

Shipbreaking

Bulletin of information and analysis on ship demolition

39, from January 1st, to March 31st, 2015

April 28th, 2015

Content

The Death of the <i>Lion</i>	1	Ferry	20	Bulk carrier	41
Abandoned vessels in Brest	2	Wrecked in the storm in the		Tanker	60
<i>Aqua Challenger</i> , continuation	6	Philippines		<i>Kuito</i> bad luck to the end	
and (true) conclusion		Passenger ship	23	Chemical tanker	67
The wrecked ones	7	General cargo	25	Gas tanker	68
Military and auxiliary vessels	8	<i>Zortürk</i> , the Saint-Nazaire refugee		Miscellaneous : offshore,	71
Review : 1 ^{er} quarter of 2015	12	flying black flags		safety-standby, training	
The European regulation	13	Container ship	33	research, nuclear waste	75
Factory ship / fishing ship	15	After grounding, scrapping nearby		The END : <i>Sigyn</i> , the end	77
The <i>Dalniy Vostok</i> shipwreck		or far away		of a nuclear servant	
Reefer	18	Ro Ro	39	Sources	
The coming end of a poacher		Car carrier	40		

The Death of the Lion



© Yarret

After her arrival on March 21, 2000 in Sagunto, Spain, on the Gulf of Valencia, with a shipment of scrap metal, the *Lion of Olympia* was seized by port authorities at the request of a Greek bank. She would never leave again. The five Greek and Ukrainian sailors were repatriated a few months later. The captain stayed alone. His fleeting and solitary silhouette was captured by a photograph that was taken in March 2007, seven years after the ship's arrival.



He was the ship's owner. He didn't want to lose everything in abandoning the ship. The ship itself had been released but the dock fees had accumulated, preventing any departure. The Greek captain resisted until 2011, after more than ten years of solitude.

In the summer of 2014, the sentence of termination of ownership was handed down. The Port of Valencia organized the sale of the ship at auction with an initial selling price of 78,000 €, not including the VAT.

In January 2015, after fifteen years moored at the Levant sea wall, the *Lion* was defeated: her dismantlement started afloat on the spot.

March 3, 2007 [Photo collection Juan Antonio M - Yarret / Flickr](#)



12 August 2012

© Manuel Hernandez Lafuente



22 January 2015

Abandoned in Brest

Brest, advanced port of the European continent is at the crossroads of several major seaways in the Atlantic Ocean. A number of ships in distress, substandard or diverted under a charge of drug trafficking, oil discharging, or after collisions or losses of cargoes, found here, out of obligation or caution, a refuge or a grave.

The *Junior M*, stuck from October 1999 until August 2000 with 6,300 t of ammonium nitrate, *Victor*, immobilized from April 2000 on and finally « oceanized » in January 2002, *Han* (ex-*Palatial 1*), have been for Robin des Bois and for the CGT seafarers' union in Western France the first occasions to claim for a shipbreaking facility in Brest.

Ebba Victor (ex-*Nettelill*, ex-*Svendborgsund*, ex-*Ebba Victor*). IMO 6421921. Built in 1964 in Frederikshavn, Denmark, by FrederikshavnsVaerft. Length: 48 meters. Former cargo ship used as a training ship since 1979. She arrived in Brest in 2007, and was destroyed in 2012.

This pretty, small ship would have merited being displayed at the world museum of merchant navy, if it existed. Unfortunately, she was brutally destroyed on the wharfs of Brest in 2012. *Ebba Victor*, built for the Baltic, was heading to Africa under the responsibility of a Cameroon buyer. West Africa often inherits ships from Scandinavia and greater Northern Europe, which are reputed for the quality of their construction and maintenance.

Portugal, 60's © Navi e Armatori / Mar-Leixoes



Thus, pass off the coast of Brest merchant ships, dredgers, ferries or barges that practically change hemispheres – if they reach their destination safely. The variations in climate and mode of exploitation sometimes end very badly, when considering the tragic end of the *Joola* (the Senegalese *Titanic*, 1900 fatalities, built in Germany).

