

## #33

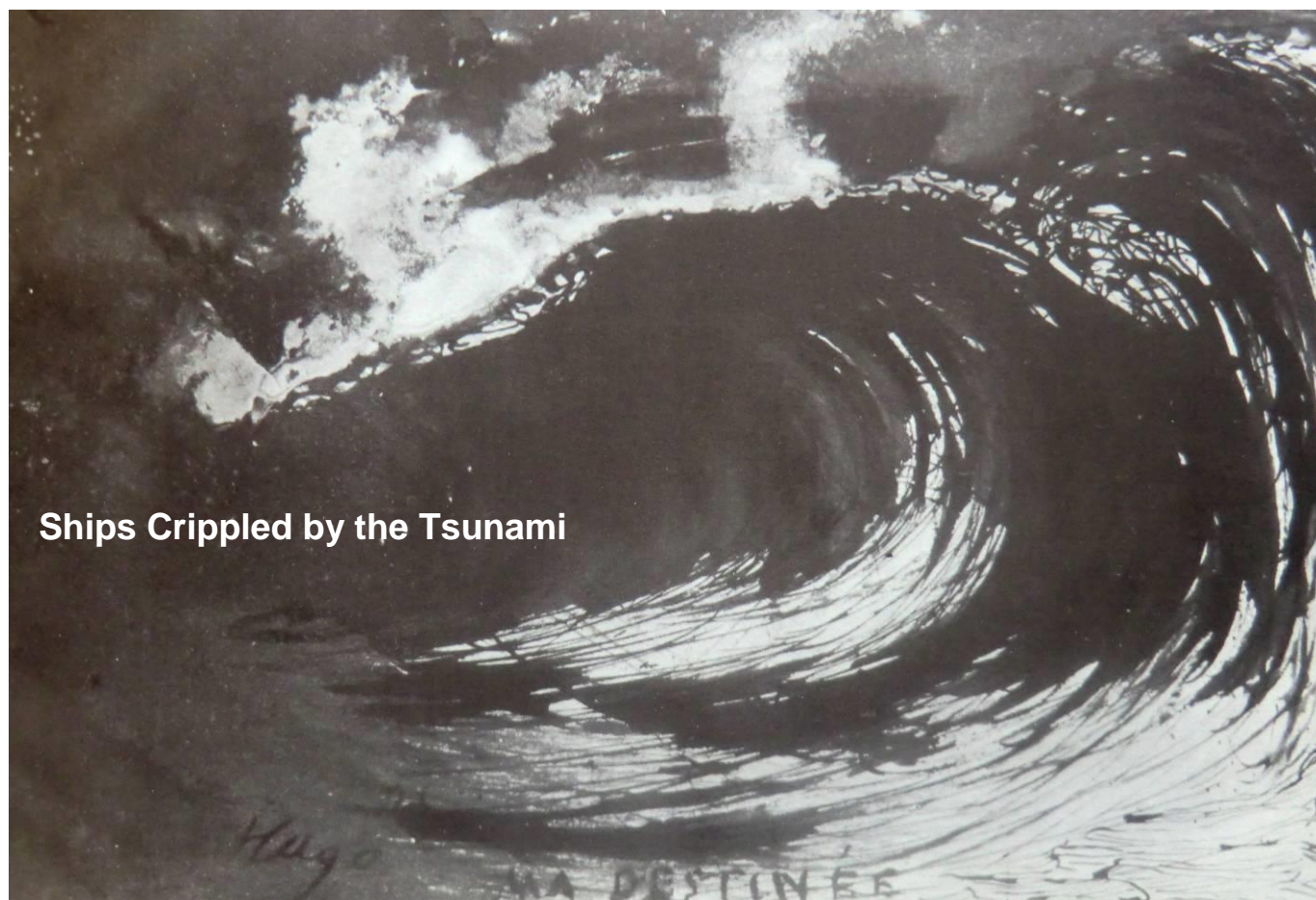
From August 1<sup>st</sup> to October 31<sup>st</sup>, 2013

ROBIN DES BOIS

# Ship-breaking

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**Ships Crippled by the Tsunami**

The Wave – ink, wash and gouache by Victor Hugo, 1857

On March 11th, 2011, the Japanese tuna boat *Kyotoku-Maru n°18* was swept away by the tsunami. She breached the breakwater dam and was dragged 750 m away from the coast in the middle of an ex housing estate in Kesennuma. The city, situated northeast of Japan in the Miyagi Prefecture, 500 km from Tokyo and 200 km from Fukushima Daishi nuclear power station, was known for tourism and tuna, skipjack tuna, and swordfish fishing. It was also the hub of fishing and shark finning for the archipelago: 90% of sharks caught in Japan were unloaded at Kesennuma. The port is also a sister city to

Puntarenas in Costa Rica, the Latin American center for the illegal trade of shark fins. (See [On the Trail #2](#), the information and analysis bulletin on animal poaching and smuggling, p 5).



2011 © Shipwreck Log

The mayor hoped to turn the ship, which has now become a tourist attraction, into a tsunami memorial, but the people's referendum rejected the project. In September 2013, Ship Recycle Muroran, a non-profit organization based in Hokkaido, started dismantling *Kyoto-Maru 18*.



2011 © Shipwreck Log



September 2013, work is starting © KYODO

Many other ships were victims of the tsunami: an innumerable fishing boat fleet, diverse and sometimes wandering, but also vessels from the world merchant fleet. Some were salvaged and continued their careers; others sank or were dismantled on the spot.



The *Ryō Un Maru*, was sunk one year later on April 5th, 2012 by the US Coast Guard 180 nautical miles away from Alaska.

© US Coast Guard



### The demolished



*Glovis Mercury*, general cargo, ran aground in Sendai.  
© **Reuter**

*Khrizolitoviy*, reefer, berthed at Ofunato. Her mooring line broke, the ship ran aground, got dragged away by the ebb and ran aground again.

*Rokkosan*, tanker, collision with the *Chinasteel Integrity* and the *Tai Chung* at Kashima.

*Shirouma*, bulk carrier, grounded at Haramati after unloading her cargo of coal.

*Tai Chung*, bulk carrier, collision with the *Chinasteel Integrity* and the *Rokkosan* at Kashima.

*Taino Maiden*, general cargo, damaged at Kashima.

### The resuscitated

*Chinasteel Integrity*, bulk carrier, pushed aground on the shore of Kashima with her cargo of iron ore, collision with *Rokkosan* and the *Tai Chung*. In service.

*Coral Ring*, bulk carrier, collision with the dock unloading coal in Onahama. In service.

*CS Victory*, bulk carrier, grounded at Ishinomaki. In service in 2013 under the name of *First Brother*

*Emu Arrow*, general cargo, collision with two other vessels at Kashima. In service.

*Katsura*, bulk carrier, damaged in Kashima. In service.

*Long Mu Wan*, container ship, damaged at the port of Koshiro. In service.



*Asia Symphony*, general cargo, grounded at Kamaishi. In service in 2013 as *N°9 Aya Maru* © **Toshifumi Kitamura / AFP / Getty Images**

The case of bulk carrier *Shiramizu* (IMO 9071703) remains a mystery. The ship was planning to unload 70,000 tons of coal at Shinshi – 50 km North of Fukushima Daishi nuclear power station – when the wave struck. The crew was safe and rescued, but the hull cracked, the vessel leaked fuel oil and her owner, NYK Line, declared her a total loss. Two years later, *Shiramizu* is found in Masan in South Korea; the forepart of the ship is anchored in the bay while the aft part is waiting at STX shipyards.



*Shiramizu* forepart in the Bay of Masan, South Korea, May 10<sup>th</sup> 2013 © **V. Tonic**



Aft part at STX Hyeokshin shipyard in Goseong. Tongyeong, South Korea, June 15<sup>th</sup> 2013 © **V. Tonic**

# The changeable truth of the European Union

## Part One: Truth on paper

Hurrah! At its plenary session on October 22nd, 2013, the European Union Parliament confirmed the adoption of the ship dismantling regulation. Already approved in April this year, the Commission proposal has even been « improved upon » after ministerial exchanges. Dismantling facilities approved by the European Union will have to be « built structures constructed and operated in a safe and environmentally sound manner, » which effectively excludes natural beaches used as ship-breaking yards in India, Bangladesh, and Pakistan. This time, we got over with the “reckless scrapping” of old ships, under the terminology of the Parliament. Except that this EU-approved end of life will be implemented when the capacity of the EU-approved facilities will exceed a threshold of 2.5 million light displacement tons and will only apply to ships still EU-registered.

When the regulations become effective, vessels flying a non-European Union member State flag that call at European harbours will have to carry an inventory of hazardous materials integrated in their structures. If not, they are subject to penalties to be set by member states.

In the meantime, in Portugal...



© jdap /Shipspooting



.... Ships are broken up on the beach and afloat in AlhosVedros, near Lisbon

## Part Two: When European river barges sail at sea...and sink

The *Exxon Valdez* (1989), *Erika* (1999), and *Prestige* (2002), shipwrecks caused oils spills which have led to a strengthening of regulations on the oil transport across the world ocean. Thus, the MARPOL Convention, following the amendments adopted in December 2003, prohibits the transportation of crude oil or heavy fuel oil by single-hull tankers from 2005 on and to no later than 2010, pushing many vessels of this type to either demolition or conversion.

Later, under the pressure of the public eye, European inland navigation engaged in a similar process of harmonization of regulation in international transportation of dangerous goods specifically on the Rhine. The flow of hydrocarbons and chemicals goes down the river that feeds the industrial areas of Switzerland, France, Germany, Luxembourg and the Netherlands. In 2008, the Central Commission for Navigation on the Rhine (CCNR) decided to consider hazardous substances that can endanger health and the environment and impose their transport in double-hull vessels. The schedule plans the phase-out of single hull tankers from December 31<sup>st</sup>, 2012, to no later than December 31<sup>st</sup>, 2018. Hundreds of single hull inland tankers will have to be phased-out—a well deserved retirement for the oldest ones built in the 50's. But a retirement which also requires demolition costs. A number of owners now choose to avoid the European constraints by exporting their ships to less demanding areas. The most favorite destination is Nigeria. The pace of shipments has been accelerating : since 2012, many dozens of what we are better off referring to as ‘barges’ have been sent to Lagos. The maritime expedition of vessels



designed for inland navigation, in convoy and in tow, is uncertain. Troubles and accidents are frequent. Some examples:



In December 2010, the convoy *Courbet* towing the two barges *Atlantic Energy* (built in 1972) and *Atlantic Transport* (built in 1964) is immobilized in Malaga by the Spanish authorities, who fear that the tug did not have enough power to ensure their safety. Both barges will leave with another tug.

*Courbet*, built in Lorient (France), Panamanian flag © **Juan Carlos Cilveti / Malaga Maritima**



*Mayon*. Built in 1972.

August 2011. The barge has been delivered to Lagos, but upon her arrival got adrift in a storm and ran aground with her hull twisted and cracked. She is now out of use - at least, we hope so.

August 29th, 2011, at Lagos (Nigeria) © **Mohammed Alhassan**



*Vestland*. Built in 1957.

September 6th, 2011. The tug *Courbet* (see above) departed from Rotterdam (Netherlands), with the barges *Atlantic Trader* (built in 1965) and *Vestland* in tow, en route to Nigeria. *Vestland* broke in two off the coast of Brittany. The forepart sank at a depth of 140 m, and the aft part followed 1 hour later at 2000 m depth. She was carrying 7 m<sup>3</sup> of fuel oil. [Morglaz](#), the Breton association, protested.

© **French Customs**



*Opalin*. Built in 1959.

August 16th, 2012. The *Opalin*, in tow of *Tore* and in convoy with another barge, was heading to Nigeria, broke in two and drifted off the Canary Islands. The aft part was finally towed to Lanzarote.

© **La Voz de Lanzarote**



*Frisius*. Built in 1975.

December 2012. Departed from Rotterdam in tow of the *Sun Essex* and in convoy with *Sapphire* (built in 1988) bound for Lagos. The *Frisius* broke in two off the coast of Spain. The aft part sank and the forepart was towed to La Coruna along with the *Sapphire*.

© **Robalisa / Shipspotting**

According to expert sources, half of these inland tankers do not survive the journey. Hence the group trips, which leave some hope that at least one of the ship will survive and that the cost of towing will be amortised. The cases of *Vestland*, *Opalin* and *Frisius*, which all sank in whole or in part after breaking under the onslaught of the Atlantic, raised very few question on the migration of these barges from Europe to Nigeria. In some ways, it actually is better to hide it: in most cases, the Rhine barges are used for smuggling oil in the Niger Delta. They are used to transship stolen cargoes from the hijacked merchant vessels. They feed clandestine refineries onshore. Traffickers also need to « renew » their fleet of ships: in 2012, 200 ships were seized by the Nigerian JTF (Joint Task Force) under anti-smuggling operations. In 2013, one can cite the arrests of *Sea Express*, former German barge *Eiltank 5* (built in 1962), *Shandy*, former German barge (built in 1985), and *Vlieland*, former Dutch barge (built in 1985).



*Sea Express*, arrived in Nigeria in 2012, arrested on April 13<sup>th</sup>, 2013



*Shandy*, arrived in Nigeria in 2013, arrested April 28<sup>th</sup>, 2013  
Photos Nigerian Navy



*Vlieland*, arrived in Nigeria in 2010, arrested in May 2013

The traffic of polluting wrecks from the Rhine is running well. However, given the lack of political and administrative condemnation, some fear that it will continue and be amplified by the time the new Rhine regulation will be implemented. The United Kingdom has joined the movement, in the same disastrous conditions regarding maritime safety and environmental hazard. In October 2013, the tug *Ferox*, flying the Vanuatuan flag, left Immingham on the East Coast of England bound for Nigeria, towing the Dutch barge *Valletta* (built in 1959) and the British *Rix Harrier* (built in 1979). *Ferox*, which was just released after 20 days of detention in Harlingen (Netherlands), fouled her propeller off Cape Lizard; the Falmouth coastguard arrived on scene whereas the role of towing vessel had been swapped to one of the barge! The troupe crossed through Lyme Bay and eventually ended up at Poole Harbour on the South Coast of England. In early November, *Ferox* was still detained by Poole Maritime Authorities.



The barge leads the dance© maidencombe.net

At the same time, [another convoy of the same type](#), departed from the Netherlands, was spotted in Lyme Bay. *More*, a Belizean flag tugboat, was sailing at slow speed along with the barges *Novara* (built in 1970) and *Bomflot 5*. Along the way, navigation lights were arranged on the *Novara* which has none and disappeared at night. In late October, the team left the English coast, found refuge east of the Cherbourg Peninsula before the arrival of Christian storm (also named St Jude's Day storm), and proceeded through the Bay of Biscay, her official destination being Dakar (Sénégal).

**Robin des Bois has written to the French Maritime Authorities in order to prohibit the passage of these inland vessel convoys in the French EEZ (Exclusive Economic Zone) and their exportation.**

These inland tankers are 80 to 110 m in length and have a capacity of 1,500 to 3,000 t.

The African connection is unscrupulously operated by European but also American ship-owners who are not to be outdone when it comes to getting rid of single-hull tankers banned from US waters by the United States regulations. In 2008, U.S. Shipping Partners disposed of *Jacsksonville* and *Groton*, two ITB (Integrated Tug Barge, a unit where the pusher tug and the barge are locked together in a rigid configuration) by selling them to the Nigerian J Marine Logistics. See the tragic story of *Jacksonville* p 24

### **Part Three: Do as I say, not as I do**

The European Union truth on paper simply does not pass the test of reality.

Apart from the scandal of Rhine barges exportation, European owners put forward two lures to hide the departure of their ships to the raw ship-breaking yards of Asia: a possible sale for further trading as unlikely as it can be or repair after a devastating accident.

Ship-breaking # 33 is still waiting to find out the true fate of the old gas carriers *Annabella* and *Isabella* owned by German ship-owner Chemikalien Seetransport (Cf p 19-20). Built in France, these two friends



of forty years contain special materials that pose health and environmental problems during and after demolition : their steam turbines propulsion implies the use of large quantities of asbestos. Gas tanks are covered with perlite, an insulation coating of mineral origins but which is amalgamated with bitumen or polymer fibers due to its permeability to water vapor. The export of these vessels for demolition perfectly illustrates the hypocrisy and powerlessness of the European policy on the subject. The two vessels are laid up in the Spanish port of Algeciras.

The container ship *Hansa Brandenburg*, owned by another German group, Leonardt & Blumberg, disappeared from radar screens and AIS after being fire damaged: she left Mauritius in tow in September or October for an unknown destination. An alert is launched to track the ship, IMO 9236236, which is sent to demolition without either extraction of the charred containers or pumping of the contaminated extinguishing water. See « [Hansa Brandenburg, another container ship riddled with problems](#) ».

The French shipbroker and maritime advisor who participated in the aborted sale of the ex aircraft carrier *Clemenceau* in India is now representing Boris Shipping Ltd (India) specialized in the worldwide capture of vessels bound for demolition. Through his Nantes-based (France) company Ingemar, he would also, according to our sources, be involved in the sales of *Atlantic Star*, scrapped in Turkey, *Glaros*, scrapped in Bangladesh (cf p 23), and *SeaFrance Cezanne* and *SeaFrance Renoir*, scrapped in India.

## Justice gives discount

The small general cargo carrier *Klaipeda Spirit* has just left for demolition in Turkey. (Cf. p 52). The vessel previously starred under the name *Vytautas*. On June 5th, 2007, under the Lithuanian flag, she sailed with a cargo of wood from Haraholmen (Sweden) toward Elefa (Greece).

Following the disaster of the *Prestige*, France has been leading a more active policy of repression against ships responsible for marine pollution. It is based in particular on the Montego Bay Convention, which requires States to protect and preserve the marine environment: the watch areas are expanded, 3 courts have been declared in charge of holding centralized proceedings on the different coastlines, and the penalties for voluntary pollution have become higher. Caught in the act by the French Navy as she was discharging oily waters off Brittany, leaving a 37 km oil slick in her wake, the *Vytautas* was diverted to Brest.



*Vytautas* under surveillance at Brest © Yannick Le Bris

*Vytautas* left the Breton port after paying a deposit of €400,000. In 2009, the owner was condemned by the Court of Brest to pay a fine of € 700,000 (\$950,000). In 2011 though, the Court of Appeal of Rennes cancelled all sanctions and ordered the refund of the deposit thanks to a restrictive interpretation of the Montego Bay Convention, which also emphasizes the duty of the flag State to enforce the rules for the control of marine pollution from vessel. This duty, presented as a guarantee for the protection of the high seas beyond national jurisdiction, was in that case a protection of the interests of the owner of *Vytautas* : Lithuania had actually tried the case already and fixed fines of convenience, € 2,000 for the captain and € 19,500 for the owner, all the while using little tricks to delay the trial proceedings in Brest.

## Letters to the Editor

### Photos received from Shahid, Pakistan

Ship-breaking # 32 announced the chemical tanker *Samudera* was heading for demolition towards Bangladesh. In spite of a major fire off Malaysia, the ship has actually been towed all the way to Gadani, Pakistan.



*Samudera, ex-Samudera Biru, beached in Gadani (Pakistan), October 9th 2013 © Shahid*



Against all expectation as well, the Indian tankers *Pratibha Tapi* et *Pratibha Indrayani*, which were immobilized in Mumbai and supposed to be sold for demolition in Alang ([Ship-breaking # 32](#), p 49), have been towed to Pakistan, like the tankers *Providence* also expected in India in [Ship-breaking # 31](#), p 37). and *Hercules* renamed *Hero* whose final destination was unspecified ([Ship-breaking # 32](#), p 47).



*Indrayani, ex-Pratibha Indrayani,*



*Hero ex-Hercules*



*Provid ex-Providence,*

August 28<sup>th</sup> 2013 © Shahid



### Robin des Bois' comments

Pakistan may receive another devastated ship, the German container ship *Hansa Brandenburg* IMO 9236236 (See p 35). To be continued...

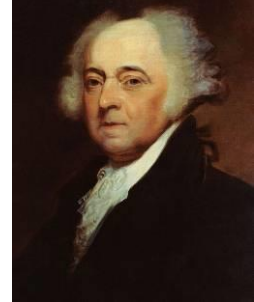
In the game of musical chair, the Chilean *Papudo* passed India, her official destination ([Ship-breaking # 31](#), p 37), and sailed on as *Apu* for the final voyage to Chittagong, Bangladesh ; a destination also ultimately chosen by the VLCC (Very Large Crude Carrier) tankers *OSX 4* and *OSX 5*, beached in Chittagong as *Popi* and *Kostas*. As for the *President Truman*, renamed *President 2* flying the Sierra Leone flag, who leaned towards Bangladesh too, along with the other Democratic *President Jackson* and *President Polk* while the Federalist *President Adams* ended up in India (cf. [Ship-breaking # 32](#), p 42).

Harry Truman

Andrew Jackson

James K. Polk

John Adams



Sources : Truman Library – Portraits by Thomas Sully, George Peter Alexander Healy et Asher B. Durand

### **From Sven (Bonn, Germany), received on October 5<sup>th</sup> 2013**

I have been missing information about the ongoing export of old inland tankers from the river Rhine to Nigeria. As single hull tankers will be banned from river Rhine from 2015 (I believe) hundreds of tank barges with approx. 1500t each are due for scrapping. The oldest barges date back to the 1950's, a few even older. Many of them are sold to operate on river Danube.

A large portion of this fleet (a few dozens up till now, I believe) are sold to Nigeria by unscrupulous brokers. Approx. half of them break and sink during towage. Those that do arrive operate in illegal bunkering and the operation of illegal refineries with terrible social and ecological consequences.

(...) I would kindly ask you to research on this matter and include it in your next report. It deserves to find an audience to stop this. The [German forum « Binnenschiff »](#) has been collecting links to several pictures and articles in the international press

See Robin des Bois' investigations in the chapter « When European river barges sail at sea... and sink » p 4.

