent & Grenadines flag. Classification society Det Norske Veritas. Built in 1988 in Kure (Japan) by Ishikawajima-Harima. Owned by Shanghai CP International Ship Management & Broker Co (China). Sold for demolition in Bangladesh.

Ratan Fidelity (ex-Sea Strait, ex-Boe Strait, ex-Zaria, ex-Multimax Antwerp, ex-Multimax Laurel, ex-Superflex Beauty, ex-Sazava). IMO 8602397. General cargo. Length 119 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1989 in Tianjin (China) by Tianjin Xingang. Owned by Ratanpur Shipping Services Ltd (Bangladesh). Detained in 1998 in Antwerp (Belgium), in 2000 in Brindisi (Italy), in 2008 in Rouen (France), in 2010 in Port Cartier (Canada) and in 2011 in Hamburg (Germany). Sold for demolition in Bangladesh.



Ratan PathfIndiar (ex-Glory Queen, ex-Thor Transit, ex-Lucky Moon, ex-Med S, ex-Kaptan Tevfik Aksu, ex-Riesa). IMO 8620117. General cargo. Length 177 m, 8,355 t. Bangladeshi flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Ratanpur Shipping Services Ltd (Bangladesh). Detained in 1997 in Szczecin (Poland), in 2001 in Rotterdam (Netherlands) during 277 days and in 2008 in Bremen (Germany). Arrived in tow in Chittagong, Bangladesh suffering an engine failure in August 2012 with a cargo of 8.780 t of Kaolin for India. The ship was not repaired and was finally sold for demolition to a local ship-breaking yard.



In the Strait of Hormuz, May 2008 © Hajo Schaefer

Razan Star (ex-Sinus, ex-Alisar, ex-Ibn Sina, ex-Krusau). IMO 7720910. General cargo. Length 117 m, 2,750 t. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1978 in Lubeck (Germany) by Orenstein & Koppel. Owned by Nejem Co Marine Services (Egypt). Detained in 1999 in A Coruña (Spain), in 2004 in Varna (Bulgaria) and Constanta (Romania), in 2006 in Damietta (Egypt), and in Constanta again (Romania), in 2007 in Alexandria (Egypt) and in 2011 in Novorossiysk (Russia). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Regina G (ex-Ferdinand, ex-Captain Raffles, ex-Clamba, ex-Ambassador I, ex-Riccam, ex-Smaro, ex-Celtic Ambassador, ex-Jack Wharton). IMO 7612591. General cargo. Length 89 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Lowestoft (United Kingdom) by Richards. Owned by Care of Regal Co Ltd (Russia). Detained in 2000 in Genoa (Italy), in 2001 in Niigata (Japan), in 2002 in Vostochny (Russia), in 2003 in Niigata (Japan) three times and in Nakhodka (Russia), in 2004 in Niigata (Japan) again, in 2007 in Nakhodka again, in 2009 in Incheon (South Korea) and in 2012 one more time in Nakhodka. Sold for demolition in Jiangyin, China.



Sai Eternity (ex-Sofia, ex-Nedlloyd Maas, ex-Contship Singapore, ex-Waterkoning, ex-Ael America, ex-Waterkoning). IMO 8715443. General cargo. Length 157 m, 6,635 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1988 in Wismar (Germany) by Mathias-Thesen. Owned by SMMPL - Sai Maritime & Management Pvt Ltd (India). Detained in 2007 in Thessaloniki (Greece). Sold for demolition in India.



Sang Thai Glory (ex-OMS *Chinney II*, ex-*Meridiana*, ex-*ShioHaru Maru*). IMO 7908512. General cargo. Length 106 m. Thai flag. No classification society according to her last Port State Control. Built in 1979 in Imabari (Japan) by Higaki. Owned by Sinsimon Navigation Co Ltd (Thailand). Detained in 2002 and 2003 in Hong Kong, in 2009 in Tianjin (China), in 2011 in Nanjing and Zhenjiang (China) and in 2012 in Zhenjiang again. Sold for demolition in China. See photos in head of chapter General cargo, "Lumbers and boards on the water".



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



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

Star Alabama (ex-*Hawaiian Rainbow*). IMO 8221777. General cargo. Length 169 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Grieg Shipping II AS (Norway). Detained in 2012 in Tianjin (China). Sold for demolition in China.



Star America (ex-*Canadian Rainbow*, ex-*Star Canadian*, ex-*Canadian rainbow*). IMO 8508280. General cargo. Length 169 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Grieg Star AS (Norway). Sold for demolition in China.



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



Sulpicio Container XII © Aristotle P Refugio

Tanais (ex-*Reviera*, ex-*Don-3*, ex-*ST-1336*). IMO 8872605. General cargo. Length 89 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1990 in Rybinsk (Russia) by Volodarskiy. Owned by Patra Ltd (Russia). Detained in 2004 in Novorossiysk (Russia), in 2007 in Mersin (Turkey) and in 2013 in Novorossiysk again. Sold for demolition in Turkey.



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



Tiger Sea (ex-*Sea Master One*, ex-*Mekong Venture*, ex-*Oram Breeze*, ex-*X Press Makalu*, ex-*Breeze*, ex-*Pegasus Pioneer*, ex-*Bandama*, ex-*Cape York*, ex-*Taabo*, ex-*Ruth Borchard*, ex-*Ahlers Breeze*). IMO 8120636. General cargo. Length 114 m. Turkish flag. Classification society Turk Loydu. Built in 1983 in Hemiksem (Belgium) by St Pieter. Owned by Gemiciler Denizcilik Nakiliyat (Turkey). Detained in 2001 in Singapore, in 2005 in Haiphong (Vietnam), in 2006 in Singapore and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.



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

Toufic K (ex-*Yasmin K*, ex-*Nabil M*, ex-*Antonio M*, ex-*Rethymnon*, ex-*Jocefa*). IMO 6609327. General cargo. Length 76 m. Togolese flag. Unknown classification society. Built in 1966 in Rostock (Germany) by Neptun VEB. Owned by Alfamarine Shipping Co Ltd (Lebanon). Detained in 2003 in Constanta (Romania), in 2006 and 2008 in Port Said (Egypt), in 2009 in Iskenderun (Turkey) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



Uranus L (ex-*Naime S*, ex-*Naime*, ex-*Uranus I*, ex-*Rickmers Brasil*, ex-*Uranus 1*, ex-*Hapag Lloyd Brasil*, ex-*Diplomat*, ex-*Uranus*). IMO 7505384. General cargo. Length 131 m. Sierra Leone flag. Classification society Panama Shipping Registrar. Built in 1977 in Bardenfleth (Germany) by Schurenstedt. Owned by Labris Shipping (Russia). Detained in 2000 and 2001 in Lisbon (Portugal), in 2002 in Eleusis (Greece), in 2003 in Piraeus (Greece), in 2004 in Naples (Italy), in 2007 in Trabzon and Aliaga (Turkey) and in 2008 in Izmir (Turkey). Sold for demolition in Turkey.



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

Win (ex-*Win Glory*, ex-*Assets Pioneer*, ex-*Tierra Azul*, ex-*Helicia*, ex-*Pomex Saga*). IMO 8507559. General cargo. Length 103 m, 2,522 t. Cambodian flag. Classification society Korean Register of Shipping. Built in 1985 in Imabari (Japan) by Higaki. Owned by Rusam Shipping Co Ltd (South Korea). Detained in 2011 in Vungtau (Vietnam) and in 2012 in Vladivostok (Russia). Sold for demolition in China. 300 \$ per ton.



Wind Force (ex-*Perseas*, ex-*Michail Mimis*, ex-*SunFortune*, ex-*Ligaya*, ex-*Grace Lady*, ex-*Three Tulip*, ex-*Tokyo Shine*, ex-*Bintang Timur*, ex-*Three Star*). IMO 8201882. General cargo. Length 107 m, 2,237 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1982 in Imabari (Japan) by Higaki. Owned by Trinto Maritime Co (Greece). Detained in 2000 in Takamatsu (Japan) and in 2006 in Novorossiysk (Russia). Sold for demolition in India. 380 \$ per ton.

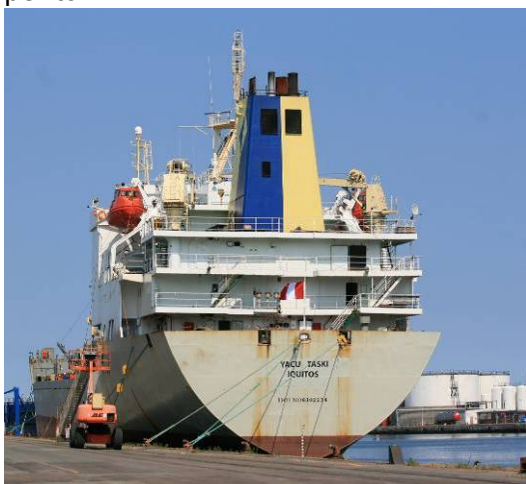


Xin Xiang Hai (ex-*Bei Lun Hai 7*, ex-*Tasman Campaigner*, ex-*Nzol Campaigner*, ex-*Silver Dream*). IMO 8314770. General cargo. Length 154 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by Yang Pu Zhe Hai Shipping Co (China). Detained in 2001 in Singapore and in 2011 in Calcutta (India). Sold for demolition in Ningde, China.



Xin Xiang Hai anchored in Singapore, November 2010 © A Mackinnon.

Yacu Taski (ex-*Magdalena*, ex-*Amna*, ex-*Lodz II*, ex-*Pineseas Venture*, ex-*Lodz II*). IMO 8302234. General cargo. Length 149 m, 7,174 t. Peruvian flag. Classification society Germanischer Lloyd. Built in 1988 in Gdynia (Poland) by Komunij Paryskiej Shipyard. Owned by Yacu Taski Naviera (Peru). Detained in 2001 in Antwerp (Belgium), in 2005 in Casablanca (Morocco), in 2006 in Uddevalla (Sweden) and Ambarli (Turkey) and in 2011 in Houston (United States). Sold as is in Houston (United States) for an unknown destination of demolition. 260 \$ per ton.



The Peruvian *Yacu Taski*, in Arhus (Denmark), June 2011 ©Alec Sansen



and in Macapa, on the Amazon river (Brazil), March 2012 © Tony Hogwoo

Miscellaneous

Dredger

Douglas Bay, the diamond dredger



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

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



Kis Cobra © Jørgen Vikkelsø



The diamond dredger *Douglas Bay*, berthed in Capetown Cap (South Africa), 2006 © Glenn Kasner

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

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

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

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

Costa Blanca (ex-*Dravo Costa Blanca*, ex-*C.N. Louisiana*, ex-*W.D. Avon*). IMO 7430943. Dredger. Length 73 m. Indian flag. Classification society Bureau Veritas. Built in 1974 in Heusden (Netherlands) by Verolme. Owned by Van Oorrd India Pvt Ltd (India). Sold for an unspecified destination of demolition mais aux dernières nouvelles le navire se trouvait in China.



Dravo Costa Blanca in Barcelona (Spain), June 2008
© Angel Luis Godar Moreira



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



Tug

Global Change (ex-*London*, ex-*Smitwijs London*, ex-*Smit London*). IMO 7402453. Salvage tug, 13,500 bhp. Length 75 m, 2,821 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2002 in Algeciras (Spain). Sold for demolition in India.