The *Ebba Victor* had suffered an engine failure just before venturing into the immense and – for her – almost unknown Bay of Biscay. The much reduced crew preferred to take refuge in Brest. This was in 2007. The penultimate owner was settled in the Netherlands. The *Ebba Victor* served as a training ship; she was also operated on day trips. The new, African ship owner never had the means to carry out the heavy repair works. The cost (400,000 to 500,000 euros) would have been four to five times greater than the purchase price.

Ebba Victor, Brest, January 21, 2010

In the background and right, the *Matterhorn*

© Robin des Bois



Ebba Victor still had the coat of arms of Härnösand, her first homeport.

© Robin des Bois



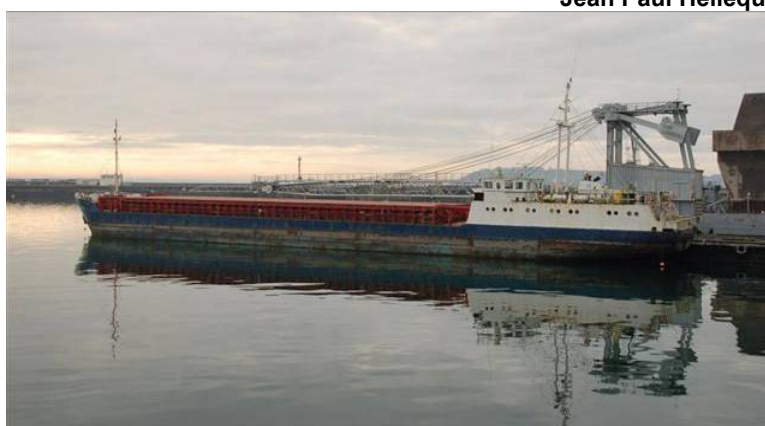
The lonesome chief engineer of the *Ebba Victor* has been supported and repatriated to Cameroon thanks to the efforts of the NGO Mor Glaz.

Ocean Jasper (ex-*Jilly*, ex-*Eliane Trader*, ex-*Konigssee*). IMO 7808346. Buil in 1978 in Leer (Germany) by Jansen. Length 81,6 m. Kiribati flag.

After she collided with the potter *Sokalique* on August 17, 2007 (1 fatality) but did not stop to rescue the crew nor alert the authorities of the accident, the *Ocean Jasper* was diverted to Brest by the French Navy and then seized in the framework of the judicial proceedings. The trial did not take place in the flag State, Kiribati Islands, but in France. On January 22, 2013, the court sentenced the master and the chief mate in absentia to 4 and 3 years imprisonment, the ship owner was acquitted. The prosecutor appealed against the acquittal. The *Ocean Jasper* is still stuck at the Brest Navy base.



Jean Paul Hellequin



Captain Tsarev (ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Arktic, ex-Zim Kaohsiung, ex-Arktic IMO 8128860. Container ship. Built in 1982 in Lübeck, Germany, by Orenstein Koppel. Length, 153,60 m.



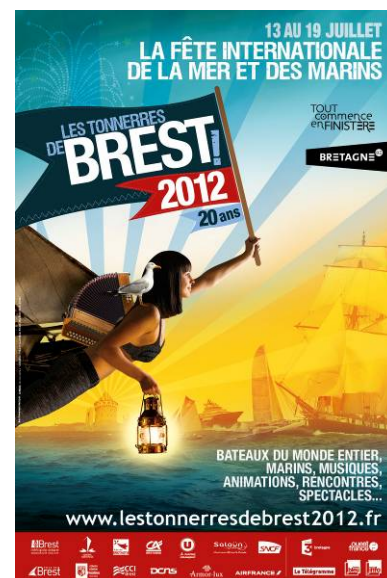
January 2010 © Robin des Bois

The former *Precious River* belonged to Chester Shipping Ltd, which, as its name indicates, was established in Athens... She arrived under tow of the tugboat *Abeille Bourbon*. Critical propulsion failure. Estimated cost : 500,000 euros. The *Captain* had quickly been abandoned. The sailors were repatriated at the cost of the French government.