This topic is truly typical of the European Union inconsistency regarding the fate and the dismantling of its old ships.

### **From Charles (United States), received on September 4<sup>th</sup> 2013**

Dear Editors of Ship-breaking, I have found your "Bulletins of information and analysis on ship demolition" to be very useful. USS *Hoel*, an American guided missile destroyer (DDG-13), was decommissioned from the U.S. Navy in 1990 and towed to Manaus, Brazil for use as a power barge in 1997 or later. The project was not successful and I believe the ship was scrapped in Manaus. Can you confirm the the ship was scrapped there, and in what year it was scrapped?



USS Hoel – DDG 13

### Robin des Bois' answer.

We have no certainty about the actual situation of the ex-USS *Hoel*. She was converted into an electrical power barge by Charleston Shipbuilders Inc after removal of her military equipments and then towed to Brazil in 1998. Her initial capacity was far less than expected. After a sluggish start in Rio de Janeiro, the power barge was still listed in late 2002 by the Brazilian state-owned Electronorte as one of its active facilities in Manaus.



July 1999, the ex *USS Hoel* in Manaus (Brazil)

It seems that the power station equipment has been dismantled from late 2005 on; from a satellite view dated 2008, the barge was then laid up at the end of the pier of Maua Power Station in Manaus but has now vanished.



Google Earth 2008

Any further information from our Brazilian readers will be welcome.

### From Svern, Norway, received on August 15th 2013

(...) I am Svern Martinsen, radio and ships historian.

I am seeking information on the final chapter of the former commercial fishing vessel *Earl J. Conrad Jr* (earlier the US Navy vessel *USS Deal* and pirate radio ship off the UK as *Olga Patricia /Laissez Faire*) lately?

The *Conrad* was sold by its previous owner and scrapped early 2013 according to my sources, but where, it also might be laid up somewhere? Boat scrapyards around or in Virginia might be possibilities...Pictures and/or info on what has happened would be good...Want to honor the ship for its Navy and radio broadcasting service!



© Svern Martinsen

*Earl J Conrad* (ex-Laissez Faire, ex-Olga Patricia, ex-USS Deal). OMI 6501393. Construit en 1944. Previous owner Omega Protein Inc (Massachussetts, United States).

### Comments of Robin des Bois

Unfortunately we have no information about the final fate of this Navy and rock 'n' roll ship.  
All details would be welcome and forwarded..



## Overview from August 1<sup>st</sup> to October 31<sup>st</sup> 2013: China in the lead

271 ships left for demolition in three months. The cumulative demolition will recycle nearly **2.1 million tons** of metal. **76** (28%) were built in Europe, **78** (32%) belonged to European ship owners, **244** (90%) went to Asia.

Ship demolition produces metal to recycle and waste to manage. Often, waste in the form of paints, scale and sediments cannot be separated from metals considering the present condition of ship dismantling in Asia or other continents.

Among the casual waste are to be considered:

- asbestos in various forms. In the European Union an asbestos removal plan must be submitted and accepted by the Occupational Health Service. Asbestos in ships to be broken up nowadays can be found in paints, navel pipes, seals, sennets, cables, line laggings, in flooring adhesives and sublayers, partitions and suspended ceilings, and in the windlass brakes.
- PCBs (Poly Chloro Biphenyls) in linoleums, hydraulic oil and lubrication oil, paints, seals and mastics, capacitors and other electrical equipments
- cadmium, chromium, lead, mercury, tributyltin in paints, anods
- oil sludge and oily bilge water
- scales in the lines and cargo tanks
- refrigerant fluids of which ammoniac
- batteries and accumulators
- medicines
- incinerator ashes
- IT, office and household consumables
- maintenance paints
- radioactive gauges and smoke detectors

According to cautious estimates, it appears that the whole demolition and operation waste onboard an end of life ship may represent from 2 to 5% of the light displacement tonnage, i.e. for this trimester from 46.000 to 116.000 t. A poor management of these wastes leads to health and environmental hazards.

At least 35 of the scrapped vessels were renamed prior to their departure for demolition. The award for transformism is attributed to the Philippino Ro Ro *Sulpicio Express Uno*, which became the Comorian **Bruno** when she was beached at Alang. (p 43) ; the special prize for the trendy name is given to **Antic**, the ultimate surname already chosen by the owner of the *Atlantic Star* (see [Ship-breaking # 31](#) p 5) and this time borne by the Iranian *Amitees* and the German *Hansa Atlantic*, also in Alang. On the deflagging side, Saint-Kitts-and-Nevis and Comoros retain their popularity among fans of discretion on the last voyage, although Sierra Leone and Tuvalu sold their skin dearly.

The pace of vessels set out for demolition has stabilized (**21** ships against 24 per week for the first 4 months of the year). Cumulatively, for the first 10 months of the year, the number of vessels sent to be broken up already reached 958 units.

### By tonnage of recycled metal

- 1 China, 633.000 t (30%)
- 2 India, 579.000 t (28%)
- 3, Bangladesh, 314.000 t (15%)
- 4 Pakistan, 283.000 t (14%)
- 5 Turkey, 151.000 t (7%)

### By unit

- 1 India, **75** (28%)
- 2 China, **69** (25%)
- 3 Turkey, **44** (16%)
- 4 Bangladesh, **36** (13%)
- 5 Pakistan, **20** (7%)
- 6 Denmark, **5** (2%)

### By category

- 1 : bulker, 92 (34%)
- 2 : general cargo, 62 (23%).
- 3 : tanker, 46 (17%)
- 4 : container ship, 35 (13%)

The Chinese ship-breking yards offered particularly attractive prices. They also profitted of the massive destocking of the shipowners: two thirds of the ships demolished in China belonged to Chinese shipowners. Due to the arrival of 13 large ships each around 20.000 t of lightweight, China is number one in tonnage of recycled metal and gets ahead of India.

India maintains the lead in units scrapped with 75 vessels (28%) but its share continues to erode: it was 40% for all of 2012, 34% for the first 4 months of 2013 and down to 30% for the May to July 2013 period. After India, the cards are redistributed. China comes in 2<sup>nd</sup> place with 69 vessels (25%) ahead of Turkey, at 44 vessels (16%); Bangladesh, retrograding at 36 vessels (13%) and Pakistan at 20 vessels (7%). The summer monsoon months have been difficult for the three countries of the Indian subcontinent, who all lost market shares.

### After the bars, demolition

**61** (23%) of vessels sent out for shipbreaking were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or without any classification at all. The sub-standard ships are still the first ones to leave: at least **156** (58%) have been previously detained in ports worldwide with a detention rate of 84% for general cargo carrier, 70% for bulk carriers and chemical tankers, and 43% for containerships. The worst of the substandard ships is the small North Korean tanker, *Dae Won 168*, with **17** detentions between 2001 and 2008, all at Nakhodka oil terminal (Russia), demolished in China (cf p 22). The other winners are *Susannah*, with **15** detentions (p 56) and *Sirena* with **11** detention (p 55), two general cargo carriers demolished in Turkey.

The *Sea Way* (p 71) is another remarkable vessel, banned from the European harbours for multiple detentions and which escaped the repair yards, preferring the ship-breaking yards instead.



Nakhodka oil terminal © Rosneft

### Years and meters

The average age of ships leaving fleets ranges between **10 years** for the German container ship *Hansa Brandenburg* which suffered a fire off Mauritius and **53 years** for the cement carrier *Cementina* already considered as a “very high risk” vessel in 2003 (Cf. p 79) and the Italian tanker *Nerano* (p 25). The average age is **28** years; in 2006 it was **31** years. It is **26** years for tankers and 22 for container ships. 98 vessels have a length less than 150 m, 111 are between 150 and 199 m and 62 m over 200. 9 vessels are more than 300 m of which 5 were demolished 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.

## Miscellaneous (tug, pipe burying vessel, offshore supply, dredger, research vessel)

### Tug

#### Death of the old *Leopard* in Africa

The *Leopard*, a highseas tugboat, went aground half sunken. She was laid up with a remaining crew of only two men in Mindelo Bay in Cape Verde, safe but not quite enough from the torments of the sea. Rumor has it that the anchor lines were cut by the fishing gear of a trawler.

Built in 1977 in West Germany, the *Leopard*, under the name *Caribic*, was serviced by the German rescue Company Bugsier. Built in 1977 In 1985 she was sold to Black Sea Shipping of Ukraine, time at which she became the *Leopard*, still operated by the greek group Tsavlis. The *Leopard* was then on the lookout in the Indian Ocean

The Soviet citizen *Caribic* in Hamburg (Germany),  
1988 © Arki Wagner



In 2000 she was sold to Marine Rescue Service (MARS); she was then flying the Ukrainian flag. When she would show up in Europe a decade ago, the *Leopard* was badly judged by maritime security inspectors. She has been in particular detained for multiple deficiencies for 115 days in the Port of Lisbon (Portugal).

In 2004, the *Leopard* was almost in hideout. She no longer had a classification society. The Russian Maritime Register of Shipping had excluded her. Mindelo Bay was her refuge.

In 2005 she was found 350 miles away from the Cape Verde Islands, assisting the *Eco Princess*, a small chemical tanker of 108 m in length under the Panamanian flag. In 2006 the *Eco Princess* encountered closely the *Probo Koala* (cf. the [special page on Probo Koala](#)). The two ships were set side by side in the Abidjan bay (Ivory Coast) and exchanged mysterious liquids only weeks before the *Probo Koala* was used as an illegal refinery in the Mediterranean and 5 months before the tanker chartered by Trafigura came back to Abidjan to get rid of 500 t of mercaptan and sulfuric hydrogen waste.

In January 2007, still on the watch in Mindelo Bay, the *Leopard* assisted the *Kevin* which was in difficulty, loaded with 7000 tonnes of bags of cement.

In October 2007, the grain cargo carrier *Theodoros P* suffered an irrevocable breakdown of her rudder

800 miles south of the Cape Verde Islands. The *Leopard* left once again Mindelo Bay to rescue the *Theodoros P* that she towed to Las Palmas (Canary Islands).

Then, nothing more, except a seizure following an unpaid bill and immobilization in Cape Verde for the last 5 years.

In December 2011, the *Leopard* made a first attempt to beach. She ran aground on Gale Beach south of the bay. The authorities feared an oil spill; the tugboat contained several tens of tonnes of fuel oil. She was saved, put back on anchor but reiterates the attempt in September 2013. This time efforts of the other valid tugboats are to no avail to set her afloat and since then the *Leopard* is subject to a phase of pillaging and auto demolition in Porto Grande in Mindelo Bay.



December 2011, the *Leopard* aground on Galé Beach, Cape Verde. © SteKrueBe



April 2012, Mindelo Bay © carlosd2x



Septembre 15th 2013, Porto Grande, Mindelo bay, © Danny van der Ent

*Leopard* (ex-*Caribic*). IMO 7723998. Tug, 10.000 bhp. Length 63 m, 1,460 t. Ukrainian flag. No classification society. Built in 1977 in Bremerhaven (Germany) by Sieghold Schiffswerft. Owned by MARS – Marine Rescue Services (Ukraine). Detained in 2002 in Lisbon (Portugal) and in 2003 in Eleusis (Greece).





### Pipe burying vessel

*Sandpiper* (ex-Seaway *Sandpiper*, ex-Temple Hall). IMO 7039414. Pipe burying vessel. Length 161 m. Panamanian flag. Classification society Bureau Veritas. Built in 1971 in Clydebank (United Kingdom) by Upper Clyde SB; bulker converted to pipe burying vessel in 1978. Owned by Boskalis Westminster NV (Netherlands). Sold for demolition in Turkey.



The last days of *Sandpiper* in Moerdijk (Netherlands): equipment is being removed before going to the breakers in Turkey, August 27<sup>th</sup> 2013 © Pilot Frans

### Offshore supply vessel.

*Bin Hai 281*. IMO 7809338. Offshore supply vessel. Length 67 m. Chinese flag. Classification society China Classification Society. Built in 1979 in Osaka (Japan) by Mitsui Fujinagata. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.

*Feroze Gandhi*. IMO 8308434. Offshore supply vessel. Length 59 m, 1,291 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Shipyard. Owned by SCI – Shipping Corporation of India (India). *Feroze Gandhi* is auctioned and beached for demolition in Mumbai (India).

*Feroze Gandhi* approaching Mumbai Pilot Station, inbound (India), February 2013 © nmj - Shipspotting



*Samudrika-12*. IMO 8311780. Offshore supply vessel. Length 55 m, 959 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Haora (India) by Hooghly Dock & Port Engineers. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

*Samudrika-14*. IMO 8413796. Offshore supply vessel. Length 55 m, 949 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean Shipyard. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

*Samudrika-9*. IMO 8311625. Offshore supply vessel. Length 55 m, 970 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Calcutta (India) by Garden Reach. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

*SCI 06*. IMO 8308501. Offshore supply vessel. Length 58 m, 1,232 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Dockyard & Engineering. Owned by SCI – Shipping Corporation of India (India). In August 2013, SCI calls for tender in order to sell the ship either for demolition or further trading (in 2007, a previous similar tender was cancelled); *SCI-06* was then available for inspection in Kakinada, on the Indian East coast. In September, she was towed for demolition in Mumbai, on the West coast.

*Skua* (ex-*Pentow Skua*, ex-*Oil Harrier*). IMO 7422271. Offshore supply vessel. Length 61 m. Tanzanian flag. Classification society American Register of Shipping. Built in 1976 in Capelle (Netherlands) by Ysselwerft. Detained in 2013 in Durban (South Africa). Sold by her owner Jampur International (United Arab Emirates) to the Indian Doehle Danautic prior to her departure for demolition. After announcing Gadani as her final destination, the ship is now heading towards Alang.



March 27<sup>th</sup> 2006, *Pentow Skua* © Glenn Kasner

*Unicorn* (ex-*Skipper*, ex-*Dea Skipper*, ex-*Smit Lloyd 105*). IMO 7319369. Offshore supply vessel. Length 64 m, 1,467 t. United Arab Emirates flag. Classification society American Bureau of Shipping. Built in 1973 in Millingen (Netherlands) by Bodewes H.H.. Owned by Mubarak Marine LLC (United Arab Emirates). Sold for demolition in India.



May 2008, *Skipper* underway from Aberdeen (Scotland) to Dubai, via Vlissingen (Netherlands) for bunkering © HenkR



October 1984, Chikou (China), *Smit-Lloyd 105* unloading in heavy weather © casimir

## Dredger

*Kamal XXIX* (ex-*Coleroon*). IMO 6925202. Dredger. Length 86 m, 1,858 t. Indian flag. Classification society Indian Register of Shipping. Built in 1972 in Kolkata (India) by Garden Reach. Owned by Jaisu Dredging & Shipping Co (India). Sold for demolition in Mumbai (India).



*Kamal XXIX* seen in Kandla (India), November 2009 © Snip



*Kamal XXXIII* (ex-Bourne, ex-Arco Bourne, ex-Cambourne). IMO. 7901289. Dredger. Length 98 m, 2,240 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Troon (United Kingdom) by Ailsa SB Co. Owned by Jaisu Dredging & Shipping Co (India). Detained in 2003 in Zeebrugge (Belgium). Sold for demolition in Mumbai (India).



*Kamal XLVI* (ex-Bagermeyster Grushin). IMO 8831601. Dredger. Length 80 m, 1,580 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Rostock (Germany) by Neptun VEB. Owned by Jaisu Dredging & Shipping Co (India). Sold for demolition in Mumbai (India).



*Thames* (ex-Pelicano, ex-Arco Thames). IMO 7340631. Dredger. Length 98 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1974 in Appledore (United Kingdom) by Appledore SB. Owned by Dudman Group Ltd (United Kingdom). Detained in 2008 in Algeciras (Spain), in 2011 in Shoreham (United Kingdom) and in 2012 in Southampton (United Kingdom). Sold for demolition in Ghent (Belgium).



*Thames* departing Blyth (United Kingdom), March 2012  
© Ron Dobson



*Thames*, in Ghent, at Galloo ship-breaking yard,  
September 5<sup>th</sup> 2013 © MJHearn

## Research vessel

*GGs Atlantic* (ex-Jeff Chouest, ex-Casey Chouest). IMO 8225943. Sismic research vessel. Length 51 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Larose (United States) by North American Shipbuilding. This ship has been owned from 1981 to 2006 under two different names (*Casey Chouest*, then *Jeff Chouest* in 1996) by the American operator Edison Chouest Offshore, second of the American offshore business after the Tidewater Group. She was probably renamed because a new *Casey Chouest* was commissioned in 1996. Owned by Global Geo Services (Norway). Sold for an unknown destination of demolition.



In Tromsø (Norway), August 2011 © Ronald Rampsch

## Chemical tanker

*Felicidad* (ex-Symphony I, ex-Hyde Park, ex-Stolt Reliant, ex-Stolt Luisa Pando, ex-M. Luisa Pando). IMO 7931856. Chemical tanker. Length 173 m, 9,940 t. Belizean flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sestao (Spain) by AESA. Detained in 2007 in Tarragona (Spain). The *Symphony I*, flying the Liberian flag of convenience sailed into Argentina's River Plate in October 2008, planning to load soy oil. The ship was immobilized because of lawsuits for unpaid bills. The Greek shipowner, who has not paid the wages of the crew for three months either, abandoned the vessel and her 31 Filipino, Indonesian and Latvian sailors. They soon ran out of fuel, drinking water and food, surviving only from charity donation and with the help of the International Transport Workers Federation (ITF). After being stranded for three months, 17 crewmen were repatriated. The captain and the chief engineer would only leave in July 2009, after 8 months of negotiations led by the representative of the ITF in Buenos Aires. In April 2010, the ship was acquired by National Shipping SA (Argentina) and went on sailing, in South American waters only and under the Belizean flag. Sold as is in Buenos Aires (Argentina) for an unknown destination of demolition, probably a local facility. 205 \$ per ton.

*Symphony I* at La Plata river, Buenos Aires  
Argentina, February 2009 © Osvaldo Morales  
Cáceres



*Gem of Daheej* (ex-Pakri Challenge, ex-Ilaria D, ex-Jo Ilaria D, ex-Ilaria D). IMO 9048469. Chemical tanker. Length 127 m, 3,736 t. Deflagged from India to St. Kitts & Nevis for her last voyage as *Gem*. Classification society Bureau Veritas. Double hull ship built in 1993 in Pellestrina (Italy) by Cantiere Navale De Poli. Owned by West Asia Maritime Ltd (India). Detained in 2004 in Rotterdam (Netherlands) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



*Gem of Daheej* berthed in Suez Canal, waiting to proceed  
with southbound convoy, June 2008 © mara

*Global Sea* (ex-Global Union, ex-Pacific Star, ex-Sun Progress, ex-Crane Alpha). IMO 8317071. Chemical tanker. Length 108 m, 2,294 t. Equatorial Guinea flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1984 in Saiki (Japan) by Honda. Owned by Seitime Shipping Pte Ltd (Singapore). Detained in 2007 in Kandla (India) and Bandar Abbas (Iran) and in 2012 in Dumai (Indonesia). Sold for demolition in Bangladesh.



*Global Union* anchored in Fujairah, (United Arab Emirates), January 2007 © Tord Avsnes Sæle



*Jin Hai Wan* (ex-*Jian She 36*). IMO 9109691. Chemical tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by Shanghai JinhaiShipping & Trading Co (China). Sold for demolition in Xinhui (China)

*Nazo-S* (ex-*Oruba*, ex-*Pointe de Lesven*). IMO 7403055. Chemical tanker. Length 91 m, 1,340 t. Turkish flag. Classification society Turk Loydu. Double bottom ship built in 1975 in La Rochelle (France) by Les Chantiers et Ateliers de La Rochelle-La Pallice. The *Pointe de Lesven* was originally an edible oil and wine tanker. Her first shipowners were the French Société Finistérienne de Cabotage (subsidiary of Compagnie Générale Maritime), then the Navale française in 1994. She was reflagged from France to Panama in 1987. Acquired by Turkish shipowners in 2002, she became the Panamanian *Oruba*, then the Turkish *Nazo-S* in 2006.

Owned by Desas Denizcilik Veticaret AS (Turkey). Detained in 1998 in Sète (France), in 2003 in Santander (Spain) and Lisbon (Portugal) and in 2005 in Bordeaux (France). On June 21<sup>st</sup> 2013, *Nazo-S* left Ravenna bound for Galati (Romania). 37 nautical miles off the Italian coast of Civitanova, a fire burst out onboard due to a short circuit in the crew accommodation area. The 12 crewmembers abandoned the burning vessel and were rescued by the container ship *Annamarie*. Firefighting vessels came from Ancona and succeeded in controlling the fire. After negotiations, the *Nazo-S* was towed and delivered for demolition in Aliaga.



Off Kythira Island, Aegean sea (Greece), August 2012 © Samios Georgios



Fire onboard *Nazo-S*, July 2013  
© Seanews Turkey

*Theresa Baltic* (ex-*Mariella*, ex-*Seafriend*, ex-*Sienna*, ex-*Dido*, ex-*Stadido*). IMO 8308123. Chemical tanker. Length 229 m, 14,909 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1986 in Koje (South Korea) by Samsung. Owned by Raffles Shipmanagement (Singapore). Sold for demolition in India.

## Gas tanker

*Annabella* (ex-*Montana*). IMO 7328243. Gas tanker. Length 199 m, 13,385 t. Liberian flag. Classification society Lloyd's Register of Shipping. Sistership of *Isabella* (see below). Her construction by NORMED started in 1973 in La Seyne-sur-



Mer (France) but the ship left the shipyard in 1984 only. Owned by Chemikalien Seetransport (Germany). Sold as is in Algeciras (Spain) for an unknown destination of demolition. 380 \$ per ton. See also the chapter « The changeable truth of the European Union, Part Three» p 6.