London quittant Willemstad, (Antilles Néerlandaises), March 2008 © Cees Bustraan



Global Change, Cameroun, March 2013
© Fournarakis Ioannis

Offshore supply vessel



Maersk Cutter. IMO 8116104. Offshore supply vessel. Length 70 m. Isle of Man flag. Classification society Lloyd's Register of Shipping.. Built in 1983 in Aarhus (Denmark) by Aarhus Flydedok. Owned by Maersk Co Ltd (United Kingdom). Detained in 2013 in Tanjung Priok (Indonesia). Sold for an unspecified destination of demolition, in June the ship announced to be heading towards China.



Maersk Cutter, Tankerlifting offshore Brazil, November 2010
© Bjørn Poulsen

Onyx (ex-*Al Zour*, ex-*Mansal 42*, ex-*Osa Jaguar*, ex-*Osa Panther*). IMO 7430539. Offshore supply vessel. Length 57 m, 1,099 t. Indian flag. Classification society Det Norske Veritas. Built in 1977 in Keelung (Taiwan) by Taiwan SB Corp. Owned by Samson Maritime Ltd (India). Sold for demolition in Mumbai, India.

Research vessel

Argos. IMO 7364156. Research vessel. Length 61 m. Swedish flag. Classification society Det Norske Veritas.



Built in 1974 in Kalmar (Sweden) by Kalmar Varv. Ex fishing trawler converted into a marine research vessel in 1993 and mainly operated in the Baltic Sea and Eastern North Sea. *Argos* has not been used since February 2011 when asbestos was discovered on board. Owned by Swedish Fisheries Board (Sweden). Sold for demolition in Denmark in Grenaa.



The Swedish *Argos*, July 2004 © Tom Jones

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



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



June 14th, 2013, arriving Aliaga © Burak Marine

Maridive Explorer (ex-*Western Harbor*, ex-*Honorine*). IMO 7716854. Offshore supply vessel converted into a Research vessel in 1982. Length 55 m; Egyptian flag. Classification society American Bureau of Shipping. Built in 1977 in Lockport (United States) by Halter Marine; jumboized in 1984 and lengthened from 55 to 58 m. Owned by Maridive SAE (Egypt). Sold for an unknown destination of demolition.



Off Abu Qir (Egypt), March 2009 © Scott Vardy



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



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

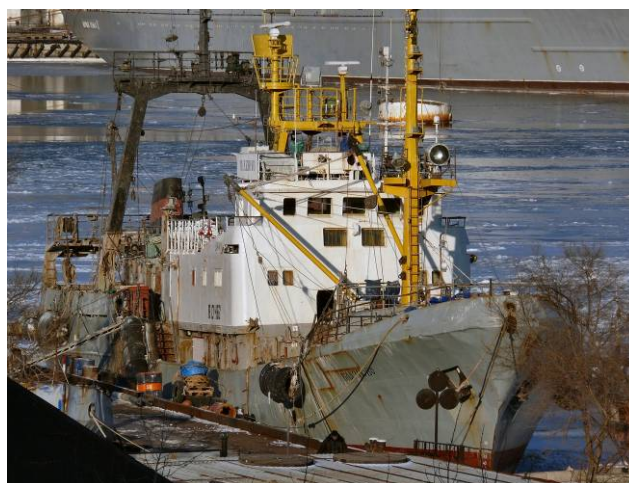
Fishing trawler

Apostol Petr (ex-*Apostol Pyotr*, ex-*Nekrasovsk*). IMO 7828657. Fishing trawler. Length 55 m, 688 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Khabarovsk (Russia) by S.M.Kirova. Owned by Oplot Mira Co Ltd (Russia). Sold for demolition in China.

Factory-ship (fish)

Blaznovo (ex-*Korf*). IMO 8135045. Factory-ship. Length 55 m, 815 t. Russian flag. Classification society Russian Maritime Shipping Register. Built in 1983 in Kiev (Ukraine) by Leninskaya Kuznitsa. Owned by Albakor Co Ltd (Russia). Sold for demolition in China, she left her homeport, Vladivostok, towards Wuhu Demo shipyard.

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



Leonid Borodich (ex-*Mariya Polivanova*). IMO 6511893. Factory-ship. Length 128 m, 5,338 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1966 in Nantes (France) by Ateliers et Chantiers de Nantes, for the Soviet Union as *Mariya Polivanova*. She became the Ukrainian *Leonid Borodich* in 2002. Owned by Inpromflot Ltd (Ukraine). She arrived in Aliaga (Turkey) for demolition on July 2nd, 2013.



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

Reefer

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



Dnepro leaving Novorossiysk (Russia)
© Kudinov



Ji Yang (ex-Medina Carrier, ex-James). IMO 8223373. Reefer. Length 127 m, 4,085 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by Sia Roko Shipmanagement - RSM (Latvia). Detained in 2003 in Moji/Kitakyushu (Japan) and in 2010 in Ningde (China). Sold for demolition in India.



Mabrookah (ex-Midelt, ex-Miyashima Maru). IMO 7903732. Reefer. Length 122 m, 3,067 t. Comorian flag. Classification society Bureau Veritas. Built in 1980 in Uwajima (Japan) by Miyoshi. Owned by Mouhkam Bahakim (Saudi Arabia). Detained in 1998 and 2000 in Rotterdam (Netherlands), in 2002 in Ijmuiden (Netherlands) and in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey. 320 \$ per ton.



Mabrookah off Egypt, April 2008 ©Scott Vardy

Rainfrost (ex-Kapitan Degtyar, ex-Ulbanskiy Zaliv). IMO 8521804. Reefer used as fish carrier. Length 153 m, 7,264 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar



(Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2003 in Las Palmas (Spain) and in 2005 twice in Dutch Harbor (Alaska, United States). Sold for demolition in India .372 \$ per ton.

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

Remora I (ex-Styval, ex-Tempo). IMO 8028321. Reefer. Length 101 m. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Waterhuizen (Netherlands) by Van Diepen ; lengthened in 1983 by Boele's Scheepswerf & Machinefabriek in Bolnes (Netherlands) from 83 to 101 m. Ex *Styval* of the French COBRECAF (Compagnie Bretonne de Cargos frigorifiques) until 2002.



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



Tempo on the river Ems (Germany), March 1982
© Frits Olinga



Remora I in Las Palmas (Canarias, Spain), July 2007 © Angel Luis Godar Moreira

Ro Ro

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



The damaged *Speedlink Vanguard*, 1982
© Harwich & Dovercourt



Kamyshevaya Bay, Sevastopol,
(Ukraine), April 2012 © Krot V.O.

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



Intrepido. IMO 8708517. Ro Ro. Length 173 m. Deflagged from Brazilia to Tanzania for her last voyage as *Rapid*. Classification society Bureau Veritas. Built in 1991 in Rio de Janeiro (Brazil) by Caneco. Owned by Transroll Navegacao SA (Brazil). Sold for an unknown destination of demolition.

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



Laura Delmas / Lucie Delmas

Laura Delmas (ex-*Towada*, ex-*Kintampo*, ex-*Rochester*, ex-*Nedlloyd Rochester*). IMO 7704605. Ro/Ro. Length 196m, 17,294t. Bahamian flag. Classification society Bureau Veritas. Built in 1979 in Rozenburg (Holland) by Velrome. Sold for demolition in India.



Lucie Delmas (ex-*Kagoro*, ex-*Nedlloyd Rotterdam*, ex-*Rotterdam*, ex-*Nedlloyd Rotterdam*). IMO 7704590. Ro/Ro. Length 197 m, 16,997 t. Deflagged from Bahamas to Saint-Kitts-and-Nevis for her last voyage as *Lucie*. Classification society Bureau Veritas. Built in 1978 in Rozenburg (Holland) by Velrome Dock. Detained in Hamburg (Germany) in 1999. Sold for demolition in Bangladesh 428\$ per ton.



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



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



Laura Delmas in Douala (Cameroun), June 2008
© Vitaliy / Marinetrtraffic

Lider Novo (ex-*Onda Blu*, ex-*Losinj*, ex-*Thelisis*, ex-*Cortina*, ex-*Lido Garibaldi*, ex-*Sistiana*, ex-*Merzario Arcadia*). IMO 7713371. Ro Ro. Length 133 m, 3,489 t. Belize flag. Classification society RINA. Built in 1979 in Kalmar (Sweden) by Kalmar Fartygsreparationer. Owned by Asya Ro Ro Turizm Nakliyat ve Ticaret Ltd Sti (Turkey). Detained in 2001 in Londres (United Kingdom). Sold for demolition in Turkey.



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

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



Setubal Express berthed in Valletta (Malta) after the fire, April 2013 © Emmanuel L

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



Ulusoy-10, port of Cesme (Turkey), May 2012 © Mustafa Ercetin

Yeditepe (ex-Kibris Yildizi, ex-Mariann, ex-Natasha I, ex-Bassel, ex-El Temsah, ex-Espresso Veneto). IMO 7047394. Ro Ro. Length 105 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1971 in Leghorn (Italy) by Orlando. Owned by Yeditepe Ro-Ro Nakliyat Servis Hizmetleri Ticaret Ltd Sti (Turkey). Sold for demolition in Turkey.



Ferry / Passenger ship

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



Silja Star, Åland Archipelago, Finland, February 1983

© Tapio Karvonen



Orient Express at Funchal, 9 March 9th, 1988

© Tony Garner

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

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



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

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

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

Amet Majesty, in Cochin (India), January 2012

© Jimmy Nose



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



In Marseille, June 2008 © giogionico

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



Le *Cyrnos* de la SNCM in Marseille, July 1987
© Stéphane Saissi



L'*Ile de Beauté* in Bastia, August 2012 © Andy Humbert

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

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

The Panamanian *Beau* grounded for demolition in Aliaga, (Turkey), 11 July 2013 © Dunkan



Isabel del Mar (ex-*Huadong Pearl III*, ex-*Superferry 17*, ex-*New Harima*). IMO 8618140. Ferry. Length 174 m, 9,781 t. Spanish flag. Classification society Germanischer Lloyd. [This](#) ship entered service in Europe after sailing during 20 years in Asia. She was built in 1988 by Kanda Shipbuilding in Kure (Japan) as the Japanese *New Harima*, run by Hankyu Ferry from Kobe. In



2003, she becomes the Filipino *Superferry 17* belonging to Aboitiz group (inter-islands traffic in the Philippines) and then is run under the Panamanian flag as *Huadong Pearl III* with Pacific Asia Shipping (Chinese and Korean traffic) in 2007.

Superferry 17 in Manilla (Philippines), June 2006 © Foggy / Shipspotting

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



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

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



European Gateway © Foto Fite / Dover Ferry



Penelope in Corfu (Greece), August 2009 © Kai R

Container ship

DeMOL, demolition in the Indian Ocean

The spontaneous dismantling of the *MOL Comfort* in the Indian Ocean as well as the total loss of the ship and cargo throws doubt on the safety of giant container vessels, specifically the whole series of *MOL Comfort* and sister ships, recently built by Mitsubishi shipyards in Nagasaki. The *MOL Celebration* (IMO 9321249), *MOL Charisma* (IMO 9321249), *MOL Commitment* (IMO 9629902), *MOL Competence* (IMO 9339662), *MOL Courage* (IMO 9321263) and *MOL Creation* (IMO 9321237). Should they also be sent to demolition, an intentional one this time? Would a careful inspection of these 6 suspicious container ships bring any reliable answers to any hidden flaws? The experts from Lloyds Register and the classification society NKK (Nippon Kaiji Kyokai) who delivered the navigation certificates to the *MOL Comfort* and her sister ships must now, in cooperation with the owner and the construction yard, answer these difficult questions. In the meantime, the *MOL Comfort*'s sister ships have been laid up.