In seven years, the robust, ice-strengthened hull has deteriorated damaged. The *Captain* rusted, was squatted, burned. Immobilization and idleness trigger in ships an accelerated aging. *Captain Tsarev* is soon going to be auctioned. The proceeds from the sale will not be enough to pay the 700,000 euros in debts accumulated by the old ship that will not have any future but demolition. She will not be destroyed outside of an OECD country. The perimeter is vast; it goes from Brest to Aliaga.

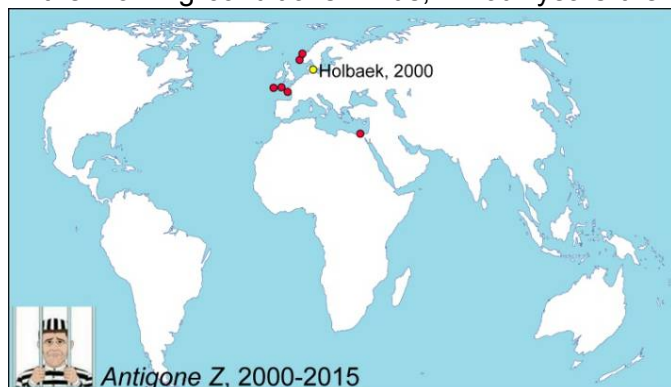
The matter is urgent; the wharfs of Brest and the bay will welcome next year the "Tonnerres de Brest" maritime event. The wharfs have to be clear and free in order to welcome ships much older than the *Tsarev* but more prestigious and better maintained, ships that attract crowds of visitors, not only metal recyclers.

It's a reflex of cleanliness that everyone can agree on and serves as a deadline. Already, the *Matterhorn* had benefited from a broad sweep and had been sent away to be demolished; in her presence, the "Tonnerres de Brest 2012" would have been spoiled.



Antigone Z (ex-Hovden, ex-Ocean Spring, ex-Ice Lady, ex-Tonjo, ex-Haukeli, ex-Canis). IMO 6924882. Length: 78 meters. Panamanian flag. Built in 1969 in Ulsteinvik, Norway, by Ulstein Verft..

The ship had been well-known in Brest for many years. Too well-known. Between 2006 and 2010, she called four times in the Breton port and had been cited for 40 technical deficiencies and nine deficiencies in the working conditions. Thus, in four years the *Antigone Z* had been detained for fifteen days in the



Port of Brest. In going back even further in the ship's history, one realizes that under a number of different flags, the reefer received a critical and scrupulous reception on the part of maritime security inspectors in all the countries, including in Russia and in Egypt.

Antigone Z. Detained in 2000 in Holbaek (Denmark), in 2005 in Aalesund (Norway), in 2006 in Brest (France), in 2008 in Florø (Norway) in Brest again, and in 2012 in Alexandria (Egypt) and Douarnenez (France).

It was to bypass Brest that the *Antigone Z* came to Douarnenez, another Breton port, at the beginning of April 2012 to load a cargo of frozen herring and horse mackerel. She was bound for Egypt on behalf of the Dutch company Marine Seafood. Immediately targeted, the *Antigone Z* was abandoned by her Klaipeda-based owner after the ten Lithuanian and Russian sailors had been repatriated and had more or less received the \$226,000 from their unpaid salaries.



Antigone Z, August 2011, Vigo (Spain)
© Javier Alonso



May 2014, *Antigone Z* and *Captain Tsarev* © Michel Floch

After 330 days of solitude in Douarnenez, the *Antigone Z* was towed to the Port of Brest. She was anchored alongside *Captain Tsarev*, which was twice her size and another economic refugee waiting for demolition.

Karl (ex-Baroy, ex-Lena, ex-Nour Han, ex-Katla, ex-Burfell, ex-Hekla, ex-Vela, ex-Polstraum). IMO 7383114. Built in 1974 in Fevag (Norway) by Fosen MV. Length 76 m.



Arriving at Brest, February 23, 2015 © Erwan Guéguénat

Karl arrived in Brest at the end of February with an impressive liability of 198 deficiencies, which were noted by the maritime security inspectors in all the European ports between 1998 and January 2015, from Setubal to Murmansk. The ship owner is Swedish. Several infringements of the Maritime Labor Convention (MLC) were pointed out. *Karl's* classification society is the International Register of Shipping (IRS), a classification society that presents itself as "independent". Indeed, it is not a member of the International Association of Classification Societies (IACS). IRS is established in Panama.

