Russian Roulette in Canada

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 disapeared from radar screens somewhere in the North Atlantic Ocean. See the special page “Lyubov Orlova, the ghost ship”.

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 Hyundai Fortune, Hanjin, Pensylvania, CMA Djakarta and Limburg. The case of the European Gateway is presented in the chapter The END, p 73.
Mystery remains about the ferry *Herald of Free Enterprise*, structurally intact after her shipwrecking on March 6th, 1987 (193 fatalities) in Zeebruge 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 Thownsend 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*.

**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 reefer ships 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 ecolo-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.

According to some last minute information, the Royal Navy will also send for demolition 4 type 22 frigates: *HMS Chatham*, *HMS Cumberland*, *HMS Campbeltown* 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 Leyal.

**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.
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.

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.

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 Viniship was mentionned 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 discreetly beached for demolition in Indian as Vegas.

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

Vessels beached for demolition in Pakistan.

Comments from Robin des Bois :

In Ship-breaking # 31(see p 4), on the basis of information released by professional 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 lain, (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 »
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.
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, bulkers 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.

<table>
<thead>
<tr>
<th>by unit</th>
<th>By tonnage of metal recycled</th>
<th>by category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India 81 (30%)</td>
<td>1 India 721,000t (32%)</td>
<td>1 Bulk carrier, 93 (34%)</td>
</tr>
<tr>
<td>2 Bangladesh 56 (21%)</td>
<td>2 Bangladesh 496,000t (22%)</td>
<td>2 General Cargo 63 (23%)</td>
</tr>
<tr>
<td>3 Turkey 42 (15%)</td>
<td>4 Pakistan 392,000t 18%)</td>
<td>3 Container ships 41 (15%)</td>
</tr>
<tr>
<td>4 China 34 (13%)</td>
<td>3 China 209,000t (9%)</td>
<td>4 Tankers 38 (14%)</td>
</tr>
<tr>
<td>5 Pakistan 28 (10%)</td>
<td>5 Turkey 141,000t (6%)</td>
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<td>6 Denmark 2 (1%)</td>
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</tbody>
</table>

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

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.


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.


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


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 Ultranav 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(Acería Nacional del Ecuador).

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


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 Gmb & 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.


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


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 Aivor 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

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 shipyard 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

Exploration of Kathryn Spirit in Beauharnois / Francis Perron

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.


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.

**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](image)

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

**Minaland (ex-Nomadic Patria, ex-Patria, ex-Ukraine, 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.

![Minaland](image)

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-Brynmore, 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.


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


Kerch strait (Ukraine), June 2011© Kerchanin


In the Strait of Hormuz, May 2008 © Hajo Schaefer


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.


Sulpicio Container XII © Aristotle P. Refugio


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.

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.

*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**


**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*

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.

Lewek Triumph (ex-DP Polar, ex-Antarctica, ex-Stepan Krasheninnikov). 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.

**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*

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**Fishing trawler**


**Factory-ship (fish)**


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


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


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 Ghananians, 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.

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; jumbozed 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).

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; jumbozed 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**


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 / Marinetraffic

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.

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.

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, Aland 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 Habib. 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, Marseile 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 by 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-Cynmos). 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 Cynmos in 1979.

Le Cynmos 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 Marcheillaise 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 Beaute 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 Hanky 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.

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

Penelope © Foto Fite / Dover Ferry

European Gateway © Foto Fite / Dover Ferry
**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* Courage 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.

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.


*Buxlagoo* (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 NiederelebeSchiffahrtsgesellschaftmbH & 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 SchifffahrtsgesellschaftmbH & 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](image)

![The distressed Hope © Royal Thai Navy](image)


![Copacabana](image)


![CSL Stefanie](image)


![Elbe](image)

![CMA CGM Elbe in Hamburg (Germany), March 2004 © Hajo Schaefer](image)

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 fur Maritime Dienstleistungen mbH (Germany). The ship was sold for demolition in India but is saying to be heading towards China.

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, 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 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 Schiffsbeeteiligungs-GmbH & Co. KG to a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India.


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


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 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*.


![President Adams in Kill Van Kull (New Jersey, United States), October 2009 © Joe Becker](image1)

**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](image2)

**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.

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


Santa Barbara © Marinetraffic


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.


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 Kroeger. 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.

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 et 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. 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.


April 18th, 2010, Singapore © Ivan Meshkov


**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.


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.


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 Pakistani 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.
**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](image)

**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, Gadani (Pakistan) © Shahid](image)


**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 ».


Pratibha Cauvery (ex-Wilrover, ex-Chemical Venture). IMO 7920754. Tanker. Length 174 m, 8,270 t. Deflagged 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.

At Novorossiyk (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


Gadani, June 2013 © Shahid


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 Floro (Norway) by Ankerlokken. Owned by PEMEX (Petroleos 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, in Patras (Greece), June 2010 © Tselentis Nikolaos

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


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, 1,732 t. 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 Shenzen (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


Bulk carrier


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.


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

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 iranien Islamic Republic of Iran Shipping Line - IRISL to the indien Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.

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


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


**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.


April 2012 in Keelung (Taiwan) © Chun-Hsi


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


**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](image)


**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 transhipment/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](image)

![Erawan in the Gulf of Papua © Creative Commons](image)

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


Eternal Hope, April 2011, in repair in Suez (Egypt) © Gianpaolo  May 2013 beached for demolition in Gadani © Shahid


Fesco Aleksandrov in Szczecin (Poland), May 2011 © Lukasz Blaszczak
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 Marine Shipping 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.


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.


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 Isletmecligi 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


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.


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


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


**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.

**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.


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.


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.


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 GemiIsletmeciliﬂ 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.

Transmed (ex-Izmir Castle, ex-Glory Yantai, ex-Cargo Enterprise, ex-Cielo Di Firenze, ex-Star Abadan, ex-Arliberg). 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 Crotone (Italy) and Tianjin (China). Sold for demolition in Turkey.


**Car Carrier**


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

The 2\textsuperscript{nd} death of the ex-\textit{European Gateway}

Built in 1975 by Schichau Unterwerser, the British ferry European Gateway regularly sails from Felixtowe to Europaort (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.

\textit{European Gateway © Fotoflite / Dover Ferry}

On December the 19\textsuperscript{th} of 1982, just after leaving Felixstowe for a new crossing towards Holland, she collides at around 10:50 pm with her compatriot \textit{Speedlink Vanguard} (142 m) from the Sealink company, which was entering the harbour. Seriously damaged by the \textit{Speedlink Vanguard} bulbous bow, \textit{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.

\textit{Speedlink Vanguard after the collision © Mike Larwood}

\textit{European Gateway, after © Mike Page}

\textit{European Gateway in tow of Wijsmuller’s Titan © Tender / Shipspotting}

The salvage of the \textit{European Gateway}, 1983 © Ted Ingham / Shipspotting

Refloated by Dutch specialist Wijsmuller on February the 26\textsuperscript{th} 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

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 Danemak) – Travermünde (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.

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

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 with …..the 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 Viachos

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