*Annabella*, in Barcelona (Spain), March 2006 © Vladimir Knyaz

*Ecole* (ex-*Becquer*). IMO 8515453. Gas tanker. Length 85 m. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Bilbao (Spain) by Ast Reunidos del Nervion. Owned by Med Tanker Kiralama (Turkey). Detained in 2011 in Aliaga (Turkey). Sold for demolition in Turkey.



*Ecole*, Corinth Canal (Greece), June 2011  
© Dennis Mortimer

*Happy Harrier* (ex-*Tarquin Trader*). IMO 8716514. Gas tanker. Length 98 m, 2,194 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1988 in Kure (Japan) by Ishikawajima-Harima. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 2008 in Butzfleth (Germany). Sold for demolition in Turkey. 470 \$ per ton.



*Isabella* (ex-*Kenai Multina*, ex-*Kentown*). IMO 7229447. Gas tanker. Length 198 m. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Marisa*. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne-sur-Mer (France) by les Constructions Industrielles De La Méditerranée. This ship was originally launched with a sistership, presently the *Annabella* (see above), for Universal Gas & Oil Company, subsidiary of the Israeli group Maritime Fruit Carriers (which operated other ships than reefers). She was delivered in October 1972 as *Kentown* (British flag), but was acquired by the London-based Multinational Gas & Petrochemicals and finally entered service in April 1975 as *Kenai Multina* (Liberian flag). Auctioned in 1978 after Multina bankruptcy, she became the Liberian *Isabella* owned by the Hamburg-based German group Chemikalien Seetransport. Designed to carry LPG (Liquid Petroleum Gas) as well as LNG (Liquid Natural Gas), she was mainly operated to carry methane from Algeria and Libya to Spain on behalf of the Spanish group Enagas. She has been laid up since August 2011 in the port of Cadiz (Spain). Sold by her German owner Chemikalien See Transport GmbH to Twila Shipping Inc, a Liberia-based shell company, prior to her departure for a unspecified destination of demolition. See also the chapter « The changeable truth of the European Union, Part Three» p 6.



*New Wave* (ex-*Crane LP*, ex-*Nara II*, ex-*Seiun Maru n°11*). IMO 7714545. Gas tanker. Length 86 m, 1,604 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1977 in Yanai (Japan) by Nakamura Yanai. Owned by Youngsan Marine Co Ltd (South Korea). Sold for demolition in Busan (South Korea).



*New Wave* inbound Yeosu (South Korea), March 2008 © Valeriy Balalaev



*Norman Lady*. IMO 7320344. Gas tanker. Length 249 m, 23,380 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1973 in Stavanger (Norway) by Moss Rosenberg. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China. 521 \$ per ton including 3,700 t of aluminium and 300 t of stainless steel, the most expensive ship of the trimester



Enagas Terminal, April 2004 © Rafael Martinez Bescos

*Syn Mira* (ex-Valsesia). IMO 8705723. Gas tanker. Length 97 m, 2,300 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Leghorn (Italy) by Fincantieri. Owned by Synergas Srl (Italy). Detained in 2009 in Midia (Romania). Sold for demolition in Turkey. 520 \$ per ton.



*Syn Mizar* (ex-Val Fiorita). IMO 8705711. Gas tanker. Length 97 m, 2,379 t. Maltese flag. Classification society RINA. Built in 1989 in Leghorn (Italy) by Fincantieri. Owned by Synergas Srl (Italy). Detained in 1999 and in 2009 in Rijeka (Croatia) and in 2012 in Augusta (Italy). Sold for demolition in Turkey. 520 \$ per ton, a high price, like her sistership *Syn Mira* due to a high nickel content.



*Yara Gas 2* (ex-Hydrogas II, ex-Britta II, ex-American Cheyenne, ex-Britta). IMO 7509172. CO<sub>2</sub> tanker. Length 72 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1977 in Neuenfelde (Germany) by Sietas; general cargo carrier converted in 1992 to CO<sub>2</sub> tanker with a total capacity of 900 t of CO<sub>2</sub> in her two tanks. After *Yara Gas I* (see [Ship-breaking # 31](#)), it is *Yara Gas II*'s turn to leave the Larvik Shipping fleet (Norway). They were replaced by *Yara Embla* and *Yara Froya* which have double the loading capacity, able to deliver 1800 t of CO<sub>2</sub> to beverage business (carbonation), food business (chilling and freezing) or air catering. Sold for demolition in Frederikshavn (Denmark) by Orla's Product Forretning.



#### Metamorphosis



*Britta II* © Capt. Jan Melchers



*Yara Gas II*, May 2013 © Moolen

## Tanker

*Akaki* (ex-*Sanko Quest*). IMO 9040869. Tanker. Length 242 m, 15,929 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Imari (Japan) by Namura. Owned by World Tankers Management (Singapore). Sold for demolition in Pakistan.

*Akaki*, November 2012 Fujairah (United Arab Emirates) © Knut Helge Schistad



October 9<sup>th</sup> 2013, in Gadani (Pakistan) © Shahid

*Arjuna Satu* (ex-*High Rider*, ex-*Emerald Gloria*, ex-*Emerald River*). IMO 9016997. Tanker. Length 182 m, 8,186 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by Cakra Bahana Pt (Indonesia). Sold for demolition in India.

*Da Qing 92*. IMO 8600806. Tanker. Length 225 m, 13,898 t. Chinese flag. Classification society China Classification Society. Single hull ship built in 1991 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Development (China). Sold for demolition in China. 328 \$ per ton.

*Da Qing 93*. IMO 9019834. Tanker. Length 227 m, 14,646 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Tanker Co (China). Sold for demolition in China.

*Dae Won 168* (ex-*Dae Hung 7*, ex-*Zuiko*, ex-*Zuiko Maru*). IMO 8403739. Tanker. Length 100 m. Deflagged from North Korea to Cambodia for her last three months of operation as *Petro 168*. Classification society Korea Classification Society. Built in 1984 in Yawatahama (Japan) by Kurinoura. Detained 17 times at Nakhodka oil terminal (Russia), she deserves the gold medal in the substandard ships contest: 6 times in 2001, once in 2002, 7 times in 2003 and finally once in 2004, in 2006 and in 2008. Sold in June 2013 by her North Korean owner to the Chinese Dalian Jiajia Shipping Technology Co who had her deflagged and renamed prior sending her to demolition in Jiangyin (China) in September 2013.



*Delos* (ex-*BW Hibiscus*, ex-*Jupiter Glory*, ex-*Erica*). IMO 9085364. Tanker VLCC. Length 332 m, 42,318 t. Greek flag. Classification society Det Norske Veritas. Double bottom ship built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Aeolos Management SA (Greece). Sold for demolition in Pakistan. 435 \$ per ton.





*Eagle Auriga* (ex-*Neptune Auriga*). IMO 9008744. Tanker. Length 241 m, 15,145 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan.

*Eagle Carina* (ex-*Neptune Carina*). IMO 9042441. Tanker. Length 247 m, 15,992 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Sold as is in Labuan (Malaysia) for an unknown destination of demolition. 401 \$ per ton.

*Eagle Centaurus* (ex-*Neptune Centaurus*). IMO 9042439. Tanker. Length 247 m, 15,666 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan where she arrived as *Eagle 1*.

*Eagle Centaurus* leaving the dock, outbound the Houston Ship Channel near Carpenter's Bayou (United States) November 2009 © **Michael Martin**



*Eagle Corona*. IMO 9042453. Tanker. Length 247 m, 15,927 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Detained in 2011 in Zhoushan (China). Sold as is in Labuan (Malaysia) for an undefined destination of demolition, but logically Pakistan. 401 \$ per ton.



*Eagle Corona*, Sydney Harbour (Australia), turning into Gore Cove, August 2012. © **Clyde Dickens**

*Eagle Strait* (ex-*Angel n°6*, ex-*Pacific Onyx*, ex-*Astrolabe*). IMO 8806383. Tanker. Length 176 m, 7,738 t. Sierra Leone flag. Unknown classification society. Built in 1988 in Onishi (Japan) by Kurushima. Detained in 2003 in Geelong (Australia) and in 2007 in Daesan (South Korea). Already announced sold for demolition in China in late 2012, the ship was deflagged from Singapore to Sierra Leone; she was beached in August 2013 only but in Chittagong, Bangladesh, as *Eagle*.



*Glaros* (ex-*Crete*, ex-*Saga Chelsea*, ex-*Songa Chelsea*, ex-*Chelsea*, ex-*Macoma*). IMO 9077850. Tanker. Length 332 m, 42,676 t. Deflagged from Liberia to Mongolia for her last voyage as *Bicas*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Okpo (South Korea) by Daewoo. Suspected to have been trading Iranian oil in December 2012,



the *Glaros*, owned by the Greek Dimitris Cambis, is listed by the Office of Foreign Assets Control on March 14<sup>th</sup> 2013 as a vessel banned under the Iran Sanctions Act. Meanwhile, she is acquired by Sambouk Shipping FZC (United Arab Emirates) prior to her delivery for demolition in Bangladesh.

*Heng Yu* (ex-*Borga*, ex-*Marie Knutsen*). IMO 8912405. Tanker. Length 264 m, 26,376 t. Panamanian flag. Classification society China Classification Society. Double hull ship equipped with an helicopter deck, built in 1992 in Sestao (Spain) by AESA. Owned by Ningbo Beilun Yongheng Ship Management Co Ltd (China). Sold as is in Zoushan (China) for demolition in China. 325 \$ per ton.



*Itabuna*. IMO 8900024. Tanker. Length 182 m, 9,618 t. Deflagged from Brazil to Tanzania for her last voyage as *Tabun*. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Sold by her Brazilian owner Petrobrás Transportes SA to EXIM Inc (United States) prior to her demolition in India.



*Itabuna* leaving Santos, Brazil, June 2012  
© **Guilherme Z. Secatto**

*Itajuba*. IMO 8900036. Tanker. Length 182 m, 9,466 t. Brazilian flag. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Owned by Petrobrás Transportes SA (Brazil). Detained in 2012 in Naha, Okinawa (Japan). Sold as is in Brazil for an unknown destination of demolition. 306 \$ per ton.



*Jacksonville*. IMO 7901916. ITB (Integrated Tug Barge), tanker barge and her push tug. Length 40 m (push tug) and 170 m (barge), 11,620 t. Liberian flag. Unknown classification society. The tug was built in 1982 in Mobile (United States) by Halter Marine and the double bottom single sided barge in Sparrows Point (United States) by Bethlehem Steel. The 13 tanks had a capacity of 362.000 barrels (around 45,000 t). At the end of her American carrier the *ITB Jacksonville* was utilized to transport grain cargoes to Africa for humanitarian organizations. In 2008, the New Jersey-based U.S. Shipping Partners sold two of its old ITBs, the *Jacksonville* and the *Groton*, to the Nigerian Tubbs Marine & Energy Ltd. Both vessels returned to petroleum service but under non-U.S. flag. In September 2011, the *Jacksonville* suffered an explosion off Lagos; 3 of the 15 Indian crewmembers got killed, 2 were reported missing. The 10 survivors have been detained for several months and charged with « activities inimical to security » by the Nigerian authorities. *Jacksonville* will not be repaired; in October 2013 she was towed and beached for demolition ... in India. See also the chapter « When European river barges sail at sea... and sink » p 4. As for the *Groton*, the other ITB sold to Nigeria in 2008, she too will be broken up in India: she arrived in Alang on November 12<sup>th</sup>.



*Jacksonville*, Panama Canal © **Creative Commons**





*Maran Taurus* (ex-*Astro Taurus*, ex-*Eagle*). IMO 9012915. Tanker VLCC. Length 332 m, 41,220 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Oppama (Japan) by Sumitomo. Owned by Maran Tankers Management Inc (Greece). Sold for demolition in Pakistan where she was beached as *Rani*. 410 \$ per ton including 250 t of bunkers.



*Maran Taurus* anchored in Fujairah (United Arab Emirates), September 2013 © **Tarbatness**



*Rani* in Gadani (Pakistan), October 9<sup>th</sup> 2013 © **Shahid**

*Ming Chi*. IMO 9107540. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Huludao (China) by Liaoning Bohai. Owned by China Shipping Tanker Co Ltd (China). Detained in 2000 in Yeosu (South Korea). Sold for demolition in China.



*Mir Bedirxan* (ex-*Pacific Star*, ex-*Fair Luna*, ex-*Coursi*, ex-*Fair Luna*, ex-*Conquistador*, ex-*Scotland*, ex-*Venassa*, ex-*Philmac Venturer*). IMO 8125856. Tanker. Length 204 m, 10,444 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Calmsea Ship Management Ltd (Turkey). Detained in 2002 in Trieste (Italy). Sold for demolition in Pakistan.



*Venassa* in the Firth of Forth (Scotland), 1990 © **Gordon Dalzell**



*Mir Bedirxan*, August 28<sup>th</sup> 2013, Gadani © **Shahid**

*Miramare* (ex-*Bum Ju*). IMO 8109230. Tanker. Length 135 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB & E Corp. Owned by GMA Maritime SA (Greece). Detained in 2005 in Bristol (United Kingdom). Sold for demolition in Turkey.



*Nerano* (ex-*Medea*, ex-*Aleria*, ex-*Alemak*, ex-*Ganter*). IMO 5126079. Tanker. Length 90 m. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1960 in Bremen (Germany) by Adler Werft. Jumboized in 1967 and lengthened from 83 to 90 m; converted in 1973 to vegetable oil and wine tanker and then to water tanker. Owned by Marnavi Spa (Italy). Sold for demolition in Turkey.



*Nerano* unloading freshwater to Lipari Islands, June 2007 © **Tomasello Letterio**

*New Fortuner*. IMO 8907333. Tanker. Length 277 m, 22,021 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1992 in Sakaide (Japan) by Kawasaki and converted in 2008 to double hull ship by Yiu Lian Dockyards (China). Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 380 \$ per ton.

*New Victory*. IMO 9014418. Tanker VLCC. Length 328 m, 38,634 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 380 \$ per ton.

*Pratibha Neera* (ex-Yevgeniy Titov). IMO 8724743. Tanker. Length 179 m, 9,680 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Double hull ship built in 1986 in Kherson (Ukraine) by Khersonskiy SZ. Detained in 2000 in Naples (Italy) and in 2004 in Monfalcone (Italy). Owned by the Indian bankrupt Pratibha Shipping Co Ltd (see the previous episodes of the Pratibha saga in ship-breaking [# 31 p 8](#), and [# 32 p 49](#)), the ship is immobilized in Visakhapatnam on the Indian East Coast for unpaid bills; mid-August, she was auctioned following the decision of the High Court of Mumbai. She was beached for demolition in Pakistan as *Neera* on October 20<sup>th</sup>.



© Pratibha Shipping Company Limited

*Rabindranath Tagore*. IMO 9045479. Tanker. Length 177 m, 8,245 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Shipping Corporation of India (India). Sold for demolition in Mumbai (India).

*Rodeio*. IMO 8501804. Tanker. Length 175 m, 9,261 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Caneco. Owned by Petroleo Brasileiro S.A. (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in Pakistan. 2,7 M de dollars i.e. 292 \$ per ton.

*Seagull* (ex-Samco Raven, ex-Raven). IMO 9107655. Tanker VLCC. Length 332 m, 41,320 t. Liberian flag. Classification society Det Norske Veritas. Built in 1996 in Oppama (Japan) by Sumitomo. Owned by Sambouk Shipping FZC (United Arab Emirates). Sold for demolition in India. 428 \$ per ton.



*Raven* on sea trials  
Photo Mobil Shipping Corp -shipjohn

*TM Harmony*. IMO 9135286. Tanker. Length 330 m, 37,833 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Chiba (Japan) by Mitsui. Owned by MK Centennial Maritime BV (Netherlands). Sold for demolition in Pakistan. 436 \$ per ton.





*Westaf* (ex-*Navarino*, ex-*Hebei Explorer*, ex-VL *Cosmos*, ex-*Cosmo Jupiter*). IMO 8519253 Tanker FSO. Length 320 m, 30,727 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Esta*. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1986 in Ariake (Japan) by Hitachi. Commissioned as the Japanese *Cosmo Jupiter* on December 10<sup>th</sup> 1986, this 239 000 dwt oil tanker was struck by a missile on January 6<sup>th</sup> 1987 in the Persian Gulf on her maiden voyage from Kuwait to Japan. The ship suffered only minor damages and none of her crewmembers was hurt. The missile was thought to be Iranian, but this was denied by the Iranian authorities.

After a career of more than 20 years, the tanker was converted in 2008 to FSO (offshore storage vessel) by the Greek Skaramanga shipyard. Renamed *Westaf*, she was moored off Lagos (Nigeria). She was attacked by Nigerian pirates on December 29<sup>th</sup> 2009. Seven crewmembers were injured and the pirates robbed all the sailors' personal belongings, valuables and other property. Sold to the Indian Hermes Maritime Services Pvt prior to her departure for demolition in Pakistan.



*Westaf* © Iko Popov



Now the *Esta*, August 28<sup>th</sup> 2013 © Shahid

*Ying Song Hu*. IMO 9059585. Tanker. Length 182 m. Chinese flag. Classification society China Classification Society. Double hull ship built in 1995 in Dalian (China) by Dalian SY Co. Owned by Dalian Oceanshipping Co (China). Detained in 1998 in Hamburg (Germany). Sold for demolition in Jiangyin (China).



*Zee Tee* (ex-*Tabtim*, ex-*Anefar*, ex-Eizan Maru No.76). IMO 7812270. Tanker. Length 101 m, 2,480 t. Thai flag. Unknown classification society. Single hull ship built in 1978 in Mihara (Japan) by Koyo Dockyard. Owned by Ama Marine Co Ltd (Thailand). Sold for demolition in Bangladesh. 364 \$ per ton.



*Zee Tee* in Bangkok (Thailand), May 2012 © Weerapol Ruanthai SC

## Fishing vessel

*Kyotoku-Maru n°18* (ex-Tomi Maru No.35). IMO 9032367. Fishing vessel. Length 59 m. Japanese flag. Unknown classification society. Built in 1991 in Nagasaki (Japan) by Watanabe Zosensho. Owned by Gisuke Gyogyo (Japan). On March 11<sup>th</sup> 2011, the tuna fishing vessel was dragged 750 m inland by the tsunami, in the middle of an ex housing estate in Kesennuma, North-East Japan. The city mayor wanted to make her a tsunami memorial site but the citizens voted against this project. The dismantling of the *Kyotoku-Maru n°18* has started on the spot in September. See the chapter « Ships crippled by the tsunami » p 1.



© John Pozadzides

*Nordic II* (ex-Viking Bank). IMO 7214703. Fishing vessel. Length 54 m. French flag. Classification society Bureau Veritas. Built in 1972 in Gdynia (Poland) by Komuny Paryskie. Owned by Euronor (France). Sold for demolition in Ghent (Belgium) by Galloo ex-Van Heygen Recycling.



*Nordic II* leaving Boulogne-sur-Mer (France),  
March 5<sup>th</sup> 2013 © fredboels



End of the demolition, September 4<sup>th</sup> 2013  
© Peter Wyntin

## (Fish) Factory-ship

*Ivan Malyakin* (ex-Mys Otradny). IMO 8862583. Factory-ship. Length 84 m, 2,637 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Blaf-West Co Ltd (Russia). Sold for demolition in Jiangyin (China).

© Elena





## Reefer

*Baltic Night* (ex-Solita Reefer, ex-Sun Blossom, ex-King, ex-Chiquita King, ex-Christina). IMO 7800605. Reefer. Length 155 m, 6,725 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Sold for demolition in Turkey. 320 \$ per ton including 80-90 t of aluminium.



*Baltic Night*, berthed in Saint Petersburg (Russia), August 2012 © Maksim Abramov

*Copihue* (ex-Fuji Mountain). IMO 8811857. Reefer. Length 147 m, 3,995 t. Deflagged from Panama to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1988 in Takamatsu (Japan) by Shikoku. Owned by Santoku Senpaku Co (Japan). Detained in New Zealand in 2009 in Tauranga and in 2013 in Marsden Point. Sold for demolition in India.



*Ming Yang* (ex-Vostochnyy Bereg). IMO 8131544. Fish carrier. Length 153 m. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1981 in Wismar (Germany) by Mathias-Thesen. The fish carrier *Vostochnyy Bereg*, needed a large superstructure and many crewmembers because of her duty which was to collect fish from the fishing vessel on their working sites – implying transshipment operations at sea, thus handling – and then to carry the frozen cargo to the markets where it will be sold. Her homeport then was Vladivostok. She was acquired by the Chinese Zhoushan HaibaoTransport Co in 2000, and went on the same activity. In July 2009, she was announced sold for demolition in Bangladesh at 235 \$ per ton (see [Ship-breaking # 17](#)) but she played a long overtime.



*Ming Yang*, April 7<sup>th</sup> 2012 entering drydock at Zhoushan shipyards (China) © sea apache



and ready to leave on April 17<sup>th</sup> 2012 © sea apache

In October 2012, the *Ming Yang* suffered an explosion on the main engine and a major fire onboard; she was sailing south east of Okinawa on the Japanese coast, from South America bound for China. 21 of the 64 Chinese sailors escaped on a life raft and were picked up by another reefer, the Japanese *Sasanqua*; the rest of the crew found refuge on the bow port of the burning ship and was rescued by Japan Coast Guard vessels. The *Ming Yang* was towed to Zoushan, south of Shanghai, for investigation

by the Chinese authorities. The old reefer will not be repaired but instead broken up in China. Too bad, she had just been freshly painted (Cf. photos on previous page) !