There are still some difficulties regarding the repatriation home of the 8 abandoned sailors. They come from Romania, Honduras and Guatemala.

Karl, before been held in the port under sequestration by State services for a heavy financial dispute, had already been loaded with 900 tons of potatoes bound for Mostaganem, Algeria. Unloading them may have become a problem, like the unloading of the ammonium nitrate bulk cargo aboard the *Junior M*. The potatoes are not a dangerous cargo, but they could very quickly become waste if their stay in the cargo holds goes on, if the refrigeration system turns defective and if the cargo holds are not completely sheltered from the rain. Their germination could result in a compact and slimy mass difficult to remove.

Part of the ammonium nitrate cargo aboard the *Junior M* had been discharged at sea. This time, the cargo was unloaded upon a court order before it was too late; it's now waiting to be destroyed.

The *Karl* case is leading to food waste. Brest is the premier French shipping port of potatoes. Two shippers consult the Equasis and other databases in order to determine which ships are suitable for shipment, which is not easy. The small reefers leave for scrapping one after another. If no reefer is available, non-refrigerated cargo ships can be chosen on the condition that the trip and the waiting time in the arrival ports are short, which is not necessarily the case in North Africa. *Karl's* shipper and its freight forwarding agent lacked rigor. They were encouraged by the fact that *Karl* had carried out – smoothly – a rotation between Brest and Algeria at the beginning of the year.



Loading potatoes at Brest © Erwan Guéguénat

(See also, French language only, « [L'exportation des pommes de terre à Brest](#) »)

***Aqua Challenger*, continuation and (true) conclusion**

Live from Pakistan by Shahid

After the previous announcement of her demolition in China (2012), followed by a year of reprieve turning to unemployment at Norfolk (United States) and then a very discreet reappearance at Montoir/Saint-Nazaire (France) – see [Shipbreaking # 38](#), p 10-11 –, time for retirement has irreversibly come for the *Aqua Challenger*, ex-*Cape Viewer*, ex-*Front Viewer*. She was beached in Gadani on March 21, 2015.



Front Viewer days
© Osmund Enga



Cape Viewer, Chesapeake Bay
October 2013 – November 2014
© WAVY/Chris Omahen



Aqua Challenger, Montoir, December 10, 2014
© Erwan Guéguénat



Gadani, March 21, 2015 © Shahid

The wrecked ones

Shipbreaking # 39 has identified several casualty cases; the ships involved have been declared lost and then broken up in breaking sites more or less remote from the wreck site. *Subic Bay 1* remained in the Philippines (p 20), *Yusuf Cepnioglu* travelled 250 km from Mykonos to Aliaga (p 33), *St Gregory the Great* migrated from the Philippines to Bangladesh (p 20) and *Helene Rickmers* crossed a quarter of the world from Papua New Guinea all the way to India (p 34).

Drifts

Tsunami

Debris have just been spotted off the coast of Oregon. They are the remnants of the bow section of a fishing boat destroyed by the Tsunami that struck the Japanese coastline on March 11, 2011. A number of yellow tail jackfish native to the Japanese coastal waters made the 6,500 km journey in the holds. Contamination by invasive species is at low risk according to biologists from The University of Oregon but the fish will be removed and housed in the Oregon Coast aquarium. Once dried out and inspected, the wreck – made of fiberglass – will be taken to a landfill, if not radioactive.



© Oregon Parks and Recreation Department



Seriola quinqueradiata, print by Hiroshige - 1832

Excavadora Aldamiz

On February 27, 2015, the British-flagged tugboat *MTS Vector* was in distress in the Bay of Biscay. She was on her way to tow the barge *Excavadora Aldamiz*, used for dredging operations in the port of Bayonne, from the Basque Country to the port of Lorient in Brittany. The tow line got loose and the barge crashed on the rocks of Carré beach in Ciboure, in the Bay of Saint-Jean-de-Luz. The barge, 30 m in length, 9,50 in width, was too badly damaged to be refloated.