The shipowner MOL is already anticipating the return to operation of *MOL Courage* and *MOL Celebration* late August, after work. To be followed very closely. Not for Serious chargers.



© Mumbai MRCC / IANS



© GCaptain



The waste spill

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

Kasaragod beach © Manorama on line

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

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

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



Buxlagoon (ex-Ym Surabaya, ex-Indamex New Delhi, ex-Kota Perwira, ex-Contship Italy). IMO 9109029. Container ship, 1684 teu. Length 163 m, 6,698 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB NiederelbeSchiffahrtsgesellschaftmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 430 \$ per ton.



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



Buxmoon in Port Kelang (Malaysia), April 2009 ©Jerzy Nowak



The distressed *Hope* © Royal Thai Navy

Copacabana. IMO 8223000. Container ship, 1402 teu. Length 178 m. Brazilian flag. Classification society Germanischer Lloyd. Built in 1984 in Flensburg (Germany) by Flensburger. Owned by Alianca Navegacao (Brazil). Sold for demolition in Turkey.



CSL Stefanie (ex-Kaimoku, ex-Bauhinia Bridge, ex-Seto Bridge). Container ship. IMO 9043653. Container ship, 3096 teu. Length 276 m, 17,579 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2003 in Shenzhen (China) and in 2009 in Singapore. Sold for demolition in India. 440\$ per ton.



Elbe (ex-Jiangsu Dragon, ex-Cma Cgm Elbe, ex-Hanjin Bremen). IMO 9001045.



Container ship, 2932 teu. Length 243 m, 12,907 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Pusan (South Korea) by Hanjin HI Co. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2012 in Melbourne (Australia) and in 2013 in Singapore. Sold for demolition in India. 459 \$ per ton.



CMA CGM Elbe in Hamburg (Germany), March 2004 © Hajo Schaefer

ER Canberra (ex-Cma Cgm Power, ex-Cma Cgm Virginia, ex-Indamex Mumbai, ex-Donau, ex-Hanjin Dalian). IMO 9124354. Container ship, 2825 teu. Length 202 m, 11,761 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Samho (South Korea) by Halla. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Sold as is in Jebel Ali for demolition in India. 458 \$ per ton.



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



In Rotterdam (Netherlands), September 2009 © Ria Maat



In the North Sea, September 2009 © Derek Sands

Hammonia Balticum (ex-*Mare Balticum*, ex-*X-Press Konkan*, ex-*Mare Balticum*, ex-*Saudi Damman*, ex-*Mare Balticum*, ex-*Maersk Euro Octavo*, ex-*Mare Balticum*). IMO 8910108. Container ship, 1054 teu. Length 149 m, 7,100 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2013 in Busan (South Korea) and in Dalian (China). Sold as is in Singapore for an unknown destination of demolition.



Hanjin Lima (ex-*Tabuk*, ex-*Maersk Antwerp*, ex-*Tor Bay*, ex-*Washington Senator*). IMO 9071521. Container ship, 3025 teu. Length 215 m, 12,532 t. German flag. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen Werft. Owned by NSB – Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2001 in La Spezia (Italy). Sold for demolition in India.



Hanjin Lima, January 2011 © J Carlos

Summer 2013, Alang

Hanjin Palermo (ex-*Sea Endeavour*, ex-*Delaware Bay*, ex-*London Senator*). IMO 9056090. Container ship, 3017 teu. Length 216 m, 12,517 t. Deflagged from Germany to St. Kitts & Nevis for her last voyage as *Pale*. Classification society Germanischer Lloyd. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Bangladesh.



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



Hub Bintulu (ex-Saipan Premier, ex-Tropical Wind). IMO 8304000. Container ship. Length 139 m, 4,436 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Hub Shipping Sdn Bhd (Malaysia). Detained in 2001, 2002 and 2003 in Hong Kong (China), in 2005 in Ningbo (China) and in 2006 in Hong Kong again. Sold for demolition in India.



Hub Bintulu in Bangkok (Thailand), September 2010
© Geir Vinnæs

Ibn Sina (ex-Tokyo Senator, ex-Sea Progress, ex-Tokyo Senator). IMO 9056088. Container ship, 3765 teu. Length 216 m, 12,517 t. German flag. Classification society Germanischer Lloyd. Built in 1993 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2000 in Gioia Tauro (Italy). Sold for demolition in India.



KMA-III (ex-Denham, ex-CTE Tenerife, ex-Denham, ex-La Trinity, ex-Pagai). IMO 7913189. Port-container, 528 teu. Length 121 m, 3,658 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co Ltd (Burma). Sold for demolition in Bangladesh.

Lady Elisabeth (ex-CMA CGM Tunis, ex-CMA CGM Venezuela, ex-Estetrader, ex-City of Oxford, ex-Kent Courier, ex-Seaboard Toro, ex-Keta, ex-Wieland, ex-Explorer, ex-Red Sea Exporter, ex-Wieland). IMO 9064774. Container ship, 1388 teu. Length 167 m, 6,660 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Elisabeth*. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India.



Lady Elisabeth in Valletta (Malta), June 14th, 2013, a few days before departing for demolition © Emmanuel L

Maersk Merlion (ex-Misc Merlion, ex-Marchtal Maersk, ex-Arosia). IMO 8904111. 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 2008 in Xiamen (China). Sold for demolition in India where she was beached as *Merlion*. 457 \$ per ton.



MCC Melaka (ex-Libra Ecuador, ex-Direct Kiwi, ex-Libra Houston, ex-Helen Schulte). IMO 9123532. Container ship, 1684 teu. Length 179 m, 7,393 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Bernard Schulte-Reederei (Germany). Sold for demolition in Mumbai, India.



MCC Melaka in Singapore October 2011 © Helen Krmic

Merkur Bridge (ex-UASC Umm Qasar, ex-H&H Tide, ex-Merkur Bridge, ex-Sinar Banda, ex-Kota Seri, ex-Nex Orient, ex-Merkur Bridge, ex-Ratana Ganya, ex-TSL Bravo, ex-Merkur Bridge). IMO 8912766. Container ship. Length 149 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by F A Vinnen & Co GmbH & Co KG (Germany). Detained in 2003 in Hong Kong and in 2010 in Bandar Khomeini (Iran). Sold for demolition in China. 295 \$ per ton.



Merkur Star (ex-MSC Natal, ex-MSC Oman, ex-Merkur Star, ex-CMA CGM Seurat, ex-Merkur Star, ex-Houston Express, ex-Merkur Star, ex-John Lykes). IMO 9102734. Container ship, 2480 teu. Length 203 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Flensburg (Germany) by Flensburger. Owned by F A Vinnen & Co (GmbH & Co KG (Germany). Detained in 2011 in San Juan (Porto Rico, United States). Sold for an unknown destination of demolition.



Merkur Star downbound on the St. Lawrence River off Verchères (Canada), March 2012 © Marc Piché

Ming Zhou 22 (ex-Sea Dragon, ex-Huai Yuan He). IMO 8321955. Container ship, 424 teu. Length 123 m. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1985 in Shimoda (Japan) by Shimoda DY Co. Owned by Ningbo Marine (China). Detained in 2004 in Osaka (Japan), in Busan (South Korea). Sold for demolition in China in Jiang Jing



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

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



MSC Provider approaching Venice (Italy), August 2009 © **Giuseppe Boato**

MSC Scotland (ex-*Bengal Sea*, ex-*SCI Gaurav*, ex-*German Senator*, ex-*Choyang Volga*). IMO 8913461. Container ship, 2668 teu. Length 237 m, 14,485 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India.



MSC Scotland in Las Palmas (Canarias, Spain), December 2012 © **Hans Hausmann**

MSC Sentosa (ex-*Sky Aphrodite*, ex-*P&O Nedlloyd Colombo*, ex-*Genua Express*, ex-*Nedlloyd Colombo*). IMO 8011213. Container ship, 1777 teu. Length 211 m. Deflagged from Hong Kong to St. Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Sold by her Chinese shipowner to the St. Kitts & Nevis-based shell company Vincente Investments just prior to her departure for demolition in Bangladesh where she was anonymously beached as *Chicago*.

MSC Uruguay (ex-Northern Virtue, ex-Hyundai Majesty, ex-Northern Virtue). IMO 9122409. Container ship, 2808 teu. Length 196 m, 10,993 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2005 in Fremantle (Australia) and in 2008 in Philadelphia and New Orleans (United States). Sold for demolition in India where she is beached as *Imke*.



MSC Venezuela (ex-Maersk Dundee, ex-France, ex-APL France, ex-OOCL France). IMO 9103697. Container ship, 4507 teu. Length 293 m, 20,602 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2002 in Naples (Italy) and in 2009 in Melbourne (Australia). Sold for demolition in India. 440 \$ per ton.



MSC Venezuela in Sines (Portugal), February 2012
© Carlos Sequeira

Nanchang (ex-Pacific Navigator, ex-Pacific Mariner, ex-E.R.Cape Town, ex-Panatlantic, ex-Quadrant Express). IMO 9102514. Container ship, 1728 teu. Length 184 m, 7,786 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold for demolition in India.



Nanchang off Wellington (New Zealand), April 2013 © Fritz Schöne

North Sea (ex-Zim Singapore, ex-Korea Star, ex-Moscow Mariner, ex-Moscow Senator, ex-Choyang Moscow). IMO 8913435. Container ship, 2668 teu. Length 236 m, 14,485 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Ofer Ltd (Israel). Detained in 2006 in New York (United States). Sold for demolition in India. 440 \$ per ton



Northern Happiness (ex-Cap Velas, ex-Kairo, ex-DNOL Kairo, ex-Northern Happiness). IMO 9070759. Container ship, 1709 teu. Length 174 m, 7,703 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Niederelbe Schiffahrtsgesellschaft mbH & Co KG - NSB (Germany). Sold for demolition in India.



August 2012, © Jan Daniels
Summer 2013, Alang (India)

President Adams. IMO 8616934. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States to St. Kitts & Nevis for her last voyage as *Adams*. Classification society American Bureau of Shipping. Built in Vegesack (Germany) by Bremer Vulkan. Owned by APL Maritime Ltd (United States). Sold for demolition in India.



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

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



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



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

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



San Vicente (ex-Mercosul Palometa, ex-P&O Nedlloyd Zanzibar, ex-San Vicente, ex-CGM Santos Dumont, ex-San Vicente). IMO 9046227. Container ship, 1514 teu. Length 167 m, 6,992 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Vici*. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Detained in 2007 in Izmir (Turkey). Sold by her German shipowner Offen Reederei, deflagged, renamed and beached for demolition in India.



April 2013, *San Vicente* leaving Piraeus (Greece) © **Dennis Mortimer**

Santa Barbara (ex-Ibn Malik, ex-CCNI Tokyo, ex-Santa Barbara I, ex-Indfex SCI, ex-P&O Nedlloyd Bahrain, ex-Santa Barabara, ex-Sea Jade, ex-Khaleej Bay, ex-Maersk Kanagawa, ex-Puebla, ex-Santa Barbara). IMO 9006502. Container ship, 1742 teu. Length 182 m, 8,444 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Samba*. Classification society Germanischer Lloyd. Built in 1991 in Emden (Germany) by Thyssen Nordseewerke. Owned by Reederei Claus-Peter Offen GmbH & CoKG (Germany). Sold for demolition in Bangladesh.