Fire on the *Ming Yang*, October 21<sup>st</sup> 2013, 150 km off Okinawa (Japan) © Japan Coast Guard

## Ferry / passenger ship

*Biladi* (ex-*Liberté*). IMO 7824912. Ferry. Length 164 m. Deflagged from Morocco to Togo prior to her towing for demolition in Aliaga. Classification society Bureau Veritas. Built in 1980 in Prairie-au-Duc (France) by Dubigeon-Normandie; jumboized in 1991 and lengthened from 141 to 164 m. She was originally the French *Liberté* mainly operated by the SNCM on the Marseille / Algeria and Tunisia service. *Liberté* was reflagged to Morocco in 2003 and served on the Sète/Tanger line.



*Liberté* © [Carnet de voyage](#), « A bord du *Biladi* », [Vivi Navarro](#), [www.shortsea.fr](http://www.shortsea.fr)

The ship has been immobilized in Sète (France) since January 2012 following the financial difficulties of her Moroccan owner Comarit; the sailors have been detained onboard until June 2012. In May 2013, the *Biladi* was auctioned for 1 million euros (1.3 million \$) in spite of an opening bid of 1.6 million euros. In early July, she was allowed to leave the port of Sète though the sale would have been delayed, further to a complaint from the Moroccan shipowner. As a matter of fact, the new Greek owner, who had pretended to send its ship towards Suez repair yard in Egypt, had already resold her to a Turkish ship-breaking yard. Quite a good deal for a ship acquired around 120 \$ per ton and resold at 300 \$...

*Biladi* in the Mediterranean, October 2008 © Foggy



Two other vessels owned by the COMARIT are still immobilized in Sète.



*Moby Fantasy* (ex-*Manuel Soto*). IMO 7387706. Ferry. Length 141 m, 8,107 t. Italian flag. Classification society RINA. Built in 1976 in Valencia (Spain) by Union Naval de Levante. As the Spanish *Manuel Soto*, this ferry was operated by Compania Trasmediterranea on the Spain / Canary Islands line. She became the Italian



in 1992 for Moby Lines, and mainly sailed on the Italy / Corsica / Sardinia service. Detained in 2012 in Bastia (France). Sold for demolition in Turkey. 310 \$ per ton.

*Moby Fantasy*, in Civitavecchia (Italy), June 2009 © M.Klinkert

*Ostend Spirit* (ex-*Pride of Calais*, ex-*P O Calais*, ex-*P&O SL Calais*, ex-*Pride of Calais*). IMO 8517748. Ferry. Length 170 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Vegesack (Germany) by Schichau-Unterweser. This P&O (United Kingdom) ferry served all her career on the Calais/Dover line, successively as *Pride of Calais*, *P&OSL Calais* in 1998 for the new P&O Stena Line, *PO Calais* in 2002 when P&O and Stena broke up, and *Pride of Calais* again in 2003. Retired from the Calais/Dover service on October 20<sup>th</sup> 2012, she was chartered bareboat for three years in December 2012 by Transeuropa Ferries which put her back to service on the Ostend/Ramsgate line, renaming her *Ostend Spirit*. After this company ceased operation on April 18<sup>th</sup> 2013, the *Ostend Spirit* was decommissioned in Tilbury. She left in tow for demolition in Turkey, succeeding to her sistership *Pride of Dover*, delivered to the breakers in Aliaga in late 2012.



*Pride of Calais*, July 2012, Dover (United Kingdom)  
© marcello545



And in Ostend (Belgium), February 2013 © Eddy Eneman

*Rochdale One* (ex-*Primexpress Island*, ex-*Carina*, ex-*Ayvazovskiy*). IMO 7411959. Passenger ship. Length 121 m, 4,486 t. Unknown flag. Unknown classification society. Built in 1977 in Prairie-au-Duc (France) by Dubigeon Normandie.



*Ayvazovskiy* leaving Istanbul (Turkey), July 1984  
© Melih Yaramanoglu / Cavit Ege Tulça



Cruise souvenir pins  
© Soviet Danub Shipping Co

Delivered to the Aliaga breakers on July 29th, *Rochdale One* was originally the soviet cruise ship *Ayvazovskiy* of the Soviet Danube Shipping Company. She had been essentially cruising in the Black Sea and the Mediterranean. She was acquired in 1991 by Ukrainian interests and was chartered as *Karina* (1996) and *Primexpress Island* (2000). While being ultimately used as a floating casino, her condition got bad. The ship was detained in 2001 in Rhodes (Greece), then towed and laid up in Eleusis Bay.



*Karina* off Cuxhaven, circa 1998 © Axel Hüttemann

The end of her lifetime was quite unusual: she was acquired by Dutch associations and became a student accomodation in the port of Amsterdam as *Rochdale One* (Cyprus flag). Works had started in Greece but as many workers were needed for the preparation of the 2004 Olympic Games in Athens, the ship left to Amsterdam by her own power to finish the conversion works. In her 194 cabins starting at 200 € a month, the *Rochdale One* has been housing students in Amsterdam from 2004 to 2009.



The ex cruise ship *Aywasowsky* renamed *Rochdale One* as student accomodation in Amsterdam West Harbour © Panoramio



In 2009, the student residence closed down and the ship was decommissioned. In 2011, she was towed to a new berth in Gravendeel, south of Rotterdam, waiting to be sold. In February 2012, her new Lebanese owner sent her to Tripoli (Lebanon) where he planned to use her as a hotel again. The project was never achieved and in summer 2013, the ship was towed for demolition in Turkey.



## Container ship

*Altamira Express* (ex-CP Ambassador, ex-Lykes Ambassador, ex-Ming Plenty). IMO 8501426. Container ship, 3266 teu. Length 270 m, 16,800 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). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 413 \$ per ton including sufficient bunkers for the voyage.



*Altamira Express* entering the port of Valencia (Spain), March 2013 © Manuel Hernández Lafuente

*Caribbean Sea* (ex-Zim Florida, ex-St. Petersburg Mariner, ex-St. Petersburg Senator). IMO 8913459. Container ship, 2668 teu. Length 237 m, 14,630 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 428 \$ per ton.



*Charlotta* (ex-Cala Pinar del Rio, ex-Westermuhlen, ex-Norasia Chicago, ex-CSAV New York, ex-Westermuhlen, ex-Nedlloyd Singapore, ex-Westermuhlen). IMO 9064190. Container ship, 1338 teu. Length 167 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Ernst Russ GmbH & Co KG (Germany). Detained in 2006 in Izmir (Turkey) and in 2013 in Limassol (Cyprus) and Koper (Slovenia). Sold for demolition in Turkey.



*Empress Dragon*. IMO 9046112. Container ship, 3725 teu. Length 276 m, 19,290 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in China.



January 2012 in Jebel Ali (United Arab Emirates)-© Capt.Turboboss

*Empress Heaven* (ex-Ming Heaven, ex- Empress Heaven). IMO 9041227. Container ship, 3725 teu. Length 276 m, 19,289 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Detained in 2004 in Naples (Italy) and in 2012 in Singapore. Sold for demolition in China by Xiasha Scrapyard.



*Empress Phoenix*. IMO 9046124. Container ship, 3,725 teu. Length 276 m, 19,289 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in Xinhui (China).

*Empress Sea*. IMO 9041239. Container ship, 3,725 teu. Length 276 m, 19,347 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.

*Govern (ex-Ever Govern)*. IMO 8314524. Container ship, 2728 teu. Length 231 m, 14,340 t. Marshall Islands flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kaohsiung (Taiwan) by China Shipbuilding Corp. In 2009, the ship was said to be sold for demolition : her status in the Equasis database was officially « dead ». As a matter of fact, she arrived in July at Xinhui ship-breaking yard in China. But in September she was located further north, off Ningbo. In March 2010, she was acquired by the Cyprus-based Lemissoler Shipmanagement Ltd and was back to service. In 2013, she is sold for demolition again and her status becomes this time « to be broken up ». The container ship is laid up in Singapore; her destination of demolition is not specified though the selling price may destine her to the Indian sub continent. 425 \$ per ton. The *Govern* was eventually beached in Chittagong on November 20<sup>th</sup> as *Dove*.



“Dead” but alive in Ningbo, September 2009 © **Andreas Schlatterer**

*H. Hasan Turan (ex-Marcommander, ex-P&O Nedlloyd Cheka, ex-Marcommander, ex-MSK Suffolk, ex-EWL Costa Rica, ex-Marcommander, ex-Magallanes, ex-CTE Magallanes, ex-CCNI Magallanes, ex-Zim Uruguay, ex-Doria, ex-Westermarsch, ex-Woermann Ulanga, ex-Zim Melbourne, ex-Westermarsch)*. IMO 8203581. Container ship, 932 teu. Length 151 m, 4,980 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1983 in Rendsburg (Germany) by Nobiskrug. Owned by Turmar Gemicilik (Turkey). Detained in 2000 in Rotterdam (Netherlands), in 2004 in Cagliari (Italy), in 2007 in Ambarli (Turkey) and in 2012 in Genoa (Italy). Sold for demolition in India. 402 \$ per ton.



*Hanjin Kaohsiung*. IMO 8913667. Container ship, 2917 teu. Length 243 m, 12,990 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Pusan (South Korea) by Hanjin HI Co. Owned by J P Samartzis Maritime Enterprises Co (Greece). Detained in 2008 in Norfolk (United States) and in 2011 in Shanghai (China). Sold for demolition in Bangladesh as *Athens*.



*Hanjin Kaohsiung* in Terneuzen (Netherlands), August 2008 © **Peter Schneckenburger**

*Hanjin Vancouver (ex-Hanjin Hamburg)*. IMO 8820822. Container ship. Length 241 m, 12,542 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Okpo (South Korea) by Daewoo. Detained in 2011 in Chennai (India). Sold by her Greek owner Samartzis Maritime Enterprises to Salem Seaways Inc, a Liberia-based shell company, just prior to her departure for demolition in Bangladesh where she was beached as *Vancouver*.





*Hansa Atlantic* (ex-Maersk Dresden, ex-MSK Dresden, ex-Dagmar Maersk, ex-Hansa Atlantic). IMO 9112571. Container ship, 4306 teu. Length 292 m, 19,906 t. Deflagged from Germany to Sierra Leone for her last voyage as... *Antic*.



Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Port-Louis (Mauritius). According to its habits (see below), the German shipowner Leonhardt & Blumberg Schiffahrts-gesellschaftmbH & Co KG got rid of its container ship by selling her to the Indian Prayati Shipping just prior to her departure for demolition in India. 378 \$ per ton.

*Hansa Atlantic* June 26, 2012 Valencia, Spain © Agustin Alapont Castilla (Tino)

*Hansa Bergen* (ex-Colombus Bondi, ex-Hansa Bergen, ex-Maersk Windhoek, ex-Maersk Gothenburg, ex-Hansa Bergen). IMO 9128477. Container ship, 1550 teu. Length 170 m. German flag. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg SchiffahrtsgesellschaftmbH & Co KG (Germany). Sold for demolition in China in Zhangjiagang.



*Hansa Brandenburg* (ex-Tiger Jade, ex-Maersk Auckland, ex-Hansa Brandenburg). IMO 9236236. Container ship, 1740 teu. Length 175 m. Liberian flag. Classification society Germanischer Lloyd. Built in 2003 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg SchiffahrtsgesellschaftmbH & Co KG (Germany). On 15<sup>th</sup> July, one of the container took fire for unknown reasons; the ship, in very bad condition, is towed to Mauritius. In September, *The Hansa Brandenburg* was sold for demolition but her final destination was not specified. The ship has not been cleaned up prior demolition: either pollutants or contaminated extinguishing waters have not been extracted. Considering the German shipowner's habits, one can expect the wreck should join her fleet mates *Hansa Atlantic* and *Hansa Pacific* in India. See the press release dated September 30<sup>th</sup> 2013 "[Hansa Brandenburg, another container ship riddled with problems](#)".



Keelung (Taiwan), November 2012 © Chun-Hsi



18 July 2013 Image: Leonhardt & Blumberg

*Hansa Pacific* (ex-Maersk Duisburg, ex-Dorthe Maersk, ex-Hansa Pacific). IMO 9105920. Container ship, 4306 teu. Length 292 m, 20,901 t. Deflagged from Germany to Sierra Leone for her last voyage as *Atlantic*. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 378 \$ per ton.



*Heleconia* (ex-*Tropical Dawn*). IMO 8300559. Container ship, 380 teu. Length 138 m, 4,423 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Hub Shipping (Malaysia). Detained in 2003 in Hong Kong. Sold for demolition in Bangladesh.



*Hope* (ex-*YM Yantian*, ex-*Hope*, ex-*OOCL Hope*). IMO 8718110. Container ship, 3918 teu. Length 276 m, 19,861 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Danaos Shipping (Greece). Detained in 2003 in Bremerhaven (Germany), in 2004 in Naples (Italy) and in 2012 in Melbourne (Australia). Sold for demolition in India. 408 \$ per ton including a 50 t working propeller.



January 26th 2013, Australia Day and air pollution in Port Adelaide (Australia): *Hope* along with the tugs *Tingari* & *Walan*. © Pete Turner

*Kalamata* (ex-*California Dragon*, ex-*CMA CGM Kalamata*, ex-*Hanjin Singapore*). IMO 8913679. Container ship. Length 243 m, 12,780 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Busan (South Korea) by Hanjin HI Co. Owned by Danaos Shipping (Greece). Sold for demolition in India. 435 \$ per ton.



© V. Tonic

*Kalamata* in Yokohama (Japan), August 2012 © V. Tonic

*Kawa Mas* (ex-*X-Press Manaslu*, ex-*Buxmoon*, ex-*Lila Bhum*, ex-*Allison Lykes*, ex-*TSL Gallant*, ex-*Nacional Vitoria*, ex-*Lloyd Itajai*, ex-*Athens*, ex-*Fast Eagle*, ex-*Heike*). IMO 8410342. Container ship, 1002 teu. Length 146 m, 4,800 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Bremerhaven (Germany) by Rickmers. Owned by Temas Line (Indonesia). Detained in 2000 in Singapore. Sold for demolition in Xinhui (China). 330 \$ per ton.





*Komodo* (ex-Shenzen Dragon, ex-CMA CGM Komodo, ex-Hanjin Elizabeth). IMO 9001033. Container ship, 2917 teu. Length 243 m, 12,949 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Pusan (South Korea) by Hanjin HI. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2012 in Naples (Italy). Sold for demolition in India. 455 \$ per ton including 500 t of bunkers.



*Lotus* (ex-CMA CGM Lotus, ex-Victory I, ex-MOL Victory, ex-Alligator Victory). IMO 8705486. Container ship, 3102 teu. Length 253 m, 15,339 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Marugame (Japan) by Imabari. Owned by Danaos Shipping Co Ltd (Greece). Sold for demolition in India. 453 \$ per ton.



Sailing in the Atlantic, October 2012 © Anton Zamogylnyi

*Madrid Express* (ex-CP Hermosillo, ex-TMM Hermosillo, exMing Propitious). IMO 8406262. Container ship, 3266 teu. Length 270 m, 16,910 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag Lloyd (Germany). Detained in 2005 in Houston (Texas). Sold for demolition in India. 413 \$ per ton including sufficient bunkers for the voyage.



Madrid Express in Valencia (Spain), October 2009 © Agustin Alapont Castilla (Tino)

*MSC Accra* (ex-*Nautic*, ex-*Hellas Macedonia*, ex-*MSC Africa*, ex-*Hellas Macedonia*, ex-*MSC Recife*, ex-*P&O Nedlloyd Peru*, ex-*MSC Caracas*, ex-*Hellas Macedonia*, ex-*Canmar Fortune*, ex-*Canmar Pride*, ex-*Sea Macedonia*, ex-*Hellas Senator*, ex-*Bremen Senator*, ex-*Scandutch Honshu*, ex-*Modern Trader*, ex-*Alameda*, ex-*World Success*). IMO 8408844. Container ship, 1552 teu. Length 188 m, 9,278 t. Liberian flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2010 in Mersin (Turkey), in 2011 in Gioia Tauro (Italy) and in 2012 in Mersin again and Gioia Tauro again. Sold for demolition in India. 400 \$ per ton. With 18 renamings, the *MSC Accra* is setting a record in the Ship-breaking bulletin.



*MSC Antwerp* (ex-*Sophia Britannia*, ex-*Kirishima*). IMO 9030723. Container ship, 3808 teu. Length 288 m, 18,776 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo DY Co. Owned by Costamare Shipping (Greece). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 414 \$ per ton.



*NYK Kai* (ex-*Kai*). IMO 9030735. Container ship, 3808 teu. Length 288 m, 18,685 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo Dockyard. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2004 in Vancouver (Canada). Sold for demolition in Bangladesh. 444 \$ per ton.



November 2009 © Joe Becker

*Pan He*. IMO 9118109. Container ship, 725 teu. Length 148 m, 5,193 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Guangzhou (China) by Guangzhou Wenchong. Owned by COSCO (China). Sold for demolition in China. 344 \$ per ton.

*Pan He*, Japan Sea, March 2008  
© Ivan Meshkov





*PDZ Masyhur* (ex-*Gisiang*, ex-*Min Yuan 2*). IMO 9169720. Container ship, 384 teu. Length 108 m. Deflagged from Malaysia to St. Kitts & Nevis for her last voyage as *Shyam*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Chongqing (China) by Chuandong SY. Owned by Skips MarineServices Pte Ltd (Singapore). Detained in 2001 in Singapore, in 2004 in Haiphong (Vietnam) and in 2006 in Hong Kong (China). Sold for demolition in Kolkata (India).



*Rong Feng* (ex-*Perma Bridge*, ex-*Far East Bridge*). IMO 8211344. Container ship, 342 teu. Length 120 m, 3,371 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Salki (Japan) by Honda. Owned by Fujian Orient Shipping Co Ltd (China). Sold for demolition in China in Zhangjiagang. 340 \$ per ton.



*Rong Feng* leaving the port of Yokohama (Japan), August 2005 © Robby Norman

*Seaboxer* (ex-*Nantai Venus*). IMO 9056430. Container ship, 1552 teu. Length 183 m, 7,590 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft mbH (Germany). Detained in 2009 in Shanghai (China). Sold for demolition in India. 420 \$ per ton including 200 t of bunkers.



*Sky Apollo* (ex-*Nedlloyd Clement*, ex-*Clement*, ex-*Nedlloyd Clement*). IMO 8124929. Container ship, 2224 teu. Length 210 m, 14,998 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Unicus Ship Management Ltd (China). Sold for demolition in India and renamed *Sky 11*.



*Sky Apollo* departing Bluff (New Zealand), August 2010 © Chris Howell

*Xiang Hu* (ex-*Zhen Fen 12*). IMO 8415122. Container ship, 996 teu. Length 165 m, 8,900 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tianjin (China) by Tianjin Xingang. Owned by China Shipping Container Line (China). Sold for demolition in China by CIC Digang en bloc with the *Xiang Kai*, 5,52 M \$ for the pair i.e. 310 \$ per ton.

*Xiang Kai (ex-Zhen Fen 4)*. IMO 8415017. Container ship, 1020 teu. Length 165 m, 8,900 t. Chinese flag. Classification society classification China Classification Society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Container Line (China). Sold for demolition in China by CIC Digang. 310 \$ per ton.

*Yellow Sea (ex-Jilfar, ex-Yellow Sea, ex-City of Edinburgh, ex-Humen Bridge, ex-Sea-Land Victory)*. IMO 9115729. Container ship, 3660 teu. Length 241 m, 14,868 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo



Heavy Industries. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India where she arrives as *Seam*.



In Abidjan (Ivory Coast), December 2012  
© Capt.Turboboss / Viktor

*YM Zenith (ex-Ming Zenith)*. IMO 9118317. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold for demolition in China. 375 \$ per ton.



July 2011 © Patrick Lawson

## Ro Ro

*Colossus (ex-Shuttle, ex-Shuttle Oita, ex-Ferry Cosmo, ex-Sun Flower Oarai, ex-Oarai Maru)*. IMO 8613073. Ro Ro. Length 178 m, 8,496 t. Maltese flag. Classification society RINA. Built in 1987à Shimonoseki (Japan) by Hayashikane. Owned by Jay Management Corp (Greece). Detained in 2010 in Ancona (Italy). Sold for demolition in Mumbai (India).





*Independente*. IMO 8708529. Ro Ro. Length 173 m. Brazilian flag. Classification society Bureau Veritas. Built in 1992 in Rio de Janeiro (Brazil) by Caneco. Owned by Alianca Navegacao (Brazil). Sold for demolition in Turkey where she arrives as *Pendant*.

*Independente* in Vitoria (Brazil), May 2007 © vovashap



*Nikolay Konarev* (ex-Fellow, ex-Finnfellow). IMO 7315143. Ro Ro. Length 137 m, 6,249 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping Built in 1973 in Turku (Finland) by Wartsila. As the Finnish *Finnfellow* the ship was first operated by the Finnlines group on its various Finland /Germany / United Kingdom or Sweden lines. In 2002, she became the simple *Fellow* for VV Line flying the Latvian flag and sailing mainly from Latvia to Sweden. After VV Line bankruptcy in 2003, she was chartered by Scandlines (Latvia/Sweden and Latvia/Germany services). In 2011, she became the *Nikolay Konarev* (St. Kitts & Nevis flag) for the Russian group AnRusTrans and she left for the Black Sea. Her ultimate duty was the Sevastopol (Ukraine)/Zonguldak (Turkey) service. Sold for demolition in Turkey, she was renamed *Rail Trader 1* for her last voyage.



*Nikolay Konarev*, July 2012 leaving Istanbul bound for Mersin (Turkey). © Cavit Ege Tulça

*Ranine* (ex-Flanders Way, ex-Gabriele Wehr, ex-Sari, ex-Tor Anglia, ex-Gabriele Wehr). IMO 7720477. Ro Ro. Length 141 m, 3,252 t. Belizean flag. Classification society Inter maritime Certification Services. Built in 1978 in Bremerhaven (Germany) by Rickmers; jumboized in 1982 and lengthened from 116 to 141 m. Owned by Asya Ro Ro Turizm Nakliyat ve Ticaret Ltd (Turkey). Sold for demolition in Bangladesh. 407 \$ per ton.