On the rocks at Ciboure – Photo Sud-Ouest



Late March, the *Excavadora Aldamiz* was cut off on the spot by the Vizcaya company REDENA. ALDAMIZ, the dredging company and owner of the barge will turn against the owner of the tugboat, namely the MTS Group, established in Falmouth (United Kingdom) and file a lawsuit for negligence.



See also photo report by Sud-Ouest -
Arnaud Dejeans / Freddy De Aizpurua

Military and auxiliary vessels

United States

In the United States, vessels under Navy status, whether military or auxiliary, must be dismantled in US facilities. It is not yet the case with their "civilian" colleagues, owned by private companies although they have been chartered for years by the US army. In previous episodes, *1st Lt. Alex Bonnyman* and *PFC James Anderson* ([Shipbreaking # 17](#)), *Cpl. Louis J. Hauge Jr.* ([Shipbreaking # 21](#)), *LTC Calvin P Titus* ([Shipbreaking # 25](#)) and *TSGT John A. Chapman* ([Shipbreaking # 37](#)) were beached for demolition in Alang under various nicknames ("Bonny") and flags of convenience. Today, *LTC John UD Page* is about to be scrapped in Turkey. However, she kept her American flag. But when will the demolition of the US Army servants be carried out in US sites?

Cape Lambert (ex-*Avon Forest*, ex-*Federal Lake*) IMO 7324390. Ro-Ro AKR-5077. Length 202 m, 12,000 t. United States flag. Built in 1973 in St Catherine (Canada) by Port Weller Dry Docks; Ro Ro vessel with side cargo ramps at both bow and stern. In the first part of her career, she was operated in the Burnett Steamship Co Merchant fleet then by Piute Energy & Transportation's based in Cleveland (USA). In 1987 she was acquired by the US Maritime Administration and regularly used by the US Military Sealift Command (MSC,) under number AKR-5077. Struck from the naval registry in 2006 and laid up in the James River Reserve Fleet then at Beaumont. She is eventually sold for demolition in Brownsville by International Shipbreaking Ltd.



Civilian time, *Federal Lakes* in Detroit,
August 1985 © Lorraine Morrill



Military time, *Cape Lambert*
© Maritime Administration

James Mc Henry (ex-*Paul Bunyan*). IMO 7700489. Heavy load carrier HLS0-1. Length 91 m, 2,637 t. United States flag. Built in 1974 in Sturgeon Bay (USA) by Peterson Builders for American Heavy Lift Lines. After a career in the merchant fleet, she was acquired by the US MARAD in 1987. She was briefly used by the US Army as *James McHenry* and HLS-01 number as a training ship. From 1993 to 2008, she remained in the Reserve Fleet at Fort Eustis potentially as a military-useful vessel but was never activated for service. Since 2008, she has been waiting at James River for her ultimate fate. In 2015, she was finally sold for demolition in New Orleans by Southern Recycling.



Paul Bunyan Collection Holger Patzer



2009, laid-up at James River © US MARAD

LTC John UD Page (ex-Newark Bay, ex-Utah, ex-Irene D, ex-American Utah). IMO 8212714. Container, 4258 teu during her civilian (commercial) life, then reduced to 2500. Length 290 m. United States flag A. Classification society American Bureau of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM for the service of the United States Lines Co, founded in 1921, which operated freighters and passenger liners. The flagship of the company, the *United States*, launched in 1952, had won the Blue Ribbon of the fastest liner in the world over the *Queen Mary*. The passenger transport stopped in 1969, the United States Lines filed for bankruptcy in 1986 and closed down in 1992. The young *American Utah* was then sold to Econ Associates LP established in New York in 1987.