Santa Barbara © **Marinetraffic**

Sargasso Sea (ex-San Pedro Bridge, ex-Sea Land Initiative, ex-Sea Initiative, ex-Sargasso Sea). IMO 9115717. Container ship, 3681 teu. Length 245 m, 14,943 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Niederelbe Schiffahrtsgesellschaft mbH & Co KG – NSB (Germany). Detained in 2002 in Naples (Italy). Sold for demolition in India où il arrive as *Sara*. 443 \$ per ton.



Simin (ex-Timucin A., ex-Claire A., ex-Star Light, ex-Orient Star, ex-Ever Gain, ex-Eagle Sun, ex-Ever Gain, ex-Halberstadt). IMO 8322181. Container ship, 440 teu. Length 122 m, 4,350 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonese. Owned by Elkenz Denizcilik Nakliyat ve Ticaret Ltd Sti (Turkey). Detained in 2006 in Tarento (Italy). Sold for demolition in Turkey.



St. Nikolaos (ex-Marcatania, ex-Pride of Delhi, ex-Conti Singapore, ex-Maersk Bangkok, ex-Contship Singapore). IMO 9070046. Container ship, 1687 teu. Length 164 m, 6,850 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by Oceanic Maritime Ltd (United Kingdom). Detained in 2003 in Hong Kong. Sold for demolition in India. 445 \$ per ton.



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



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



Xiang Tai (ex-Tai Chuang, ex-Widar, ex-Fahrland). IMO 8520393. Container ship, 1004 teu. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1986 in Warnemünde (Germany) by Warnowwerft. Owned by China Shipping Container Lines Co Ltd (China). Detained in 2005 in Singapore. Sold for demolition in Xinhui, China.



Heavy load carrier

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



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



Global Carrier, Kiel canal (Germany), 2006
© Arne Jürgens

Ocean Team (ex-Perge, ex-Strong Texan, ex-Dock Express Texas, ex-Happy Runner). IMO 7528130. Heavy load carrier. Length 82 m. St. Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Arnhem (Netherlands) by Arnhemsche. Owned by Team Ship A/S (Denmark). Detained in 2007 in Constanta (Romania) and Iskenderun (Turkey), in 2008 in Castellon de la Plana (Spain) and in 2010 and 2013 in Alexandria (Egypt). Sold for demolition in Turkey.



Tanker

Oranjestad from the Rhône river to the Caribbean

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



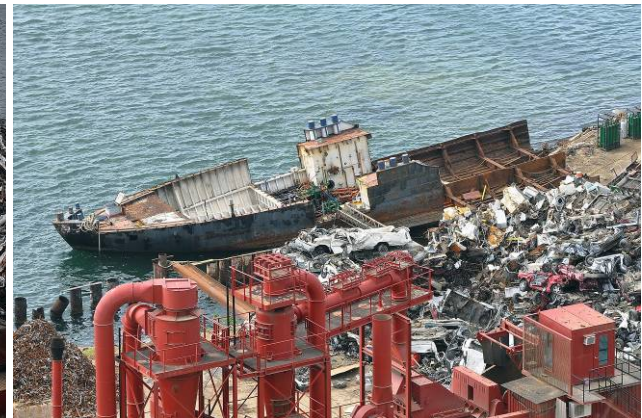
Foka Gas / upstream Rhin river, July 1992 © Michael Neidig

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

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



September 4th, 2012



June 3rd 2013

© Cees Bustraan



Atlas Navigator (ex-*Athens* 2004). IMO 9181613. Tanker. Length 247 m, 16,696 t. Deflagged from Bahamas to Liberia for her last voyage as *Naviga I*. Classification society Bureau Veritas. Double hull ship built in 1998 in Mihara (Japan) by Koyo Dock. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2008 in Augusta (Italy) and in 2013 in Kwinana (Australia). Sold for demolition in Pakistan. 440 \$ per ton.



Baltic (ex-Baltic Sea, ex-Colby, ex-Consensus Colby). IMO 9006887. Tanker. Length 243 m, 13,620 t. Singapore flag. Classification society China Classification Society. Built in 1993 in Koje (South Korea) by Samsung. Owned by Alpha Shipmanagement Pte Ltd (Singapore). Detained in 2001 in Augusta (Italy). Sold for demolition in Pakistan.



April 18th, 2010, Singapore © Ivan Meshkov



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

Bramani (ex-Olympic Symphony). IMO 8900505. Tanker. Length 232 m, 14,255 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Oppama (Japan) by Sumitomo. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold as is in Indonesia for an unknown destination of demolition. 385 \$ per ton.

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

CE-Shilla (ex-Shilla Spirit). IMO 8806539. Tanker. Length 244 m, 18,365 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold for demolition in Pakistan.



Diamond Jasmine. IMO 9177143. Tanker. Length 330 m, 41,838 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1999 in Nagasaki (Japan) by Mitsubishi. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in India. 440 \$ per ton.



Diamond Jasmine, in Yokohama (Japan), 2008 © Funegasuki Exblog / Vesseltracker

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



Framura, Sydney (Australia), October 2007 © M Prendergast



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

Haichang Tianjin (ex-*Hai Chang You 7*, ex-*Ostria*, ex-*Bora*, ex-*Baron*, ex-*Bogdanesti*). IMO 9037135. Tanker. Length 190 m, 11,523 t. Chinese flag. Classification society China Classification Society. Built in 2000 in Galati (Romania) by Damen Galati. Owned by Dalian Haichang Shipping Co (China). Sold for demolition in China. 372 \$ per ton.



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

Hercules anchored off Tanjung Pelepas (Malaysia), February 2013 © Jerzy Nowak



Iron Monger 3 (ex-*Poppy*, ex-*Palmstar Poppy*). IMO 8818922. Tanker. Length 245 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1990 in Onomichi (Japan) by Onomichi Zosen. Owned by NOS Shipmanagement Pte Ltd (Singapore). The official status of the ship in the Equasis database has been "to be broken up" since September 2011. The ship was bound for breaking in China, but her shipowner abandoned her off Khor Fakkan (United Arab Emirates). The 14 Pakistanese and Indian crew members have been left stranded onboard for several months, with no salaries or permit to go ashore, and no regular supplies in food, clean water and fuel. Electricity failures are frequent due to the shortage of fuel. Desperate to escape from their hell, the sailors are considering to enter the country illegally in order to get arrested and have a status of prisoner.



© Xpress



© VesselTracker



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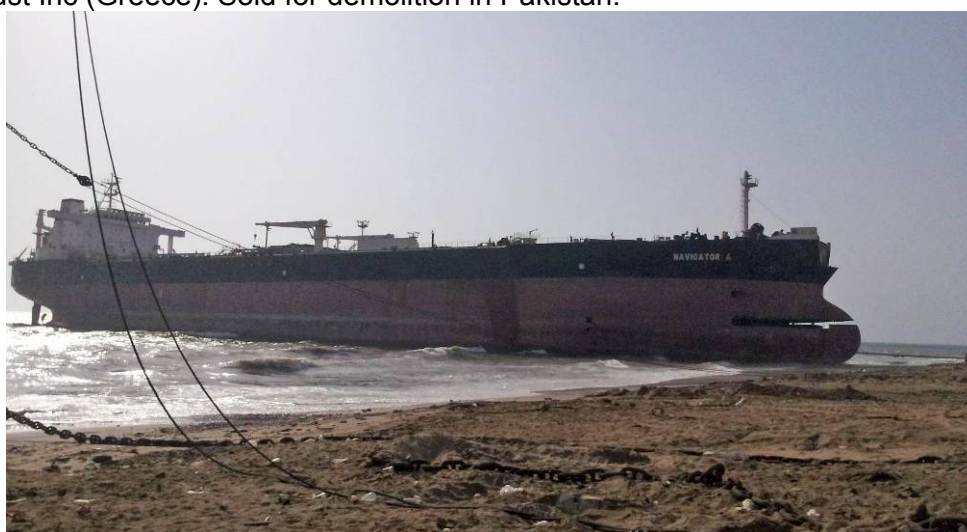
Jag Preeti. IMO 8009480. Tanker. Length 170 m, 8,754 t. Deflagged from India to Tuvalu for her last voyage as *Preeti*. Classification society International Ship Class. Built in 1981 in Shimizu (Japan) by NKK. Acquired as is in Colombo (Sri Lanka) by the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in Pakistan. 440 \$ per ton including sufficient bunkers for the last voyage.



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

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

Navigator A (ex-Mare Dorico, ex-Marea). IMO 8900385. Tanker. Length 233 m, 15,612 t. Maltese flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Ancona (Italy) by Fincantieri Italiani. Owned by Ancora Investment Trust Inc (Greece). Sold for demolition in Pakistan.



Navigator A, Gadani (Pakistan) © Shahid

Nereyda (ex-TI Guardian, ex-Crude Guardian, ex-Ocean Guardian). IMO 9011246. Tanker. Length 333 m, 47,347 t. Deflagged from Panama to Mongolia for her last voyage as *Caribo*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Nagasaki (Japan) by Mitsubishi. Owned by Sambouk Shipping FZC (United Arab Emirates). Sold for demolition in India.

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



OSX 4 (ex-Suhail Star). IMO 9050565. Tanker. Length 333 m, 41,261 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1994 in Lindo (Denmark) by Odense Stalskibs; converted in 2011 into a Floating Production Storage and Offloading unit (FPSO). Owned by OSX Leasing Group BV (Netherlands). Sold as is in Indonesia for an unknown destination of demolition. 395 \$ per ton.



OSX 5 (ex-OSX 3, ex-Gemini Star). IMO 9050577. Tanker. Length 333 m, 41,261 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1995 in Lindo (Denmark) by Odense Stalskibs; converted in 2011 into a Floating Production Storage and Offloading unit (FPSO). Owned by OSX Leasing Group BV (Netherlands). Sold as is in Indonesia for an unknown destination of demolition. 395 \$ per ton.



Petrolimex 04 (ex-Petrobulk Runner). IMO 8716148. Tanker. Length 167 m, 6,107 t. Vietnam flag. Classification society Det Norske Veritas. Built in 1988 in Usuki (Japan) by Minami-Nippon. Owned by Vitaco (Vietnam). Detained in 2004 in Singapore. Sold as is in Vietnam for demolition in Pakistan. 350 \$ per ton.



Pranedyta Tritya. IMO 8106783. Tanker. Length 158 m, 4,708 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1982 in Maizuru (Japan) by Hitachi. Owned by Scorpa Pranedyta Transoil Pt (Indonesia). Detained in 2004 in Singapore. Sold for an unknown destination of demolition.



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



Pratibha Cauvery stranded in Chennai, November 2012 © **Sivarama Krishnan**

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



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



Semeru (ex-Cypress). IMO 9002130. Tanker. Length 247 m, 15,625 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as *Meru*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Pakistan, she is finally beached in Bangladesh. 438 \$ per ton.

At Novorossiysk (Russia), 2011 © Igor Torgachkin

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



Gadani, June 2013 © Shahid

Taurus (ex-Anand Sea, ex-Chang Yun). IMO 7917915. Tanker VLCC used as a floating storage since 2007. Length 317 m, 34,268 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1981 in Kaohsiung (Taiwan) by China SB Corp. Owned by Sigma Maritime Synergy Sdn Bhd (Malaysia). Sold for demolition in Pakistan.