In Samsun (Turkey), October: 2011 © Sedat Akyuz

*Rosa Delmas* (ex-*Rosa Tucano*, ex-*Calapoggio*, ex-*Rosa Tucano*). IMO 8315205. Ro Ro. Length 185 m, 14,222 t. Deflagged from United Kingdom to St. Kitts & Nevis for her last voyage as *Ram*. Classification society Bureau Veritas. Built in 1985 in Tsu (Japan) by NKK. Owned by CMA CGM (France). The ship was initially said to be sold for demolition in Turkey at 327 \$ per ton. In fact she was deflagged, renamed and sailed down the Suez Canal in early October, bound for India. She was beached in Alang on October 15<sup>th</sup>.



*Rosa Delmas* in IJmuiden (Netherlands), May 2009 © Th. F. Smits

*Saudi Hofuf*. IMO 8121769. Ro Ro. Length 249 m, 18,578 t. Deflagged from Saudi Arabia to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSCA (Saudi Arabia). Said to be sold for demolition in India, the ship was finally beached in Bangladesh as *Hofuf*. 430 \$ per ton.



August 2010 © V. Cacciotti

*Saudi Tabuk*. IMO 8121771. Ro Ro. Length 249 m, 18,732 t. Deflagged from Saudi Arabia to Comoros for her last voyage as *Prism*. Classification society Det Norske Veritas. Built in Malmö (Sweden) by Kockums MV. Owned by NSCA – National Shipping Arabia (Saudi Arabia). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 435 \$ per ton including 250 t of bunkers.





*Sulpicio Express Uno* (ex-*Hokuto*). IMO 8005733. Ro Ro. Length 130 m, 4,327 t. Deflagged from Philippines to Comoros for her last voyage as *Bruno*. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Shin Yamamoto. Sold by her Filipino owner Span Asia Carrier to Morrito Maritime, a St. Kitts & Nevis-based shell company, deflagged and renamed just prior to her departure for demolition in India.



*Sulpicio Express Uno*, at North Harbour in Manila (Philippines) in 1999.© Ray Smith

*Sea Bright* (ex-*Tiger Shark*, ex-*Sea Bright*, ex-*Med Kaohsiung*, ex-*Ming Bright*). IMO 9077290. Container ship, 1965 teu. Length 188 m, 8,897 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Incheon (South Korea) by Halla. Owned by MARTIME -Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2012 in Vishakhapatnam (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 453 \$ per ton.



*Vibeke* (ex-*Sochi*). IMO 9065182. Ro Ro. Length 166 m, 13,690 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Saint Petersburg (Russia) by Baltiyskiy Zavod. Owned by Norwegian Car Carriers ASA (Norway). Detained in 2001 in Novorossiysk (Russia) and in 2006 in Lianyungang (China). Sold for demolition in China. 340 \$ per ton including 2.865 t of cement.

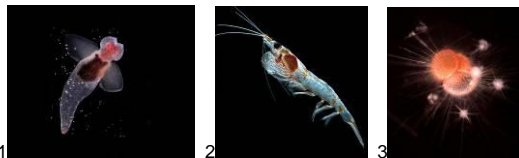


## Car carrier

*Terrier* (ex-*Nosac Rover*, ex-*Nosac Barbro*, ex-*Nopal Barbro*). IMO 8018168. Car carrier. Length 194 m, 16,120 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Wilhelmsen Lines Car Carrier (Norway). Detained in 2004 in Fremantle (Australia). Sold for demolition in Xinhui (China). 360 \$ per ton.



Narragansett Bay (Rhodes Island, United States), August 2008 © PCE



Arctic plankton

## The Ice Age



Arctic plankton



Polar fox



Narval



Arctic skua

More and more of them are sailing in the arctic or subarctic waters; among them are log carriers which are not even ice strengthened and also occasionally carry radioactive materials. Some of them leave for Africa where they will unload fir wood, one of the top nonsense in the world trade. All of these broken up ships, including the *Usuki Pioneer*, an ex-diesel and wind propelled log carrier, were to be considered a risk of oil spills, the nightmare for the arctic food chain, from plankton to fauna.



*Kapitan Lus*, Russia (p 51)

© Eugene Iron



*Thepsupharat*, ex-*Usuki Pioneer* (p 75)

© Igor Kurort



*Gulf North*, Estonia (p 52)

© OceanAnsi



*Kiran Atlantic*, Russia (p 66 )

© Andac Ciftcioglu



*Shatrova*, Finland (p 55)

© Seregal 135



*Alholmen*, Finland (p 45)

© Fredrik Andersson

### Photos :

1 C.Sardet/CNRS – 2 Hopcroft/UAF/CoML – 3 Johan Decelle – 4 Susan Farnham – 5 Oceanic Defense – 6 Luis Gutierrez Heredia  
7 Larry Master – 8 Tierno Beauregard – 9 Ania Stonina.



## General cargo

*Al Amer* (ex-*Seham*, ex-*Orient Sun*, ex-*Alpine Sun*). IMO 7500255. General cargo. Length 107 m. Cambodian flag. Classification society Turk Loydu. Built in 1976 in Imabari (Japan) by Nishi Zosen. Owned by Nejem Co Marine Services (Egypt). Detained in 2004 in Constanta (Romania), in 2006 in Bourgas (Bulgaria), in 2008 in Izmit (Turkey), in 2010 in Constanta and Izmit again then in Limassol (Cyprus), in 2011 in Mersin (Turkey) and in 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Al Naser* (ex-*Nicola D*, ex-*Clivia*, ex-*Olinda*, ex-*Clivia*). IMO 7508752. General cargo.



Length 134 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owned by Zahra Maritime Services (Lebanon). Detained in 1999 in Antwerp (Belgium), in 2000 in Saint Petersburg (Russia), in 2003 in Port-Cartier (Canada), in 2006 in Venice (Italy), in 2009 in Izmit and in Bartın (Turkey) and in 2011 in Jorf Lasfar (Morocco). Sold for demolition in India.



In Eleusis (Greece), April 2011 © T. Michalis.

*Alaaddin Bey* (ex-*Star I*, ex-*Caribbean Star*, ex-*Onego Breeze*, ex-*Northern Navigator*, ex-*Nesse*, ex-*Wila Buck*, ex-*FAS Colombo*, ex-*Wila Buck*). IMO 8702862. General cargo.



Length 93 m. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Guangzhou (China) by Guangzhou Wenchong. Owned by Server Denizcilik (Turkey). Detained in 19989 in Rotterdam (Netherlands), in 2001 in Antwerp (Belgium) and Hull (United Kingdom), in 2003 in Rostock (Germany) and in 2012 in Aberdeen (United Kingdom). Sold for demolition in Turkey.



Istanbul, October 2012 © Zekai Genc

*Alholmen* (ex-*Ahloimen*, ex-*Mangen*). IMO 8309921. General cargo. Length 87 m. Finnish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Groningue (Netherlands) by Nieuw Noord Nederlandsche. Owned by Kraftline AB (Finland). Detained in 2004 in Goteborg (Sweden) and Uusikaupunki (Finland) and in 2006 in Tunadal (Sweden) and Sevilla (Spain) Sold for demolition in Grenaa (Denmark).



February 2012, the Finnish *Alholmen* northbound in the Bay of Bothnia © Fredrik Andersson

*An Guang Jiang*. IMO 8414960. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2008 in Chiba (Japan). Sold for demolition in Jiangyin (China).



*An Long Jiang*. IMO 8400828. General cargo. Length 148 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

*An Qing Jiang*. IMO 8414922. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in Xinhui (China).



*An Shun Jiang*. IMO 8414972. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2012 in Chennai (India). Sold for demolition in Jiangyin (China).



*An Xin Jiang*. IMO 8414934. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Guangzhou (China) by Guangzhou SY. Owned by COSCOL – COSCO Shipping Company Limited (China). Sold for demolition in Xinhui (China).



January 1992, *An Xin Jiang* at Hull's King George Dock (United Kingdom). She was to sail some more 21 years! © Patrick Hill

*Anglia* (ex-Ruby, ex-Anglia, ex-Lucy Borchard, ex-Baldur, ex-Contship Four, ex-Baldur). IMO 7601724. General cargo. Length 95 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Husum (Germany) by Husumer. Owned by Gloria Scott Operations Ltd (Romania). Detained in Turkey in 2005 in Canakkale and Aliaga and in 2008 in Izmir. Sold for demolition in Turkey.



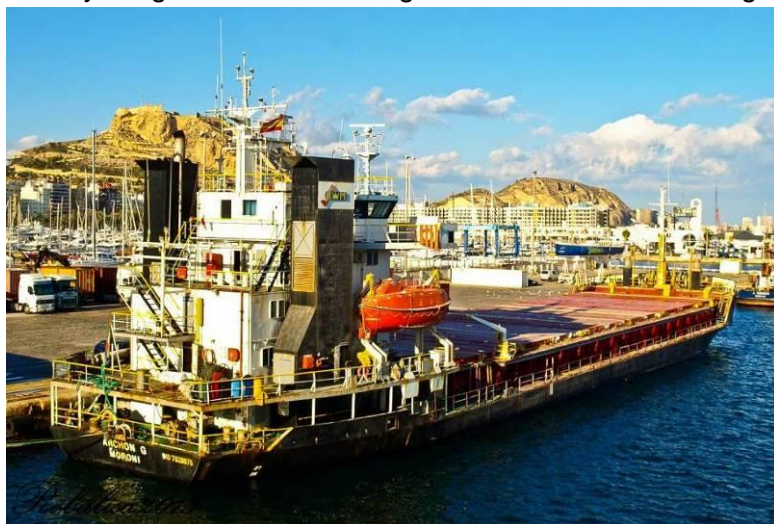
In Sulina, Danub Delta (Romania), August: 2013 © Nostromelu / Viki Moro



*Anik* (ex-Fani, ex-Jaco Triumph, ex-Thor Triumph, ex-Anny DP, ex-Adamantios, ex-Adamantia, ex-Fremo Scorpis). IMO 8702082. General cargo. Length 177 m, 8,553 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Wismar (Germany) by Mathias Thesen. Owned by Eastward Shipping Co Ltd (China). Detained in 2003 in Walaroo (Australia), in 2006 in Houston (Texas), in 2009 in Hamburg (Germany) and in 2010 in Saigon (Vietnam). Sold for demolition in Jiangyin (China). 362 \$ per ton including 250 t of bunkers.



*Archon G* (ex-Ekim, ex-Marmorbulk, ex-Gefion Carrier, ex-Onego Carrier, ex-Markborg, ex-Meran, ex-Unit Sky, ex-Unit Link, ex-Germa Pride). IMO 7628875. General cargo. Length 81 m. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Singapore by Singapore Slipway. Owned by Royal Melody Ltd (Greece). Detained in 2001 in Lisbon (Portugal), in 2007 in Tuzla (Turkey), in 2011 in Ashdod (Israel), in 2012 in Cagliari (Italy) and Alexandria (Egypt) and in 2013 in Alicante (Spain). Sold for an unknown destination of demolition.



*Archon G*, in Alicante (Spain), February 2013  
© Robalisa

*Athina A* (ex-Chiro, ex-Birta, ex-Karin M, ex-Birta, ex-Regent's Park). IMO 7129180. General cargo. Length 87 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1972 in Westerbroek (Netherlands) by Smit EJ. Owned by Barhoum Maritime Co (Lebanon). Detained in 1997 in Aberdeen (United Kingdom), in 1999 in Tunadal (Sweden), in 2003 in Molfetta (Italy), in 2005 in Canakkale (Turkey), in 2007 in Iskenderun (Turkey), in 2009 in Damietta (Egypt), in 2011 in Kiato (Greece) and Pula (Croatia) and in 2012 in Nea Moudhania (Greece). Banned for multiple detentions from the European harbours in August 2012 under the directive on Port State Control. Sold for demolition in Turkey.



In Kiato (Greece), April 2012-  
© Athanasiou Yiannis



*Atlantic Dream* (ex-Vladimir, ex-Salvador, ex-Continuo, ex-Vladimir). IMO 8811352. General cargo. Length 173 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Atlantic Ship Management (Ukraine). Sold for demolition in India.



*Baltic News* (ex-Nornews Supplier, ex-Gold River). IMO 8808616. General cargo. Length 116 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1990 in Papenburg (Germany) by Sürken. Owned by Seatrans AS (Norway). Sold for demolition in Denmark.



*Baltic News* arriving at Fornaes Shipbreaking Ltd Grenaa / Denmark for scrapping, July 2013 © **Bendt Nielsen**

*Breeze* (ex-Vakh). IMO 8888812. General cargo. Length 82 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Rosslau (Germany) by Elbewerften. Owned by Asia Trans Sealine Co Ltd (Russia). Detained in 2000 in Rumoi, (Japan), in 2003 in Niiagata (Japan) and Vladivostock (Russia) and in 2004 and 2012 in Niiagata again. Sold for demolition in China in Zhangjiagang.



*Captain Adam* (ex-Dolce X, ex-Dulcinea, ex-Thalassa I, ex-Pearl I, ex-Pearl, ex-Lex Almendro, ex-Altamira). IMO 8216124. General cargo. Length 122 m, 3,281 t. Togolese flag. Classification society Bureau Veritas. Built in 1984 in Vigo (Spain) by J. Barreras. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2001 in Bremen (Germany), in 2003 in Rouen (France), in 2004 in Antwerp (Belgium), in 2005 in Taranto (Italy), in 2007 in Aveiro (Portugal) and Iskenderun (Turkey) and in 2009 in Castellon de la Plana (Spain), Canakkale (Turkey) and Damietta (Egypt). Sold for demolition in India.



*Chopin*. IMO 8513728. General cargo. Length 159 m, 7,455 t. Cyprus flag. Classification society Polish Register of Shipping. Built in 1988 in Shanghai (China) by Jiangnan Shipyard. Owned by POLBROK (Poland). Detained in 2004 in Antwerp (Belgium), in 2006 in Hamburg (Germany) and in 2012 in Antwerp again. Sold for demolition in India. 435 \$ per ton.



*Chopin* bound for Antwerp (Belgium), April 2013.© **Jopie/ Shipspotting**.

*Delight* (ex-Yusho V, ex-Yusho Maru). IMO 8017578. General cargo. Length 104 m, 2,099 t. Thai flag. No classification society according to her last Port State control. Built in 1980 in Imabari (Japan) by Higaki. Owned by Phulsawat Shipping Co Ltd (Thailand). Detained in 2008 in Saigon (Vietnam). Sold for demolition in Bangladesh.





*Dream H* (ex-Esra, ex-Daniel, ex-Pytheas, ex-Fullskies, ex-Ingeborg Rinde). IMO 6714665. General cargo. Length 115 m, 2,115 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1967 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Ahmad Hamadeh & Partners (Syria). Sold for demolition in India.



At Tartous (Syria), August 2008 © **Bashar Dakkak**

*Eastern Sapphire* (ex-Qing Yang, ex-Wooyang Ivory, ex-Pearl Orient). IMO 8202501. General cargo. Length 106 m, 2,115 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Imabari (Japan) by Nishi Zosen. Owned by Phuc Toan Viet Co Ltd (Vietnam). Detained in 2000 in Ningbo (China), in 2002 and 2003 in Hong Kong (China) and in 2007 in Gunsan (South Korea). Sold for demolition in Bangladesh.



*El Hoss* (ex-Hoss A, ex-Strong Friendship, ex-Rhodian Carrier, ex-Sea Knightex-Sea Light, ex-Koho, ex-Koho Maru). IMO 6909753. General cargo. Length 102 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1969 in Nagasaki (Japan) by Hayashikane. Owned by Caferoglu Shipping & Trading Co Ltd (Turkey). Detained in 2012 in Aliaga (Turkey). Sold for demolition in Turkey.



*Fu Kang Shan*. IMO 8601367. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for demolition in Jiangyin (China).

*Fu Qing Shan*. IMO 8601355. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for an unknown destination of demolition.

*Fu Yang Shan*. IMO 8601331. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for demolition in Ningde (China).

*GB Aegean* (ex-Maria 1, ex-Princess Aba, ex-Magica, ex-Lobeira). IMO 8212130. General cargo. Length 90 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1984 in Marin (Spain) by Marin Factoria. Owned by Interglobal Shipping 3001 Ltd (Israel). Detained in 2005 in Tarragona (Spain), in 2007 in Izmir (Turkey) and in 2010 in Porto Empedo (Italy). Sold for demolition in Turkey.



*GB Aegean* anchored in Valencia (Spain), July 2013  
© **Antonio Alcaraz Arbelo**



*Grand Star* (ex- *Al Zahraa*, ex-*Gehan al Sadat*, ex-*Naxos Island*). IMO 7531591. General cargo. Length 127 m. Egyptian flag. Classification society Polish Register of Shipping. Built in 1980 in Porto Alegre (Brazil) by EBIN/So. Owned by National Shipping & Investment (Egypt). Detained in 1997, 2004 and twice in 2007 in Antwerp (Belgium), in 2007 also in Ceuta (Spain), in 2008 in Bourgas (Bulgaria) and in 2009 in Novorossiysk (Russia). Laid up since May 2010 in Alexandria after an engine failure. Sold for demolition in Turkey.



*Grand Star*, Bosphorus Strait, May 2010 © minthi

*Gulf* (ex-*Core*, ex-*Maya*, ex-*Fiona May*, ex-*Serenell*). IMO 7508740. General cargo. Length 61 m. Tanzanian flag. Unknown classification society. Built in 1977 in Cork (Ireland) by Verolme Cork. Owned by Pasifik Lojistik Grubu (Turkey). Detained in 2005 in Casablanca (Morocco), in 2006 in Gemlik (Turkey), in 2007 in Alicante (Spain) and Algier (Algeria), in 2009 in Savona (Italy), Izmir (Turkey) and Constanta (Romania), in 2010 in Novorossiysk (Russia) and in 2013 in Izmit (Turkey) and Trabzon (Turkey). Sold for demolition in Turkey.



*Gulf North* (ex-*Ronrix*, ex-*Killarney*, ex-*Anholt*, ex-*Neuwerk*). IMO 7530872. General cargo. Length 96 m. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Hikoshima (Japan) by Kyokuyo. Owned by Pasifik Lojistik Grubu (Turkey). Detained in 2012 in Temryuk (Russia) and in 2013 in Chioggia (Italy) and Gemlik (Turkey). Sold for demolition in Turkey.



*Ronrix* in the Baltic sea, off Estonia, February 2010 © OceanAnsi/ Shipspotting

*Hai Ping* (ex-*Hai Xing*, ex-*Koshu Maru*). IMO 8421652. General cargo. Length 71 m. Cambodian flag. No classification society according to her last Port State Control. Built in 1985 in Namikata (Japan) by Uno. Owned by Yantai Xiangrui International Ship Management Co Ltd (China). Detained in 2002 in Himeji (Japan) and Shimizu (Japan), in 2004 in Moji / Kitakyushu (Japan), in 2005 in Shanghai (China), in 2006 in Ningbo (China), in 2010 in Moji / Kitakyushu again, in 2011 in Sendaishiogama (Japan) and in 2013 in Tokyo (Japan). Sold for demolition in Jiangyin (China).





*Jin Jiang* (ex-*Fu Xiang Xing*, ex-*Sunjoo Kwangyang*, ex-*IT Express*, ex-*Ima Excel*, ex-*Luna Queen*, ex-*Yamakuni Maru*). IMO 8507585. General cargo. Length 108 m. Panamanian flag. Classification society International Register of Shipping. Built in 1985 in Saiki (Japan) by Honda. Owned by Befirst Enterprises Ltd (China). Detained in 2000 in Shanghai (China), in 2009 in Qingdao (China), in 2011 in Tangshan (China) and Taizhou (China) and in 2013 in Rizhao (China). Sold for demolition in China in Zhangjiagang. The *Jing Jiang* started her career as the Japanese *Yamakuni Maru*, one of the sail-assisted ship built in the Archipelago in the 80's in response to the oil crisis. See the capter "The END, Sails ... and Diesel" p 80.



*Yamakuni Maru*, with her opened sail, Singapore Strait, September 1988 © Nils Koch

*Kapitan Kuroptev*. IMO 9077599. General cargo. Length 98 m, 3,293 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1998 in Vyborg (Russia) by Vyborg Shipyard Jsc. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.



*Kapitan Kuroptev*, in Antwerp (Belgium), September 2009  
© Ron van de Velde



*Kapitan Lus* (ex-*Kapitan Lusy*). IMO 9077551. General cargo. Length 98 m, 3,293 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Vyborg (Russia) by Vyborg Shipyard JSC. Owned by Northern Shipping Co (Russia). The *Kapitan Lus* and *Kapitan Kuroptev*, mainly adapted to wood and grain cargoes, have been used by their Russian shipowner Northern Shipping as radioactive material carriers between Europe and Russia. In July 2009, the *Kapitan Lus*, carrying 9 containers of uranium, collided with the Norwegian chemical tanker *Sundstraum* in the Oresund Strait in Denmark. In October 2009, the *Kapitan Mironov*, another ship of the Northern Shipping fleet was at berth in Cherbourg. Robin des Bois asked for an expertise on the validity of the transport of radioactive material by non-specialized vessels. See on this subject the press releases (in French only) « [Disarray in Cherbourg](#) » and « [Depleted and enriched](#) ». Autumn 2013, the *Kapitan Lus* and *Kapitan Kuroptev* arrive for demolition in Aliaga (Turkey). Robin des Bois writes to the



Ambassador of Turkey to alert him on the type of transport operated by the two vessels and suggest a radiological diagnosis of the wrecks and scrap metal recycled from demolition.

*Kapitan Lus*, in Arkhangelsk (Russia), November 2012  
© Eugene Iron

*Klaipeda Spirit* (ex-*Vytautas*). IMO 9133721. General cargo. Length 99 m, 2,467 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1995 in Klaipeda (Lithuania) by Baltijos LS. Owned by Balthellas Chartering SA (Greece). Detained in 2007 in Brest (France) and in 2013 in Rochefort (France). Sold for demolition in Turkey. 304 \$ per ton. The ship starred as *Vytautas*, perpetrator of an oil discharge off Britany in 2007. See the chapter "Justice too gives a discount p 6.



*Klaipeda Spirit* on the Weser in Vegesack (Germany), May 2012 © Klaus Brandyk

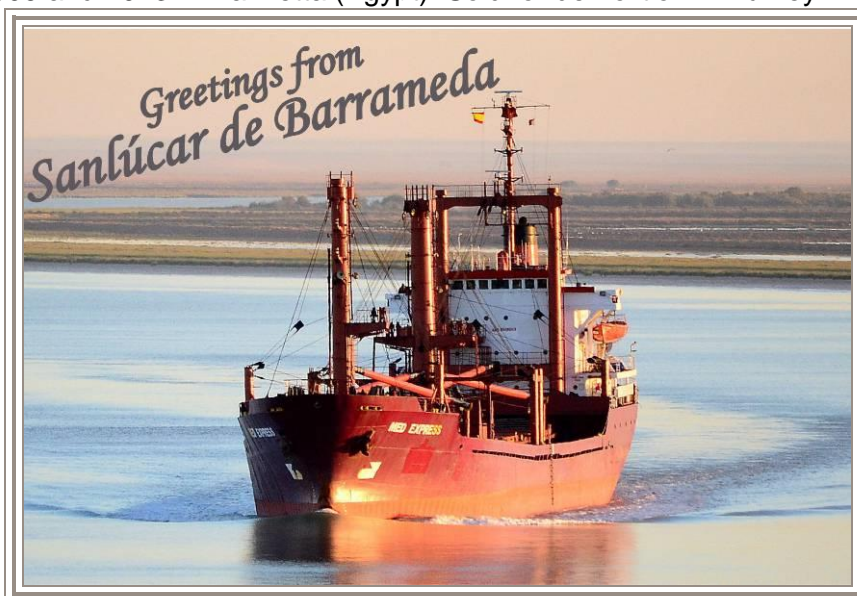
*Kuber* (ex-*Geo Milev*). IMO 8422412. General cargo. Length 159 m, 6,595 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Mystique Voyageur Shipping (Marshall Islands flag). Detained in 2010 in Kandla (India) and in 2013 in Mariupol (Ukraine). Sold for demolition in India.



*Lily Noble* (ex-*Windsor Star*, ex-*Safmarine Congo*, ex-*Jobst Oldendorff*, ex-*Nobility*, ex-*Alessandra*). IMO 7433282. General cargo. Length 141 m, 6,165 t. Maldives flag. Classification society Germanischer Lloyd. Built in 1983 in Niteroi (Brazil) by CCN Maua. Owned by Lily Shipping (Maldives). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Antwerp (Belgium) and in 2008 in Oran (Algeria). Sold for demolition in India.



*Med Express* (ex-*TK Barcelona*, ex-*Able Helsman*, ex-*Balsa 36*). IMO 8508553. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Adriyatik Gemilsletmeciligi (Turkey). Detained in 1999 in Leghorn (Italy), in 2000 in Antwerp (Belgium), in 2001 in Barcelona (Spain) and Bremen (Germany), in 2004 in Castellamare di Stabia (Italy), in 2007 in Odessa (Ukraine) and in 2009 and 2013 in Damietta (Egypt). Sold for demolition in Turkey.



July 30<sup>th</sup> 2013 © juandofer



*Meem* (ex-*Sunrise V*, ex-*Sun*, ex-*Thor Sun*, ex-*Bureba*, ex-*Havik*, ex-*Bahia de la Habana*). IMO 8311429. General cargo. Length 149 m, 4,950 t. Panamanian flag. Classification society International Register of Shipping.

Built in 1986 in Sestao (Spain) by AESA. Owned by Marakeb SA (United Arab Emirates). Detained in 2006 in Singapore, in 2009 in Odessa (Ukraine) and in 2011 in Zhenjiang (China) and Saigon (Vietnam). Sold for demolition in India. On the arrival of the ship at Alang in late September, the crewmembers reportedly ransacked the ship, protesting against the captain over non payment of their wages.



May 2012, departing Berbera (Somalia) © jbrodersen

*Navi Star* (ex-*Yagmur T*, ex-*Yagmur*, ex-*Astra*, ex-*Agios Vissarion*, ex-*Ibiza*, ex-*Monac*, ex-*Monach*, ex-*Mornes*). IMO 7129233. General cargo. Length 80 m. Tanzanian flag. Classification society Turk Loydu. Built in 1972 in Mandal (Norway) by Baatservice. Owned by Mermaid International Shipping (Egypt). Detained in 1998 in Eleusis (Greece), in 2000 in Barcelona (Spain), in 2003 in Setubal (Portugal), in 2004 in Constanta (Romania), in 2005 in Tuzla (Turkey) and in 2012 in Volos (Greece). Sold for demolition in Turkey.



*Olga* (ex-*Traveberg*, ex-*Patria*, ex-*American Comanche*). IMO 7422051. General cargo. Length 81 m, 1,199 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Neuenfelde (Germany) by Sietas. Owned by



Universal Stevedoring (Russia). Detained in 1997 in Hamburg (Germany), in 2000 in Hamina (Finland) and in 2002 in Kotka (Finland). Sold for demolition in Zhangjiagang (China).



In Busan (South Korea), September 2012 © Sapr\_Pavel

*Palana* (ex-*Tadorne*, ex-*Tadorne II*, ex-*Makkum*, ex-*Mentor*). IMO 7819838. General cargo. Length 83 m, 1,810 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Makkum (Netherlands) by Amels. Owned by Ardis Co Ltd (Russia). Detained in 2004 in Niiagata (Japan) and in 2006 in Misumi (Japan). Sold for demolition in Zhangjiagang (China).



*Rasha Star* (ex-*Master Davidov*, ex-*Good Seaman*, ex-*Chrysoni S*, ex-*Tulip*, ex-*Gabriela*). IMO 7516448. General cargo. Length 108 m, 2,026 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Niteroi (Brazil) by EBIN/So. Owned by MCD Shipping SA (Turkey). Detained in 2000 in Ceuta (Spain), in 2005 in Aveiro (Portugal) and in 2008 in Sfax (Tunisia). Sold for demolition in Turkey.



*Roba Star* (ex-Maris, ex-Evin, ex-Daysummer, ex-Bright Moon, ex-Yayasan Lapan). IMO 8211590. General cargo. Length 113 m, 2,650 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Labuan (Malaysia) by Sabah Shipyard. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2000 in Onomichi (Japan), in 2005 in Shimonoseki (Japan), Tuzla (Turkey) and Ambarli (Turkey), in 2007 in Bayonne (France) and Casablanca (Morocco), in 2008 in Ravenna (Italy) and Caen (France) and in 2013 in Chah Bahar (Iran). Sold for demolition in Pakistan.



*Roba Star*, August 2011, seen at Tuzla Bay shipyards area (Turkey) © Yubiblade



*Roba Star*, September 2013, beached for demolition in Gadani (Pakistan) © Shahid

*Rukia* (ex-Sireen, ex-Ege S, ex-Adventure, ex-Bonaire, ex-Lekhaven, ex-Slotergracht, ex-Westafcarrier). IMO 7725324. General cargo. Length 80 m, 1,834 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Shimizu (Japan) by Miho. Owned by Rukia Shipping (Marshall Islands). Detained in 1999 in Ghent (Belgium), in 2001 in Dordrecht (Netherlands), in 2003 in Thessaloniki (Greece), in 2005 in Varna (Bulgaria) and in 2007 and 2009 in Iskenderun (Turkey). Sold for demolition in Pakistan.



*Seaboard Reliance* (ex-Karonga, ex-Delmas Kerguelen, ex-Nordana Advisor, ex-Prosperity). IMO 8908090. General cargo. Length 159 m, 7,340 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun VEB. Owned by Seaboard Shipmanagement (United States). Detained in 2011 in Puerto Cabello (Venezuela). Sold as is in Colombia for an unknown destination of demolition. The *Seaboard Intrepid*, *Seaboard Star* and *Seaboard Victory* of the same shipowner have all been beached in India this year. 420 \$ per ton.



*Seaboard Reliance* arriving Willemstad (Netherlands Antilles), June 2011. © Cees Bustraan

*Seyma* (ex-Milet, ex-Elanta, ex-Southern King, ex-Latangan, ex-Mercante). IMO 8118683. General cargo. Length 96 m, 1,700 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Pasabahce Denizcilik Turizm Veinsaat Ticaret Ltd (Turkey). Detained in 1999 in Bilbao (Spain), in 2008 in Leghorn (Italy), in 2010 in Tenes (Algeria), in 2012 in Las Palmas (Spain) and Iskenderun (Turkey) and in 2013 in Thessaloniki (Greece). Sold for an unknown destination of demolition.





*Shatrova* (ex-Fesco Shatrova, ex-Yelena Shatrova). IMO 8711265. General cargo. Length 133 m, 4,389 t. Vanuatuan flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Bilbao (Spain) by Ast Reunidos del Nervion.



Owned by Brouns Maritime Ltd (Ukraine). Detained in 2005 in Antwerp (Belgium) and in 2011 in Porto Empedo (Italy). Sold for demolition in Turkey.

February 2010, off Finland, bound for Africa © serega135

*Silver Sand* (ex-Kielder, ex-Bufjord, ex-Kvatrobult, ex-Stalvang, ex-Marpol Oman, ex-Eide Rescue II, ex-Darss). IMO 8843850. General cargo. Length 90 m. Deflagged from Isle of Man to Saint Vincent and Grenadines for her ultimate months of operation. Classification society RINA. Built in 1982 in Rostock (Germany) by Neptun VEB. Owned by Domitia di Navigazione Srl (Italy). Detained in 2011 in Las Palmas (Spain) and in 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Silver Sand* seen from CEISA Cement Plant, El Pajar (Canary Islands), September 2009 ©Jose A. Martinez Rodeiro



*Sirena* (ex-Condor 1, ex-Jimmy A, ex-Rashid, ex-Captain Aboudi, ex-TMP Taurus, ex-Hipocampo, ex-Eco Lima, ex-Sea Maid). IMO 7026601. General cargo. Length 76 m. Togolese flag. Unknown classification society. Built in 1970 in Husum (Germany) by Husumer. Owned by Janamarine Co SA (Lebanon). Detained in 2000 in Lisbon (Portugal), in 2006 in Alexandria (Egypt), in 2007 twice in Novorossiysk (Russia), in 2010 in Beirut (Lebanon) and again twice in Novorossiysk, in 2011 in Tripoli (Lebanon) and in Alexandria again and in 2012 one more time in Alexandria and then in Port-Said (Egypt). **Bronze medal** in the substandard ship contest with 11 detentions. Sold for demolition in Turkey.



March 2012  
© Yiannis Athanasiou

*Susannah* (ex-*Boushkin*, ex-*Iphigenia*, ex-*Lira*, ex-*Volgo-Don 5031*). IMO 8942929. General cargo. Length 138 m. Tanzanian flag. Classification society Det Norske Veritas. Built in 1971 in Oltenita (Romania) by Oltenita SN. Owned by Umar Denizcilik (Turkey). Detained in 2000 in Azov (Russia), in 2001 in Alicante (Spain), in 2002 in Rostov-on-Don (Russia), in 2003 in Trieste (Italy), in 2004 in Eysk (Russia), in 2006 in Rostov again and then in Taganrog (Russia) and Aliaga (Turkey), in 2007 in Tekirdag (Turkey), in 2008 in Rostov and Aliaga again, in 2010 in Trabzon (Turkey), in 2011 in Sochi (Russia), in 2012 in Canakkale (Turkey) and in 2013 one more time in Rostov. **Silver medal** in the substandard ship contest with 15 detentions. Sold for demolition in Turkey.



*Susannah*, Istanbul (Turkey), June 2013 © Frank Behrends

*Tern Arrow*. IMO 8316730. General cargo. Length 187 m, 13,177 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Koje (South Korea) by Samsung. Owned by Gearbulk Ltd (Norway). Detained in 2000 in Tomakomai (Japan), in 2006 in Lianyungang (China) and in 2012 in Qingdao (China). Sold for demolition in India. 355 \$ per ton.



*Tern Arrow*, in Koh Si Chang transshipment area, Thailand), October 2008. © Geir Vinnes

*TK Valletta* (ex-*Able General*, ex-*Balsa 35*). IMO 8508541. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Adriyatik Gemi Isletmeciligi (Turkey). Detained in 2002 in La Spezia (Italy) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



*TK Valletta* visiting Kerch (Ukraine), July 2012  
© Yefanov S.



*TK Venice* (ex-*Able Inspector*, ex-*Balsa 37*). IMO 8511794. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Adriyatik Gemi Isletmeciligi (Turkey), also owner of the *TK Bremen*, which left Lorient (France) in spite of an imminent storm, ran aground on the beach in Erdeven in mid December and was eventually dismantled on the spot and in a state of emergency (Cf. [the TK Bremen special page](#) and the chapter « Demolition on the spot » p 5-6 dans [Ship-breaking #26](#)). Detained in 2000 in Leghorn (Italy), in 2006 in Vlissinguen (Netherlands) and in 2008 in Tenes (Algeria). Sold for demolition in Turkey. The *TK Bremen* shipowner is cleaning up its fleet.



*TK Venice* near Flushing (Netherlands), August.2004 © HenkR



*Trans Agila* (ex-*Agila*, ex-*Alessandra Lehmann*). IMO 9113707. General cargo. Length 97 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Neuenfelde (Germany) by Sietas. Owned by Reederei Speck (Germany). Detained in 2008 in Oskarshamn (Sweden). Sold for demolition in Frederikshavn (Denmark).



*Trans Ocean 2* (ex-*Leikanger*, ex-*Star Leikanger*, ex-*Maritime Wisdom*, ex-*Wisteria Hill*, ex-*Gemar*). IMO 8322507. General cargo. Length 195 m, 12,542 t. Bangladeshi flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Trans Ocean Lines Ltd (Bangladesh). Detained in 2012 in Adabiya (Egypt) and in 2013 in Zhoushan (China). Sold for demolition in Bangladesh.



*Tri Bay* (ex-*Normannbay*, ex-*Joker*, ex-*Normannbrook*, ex-*Towerstream*, ex-*Londonbrook*). IMO 7406734. General cargo. Length 94 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1975 in Kootstertille (Netherlands) by Kramer & Booy. Owned by Arabella Enterprises Corp (Canary Islands, Spain). Detained in 2012 in Nea Moudhania (Greece) and in 2013 in Marina di Carrara (Italy). Sold for demolition in Turkey.



In Las Palmas (Canary Islands, Spain), July 2013 © Hans Hausmann

*Win Grace* (ex-*Alchiba*, ex-*Altanin*, ex-*Ocean King*, ex-*Cam Ebene*). IMO 8204858. General cargo. Length 152 m, 5,712 t. Deflagged from Malta to Tuvalu for her last voyage as *Grace*. Classification society Bureau Veritas.

Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique as the Cameroonian *Cam Ebene* for the Cameroon Shipping Lines, Cameroon State-owned shipping company, this general cargo carrier has been operated all of her first career on the Europe / African West Coast service. Acquired in 1997 by the Monaco-based group V. Ships, she sailed successively as *Ocean King*, *Altanin* (in 1999) and *Alchiba* (in 2001), flying the Bahamian flag, for various charterers. Detained in 2003 in Leixoes (Portugal). Sold in 2003 to Master Well Ship, a Dalian-based Chinese shipowner, she became the Maltese *Win Grace*. She was beached for demolition in Chittagong (Bangladesh) on August 6<sup>th</sup>. She was the last survivor among the 8 vessels ever owned by the Cameroon Shipping Lines. 403 \$ per ton.



In Singapore Strait, bound for Jakarta, October 2012-© Neil McLean Johnston

*Win Hope* (ex-*Sinar Sukim*). IMO 8606422. General cargo. Length 107 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Imabari (Japan) by Higaki. Owned by Master Well Shipmanagement (China). Detained in 2002 in Busan (South Korea). Sold for demolition in China by Xiasha Scrapyard.



*Yavuz N* (ex-*Birthe Boye*). IMO 8116142. General cargo. Length 72 m, 815 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1983 in Ringkobing (Denmark) by Nordsovaerftet. Owned by Server Denizcilik (Turkey). Detained in 2003 in Sochi (Russia) and in 2013 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



*Yuan Da* (ex-*Aizu*, ex-*Montauk Maiden*, ex-*ALS Montauk Maiden*, ex-*ALS Mary*, ex-*ZimBrasil*, ex-*Mary*, ex-*Hoegh Mary*, ex-*Mary*). IMO 8214607. General cargo. Length 155 m, 5,671 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Hongyuan Marine Co Ltd (China). Detained in 2002 in Wakayama (Japan), in 2005 in Yokohama (Japan) and in 2010 in Qingdao (China). Sold for demolition in India. 385 \$ per ton.



*Zehra VIII* (ex-*Sider Genova*, ex-*Donnington*). IMO 7403548. General cargo. Length 138 m, 3,124 t. Panamanian flag. Classification society Global Shipping Bureau. Built in 1975 in Heusden (Netherlands) by Verolme. Owned by Zeb Denizcilik Tasimaciligi Sanayi ve Ticaret Lt (Turkey). Detained in 1998 in Lisbon (Portugal). Sold for demolition in Turkey.



*Ziad Star* (ex-*Noren*, ex-*Scol Carrier*, ex-*Nordland*). IMO 8131348. General cargo. Length 106 m. Moldovan flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Zhonghua Shipyard. Owned by El Reedy Shipping Agency (Egypt). Detained in 2013 in Rijeka (Croatia). Sold for demolition in Turkey.





## Bulk carrier

*Abdoul Star* (ex-*African Begonia*). IMO 7812464. Bulk carrier. Length 135 m, 3,315 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Shimoda (Japan) by Shimoda DY Co. Owned by El Reedy Shipping Agency (Egypt). Detained in 2006 in Casablanca (Morocco). Sold for demolition in India. 350 \$ per ton.



*ABM Pioneer* (ex-*Venus*, ex-*Harstad*, ex-*Millenium Condor*, ex-*Holck Larsen*, ex-*Eggarlock*). IMO 8005472. Bulk carrier. Length 191 m, 6,862 t. Domenica flag. Classification society Turk Loydu. Built in 1981 in Toyama (Japan) by Nipponkai. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2004 in Vancouver (Canada), in 2009 in Mersin (Turkey) and in 2011 in Nantong (China). Sold for demolition in India. 415 \$ per ton.



*Acacia N* (ex-*Acacia*, ex-*Princess Betty*, ex-*Countess Sky*, ex-*Box Hill*, ex-*Young Sky*). IMO 7713838. Bulk carrier. Length 160 m, 6,119 t. Tanzanian flag. Classification society Intertek Maritime Bureau. Built in 1978 in Marugame (Japan) by Imabari Zosen. Owned by Aden Shipping LLC (United Arab Emirates). Detained twice in 2004 in Talcahuano (Chile) and in 2009 in Coronel (Chile). Sold for demolition in India. 382 \$ per ton.



*Acacia N*, anchored in Gamboa, Panama canal, October 2009. © **Craig Feierabend**

*Adventist* (ex-*Iran Madani*). IMO 8309622. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Togo to Comoros for her last voyage as *SPM*. Classification society Korean Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2001 in Hay Point (Australia). Sold for demolition in India.



*Agatis* (ex-*New Baroness*). IMO 9117844. Bulk carrier. Length 167 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hanjin HI Co. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in Bangladesh.



*Agatis* leaving Inner Harbour, Port Adelaide (Australia), August 2012 © **Trevor Raymond Powell**

*Ajax* (ex-*Dynasty*, ex-*Iran Ghazi*). IMO 8309672. Bulk carrier. Length 190 m, 9,112 t. Comorian flag for her last voyage. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Shipmanagement (Iran). Detained in 2001 in Gdansk (Poland), in 2007 in Aqaba (Jordan) and in 2008 in Tianjin (China). This Iranian vessel is suspected for overriding the Iran Sanctions and is listed by the Office of Foreign Assets Control (OFAC) – US Department of the Treasury as a vessel banned from trading. To escape the ban, she tries to be discreet thanks to frequent renamings and reflaggings. In January 2013, *Ajax* flying the Hong Kong flag became the Iranian *Mehrafarin* then in September the Comorian *Ocean 3* and was beached for demolition in India under this latter name.



*Alexander Dimitrov*. IMO 8417766. Bulk carrier. Length 199 m, 9,675 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Navibulgar (Bulgaria). Detained in 2001 in Szczecin (Poland) and in 2003 in Bassens (France). Sold for demolition in Bangladesh. 419 \$ per ton.



*Amber Sun* (ex-*Trust Fortune*, ex-*Jubilee*, ex-*Jubilant*, ex-*Shinyu Maru*). IMO 8414348. Bulk carrier. Length 215 m, 16,353 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Doriko Ltd (South Korea). Detained in 2001 in Tacona (United States) and in 2012 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



*Amber Sun*, off Odessa (Ukraine), March 2013 © N.Bykov

*Amitees* (ex-*Iran Jomhuri*, ex-*Oinoussian Leadership*). IMO 7632826. Bulk carrier. Length 180 m, 8,074 t. Comorian flag for her last voyage as *Antic*. Classification society Lloyd's Register of Shipping. Built in 1978 in Setoda (Japan) by Naikai. Detained in 2010 in Kandla (India). Ex Iranian ship owned by Iran Shipping Lines, sold to the United Arab Emirates-based Best Oasis Ltd, renamed and deflagged just prior to be beached for demolition in India.