Gadani, June 2013 © Shahid

Titan Ruchira (ex-Ticen Sun, ex-Front Highness, ex-Sea Highness). IMO 8920921. Tanker. Length 322 m, 32,240 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai ; converted in 2010 into a Floating Storage and Offloading unit (FSO). Owned by Titan Ocean Pte (Singapore). Detained in 2009 in Khark Island (Iran). Sold for demolition in Pakistan.



Titan Tulshyan (ex-BW Soro, ex-Soro). IMO 9039638. Tanker VLCC. Length 332 m, 39,042 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Okpo (South Korea) by Daewoo SB & HM. Owned by Titan Ocean PteLtd (Singapore). Sold for demolition in Pakistan.

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



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

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



Chemical tanker

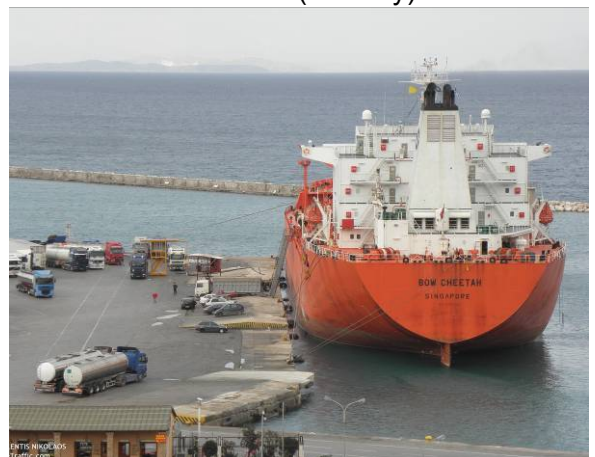
Bacab (ex-*Bow Clipper*). IMO 7424827. Chemical tanker. Length 171 m, 8,275 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Cabal*. Classification society Lloyd's Register of Shipping. Built in 1976 in Florø (Norway) by Ankerlokken. Owned by PEMEX (Petróleos Mexicanos). In June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



Bow Cheetah (ex-*Santa Anna*, ex-*Falkanger*, ex-*Fort Cheetah*, ex-*Northern Cheetah*). IMO 8709298. Chemical tanker. Length 170 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB & E Corp. Owned by Odfjell Chemical Tankers AS (Norway). Detained in 2011 in Zhangjiagang (China). Sold for demolition in India. 465 \$ per ton including 70 t of stainless steel.



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



Konooz Alkhalig (ex-*Al Balad*, ex-*Siteam Tiger*, ex-*Team Tiger*, ex-*Tiger*, ex-*Petrobulk Tiger*, ex-*Jahre Tiger*). IMO 8310671. Chemical tanker. Length 172 m, 10,730 t. Saudi Arabian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Hoboken (Belgium) by Boelwerf. Owned by Silver Star Ship Management (United Arab Emirates). Sold for demolition in Bangladesh. 450 \$ per ton.



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



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



Ryuho Maru. IMO 9036571. Chemical tanker used as a molten sulphur carrier.. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1992 in Kure (Japan) by Imamura. Owned by Iino Gas Transport Co Ltd (Japan). Detained in 2001 in Ulsan (South Korea). Sold for an unknown destination of demolition.



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

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



Photos Malaysian Maritime Enforcement Agency (MMEA)

Gas tanker

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



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



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

Norgas Chief (ex-Einar Tambarskjelve). IMO 8124515. Gas tanker. Length 119 m, 4,574 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1983 in Bremerhaven (Germany) by Schichau-Unterweser. Owned by Norgas Carriers Pte Ltd (Singapore). Sold for demolition in India.



Bulk carrier

Admiral Ushakov. IMO 7721251. Bulk carrier. Length 180 m, 8,476 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Warnemunde (Germany) by Warnowwerft. Owned by Murmansk Shipping Co (Russia). Detained in 1999 in Quebec (Canada) and in 2012 in Aughinish (Ireland). Sold for demolition in Jiangyin, China.



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

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



Algoma Provider (ex-*Canadian Provider*, ex-*Murray Bay*). IMO 5407277. Bulk carrier. Length 223 m, 7,406 t. Deflagged from Canada to Sierra Leone for her last voyage as *Ovi*. Classification society Lloyd's Register of Shipping. Built in 1963 in Collingwood (Ontario, Canada) by Collingwood SB Co. In the first part of her career for Canada Steamship Lines, the *Murray Bay* was dedicated to the iron ore transport. Sold in 1994 to Seaway Bulk Carriers and renamed *Canadian Provider*, carrying agricultural cargoes and particularly grain, a service quite dependent of the fall grain rush. At the end of the 2004 season, loaded with a winter storage sugar cargo, she allided with the Redpath Sugar dock in Toronto; her bow is badly damaged and the ship is back on service in May 2006 after inspection and repair works. In 2011, the Seaway fleet is acquired by Algoma Central Corp. Fall 2011, the old bulker becomes the *Algoma Provider*. She complete her 49th and ultimate season on the Great Lakes in 2012 and is decommissioned and laid up in Montreal. In 2013 this pure Canadian citizen is sold as is for demolition in Turkey. 117 \$ per ton. In June, she leaves in tow of the *VB Artico*, deflagged to Sierra Leone and her name shortened to *Ovi*.



Canadian Provider, Toledo grain terminal, (Ohio, United States) Toledo, October 2003 © **Mike Nicholls**



June 9th, 2013, *Ovi*, tug on her way to Aliaga for scrapping -Trois-Rivières (Canada) © **Jacques Gauthier**

Alias (ex-*Devotee*, ex-*Iran Kashani*). IMO 8309608. Bulk carrier. Length 190 m, 7,624 t. Deflagged from Hong Kong to Comoros for her last voyage as *Sapphire II*. Classification society Lloyd's Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo. Owned by Sapid Shipping (Iran). Detained in 2003 in Port Adelaide (Australia). Sold for demolition in India.



Amir Joy (ex-*Fidel*, ex-*Laurada*, ex-*Salvador*, ex-*Hardman H*, ex-*Peony Islands*, ex-*Sea Peony*, ex-*Carrianna Peony*). IMO 8018924. Bulk carrier. Length 181 m, 5,833 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by El Reedy Shipping (Egypt). Detained in 2009 in Nikolayev and in 2012 twice in Aliaga (Turkey). Sold for demolition in India.



Fidel, January 19, 2010 at Piraeus (Greece) © **Dimitris**



Aowisdom (ex-*Wina*, ex-*Nikolas J.R*, ex-*Co-op Partner*). IMO 8716320. Bulk carrier. Length 225 m, 10,431 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in Imari (Japan) by Namura. Owned by COSCO (China). Detained in Australia in 2000 in Bunbury, in 2004 in Newcastle, in 2009 in Gladstone and in 2010 in Geraldton. Sold for demolition in Bangladesh. 404 \$ per ton.



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



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



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

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



Ava (ex-*Commander II*, ex-*Nikopios*, ex-*Aegean Sea*, ex-*Aegean Clipper*, ex-*Consensus Pacific*, ex-*Southern Pacific*). IMO 8208945. Bulk carrier. Length 182 m, 6,900 t. Liberian flag. Classification society RINA. Built in 1983 in Muroran (Japan) by Hakodate Dock. Owned by Kon-Quest SA (Greece). Detained in 2012 in Canakkale (Turkey). Sold for demolition in Bangladesh. 429 \$ per ton including spares.



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



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



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

Barbaros G (ex-Kovdor, ex-Griffin Sun, ex-Tiger View, ex-Fayrouz II). IMO 8118126. Bulk carrier. Length 179 m, 7,218 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Negmar Denizcilik Ve Yatirim AS (Turkey). Detained in 2000 in Murmansk (Russia) and in 2011 and 2012 in Nantong (China). Sold for demolition in Bangladesh. 382 \$ per ton.



Canarsie Princess (ex-Athinoula, ex-Sea Challenger, ex-Sanko Hope). IMO 8309244. Bulk carrier. Length 189 m, 7,655 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). Sold for demolition in Bangladesh. 420 \$ per ton, including 400 t of bunkers.



Canarsie Princess in Ijmuiden (Netherlands), April 2010 © **Marcel & Ruud Coster**

Castillo de Arevalo. IMO 8023307. Bulk carrier. Length 224 m, 11,872 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1987 in Puerto Real (Spain) by AESA. Owned by Empresa Naviera Elcano SA (Spain). Sold for demolition in Jingjian, China.



Chief (ex-Michelle, ex-J Michelle, ex-Perfect Eagle, ex-Dakila Uno, ex-Pacific Banner). IMO 8405799. Bulk carrier. Length 156 m, 5,214 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Uwajima (Japan) by Uwajima Zosensho. Owned by Lamda Maritime (Greece). Detained in 2001 in Albany (Australia), in 2006 in Cagliari (Italy) and in 2010 in Mumbai (India) and Lianyungang (China). Sold for demolition in India. 401 \$ per ton.



Corral Star (ex-Nacre, ex-Forestal Esmeralda). IMO 8811819. Wood chips carrier. Length 230 m, 11,556 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mihara (Japan) by Koyo Dock. Owned by MOL - Mitsui OSK Lines Ltd (Japan). Detained in 2004 in Imabari (Japan). Sold for demolition in India.



Crimson Mercury. IMO 9123910. Wood chips carrier. Length 200 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition in Xinhui, China.

Crimson Mercury in Glasgow (United Kingdom), January 2013 © **phantom53 / Shipspotting**



CSL Bergen (ex-Trollnes). IMO 8315566. Bulk carrier. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Built in 1985 in Leirvik (Norway) by Kleven Loland. Owned by CSL Europe Ltd (United Kingdom). Sold for demolition in Turkey.



Da Shen (ex-Sino Smart, ex-Mandy, ex-Blue Angel, ex-Ionis, ex-Ionia, ex-Tusa, ex-Victus, ex-Fort Victoria). IMO 7420869. Bulk carrier. Length 171 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Ocean Grow International Shipmanagement Consultant Corp (Taiwan). Detained in 2000 in Saint-Petersburg (Russia) and in 2006 in Fuzhou (China). Sold for demolition in Jiangyin, China.



April 2012 in Keelung (Taiwan)
© Chun-Hsi



Daio Robin. IMO 9136905. Wood chips carrier. Length 200 m, 9,444 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Onishi (Japan) by Shin Kurushima. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India.



Daio Robin in Corral (Chile), loading wood chips, destination Japan and the paper industry, December 2007 © Osvaldo Morales Cáceres

DD Fidelity (ex-Eco Charger, ex-Mile Kim, ex-Handy Jack, ex-White Rose). IMO 8413954. Bulk carrier. Length 158 m, 5,355 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. Owned by DD Shipping Ltd (Russia). Detained in 2002 in Bundaberg (Australia), in 2006 in Aliaga (Turkey), in 2010 in Bandar Abbas (Iran) and in 2013 in Nantong (China). Sold for demolition in Bangladesh. 410 \$ per ton.



Diddle (ex-Wad, ex-Wadag II, ex-Wadag, ex-Kopalnia Siersza). IMO 7725714. Bulk carrier. Length 159 m, 5,000 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1980 in Govan (United Kingdom) by Govan SB. Owned by Ceren Denizcilik Sanayi (Turkey). Detained in 2006 in Bordeaux (France) and in 2007 in Torre Annunziata (Italy). Sold for demolition in India.