*Asean Victory* (ex-*Seitaku Maru*). IMO 8126056. Bulk lumber carrier. Length 153 m, 5,278 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Glory Ship Management (Singapore). Detained in 2011 in Kandla (India). Sold for demolition in India.



February 1996, inward bound for Port Chalmers to load logs, Otago (New Zealand) © Wayne A'Court



*B. Camlica I* (ex-*Ocean Unity*, ex-*Artemon*, ex-*Golden Hawk*). IMO 8303795. Bulk carrier. Length 186 m, 8,337 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kudamatsu (Japan) by Kasado Dockyard. Owned by Varda Denizcilik (Turkey). Detained in 2005 in Savona (Italy) and in 2013 in Tianjin (China). Sold for demolition in India. 405 \$ per ton including a spare propeller.



*Bana K* (ex-*Celmera 1*, ex-*Sinjar*, ex-*Celmera 1*, ex-*Sabina*, ex-*Tirgu Secuiesc*). IMO 7806893. Bulk carrier. Length 145 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Galati (Romania) by Galati SN. Owned by Metkar Shipping & Trading Co Srl (Romania). Detained in 2003 in Santander (Spain), in 2006 in Saint Petersburg (Russia) and in 2010 and 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Belde* (ex-*Diler 4*, ex-*Neo Hibiscus*, ex-*Sanko Hibiscus*). IMO 8308903. Bulk carrier. Length 185 m, 7,480 t. Deflagged from Panama to Cook Islands for her last months of trading as *Furkan*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Negmar Denizcilik (Turkey). Detained in 2012 in Alexandria (Egypt). Sold for demolition in Bangladesh.



*Buccleuch*. IMO 9040508. Bulk carrier. Length 284 m, 22,494 t. Deflagged from Bermuda to Domenica for her last voyage as *Elounda Bay*. Classification society Lloyd's Register of Shipping. Built in 1993 in Tadotsu (Japan) by Hashihama Zosen. Owned by Tech Project LLC (Ukraine). Detained in 2005 in Ningbo (China). Sold for demolition in China. 377 \$ per ton.



*Buccleuch*, East China Sea, June 2008  
© Ivan Meshkov

*Captain Ismael* (ex-*Golden*, ex-*Erato*, ex-*Ceti*, ex-*Aquario*, ex-*Krateos*, ex-*Kratilaos*, ex-*Golden Breeze*). IMO 7607742. Bulk carrier. Length 130 m, 3,367 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Hiroshima (Japan) by Ujina Zosen. Owned by MTM United Co (Lebanon). Detained in 2009 in Aliaga (Turkey) and in 2010 in Varna (Bulgaria). Sold for demolition in Mumbai (India).



*Captain Ismael* grounded in Novorossiysk (Russia), November 2007 © Rasheed S

*Captain Wael* (ex-Pawitra Naree, ex-Nusantara, ex-Kakushima, ex-Kakushima Maru). IMO 8503682. Bulk carrier. Length 151 m, 4,694 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by GMZ Ship Management (Lebanon). Detained in 2004 in Incheon (South Korea), in 2007 in Rotterdam (Netherlands), in 2010 in Kandla (India) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



*Chesapeake Belle* (ex-Anangel Success, ex-Sun Crest, ex-Sanko Deneb). IMO 8307612. Bulk carrier. Length 183 m, 7,371 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Detained in 2010 in Limassol (Cyprus) and in 2012 in Paradip (India). Sold for demolition in India. 420 \$ per ton including 150 t of bunkers.



*Clio* (ex-Samsun Arahan, ex-Anangel Progress, ex-Channel Express). IMO 8715003. Bulk carrier. Length 225 m, 9,535 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tsu (Japan) by NKK. Owned by Samsun Logix Corp (South Korea). Sold as is in South Korea for demolition in China. 360 \$ per ton including 530 t of bunkers.



*Clio*, in Vanino (Russia), August 2013 © Andy Ru/Marinettraffic

*Dia Yuan* (ex-Yick Shun, ex-Yick Sing). IMO 8025537. Bulk carrier. Length 187 m, 8,020 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Owned by Harmony Growing Ship (China). Detained in 2002 in Genoa (Italy). Sold for demolition in Bangladesh.



*Diamond Moon* (ex-African Camellia). IMO 8005719. Bulk carrier. Length 135 m, 3,253 t. Togolese flag. Classification society American Bureau of Shipping. Built in 1980 in Shimoda (Japan) by Shimoda Dockyard Co. Owned by GMZ Ship Management Co (Lebanon). Detained in 2010 in Las Palmas (Spain). Sold for demolition in India. 350 \$ per ton.



*Eltem* (ex-Meltem G, ex-Villach, ex-Akranes, ex-Fossnes, ex-Midiboy, ex-Brinknes). IMO 7009988. Bulk carrier. Length 123 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1970 in Vegesack (Germany) by Lurssen ; jumboized in 1974 and lengthened from 111 to 123 m. Owned by Yoska Management (Romania). Detained in 2003 in Lisbon (Portugal), in 2005 and 2006 in Izmit (Turkey), in 2008 in Iskenderun (Turkey) and in 2008 in Aliaga (Turkey). Sold for demolition in Turkey.



*Eunice* (ex-Poseidon V, ex-SLH Venus, ex-Amanda C, ex-Pacific Splendor, ex-Montgomery, ex-Orly). IMO 8217518. Bulk carrier. Length 188 m, 9,075 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Toyama (Japan) by Nipponkai. Owned by Fortune Ocean Ship Management Co (China). Detained in 2005 in Tokuyama (Japan), in 2006 in Antwerp (Belgium), in 2007 in Torre Annunziata (Italy) and in 2010 and 2013 in Lianyungang (China). Sold for demolition in China. 318 \$ per ton.



*Fatahur Rahman* (ex-Savannah Belle, ex-Atlantis Charm, ex-Eurasian Charm, ex-Castano, ex-Sunstars, ex-Azurite). IMO 8105753. Bulk carrier. Length 164 m, 5,781 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Silvia Shipmanagement (Singapore). Detained in 2009 in New Orleans (United States), in 2010 in Mumbai (India) and in 2012 in Vishakhapatnam (India). Sold for demolition in India.





*Fatema Jahan* (ex-*F Jahan*, ex-*Free Champion*, ex-*Eastern Glory*, ex-*Canon Trader*, ex-*Marco Star*, ex-*Al Mujeeb*). IMO 8128688. Bulk carrier. Length 191 m, 8,900 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2003 in Liverpool (United Kingdom), in 2011 in Quangninh, (Vietnam) and in 2012 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



*Fatema Jahan* in Istanbul (Turkey), August 2013 © Frank Behrends



*Fu Sheng Hai* (ex-*Okyalos*, ex-*Thia Matina*). IMO 9071703. Bulk carrier. Length 216 m. Panamanian flag. Classification society RINA. Built in 1993 in Nikolayev (Ukraine) by Okean. Owned by Wanfu Shipmanagement (China). Detained in 2004 in Baton Rouge (United States) and in 2012 in Xiamen (China). On July 1<sup>st</sup> 2013, the ship was en route from Lianyungang (China) bound for Busan (South Korea) with a cargo of plywood and steel. She ran aground on Saeng-do Island, a few miles off the Korean coast. The crew was safe. The Busan Port Authorities sent rescue vessels to re-float the ship but on July 6<sup>th</sup>, the bulker broke in two. The forepart sank at a depth of 30 m. The aft part was towed to Busan at Orient Shipyard: it is being dismantled.



Saeng-do Island, South Korea © V Tonic



August 27th 2013 © Lappino



September 29th 2013 © Lappino

*Getwin* (ex-Bulk Seahawk, ex-Militos). IMO 8025135. Bulk carrier. Length 225 m, 11,459 t. Deflagged from Panama to Saint-Kitts for her last voyage as *Win*. Classification society Panama Maritime Documentation Services. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Global Growing Navigation SA (Taiwan). Sold for demolition in Bangladesh. 412 \$ per ton.



*Getwin* completed loading coal at Adang bay, Indonesia, July 2012 © nasution



*Glorious Rena* (ex-Far Eastern Grain). IMO 8509428. Bulk carrier. Length 224 m, 10,400 t. Bahamian flag. Classification society Bureau Veritas. Built in 1987 in Mihara (Japan) by Koyo Dockyard. Owned by Trojan Maritime (Greece). Detained in 2003 in Port Adelaide (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



*Glorious Rena* in Antwerp (Belgium), June 2006, © Stan Muller

*Golden Star* (ex-Ocean Wave, ex-Silver Arrow, ex-Yuhoh, ex-Houyu). IMO 8323848. Bulk carrier. Length 160 m, 5,540 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Usuki (Japan) by Minami-Nippon. Owned by VOSCO (China). Sold for demolition in Vietnam.



*Grand Way*. IMO 9077264. Bulk carrier. Length 190 m. Hong Kong flag (China). Classification society Det Norske Veritas. Built in 1994 in Okpo (South Korea) by Daewoo SB & HM. Owned by COSCO (China). Detained in 2012 in Vishakhapatnam (India). Sold for demolition in Xinhui (China).



*Green Forest* (ex-Gyn Yoh). IMO 8812693. Wood chips carrier. Length 199 m, 8,624 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oshima (Japan) by Oshima Shipbuilding. Owned by Asia Pacific Management (Singapore). Detained in 2003 in Whangarei (New Zealand) and Bell Bay (Australia). Sold for demolition in India. 407 \$ per ton.





*H Pioneer* (ex-Dora, ex-Hope, ex-Hope I, ex-Bella Dan, ex-Nosira Madeleine). IMO 8024076. Bulk carrier. Length 188 m, 6,807 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 1998 in Thunder Bay (Canada), in 2000 in Singapore, in 2002 in Montreal (Canada) and Iquique (Chile), in 2003 in Rotterdam (Netherlands), in 2011 in Lirquen (Chile) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Pakistan. 400 \$ per ton including a working spare bronze propeller.



*Hong Xin Angel* (ex-Yick Luck). IMO 8029430. Bulk carrier. Length 190 m, 8,127 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by Zhong Xin Marine Co Ltd (China). Sold for demolition in Bangladesh.



*Hong Xin Angel*, Puerto de La Luz y Las Palmas, Las Palmas, (Canary Islands), July 2010 © **Charran**

*Huikanghai* (ex-Samarinda). IMO 9039042. Bulk carrier. Length 270 m, 22,532 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Dalian (China) by Dalian New SB. Owned by Qingdao Huiquan Shipping Co (China). Detained in 2002 in Qinhuangdao (China). Sold for demolition in China. 375 \$ per ton.



*Huzur 1* (ex-Sinem S, ex-Epi, ex-Epic, ex-Aepia, ex-Korean Jade). IMO 7720702. Bulk carrier. Length 151 m, 5,291 t. Deflagged from Turkey to Cook Islands. Classification society Bulgarski Koraben Registar. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 2001 in Harwich (United Kingdom), in 2007 in Novorossiysk (Russia), in 2008 in Koper (Slovenia), in 2010 in Yuzhny (Ukraine) and in 2013 in Novorossiysk again. Sold for demolition in India. 395 \$ per ton.



*HW Peace* (ex-Swift, ex-Jedi Knight, ex-Pink Sands, ex-Sanko South). IMO 8307064. Bulk carrier. Length 188 m, 7,329 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Xiamen Lianghui (China). Detained in 2000 in Vancouver (United States), in 2007 in Fredrikstad (Denmark) and in 2009 in Bandar Abbas (Iran) and Guangzhou (China). Sold for demolition in Bangladesh. 375 \$ per ton.



Shanghai, August 2011 © **Marine Traffic**

*Infinite Power* (ex-Fair Wind, ex-Panamax Power, ex-Sotiras, ex-Co-Op Express I). IMO 8115289. Bulk carrier. Length 210 m, 11,018 t. Panamanian flag. Classification society RINA. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by Glory Ships Co (China). Detained in 2000 in Newcastle (Australia), in 2003 in Beihai (China) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



*Intercrown* (ex-Duck Fortune, ex-Hua Hui, ex-Hua Dong, ex-Sylvia, ex-China Power, ex-Bergen Pride, ex-Chimo). IMO 7929334. Bulk carrier. Length 164 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Akoa Ltd (China). Detained in 2004 in Baie Comeau (Canada), in 2005 in Ambarli (Turkey), in 2010 in Durban (South Africa) and in 2011 in Shanghai (China). Sold for demolition in Jiangyin (China).



*J. Friend* (ex-Maratha Prudence). IMO 8110291. Bulk carrier. Length 177 m, 7,523 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Jiangsu Ocean Shipping Co Ltd (China). Detained in 2011 in Ashdod (Israel). Sold for demolition in China by Zhangjiagang Scrapyard. 360 \$ per ton.



*Kiran Atlantic* (ex-David Agmashenebeli, ex-Skarland, ex-Nacional Funchal). IMO 7713137. Bulk carrier. Length 193 m, 8,737 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Setubal (Portugal) by Setenave. Owned by Pasifik Gemi Isletmeciligi ve Ticaret AS (Turkey). Detained in 1999 in Valencia (Spain), in 2000 in Antwerp (Belgium) and in 2012 in Novorossiysk (Russia). Sold for demolition in India. 395 \$ per ton.



At Ust Luga, gulf of Finland, Russia, February 2011  
© Andac Ciftcioglu©



*Kiran Atlantic* in Montoir, Nantes-St Nazaire (France),  
July 2012 © Christian Plagué

*Kiran Pacific* (ex-A Tsereteli, ex-Akaki Tsereteli, ex-Kingland, ex-Nacional Figueira). IMO 7713149. Bulk carrier. Length 193 m, 8,748 t. Turkish flag. Classification society Bureau Veritas. Built in 1986 in Setubal (Portugal) by Setenave. Owned by Pasifik Gemi Isletmeciligi ve Ticaret AS (Turkey). Detained in 2003 in London (United Kingdom) and in 2008 in Nikolayev (Ukraine). Sold for demolition in India. 395 \$ per ton.



*Korni* (ex-Bremer Uranus, ex-Argus, ex-Tor Humber, ex-Ronan). IMO 7012571. Bulk carrier. Length 76 m. Norwegian flag. Classification society Bureau Veritas. Built in 1978 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co Kg;



general cargo converted to bulk carrier in 1991. Owned by West-Trans Shipping AS (Norway). *Korni* has been laid up since 2010 and was used as a floating storage in Haugesund (Norway); in September 2013, she was towed to Grenaa, Denmark to be demolished by Fornaes Shipbreaking.



*Korni* arriving Grenaa, September 29<sup>th</sup> 2013  
© Bendt Nielsen



*Lindesay Clark*. IMO 8407424. Bulk carrier. Length 184 m, 6,726 t. Australian flag. Classification society American Bureau of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by Alcoa of Australia (Australia). Sold for demolition in China. 365 \$ per ton.

*Lok Pratap*. IMO 8126783. Bulk carrier. Length 185 m, 7,411 t. Deflagged from India to St. Kitts & Nevis for her last voyage as *Om Pratham*. Classification society Indian Register of Shipping. Built in 1993 in Visakhapatnam (India) by Hindustan. Detained in 2000 in Kwinana (Australia). Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.



*Lok Pratap*, September 2012 © **Lakhtikov Dmitriy**

*Lucky Mineral* (ex-*Aviona*, ex-*Qui Gon Jinn*, ex-*Ma Shan Hai*). IMO 8322935. Bulk carrier. Length 189 m, 9,291 t. Deflagged from Indonesia to Tuvalu for her last voyage as *Moon*. Classification society International Ship Classification. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Detained in 2001 in Quebec (Canada), in 2006 in Bandar Khomeini (Iran), in 2009 in Tianjin (China) in 2010 in Haikou (China) and Quanzhou (China) and in 2011 in Quangninh (Vietnam) and Guangzhou (China). Sold by her Indonesian owner to the Singapore-based Asia Pacific Management prior to her departure for demolition in India.



*Mass Merit*. IMO 9050319. Bulk carrier. Length 225 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Detained in 2004 in Brindisi (Italy). Sold for demolition in Jiangyin (China).



July 2012 © **Kyle Stubbs**

*Maxi Brazil* (ex-*Glory Brazil*, ex-*Waterman N*, ex-*Hyundai Giant*). IMO 8404147. Bulk carrier VLOC. Length 329 m, 31,984 t. Domenica flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Tech Project LLC (Ukraine). Sold as is in Singapore for demolition in Pakistan. 403 \$ per ton including a spare propeller and sufficient bunkers for the voyage.



*Waterman N*, Guanabara Bay in Rio de Janeiro (Brazil), May 2005 © **Edson de Lima Lucas**



*Maxi Brazil*, September 12<sup>th</sup> 2013, **Gadani** © **Shahid**

*May Jasmine* (ex-*Shen Ming Hong 7*, ex-*Lastos*, ex-*Marine GR*, ex-*Lider*, ex-*Ozgur Aksoy*, ex-*Milos*, ex-*Golden Mizushima*, ex-*Fofoa*). IMO 8117122. Bulk carrier. Length 190 m, 8,426 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Junhan Marine Co (China). Detained in 2011 in Guangzhou (China) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 364 \$ per ton.



*Mevlana* (ex-*Lady Hind*, ex-*Aikaterini L*, ex-*Tropeoforos*, ex-*Ulonian Sailor*, ex-*Keiyo Maru*). IMO 7610749. Bulk carrier. Length 150 m, 4,812 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 1998 in Ravenna (Italy), in 2005 in Novorossiysk (Russia) and in 2010 in Damietta (Egypt). Sold for demolition in India. 395 \$ per ton.



*Mevlana*, southbound in the Bosphorus, June 2010 © **Wil Weijsters**



*Murat Kiran* (ex-Oriental Ferm, ex-Sanko Leo). IMO 8314988. Bulk carrier. Length 180 m, 7,135 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Pasifik Gemi (Turkey). Detained in 2004 in Vlissingen (Netherlands) and Gladstone (Australia) and in 2009 in Yuzhny (Ukraine). Sold for demolition in Bangladesh. 405 \$ per ton.



April 2012, *Murat Kiran* outbound from Tilbury Dock (United Kingdom) with scrap for India.  
October 2013, the ship is being scrapped in Bangladesh. © Ken Smith

*Mytheas* (ex-Leader 1, ex-Leader, ex-Arcadia, ex-Ocean Wind). IMO 8026672. Bulk carrier. Length 198 m, 6,921 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga Spain) by AESA. Owned by Seatrans Management Enterprises (Greece). Detained in 1999 in Hull (United Kingdom) and Antwerp (Belgium), in 2011 in San Lorenzo (Argentina), in 2012 in Isthmia (Greece) and in 2013 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 387 \$ per ton.



*Mytheas*, in Piraeus (Greece), June 2012 © Dennis Mortimer

*Navigator M* (ex-Pontokratis). IMO 8000252. Bulk carrier. Length 180 m, 6,559 t. Panamanian flag. Classification society Turk Loydu. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Mallah Ship Management (Greece). Detained in 2012 in Dumai (Indonesia). Sold for demolition in India. 400 \$ per ton.



*Nirmal Priti* (ex-Noa, ex-Soarer Adonis). IMO 8317461. Bulk carrier. Length 186 m, 8,090 t. Panamanian flag. Classification society RINA. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Binny Ship Management Ltd (India). Detained in 2004 in Velsen (Netherlands). Sold for demolition in India. 380 \$ per ton.



*Ocean Sound (ex-Prince of Ocean)*. IMO 9008720. Wood chips carrier. Length 195 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2003 in Brake (Germany) and in 2013 in Zhanjiang (China). Sold for demolition in Xinhui (China).



*Pacific Banghu (ex-Salinthip Naree, ex-Plover, ex-Cosmos)*. IMO 8202551. Bulk carrier. Length 153 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Kochi (China) by Shin Yamamoto. Owned by Pacific King Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Baie Comeau (Canada), in 2007 in Cardiff (United Kingdom), in 2009 in Bandar Abbas (Iran) and Guangzhou (China), in 2010 in Bandar Abbas again, in 2012 in Guangzhou again and in 2013 in Zhangjiagang (China). Sold for demolition in Zhangjiagang (China).



*Palaemon (ex-Vitafaith, ex-Kowulka)*. IMO 8311091. Bulk carrier. Length 168 m, 7,440 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Mackem Management SA (Greece). Sold for demolition in India.



*Palaemon* at Perama shipyards, Piraeus (Greece), January 2012  
© Dennis Mortimer

*Panos Creation (ex-Great Creation)*. IMO 9175456. Bulk carrier. Length 175 m. Marshall Islands flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Shipyard. Owned by Quantum Shipping Ltd (Greece). Detained in 2009 in Saint Petersburg (Russia). Sold for an unknown destination of demolition.



*Pelagos (ex-Ariston, ex-Liberty Victory ex-Bluebell)*. IMO 8300509. Bulk carrier. Length 190 m, 8,117 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by Mackem Management SA (Greece). Detained in 1999 in Long Beach (United States), in 2004 in Port Lincoln (Australia), in 2008 in Cartagena and Algeciras (Spain) and in 2013 in Novorossiysk (Russia). Sold for demolition in Jiangyin (China).



*Peng Fa (ex-Yick Fat)*. IMO 8029416. Bulk carrier. Length 190 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by COSCO (China). Detained in 2005 in Holy Point (Australia). Sold for demolition in Jiangyin (China).



*Peng He (ex-Richway)*. IMO 8103444. Bulk carrier. Length 193 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

*Peng Xiang (ex-Yick Hing)*. IMO 8028620. Bulk carrier. Length 187 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.



*Princess Lioness* (ex-*Chios Star*, ex-*Sea Crown*, ex-*Western Shield*, ex-*Southern Jay*). IMO 8309452. Bulk carrier. Length 186 m, 8,376 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Hermes Maritime Services Pvt Ltd (India). Sold for demolition in Pakistan.