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



Ella Claire 9 mile anchorage on the Mississippi River (United States) mai 2011 © Paul Sullivan

Emir (ex-*Nayana Naree*, ex-*Handy Esperance*, ex-*Esperance*, ex-*Southern Cosmos*). IMO 8412510. Bulk carrier. Length 159 m, 5,352 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Usuki (Japan) by Minami Nippon. Owned by Is Finansal Kiralama AS (Turkey). Detained in 2002 in Chesapeake (United States). Sold for demolition in India. 428 \$ per ton.



Erawan (ex-*Camarina*, ex-*Starfest*, ex-*Yamashiro Maru*). IMO 8100997. Bulk Carrier used as a floating ore storage unit. Length 225m, 12,148t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Imari (Japan) by Namura. Converted in 1999 and equipped with a helicopter deck, heavy duty articulated grab cranes and a high capacity desalination plant, to be used as transshipment/silo vessel by Tedi Mining Ltd (OTML).



Since 1984, OTML, a joint venture company that belongs to the State of Papua New Guinea and Broken Hill Propriety (BHP, Australia's largest mining corporation) has been operated a gold and copper open-pit mine in the Western-Province of Papua New Guinea. The temporary permission to dump tailings into the Ok Tedi River has continued until, in 1994, 30, 000 landowners decided to take BHP to the Supreme Court in Australia for environmental damages. In 1996 the Court stated that BHP would have to pay an indemnity to the affected villagers, remove the polluted sediments from the Ok Tedi River system and stop mine tailings dumping; nevertheless, dumping has been going on for fear of an anticipated mine closure... Since 2011, the destiny of OK Tedi mine is in the hands of national interests: the end of the exploitation is planned for end of 2013. The *Erawan* has been operated on a seasonal pattern, six months at the mouth of the Fly River, west of the Papua Gulf, and relocating east to Port Moresby Harbour at the start of the monsoon season, after having unloaded her copper concentrate cargo. Ship owner China Navigation Co Ltd (United Kingdom). Now useless, the *Erawan* has been sold for demolition in China. 382 \$ per ton.



Ok Tedi open-pit mine
© Development Policy Centre- Australia



Erawan in the Gulf of Papua
© Creative Commons

Erisos (ex-Pb *Phoenix*, ex-Pacific *Bangao*, ex-Welsky, ex-Sentosa Spirit). IMO 8913980. Ex tanker converted into a bulk carrier. Length 247 m, 16,553 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marugame (Japan) by Imabari Zosen; converted in 2008 in Changxing (China) by China Shipping International Shipyard Co. Owned by Mednav SA (Greece). Detained in 2006 in Melbourne (Australia). Sold for demolition in Pakistan. 435 \$ per ton including 600 t of bunkers.



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

Eternal Hope (ex-Hilda, ex-Wiltshire, ex-Hosho Maru, ex-Sun Ocean). IMO 8323692. Bulk carrier. Length 160 m, 5,561 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Al Amal Shipping Corp (Syria). Detained in 1999 in Tacoma (United States), in 2003 in Vladivostok (Russia), in 2004 in Hong Kong (China), in 2007 in Lianyungang (China), in 2012 in Larnaca (Cyprus). Sold for demolition in Pakistan.

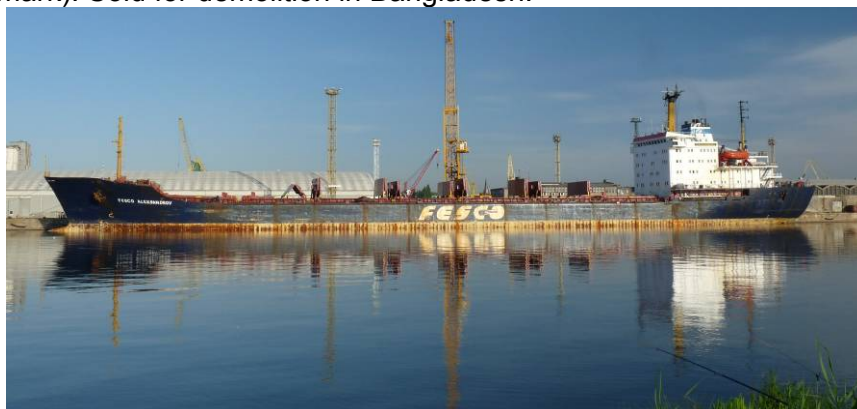


Eternal Hope, April 2011, in repair in Suez (Egypt) © **Gianpaolo**



May 2013 beached for demolition in Gadani © **Shahid**

Fesco Aleksandrov (ex-Grigoriy Aleksandrov). IMO 8610215. Bulk carrier. Length 185 m, 7,755 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO - Far-Eastern Shipping Co (Russia). Detained in 2005 in Varna (Bulgaria) and in 2009 in Hull (United Kingdom) and Copenhagen (Denmark). Sold for demolition in Bangladesh.



Fesco Aleksandrov in Szczecin (Poland), May 2011 © **Lukasz Blaszcak**

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



Fu Kuo Hsin n°6 (ex-Golden Lion, ex-Hachinohe Maru). IMO 7327718. Bulk carrier. Length 170 m, 7,187 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1973 in Osaka (Japan) by Mitsui Fujinagata. Owned by First Shipping Agency Co Ltd (Taiwan). Detained in 2000 in Guam (United States), in 2003 in Osaka (Japan), in 2011 in Xiamen (China) and in 2012 in Zhangzhou (China). Sold for demolition in China. 303 \$ per ton.



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

Gemmy (ex-Dimitris Perrotis, ex-Coral Grace). IMO 8312148. Bulk carrier. Length 225 m, 11,046 t. Deflagged from Panama to Comoros for her last voyage as *Gem*. Classification society Panama Maritime Documentation Service. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Jackson Shipping Safety Management Consultant Co Ltd, (Taiwan). Detained in 2012 in Ningbo (China). Sold as is in Taiwan for demolition in Bangladesh. 385 \$ per ton including 300 t of bunkers.



Georgios S (ex-Oinoussian Navigator). IMO 8412118. Bulk carrier. Length 225 m, 11,047 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Bright Navigation (Greece). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 420 \$ per ton.



Globe Unity (ex-Butron). IMO 8716382. Bulk carrier. Length 274 m, 24,094 t. Deflagged from Panama to St. Kitts & Nevis for her last voyage as *Unity*. Classification society Lloyd's Register of Shipping. Built in 1991 in Puerto Real (Spain) by AESA; tanker converted in vraquier in 2008 by Yiu Lian Dockyards. Owned by Tianjin Huihang International Shipping & Management Co Ltd (China). Sold for demolition in Pakistan. 420 \$ per ton including 600 t of bunkers.



Glory Fujian (ex-Iron Brothers, ex-Southern Galaxy, ex-First Sun). IMO 9004736. Bulk carrier. Length 270 m, 17,614 t. Panamanian flag. Classification society RINA. Built in 1991 in Oppama (Japan) by Sumitomo. Owned by Sea Star Ships Management Co Ltd (China). Sold for demolition in Bangladesh. 440 \$ per ton.

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



On Kiel canal (Germany), 2011 ©Tony Zech

Grand Rise (ex-Pearl of Sharjah, ex-Trident Fortune, ex-Fortuna, ex-Stena Fortuna, ex-Captain Stamatis). IMO 8105636. Bulk carrier. Length 224 m, 12,002 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Detained in 2004 in Vancouver (Canada) and Huanghua (China) and in 2011 in Ningbo (China). Sold for demolition in Bangladesh.



Greek Warrior (ex-La Paloma). IMO 8820262. Bulk carrier. Length 270 m, 18,392 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping Ltd (Greece). Detained in 2001 in Dampier (Australia). Sold for demolition in Bangladesh. 440 \$ per ton.



In Gladstone (Australia), December 2010 © Owen Foley

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

Hastings Castle (ex-Alda, ex-Catherine V, ex-Theotoko, ex-Youssoufia). IMO 8100882. Bulk carrier. Length 188 m, 7,690 t. St. Vincent & Grenadines flag. Classification society RINA. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Navalmar UK Ltd (United Kingdom). Detained in 1999 in Hamburg (Germany), in 2007 in Koper (Slovenia), in 2012 in Venice (Italy) and Rio Grande (Brazil) and in 2013 in Venice again. Sold for demolition in Pakistan.



March 5th, 2013, Novorossiysk (Russia) © Artem



May 23rd, 2013 Gadani (Pakistan) © Shahid

Heng Tong 5 (ex-Bright Zhejiang, ex-Samsun Spirit, ex-Helen, ex-Sir John Fisher). IMO 8111582. Bulk carrier. Length 228 m, 11,550 t. Panamanian flag. Classification society RINA. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 2007 in Taean (South Korea) and in 2012 in Xiamen (China). Sold for an unknown destination of demolition.



Hong Express (ex-*Sea Leopard*, ex-*Genmar Gabriel*, ex-*Silver Venus*, ex-*Pacific Saturn*). IMO 8908210. Bulk carrier. Length 246 m, 15,800 t. Marshall Islands flag. Classification society China Classification Society. Built in 1990 in Mihara (Japan) by Koyo DY Co; ex tanker converted in 2008 by COSCO Zhoushan Shipyard (China). Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in Pakistan. 411 \$ per ton.



In Vanino (Russia), March 2012 © Andy Ru.



In Gadani (Pakistan), 11 June 2013 © Shahid

Hua Hong (ex-*Christos*, ex-*Jag Radhika*, ex-*Pooja*, ex-*Ruth Venture*). IMO 8122816. Bulk carrier. Length 188 m, 8,926 t. Panamanian flag. Classification society Intermarine Classification Services. Built in 1983 in Toyama (Japan) by Nipponkai. Owned by World Merge Shipping Management SA (Taiwan). Detained in 2007 in Tuticorin (India) and in 2010 in Singapore. Sold for demolition in Xinhui, China . 335 \$ per ton.



Hua Jin Song (ex-*Decurion*). IMO 8302545. Bulk carrier. Length 225 m, 12,879 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Avellaneda (Argentina) by Alianza. Owned by Nanjing Hua Hai Shipping Co Ltd (China). Detained in 1998 in A Coruña (Spain), in 2007 in Koper (Slovenia), in 2008 in Hong Kong (China) and in 2013 in Rizhao (China). Sold for demolition in China. 360 \$ per ton.



Irini (ex-*Dooyang Hope*, ex-*Changi Star*, ex-*Gold Star*). IMO 8802210. Bulk carrier. Length 225 m, 9,988 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1988 in Marugame (Japan) by Imabari Zosen. Owned by Eurobulk Ltd (Greece). Detained in 2002 in Dampier and Newcastle (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.



Jim bloom (ex-*Skorprios*, ex-*Eternity*). IMO 8705553. Ex tanker converted into a bulk carrier. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimhai Hua Shipping Ltd (China). Detained in 2007 in Amsterdam (Netherlands). Sold for demolition in Bangladesh. 420 \$ per ton.



Jim bloom, San Nicolas (Argentina), February 2010 © Maxi Alonso

Jimflush (ex-Tuna, ex-Turmoil). IMO 8705565. Ex tanker converted into a bulk carrier in 2009. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimei Hua Shipping Ltd (China). Detained in 1999 in New Heaven (United States), in 2010 in Albany (Australia) and in 2012 in Singapore. Sold for demolition in Bangladesh. 420 \$ per ton.



Jimrise (ex-Axinos, ex-Endurance). IMO 8607830. Ex tanker converted into a bulk carrier in 2009. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimei Hua Shipping Ltd (China). Sold for demolition in Bangladesh. 420 \$ per ton.



Jimrise, zone de transbordement de Koh Si Chang (Thailand) mai 2010 © Geir Vinnes

Koupi (ex-Discoverer, ex-Aditya Prakash, ex-Sky Hawk). IMO 8209028. Bulk carrier. Length 178 m, 7,374 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Kobe (Japan) by Mitsubishi. Owned by Armikar Management Ltd (Greece). Detained in 2004 in Hamburg (Germany), in 2011 in Damietta (Egypt) and in 2013 in Constanta (Romania). Sold for demolition in Bangladesh. 440 \$ per ton.



Krym (ex-Shun Fu Star, ex-Bulk Crusader, ex-Crusader). IMO 8105739. Bulk carrier. Length 188 m, 7,812 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1982 in Aioi (Japan) by Ishikawajima Harima. Owned by Tech Project LLC (Ukraine). Detained in 2008 in Dublin (Ireland). Sold for demolition in Turkey. 303 \$ per ton.



Lofty Wind-Y (ex-Lady Rima, ex-European Confidence, ex-Barry Bay, ex-Sitia Bay, ex-Eastern Link, ex-Western Searoad). IMO 7908782. Bulk carrier. Length 142 m, 4,312 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Detained in 2002 in Ploce (Croatia), in 2004 in Venice (Italy), in 2007 in Novorossiysk (Russia) and in 2012 in Damietta (Egypt). Sold by her Greek shipowner Hind Maritime Enterprise to a Marshall Islands-based shell company just prior to her departure for demolition in Pakistan.



Makaria (ex-Urana Naree, ex-Handy Light, ex-Ambrose Light, ex-Ocelot). IMO 8123236. Bulk carrier. Length 182 m, 8,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Usuki (Japan) by Minami-Nippon. Owned by Ocean Wave Maritime Co (Greece). Detained in 2005 in Immingham (United Kingdom). Sold for demolition in Bangladesh. 407 \$ per ton.



Makaria, April 2013 © Rob Hurson

Summer 2013, Chittagong (Bangladesh)

Malyovitza. IMO 8203359. Bulk carrier. Length 184 m, 7,819 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar - Navigation Maritime Bulgare (Bulgaria). Detained in 2001 in Novorossiysk (Russia) and Houston (United States) and in 2008 in Klaipeda (Lithuania). Sold for demolition in India. 389 \$ per ton.



Malyovitza in Ijmuiden (Netherlands), July 2012
© Marcel & Ruud Coster



Maria V (ex-Nyoka, ex-Mariposa, ex-Mikasa). IMO 8315281. Bulk carrier. Length 225 m, 10,118 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Alexandria Shipping SA (Greece). Detained in 2000 in Vancouver (Canada), in 2003 in Newcastle (Australia), in 2006 in Tianjin (China) and in 2008 in Suez (Egypt). Sold for demolition in India.



Mesamar (ex-Polydefkis P., ex-Jovian Luzon, ex-Sea Astrea). IMO 8122608. Bulk carrier. Length 161 m, 5,607 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by GS Shipping Ltd SA (Lebanon). Detained in 2012 in Zhanjiang (China) and in 2013 in Lisbon (Portugal). Sold for demolition in India.



Morning Star (ex-Ocean Sunrise). IMO 8222006. Bulk carrier. Length 153 m, 5,118 t. Vietnam flag. Classification society Vietnam Register of Shipping. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by VOSCO – Vietnam Ocean Shipping Co (Vietnam). Detained in 2007 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 380 \$ per ton.



Murmansk (ex-Griffin Aurora, ex-Aegean Bulker, ex- Torm Ceres, ex-Tiger Bay, ex-Tenka, ex-Fayrouz IV). IMO 8118140. Bulk carrier. Length 179 m, 7,218 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Koma Shipping Service Ltd (Russia). Detained in 2001 in Bremen (Germany) and in 2009 in Leith (United Kingdom). Sold for demolition in India.

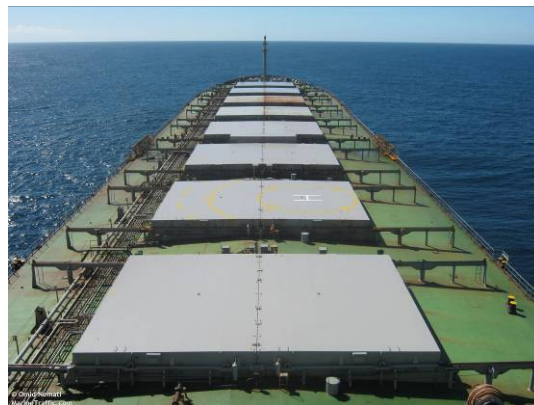


Murmansk, seen at anchor near San Nicolas (Argentina) on Parana river, August 2006 © Vovashap/Marinettraffic

Ocean Lord (ex-*Melpomeni*, ex-*Steel Might*, ex-*Sea Trader*, ex-*La Suerte*). IMO 8318881. Bulk carrier. Length 181 m, 6,900 t. St. Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Osman Shipping LLC (United Arab Emirates). Detained in 2006 in Jacksonville (United States). Sold for demolition in India. 407 \$ per ton.



Ocean Mira (ex-*Star Enterprise*, ex-*Mehr Enterprise*, ex-*Lady Madonna*, ex-*Lady Kadoorie*). IMO 8919142. Bulk carrier. Length 273 m, 17,618 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1990 in Tsu (Japan) by Nippon Kokan Corp. Owned by Atlantic Wave Management Sdn Bhd (Malaysia). Sold for demolition in Bangladesh. 425 \$ per ton.



In Nantong (China), July 2011 © Omid Nemati

Oranda (ex-*Silver Bin*, ex-*E Mei Shan*). IMO 8827454. Bulk carrier. Length 195 m, 9,844 t. Deflagged from Panama to Comoros. Classification society China Classification Society. Built in 1986 in Huludao (China) by Liaoning Bohai. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2001 in Kwinana (Australia) and Newcastle (Australia) and in 2003 in Lisbon (Portugal). Sold for demolition in Bangladesh.



Pacific Bangzhe (ex-*Mukda Naree*, ex-*Golden Fortune*, ex-*Dragon Fortune*, ex-*Ocean Trader*). IMO 8105648. Bulk carrier. Length 160 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Pacific King Shipping Pte Ltd (Singapore). Detained in 2005 in Silvertown (United Kingdom), in 2009 in Kandla (India) and in 2011 in Zhangjiagang (China). Sold for demolition in Jiangyin, China.



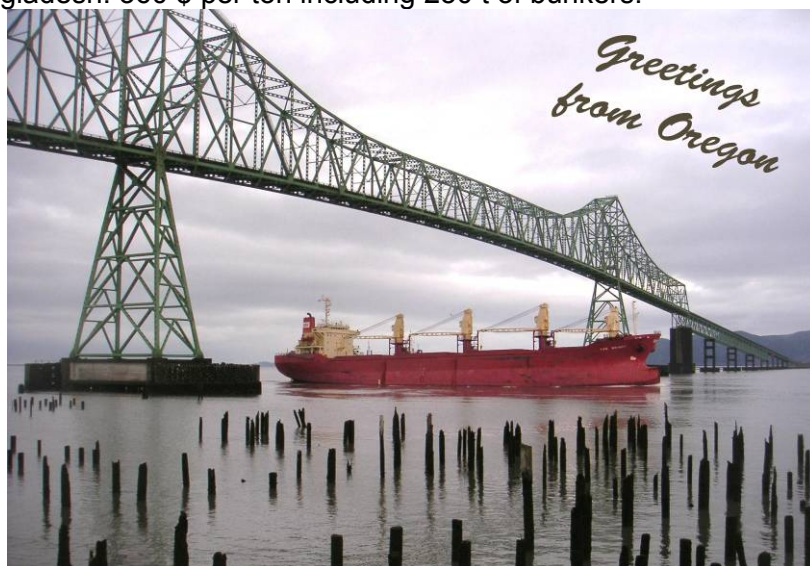
Pacific Bangzhe in Harwich (United Kingdom), October 2009 © MG Klingsick

Pacific Beauty (ex-*Pacific Venus*). IMO 8919984. Bulk carrier minéralier VLOC converted from VLCC in China in 2008. Length 322 m, 39,950 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Univan Maritime (China). Sold for demolition in Pakistan. 425 \$ per ton.



Gadani, July 9th, 2013 © Shahid

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



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

Phoenix Star (ex-*J.W. Shelley*, ex-*Valgocen*, ex-*Algocen*). IMO 6821937. Great Lakes bulker. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1968 in Collingwood (Canada) by Collingwood Shipyard. During her long career for Algoma Central until 2004, she set several barley, wheat and soybean cargo records on November 5th, 1971 she was the first ship to load in excess of one million corn bushels (over 27.000 t). In 2005, as the Panamanian *Valgocen*, owned by Recycling Technologies, she left for New Jersey to be used as a storage barge. In 2008, she was re-registered Canadian, repaired and left New York under her own power bound for Montreal, the Great Lakes and the grain transport as *JW Shelley*. Acquired in 2012 by TF Warren Logistics Inc (Canada). Since December 2012, she has been drydocked at Ironhead Marine in Toledo (Ohio, United States). The ex-*Algocen* will not leave the Great Lakes; summer 2013, the shipyard has begun the dismantling of the old freighter. The director of Ironhead Marine expects to finish the project within 90 days.



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

Provider (ex-*Jin Yi*, ex-*Junri*, ex-*Star Junri*, ex-*Junri*). IMO 8223567. Bulk carrier. Length 190 m, 7,754 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by SNP Shipping Services Pvt Ltd (India). Sold for demolition in India. 411 \$ per ton including 200 t of bunkers and a residual wheat and soybean cargo.

Roe (ex-Adrianople, ex-Golden Farmer). IMO 8323666. Bulk carrier. Length 188 m, 7,263 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Clio Navigation Corp (Greece). Detained in 2012 in Alexandria (Egypt). Sold for demolition in Pakistan.



Rossa (ex-Captain Basher, ex-Kopalnia Zofiowka). IMO 7361520. Bulk carrier. Length 174 m, 4,300 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1975 in Travemünde (Germany) by Schlichting. Owned by Nova Marine Carriers SA (Switzerland). Sold for demolition in India.



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



Saanguine (ex-Sumana Naree, ex-Seabrand, ex-Oceanic Explorer, ex-Liberty Hope, ex-Silver Aya). IMO 8401781. Bulk carrier. Length 158 m, 5,467 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosen. Owned by Nepa Projects & Investments Ltd (China). Detained in 2005 in Gibraltar (United Kingdom) and in 2011 in Kandla (India). Sold for demolition in Mumbai, India.



Saanguine anchored in Singapore October 2009 © **Andrew Mackinnon**

San Feng (ex-Evangelistria, ex-Siletta, ex-Western Siletta, ex-Sithea, ex-Oriental King). IMO 8122050. Bulk carrier. Length 190 m, 9,015 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Sanfeng Shipping Co Ltd (China). Detained in 2010 in Ningbo (China). Sold for demolition in Bangladesh.



Sea Emerald (ex-Jin Prince, ex-Astradance, ex-Dimitra, ex-Luna II). IMO 8405816. Bulk carrier. Length 183 m, 7,105 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Hanaro Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 407 \$ per ton.