*Princess Lioness*



October 2012, anchored in Mina Saqr, United Arab Emirates © **Snip**

Beached in Gadani (Pakistan), September 12<sup>th</sup> 2013 © **Shahid**

*Qing Ping Hai* (ex-*Qing Ping*, ex-*Vinca*, ex-*Tristar Venture*, ex-*Neo Honeysuckle*, ex-*Sanko Honeysuckle*). IMO 8308915. Bulk carrier. Length 185 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

In Shakhtersk (Sakhalin, Russia), June 2013  
© **Osipov Igor**



*Quan Zhou Hai*. IMO 8023955. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Tianjin Tianhui Shipping (China). Sold for demolition in Jiangyin (China).



*Richelieu* (ex-*Lake Erie*, ex-*Federal Ottawa*). IMO 7901150. Bulk carrier. Length 222 m, 7,304 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Hoboken (Belgium) by Cockerill. Owned by CSL Group (Canada). Sold for demolition in Turkey. 320 \$ per ton.



The bulker *Richelieu* at the south end of the Welland Canal (Canada / United States), April 2011  
© **www.Shipphotos.com**

*Rodlo*. IMO 8219334. Bulk carrier. Length 195 m, 8,888 t. Deflagged from Malta to Cook Islands for the end of her career. No classification society according to her last Port State Control. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Detained in 2005 in Hamburg (Germany). Sold in April 2013 by her Polish owner Polsteam to the Turkish Bergen Denizcilik Ltd Sti, the ex *Rodlo* renamed *Minelkar* was finally beached for demolition in Bangladesh in September 2013. 392 \$ per ton.



In Istanbul, just before being renamed, April 2<sup>nd</sup> 2013 © Ahmet Serhat Yazici

*Sea Eagle* (ex-Vinashin Eagle, ex-Flecha, ex-Clipper Star, ex-Microba, ex-Hutland Venture). IMO 8022456. Bulk carrier. Length 228 m, 11,990 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Vinashin (Vietnam). Detained in 2001 in Melbourne (Australia) and in 2003 in Port Lincoln (Australia). Sold for demolition in China. 338 \$ per ton including 500 t of bunkers. Immobilized for the last two years in Zoushan shipyards for unpaid bills.



*Sea Way* (ex-Pomorze Zachodnie, ex-Ziemia Tarnowska). IMO .8207783. Bulk carrier. Length 180 m, 6,622 t. Belizean flag. Classification society Det Norske Veritas. Built in 1985 in Avellaneda (Argentina) by Alianza. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2003 in Ghent (Belgium) and in 2013 in Castellon de la Plana (Spain). Released from the latter detention subject to repair works, the *Sea Way* failed to call at the indicated repair yard and was therefore banned from European harbours under the European Union directive on Port State Control. In the wake, she was sold for demolition in Pakistan.



Arriving Odessa (Ukraine), November 2011 © P.Polosa



beached in Gadani, August 28<sup>th</sup> 2013 © Shahid

*Shou Chang Hai*. IMO 8316508. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Imari (Japan) by Namura. Owned by COSCO Bulk (China). Sold for demolition in China in Taizhou.



*Sider Faioch* (ex-*Aristeos*, ex-*John G Lemos*, ex-*Tropic Confidence*, ex-*Centa Dan*, ex-*Cinchona*). IMO 8602555. Bulk carrier. Length 144 m. Italian flag. Classification society Bureau Veritas. Built in 1986 in Osaka (Japan) by Osaka Zosensho. Owned by Sider Navi SpA (Italy). Detained in 2006 in Koper (Slovenia). Sold for demolition in Turkey.



In Split (Croatia), October 2009 © **Siniša Aljinović**

*Sierra Guardian*. IMO 9140346. Wood chips carrier. Length 209 m, 9,164 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oshima (Japan) by Oshima SB. Owned by Ocean Woodland Shipping Co Ltd (Japan). Sold for demolition in China. 358 \$ per ton.



*Sierra Guardian* in Mari (Spain), January 2010 © **Angel Luis Godar Moreira**

*St. Iakov* (ex-*Borzna*, ex-*Berezovka*, ex-*Georgiy Bernachuk*, ex-*Anita*). IMO 8320377. Bulk carrier. Length 179 m, 7,530 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Hong Kong (China), in 2006 in Bilbao (Spain), in 2008 in Fredrikstad (Norway), in 2011 in Mumbai (India) and in 2013 in Alexandria (Egypt). Sold for demolition in Pakistan.



*St. Iakov* in Zhangjiagang, China, September 2011  
© **Vitaliy Kharchenko**



In Gadani, 2013 © **Shahid**



*Stellar Wind* (ex-*Bravo*, ex-*Moon Sea*, ex-*Farland*, ex-*Midas*, ex-*New Sophia*, ex-*New Sovereign*, ex-*Sanko Sovereign*). IMO 8307143. Bulk carrier. Length 179 m, 6,616 t. Liberian flag. Classification society Nippon Kaiji Kyoka. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Cleopatra Shipping Agency Ltd (Greece). Detained in 2011 in New Orleans (United States). Sold for demolition in Bangladesh. 356 \$ per ton.



*Stellar Wind*, July 2011 in Perama (Greece) © **Dimitrios**

*Sun Pacific* (ex-*Alamo*, ex-*Peonia*, ex-*Sun Pacific II*, ex-*Sun Pacific*). IMO 8202032. Bulk carrier. Length 161 m, 6,878 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Hermes Maritime Services Pvt Ltd (India). Sold for demolition in Pakistan.



Panama Canal, April 2005 © **foggy**



Gadani beach, August 28<sup>th</sup> 2013 © **Shahid**

*Sunrise1* (ex-*Serenity*, ex-*Maizuru Maru*). IMO 7352335. Ore carrier. Length 224 m, 12,675 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Built in 1974 in Maizuru (Japan) by Hitachi. Owned by Salgaocar Mining Industries (India). Iron ore mining is the core business of the company which also operates a fleet of vessels for its iron ore exportation. The *Swatirani*, another ship of the Salgaocar group, used as a transshipping vessel, was broken up in 2012: she was the eldest ship in [Ship-breaking # 28](#) p 50. Sold for demolition in India.



*Sunrise 1* anchored off Colombo (Sri Lanka), August 2011 © **Tykemarin**

*Tai Cang Hai*. IMO 8318283. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin (China).



*Taunton* (ex-*Marine Crusader*). IMO 8500525. Bulk carrier. Length 300 m, 24,005 t. Deflagged from Bermuda to Liberia for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1986 in Oppama (Japan) by Sumitomo HI. Sold by her British owner Zodiac Maritime to a Liberia-based shell company prior to her departure for demolition in China. 381 \$ per ton including 500 t of bunkers.



*Taunton*, seen at East China Sea, July 2007 © Ivan Meshkov

*Thepsupharat* (ex-*Thepparat*, ex-*S1 Moon*, ex-*Ocean Duke*, ex-*Cebu*, ex-*Zambesi*, ex-*Irazu*, ex-*Swift Wings*, ex-*Usuki Pioneer*). IMO 8304373. Bulk carrier. Length 162 m, 6,336 t. Deflagged from Thailand to Tuvalu for her last voyage as *Thepsu*. No classification society according to her last Port State Control. Built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Top Siam Marine Co Ltd (Thailand). Detained in 1999 in Long View (United States) and Szczecin (Poland), in 2011 in Kandla (India), in 2012 in Nantong (China) and in 2013 in Ulsan (South Korea). Sold for demolition in Bangladesh.

For the first ten years of her career, the ship has been sailing with a combined propulsion, diesel oil and wind. See the chapter "The END: Sails... and Diesel" p 80.



*Swift Wings* departing Hobart (Tasmania, Australia) November 1990, with her sails opened © Keith Edney



*S1 Moon* © Igor Kurort

*Tong Shan Hai*. IMO 8025551. Bulk carrier. Length 176 m, 7,623 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Shiogama (Japan) by Tohoku SB Co. Owned by COSCO (China). Detained in 1997 in Fredericia (Denmark). Sold for demolition in Xinhui (China).



*Tong Shan Hai*, in Singapore, February 2008 © Franck Först

*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 (Italy). Sold for demolition in Pakistan.



*Kotor*, on May 17<sup>th</sup> 2012 in Hook of Holland, (Netherlands)  
© Michael Neidig



*Tor* in Gadani on September 4<sup>th</sup> 2013 © Shahid

*Trinidad*. IMO 7525504. Bulk carrier. Length 156 m, 5,107 t. Belizean 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). Sold for demolition in India.



*Tropical Searoad*. IMO 8818790. Wood chips carrier. Length 130 m, 4,884 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by Kawasaki Kinkai Kisen KK (Japan). Sold for demolition in China. 315 \$ per ton.

*Uco XXX* (ex-*Carissa Star*, ex-*Grand Zodiac*). IMO 7374060. Wood chips carrier. Length 183 m, 9,095 t. Bahrain flag. Classification society Bureau Veritas. Built in 1975 in Osaka (Japan) by Mitsui. Owned by Uco Marine Contracting Wll (Bahrain). Detained in 2006 in Bandar Khomeini. Sold as is in Bahrain for demolition in India where she arrived as *Loop*. 346 \$ per ton.



*Uco XXX*, anchored in Manama, Bahrain. October 2010  
© Knut Helge Schistad

*Vasos* (ex-*Orient Alliance*, ex-*Partagas*, ex-*Polycarp*). IMO 8902802. Bulk carrier. Length 270 m, 18,800 t. Deflagged from Malta to Liberia for her last voyage. Classification society Det Norske Veritas. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Goldenport Shipmanagement (Greece). Detained in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.

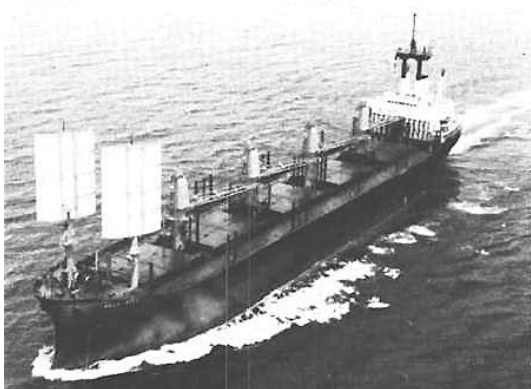


*Vasos* in Piraeus (Greece), September 2008  
© Dennis Mortimer





*Wan Tai* (ex-*Merida*, ex-*Galvanic*, ex-*Hua Tu*, ex-*Aqua City*). IMO 8313037. Bulk carrier. Length 180 m, 6,931 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Tsurumi (Japan) by Nippon Kokan. Launched as a sail-assisted ship: see the chapter « The END: Sails... and Diesel » p 80. Owned by Wan Jia International Shipping & Trading (China). Sold for demolition in Bangladesh. 355 \$ per ton.



*Aqua City*, in the 80s ©



June 2011, *Merida* in Vungtau (Vietnam) © Andreas Spörri

*Welly II* (ex-*Enforcer*, ex-*Western Trust*, ex-*Western Traveller*, ex-*Norbella*). IMO 8029703. Bulk carrier. Length 193 m, 10,308 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2000 in Tokuyama (Japan) and Port Adelaide (Australia), in 2002 in Port Lincoln (Australia), in 2003 in Lisbon (Portugal) and in 2009 in Rizhao (China). Sold for demolition in Xinhui (China). 365 \$ per ton.



*Wen Zhou Hai*. IMO 8023943. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Tianjin Tianhui Shipping (China). Sold for demolition in Jiangyin (China).



*West Lake* (ex-*Tourlotti*, ex-*BMS Tourlotti*, ex-*Sea Conqueror*, ex-*Verner*, ex-*Sanko Cedar*). IMO 8316259. Bulk carrier. Length 188 m, 7,354 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi Zosen. Owned by COSCO (China). Sold for demolition in Bangladesh. 380 \$ per ton.



*West Sky* (ex-*Solway*, ex-*Dixie*, ex-*Solway Firth*, ex-*Solway Fisher*). IMO 6810201. Bulk carrier. Length 90 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1968 in Deest (Netherlands) by Van der Werf. Owned by Arabella Enterprise (Canary Islands, Spain). Detained in 2000 in Haugesund (Norway), in 2004 in Les Sables d'Olonne (France), in 2005 in Setubal (Portugal) and in 2013 in Las Palmas (Spain). Sold for demolition in Turkey.



*West Sky* arriving Figueira (Portugal), September 2011. © Joao Viana

*Xiang An* (ex-*Levantes A*, ex-*Korean Pigeon*). IMO 7712688. Bulk carrier. Length 170 m, 7,469 t. Deflagged from Panama to Comoros for her last voyage as *Tango*. Classification society Intermaritime Certification Services. Built in 1979 in Pusan (South Korea) by Korea SB & E Corp. Detained in 2001 in Port Kelang (Malaysia), in 2008 in Tianjin and Fuzhou (China) and in 2012 in Onomichi (Japan). In June 2013, she was sold as is in Singapore by her Chinese owner Lianghui Shipmanagement to Ullib Shipping Inc, a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India. 370 \$ per ton including 150 t of bunkers.



*Xiang An* in Kawasaki (Japan), January 2013-© T.K.S

*Xinyuan Hai* (ex-*Lowlands Sunrise*). IMO 8511990. Bulk carrier. Length 290 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk (China). Sold for demolition in Xinhui (China).



Loading coal at Newcastle terminal (Australia), December 2010 © Rick Banyard

*Zhong De* (ex-*Naxos*, ex-*Visayan Glory*, ex-*Balder Fortuna*). IMO 8118360. Bulk carrier. Length 160 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Onishi (Japan) by Kurushima. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2007 in Belfast (United Kingdom) and in 2009 twice in Kandla (India). Sold for demolition in Jiangyin (China).



*Zhong De* on the river Yangtze, January 2012 © Vladimir Knyaz



## Cement carrier

*Cementina* (ex-Cemking, ex-Kabedi, ex-Curlew, ex-Halliburton, ex-Cementine). IMO 5067077. Cement carrier. Length 76 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1960 in Langesunds (Norway) by Langesunds MV A/S; jumboized in 2004 and lengthened from 64 to 76 m. Owned by Dudman Group Ltd (United Kingdom). Detained in 1999 in Hull (United Kingdom), in 2000 in Goteborg (Sweden), in 2003 in Truro (United Kingdom), in 2004 in Sheerness (United Kingdom) and in 2007 in Chatham (United Kingdom). The *Cementina* was blacklisted among the 66 ships banned from the European harbours by the European Commission in December 2002 after the *Prestige* disaster; by then she was flying the Hondurian flag and ranked "very high risk". Banned from the European waters but still operated there until her demolition in Belgium.



*Cementina*, October 2011, inward on the Humber bound for Howdendyke (United Kingdom)  
© Patrick Hill



at the Galloo Ghent Recycling facility formerly Van Heyghen Recycling (Belgium), on September 5<sup>th</sup> 2013 © MJHearn ©

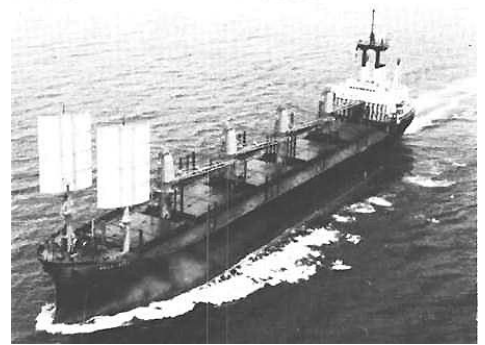
*Silo II* (ex-Mara A, ex-Maria Dolores, ex-Sober, ex-Sorolla, ex-Baroja). IMO 7625043. Cement carrier. Length 187 m, 8,319 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Puerto Real (Spain) by Ast Espanoles (AESAs). Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2008 in Northfleet (United Kingdom) and in 2013 in Bandar Khomeini (Iran) and Asaluyeb (Iran). Sold for demolition in India.



## The END Sails ...



The *Aqua City* made her first crossing of the Pacific Ocean in July 1984. When the bulk carrier's polypropylene sails are under good winds, the main Sumitomo- Sulzer engine is slowed down reducing fuel consumption of 30%. The *Aqua City* was the first and only sail-assisted cargo to fly the Panamanian flag.



*Aqua City*



Her Canadian charterer said he was « surprised by the spectacular results of the sails-diesel mixt propulsion ». Spectacular results but just as unpredictable as the winds. For the *Aqua City*'s maiden voyage between Japan and Canada, the two sets of canvas sails held by steel rods at the front of the ship were opened for 3 days in one direction and 2 on the way back. During the second voyage they were used 11 out of the 13 days of the Japan-Canada crossing and the estimated amount of unspent fuel was worth 15 000\$.



The *Aqua City* was- since one must now accept to speak of her in past tense- one of a series of 17 test ships, designed and built by Japanese engineers and shipyards in response to the 1973 oil crisis when the part spent for fuel in the global cost of maritime transportation became unbearable. To ensure its energy autonomy, Japan turned to nuclear on land and to wind sources on board its ships. The Land of the Rising Sun can be proud to have launched between 1980 and 1987 wind-driven chemical tankers, sailing tankers but also a ferry, bulk carriers, log bulk carriers, general cargo carriers and two fishing trawlers.



*Usuki Pioneer*, 1987 © Dennis J. Dubinsky



*Shin Aitoku Maru*



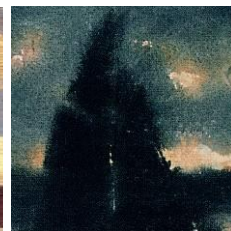
The sail area was on the *Aqua City* of 352 m<sup>2</sup> for a 173m length, on the small ferry *Hamanasu* of 54 m<sup>2</sup> for a 38.5m length, on the log bulk carrier *Usuki Pioneer* of 640 m<sup>2</sup> for a 152m length. The chemical tanker *Aitoku Maru* (66m long) had a 85m<sup>2</sup> sail area, the fishing trawler *Seiryō Maru* n°1, last of the series, launched in 1987, had 53m<sup>2</sup> for a length of 37m and the pioneer of the series, the tanker *Shin Aitoku Maru* 194 m<sup>2</sup> for a length of 66m.



## ... and Diesel

Out of these 17 ships at the same time revolutionary and a step back into the era of wind-powered ships, a computer on board commanded the use and orientation of the sails while adapting the engine's propulsion seeking a balance so as the ship remains at a steady speed.

After about ten years of service, all these innovations were countered by forces of inertia much more powerful than those of the wind and by the volatility of oil prices. Slowly but surely, the masts were taken down, the computers that drove them went next, and when they got to China and Bangladesh, the *Thepsupharat*, *Wan Tai* and *Jing Jiang*, ex *Usuki Pioneer*, *Aqua City* and *Yamakuni Maru* arrived without any distinctive marks, lost in the masses of sad cargo ships heading for demolition. 8 ships from this lost generation are still sailing, among which the *Shin Co-Op Maru*, that remained loyal to her name and owner, a 90m long tanker who initially had a 176m<sup>2</sup> sail area.



*Shin Co-Op Maru* in Calao (Peru),  
Wind-sailing age © Artman

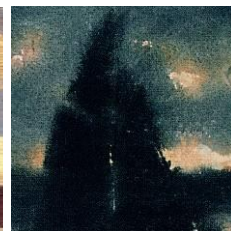


and in Balboa (Panama),  
Diesel-sailing age © Foggy

Now, in symposiums, on Minister's desks and even at sea, grand and « revolutionary » projects are flourishing and would see come forth sail-assisted vessels provided they were subsidized and would be put in long term service if prices of a barrel of oil or a m<sup>3</sup> of gas were to rise consistently.



Project by the University of Tokyo



### Illustrations

Winlow Homer, poète des flots - Musée d'Art Américain – Giverny

Aïvazovski, la poésie de la mer – Edition Thalia

La Planète Mer – Elisabeth Mann Borgese, Edition Seuil

## Sources

*A Semana; American Bureau of Shipping; Binnenschifferforum; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Central Commission for the Navigation of Rhine; Det Norske Veritas; EMSA-European Maritime Security Agency; European Parliament; Equasis; Fairplay; Falmouth Lifeboat; Germanischer Lloyd; Global Marketing Systems; Guardian (the); IANS-Indo-Asian News Service ; Ideal Gallego (El); Indian Express (the); Indian Ocean Memorandum of Understanding; Interfax Ukraine; ITF – International Transport Worker Federation; Japan Daily Press (the); Japan Times (the); Kirai Net; Larvik Shipping AS; Lloyd's List; Lion Shipbrokers; Lloyd's Register of Ships; Maidencombe.net; Marin (le); Malaga Maritima; Marine Log; Marine Traffic; Marine-Marchande.net; Maritime Bulletin; Maritime-Executive (the); Maritime University of Szczecin (the); Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Port Trust (the) ; Nacion (la); NAIJ; Nippon Kaiji Kyokai; Optima Shipbrokers; Philippine Daily Inquirer (the); Préfecture Maritime de l'Atlantique; Register-Guard (the); Reporters 365; Robin des Bois, peronnal sources and archives; Russian Maritime Register of Shipping; Salgaocar Mining Industries ; Shipspotting; Shipwrecklog ; Spokane Chronicle (the); Strait Times (the); Swiss-Ships; Tatano H. & Winoto SH. "On Sail-Assisted Ships in Japan"; Télégramme (le); Times of India (the); Tokyo Memorandum of Understanding ; Trade Winds; Tsavliris Salvage Group; Tug Boat Information; Tug Towing & Offshore Newsletter; United States Coast Guard; Vessel Tracker; Vietnam Register of Shipping; Voz de Lanzarote (la).*

**Editors and artistic directors:** Christine Bossard and Jacky Bonnemains  
**Documentation and illustrations:** Christine Bossard with Charlotte Nithart, Elodie Crépeau, Elise Longcamp and Marie-Florine Baudot.  
**Translation :** Emily Courtin, Jasmine Elbarbary, Christine Bossard and Jacky Bonnemains  
**Director of publication:** Jacky Bonnemains.

**In collaboration with Gérard Cornier, maritime journalist and historian**