Sea Mirror (ex-Maritime Pearl). IMO 8906846. Bulk carrier. Length 180 m, 6,729 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1990 in Oshima (Japan) by Oshima SB. Owned by Genshipping Corp (Slovenia). Detained in 2000 in Yantai (China), in 2003 in Hong Kong and in 2004 in Alicante (Spain). Sold for demolition in India.



Sea Pilot (ex-East Sunrise Guangzhou, ex-Starling, ex-Sincere Oceanus, ex-Bayani, ex-Ocean Bloom). IMO 8319639. Bulk carrier. Length 190 m, 7,651 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by Peaceful Universe Shipping Co Ltd (China). Detained in 2003 in San Francisco (United States), in 2004 in Gdansk (Poland) and in 2009 in Gladstone (Australia). Sold for demolition in Bangladesh. 414 \$ per ton.



Shourong (ex-*Tohzan*, ex-*Cosmo Astrea*). IMO 9003615. Tanker converti in vraquier minéralier in 2008. Length 322 m, 36,161 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by Nippon Yusen Kabushiki Kaisha – NYK Line (Japan). Sold for demolition in India.

Silver Wave (ex-*New Succes*, ex-*New Angel*, ex-*Golden Peak*). IMO 8313269. Bulk carrier. Length 155 m, 5,072 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Shiogama (Japan) by Tohoku SB Co. Owned by Silver Maritime Inc (Greece). Detained in 2001 in Port Adelaide (Australia). Sold for demolition in Bangladesh. 410 \$ per ton.



South Star (ex-*Ionian Wind*). IMO 8130758. Bulk carrier. Length 185 m, 8,920 t. Mongolian flag. Classification society American Bureau of Shipping. Built in 1984 in Oshima (Japan) by Oshima Shipbuilding. Owned by Quoc Huy Shipping Co Ltd (Vietnam). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 410 \$ per ton.



In Istanbul (Turkey), September 2011 © Antonio Alcaraz Arbelo

St. Ioan (ex-*Agia Filothei*, ex-*Castillo De Butron*). IMO 8604620. Bulk carrier. Length 240 m, 15,077 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Puerto Real (Spain) by AESA. Owned by Interunity Management Corp SA (Greece). Detained in 2010 in New Orleans (United States). Sold for demolition in Pakistan.



Hamburg (Germany), March 28th, 2013 © Nordwelle



Gadani, July 9th, 2013 © Shahid

St. Kiril (ex-*Spectra*, ex-*Matumba*, ex-*Virtue*, ex-*Jarilla*, ex-*Southern Virgo*). IMO 8405751. Bulk carrier. Length 181 m, 7,145 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Unimor Shipping Agency (Ukraine). Detained in 2000 in Kwinana (Australia), in 2009 in Alexandria (Egypt) and in 2011 in Gemlik (Turkey). Sold for demolition in Pakistan.



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



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

Sur (ex-*Yosemite*, ex-*Darya Devi*, ex-*Manila Angus*, ex-*Lake Challenger*, ex-*Astral Mariner*). IMO 8406901. Bulk carrier. Length 179 m, 6,170 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Setoda (Japan) by Naikai. Owned by Varda Denizcilik Sanayi Ve Ticaret AS (Turkey). Detained in 2000 in Newcastle (Australia). Sold for demolition in Mumbai, India. 421 \$ per ton.



Taba (ex-*Sukarawan Naree*, ex-*Handy Logger*, ex-*Green Cedar*). IMO 8508474. Bulk carrier. Length 159 m, 5,467 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Red Sea Navigation Co (Egypt). Detained in 2004 in Newcastle (Australia), in 2007 in Ghent (Belgium), in 2009 in Bandar Khomeini (Iran), in 2010 in Rizhao (China) and in 2011 in Kandla (India). Sold for demolition in India. 404 \$ per ton.



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



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

Tor (ex-*Kotor*, ex-*Ocean Steelhead*). IMO 8118621. Bulk carrier. Length 175 m, 6,342 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Gamma Denizcilik Nakliyat (Turkey). Detained in 2004 in Naples. Sold for demolition in India. 342 \$ per ton.



Transmed (ex-*Izmir Castle*, ex-*Glory Yantai*, ex-*Cargo Enterprise*, ex-*Cielo Di Firenze*, ex-*Star Abadan*, ex-*Arlberg*). IMO 7626396. Bulk carrier. Length 191 m, 9,500 t. Panamanian flag. Classification society International Naval



Surveys Bureau. Built in 1978 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Midtrade SAL (Lebanon). Detained in 2002 in Hamburg (Germany) and Port Cartier (Canada) and in 2010 in Crotona (Italy) and Tianjin (China). Sold for demolition in Turkey.



Transmed, in Tartous (Syria), April 2013
© **Samo 4 : Shipspotting**

Trinidad (ex-*Geortina*). IMO 7525504. Bulk carrier. Length 156 m, 5,107 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Mukaishima (Japan) by Hitachi. Owned by International Shipping Group & Trading Ltd (Turkey). Detained in 2003 in Vasto (Italy), in 2005 in Izmit and in Tuzla (Turkey) and in 2009 in Antalya (Turkey). Sold for demolition in India. 390 \$ per ton.



Turkuaz 8 (ex-*Nurten Ana*, ex-*Neo Cymbidium*, ex-*Sanko Cymbidium*). IMO 8308977. Bulk carrier. Length 180 m, 7,140 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Horizon Gemi Isletmeciligi A.S. (Turkey). Detained in 2001 in Hamburg (Germany), in 2003 in Bunbury (Australia), in 2006 in Suez (Egypt), in 2009 in Lianyungang (China), in 2010 in Ashdod (Israel). Sold for demolition in Pakistan. 430 \$ per ton.



Amsterdam (Netherlands), October 2009 © **Serkan Ceylan**



Gadani (Pakistan), 28 mai 2013 © **Shahid**

Tuscarora (ex-*Manila Spirit*, ex-*Rixta Oldendorff*, ex-*Manila Spirit*). IMO 8120698. Bulk carrier. Length 195 m, 8,051 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in Dalian (China) by Dalian Shipyard. Owned by Amalthia Marine Inc (Greece). Detained in 2001 in Geraldton (Australia), in 2004 in Mourilyan (Australia), in 2010 in Côte Ste-Catherine and Valleyfield (Canada), in 2012 in San Francisco (United States) and in 2013 in Safaga (Egypt). Sold for demolition in Bangladesh.



Unimax (ex-*MP Panamax*, ex-*Afros*, ex-*Docevale*, ex-*Carajas*). IMO 8124280. Bulk carrier. Length 243 m, 13,834 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Galaxy Shipping Corp (Taiwan). Detained in 2011 in Yantai (China). Sold for demolition in Jing Jiang, China.



Velos (ex-*Yu May*). IMO 8902216. Bulk carrier. Length 225 m, 11,572 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1991 in Shanghai (China) by Jiangnan Shipyard. Owned by Katsikis & Sigalas Ltd (Greece). Detained in 2003 in Dampier (Australia), in 2003 in Newcastle (Australia), in 2009 in Newcastle (Australia). Sold for demolition in Bangladesh.



January 2013 in Mercurius Haven, Amsterdam (Pay-Bas) © Har / Shipspotting

Vladimir Petrenko (ex-*Golden Lion*, ex-*Star Sirius*, ex-*Royal Rainbow*). IMO 8323410. Bulk carrier. Length 179 m, 7,290 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Tech Project LLC (Ukraine). Sold for demolition in Bangladesh. 405 \$ per ton.



Vladimir Petrenko, The Warren, Lough Foyle (Ireland), June 2011 © Liam Skelly

Xing Yao (ex-*Faviola*, ex-*Ever Champion*, ex-*Young Swan*, ex-*Bulk I*, ex-*Ittersum*). IMO 8018182. Bulk carrier. Length 224 m, 11,523 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1982 in Imari (Japan) by Namura. Owned by Xin Hong Yang International Shipping Management Corp (China). Detained in 2001 in Vancouver (Canada), in 2003 in Genoa (Italy) and in 2011 in Rizhao (China). Sold for an unknown destination of demolition.



Xinhui (ex-*Orhan Ekinci*, ex-*Great Amity*, ex-*World Amity*). IMO 8016988. Bulk carrier. Length 186 m, 7,772 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Osaka (Japan) by Osaka Zosensho. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2000 in Ghent (Belgium), in 2001 in Lisbon (Portugal), in 2006 in Slite (Sweden) and in 2011 in Long Beach (United States). Sold for demolition in Bangladesh. 410 \$ per ton.



Yong Shun (ex-M.P. *Panamax 1*, ex-*Lustre Duckling*, ex-*Lucky Duckling*, ex-*Kouryu*, ex-*Jag Manek*, ex-*United Ambition*, ex-*Stena Australica*, ex-*Stena Trust*, ex-*Rayna*). IMO 8000331. Bulk carrier. Length 224 m, 11,786 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Guangzhou Kuifenghang Shipping Co Ltd (China). Detained in 2002 in Novorossiysk (Russia), in 2004 in Quebec (Canada), in 2011 in Qingdao (China) and in 2013 in Qingdao again. Sold for demolition in Jiangyin, China.



Zenith 4 (ex-*Scanda*, ex-*Apollonas*, ex-*Kissamos Wave*, ex-*Reform*). IMO 8807703. Bulk carrier. Length 199 m, 9,765 t. Deflagged from Panama to Cook Islands for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Horizon Gemilsletmeciligi (Turkey). Detained in 2006 in Casablanca (Morocco). Sold for demolition in India.



Car Carrier

Hoegh Transit (ex-*Hual Transit*, ex-*Hual Transita*, ex-*Kyushhu*, ex-*Kyushu Maru*). IMO 8013613. Car Carrier. Length 190 m, 13,480 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China. 320 \$ per ton.



Hoegh Trapeze (ex-*Hual Trapeze*, ex-*Hual Carmencita*). IMO 8130966. Car Carrier. 184 m, 10,100 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Hoegh Fleet Services AS (Norway). Detained in 2006 in Yokohama (Japan), in 2009 in Galveston (United States) and in 2011 in South Shields (United Kingdom). Sold for demolition in Xinhui, China . 380 \$ per ton.



Hoegh Trapeze in Amsterdam (Netherlands), January 2012 © **Muhsen Hussein**

The END

The 2nd death of the ex-*European Gateway*

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

European Gateway © Fotoflite / Dover Ferry



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



The *Speedlink Vanguard* after the collision © Mike Larwood



The *European Gateway*, after © Mike Page



The salvage of the *European Gateway*, 1983
© Ted Ingham / Shipspotting



European Gateway in tow of Wijsmuller's *Titan*
© Tender / Shipspotting

Refloated by Dutch specialist Wijsmuller on February the 26th of 1983, the wreck is towed to Felixtowe, then Amsterdam.

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

Flavia © Jürgen Stein



Travemünde Link, in 1990 in Warnemünde (Germany)
© Michael Segeth



Rostock Link, , leaving Travemünde, July 1995
© A Spörri

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



April 1997, *Rostock Link* sailing for Scandlines © Wolfgang Kramer

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

Penelope arriving Chios port (Greece), December 2007
© G Togias





From 2009 on, she alternates laid up periods and short charters, including as her last assignment, a brief connection between Tunis and Tripoli on November 2011 for Marfamar.

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

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



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



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

Sources

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