Newark Bay leaving Rotterdam, 24th June 24, 1993.
© Frits Olinga



LTC John UD Page
© Military Sealift Command

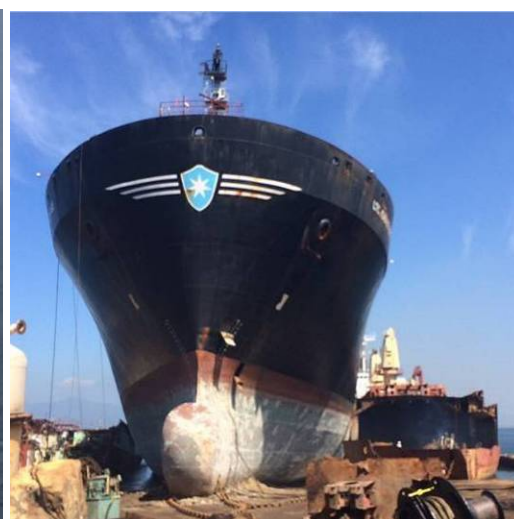
In 2000, after 15 years of trading life, she was acquired by Maersk Line Ltd-USA (USA), the American branch of the Danish AP Moller Maersk, and from then on will be chartered by the MSC (Military Sealift Command) under number T-AK-4543. In 2001, she entered the Norfolk Shipbuilding and Drydock Company yards to meet the specifications of the US Army supply ships: she was equipped with 4 cranes for easy unloading in poorly equipped ports and air conditioning and dehumidifier in all cargo compartments for the safe transport of ammunition. She was renamed *LTC John UD Page* and pre-positioned at the Diego Garcia base in the Indian Ocean as a supply ship for the US Army.

March 20, 2015 is the end of her career: she was beached for demolition in Turkey.



Approaching Aliaga

© Captain Selim



and at Şimşekler shipbreaking facility, with
Maersk's tag

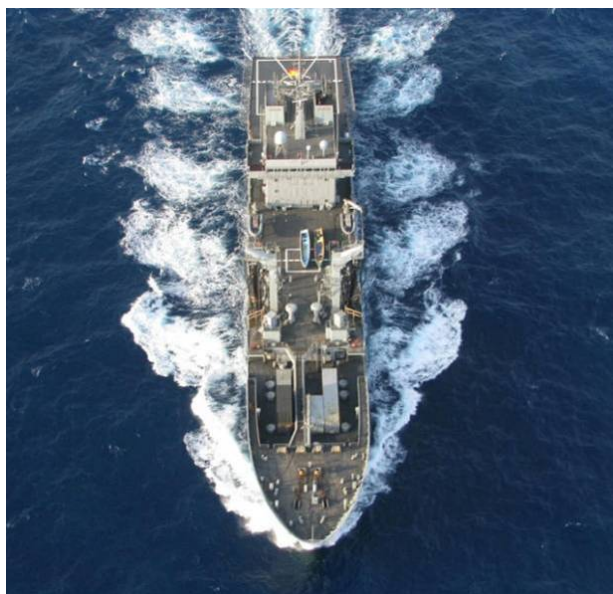
Her sistership, the ex-*American Nebraska* (8212673 IMO) now *Sgt Edward A. Carter Jr* aka T-AK-4544, is still in service for the MSC.

Monongahela. IMO 7638545. US Navy *Cimarron* class fleet oiler, AO-178. Her capacity was 180,000 oil barrels (28,000 t); she could also carry 600 t of ammunition. Sistership of *Willamette* and *Platte* respectively demolished in Brownsville, Texas and Amalia, Louisiana (Cf *Shipbreaking* # 34 and # 38). Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards. In November 1989, while the ship was off the coast of Spain, 9 sailors suffered injuries from a fire in the engine room. Struck from the naval register in September 1999 and laid up in the James River Reserve Fleet (Virginia). Her sale to the Chilean navy was once considered. In November 2009, she broke her mooring, ran adrift and grounded half a mile away on a sandbar. Finally sold for demolition in Amalia, Louisiana, by Southern Recycling, she should leave Virginia in the coming weeks.



US MARAD Greetings card

Spain



Marques de la Ensenada. *Marques de la Ensenada*. A-11. Spanish Navy Fleet oiler. Length 126 m, 4,000 t. Spanish flag. Unknown classification society. Built in 1990 in El Ferrol (Spain) by Bazan. Delivered to the Navy in June 1991, her first base-station was the arsenal of Las Palmas in the Canary Islands until July 2000, then she was transferred to the Naval Base of Rota. She has participated to the Atalanta operation against piracy off the Somali coast for 5 months in 2009 and to NATO surveillance missions in the Mediterranean. She was noticed for rescue operations. Yemeni fishermen in June 2009 (1). A stranded sailor on a small craft adrift in the Eastern Mediterranean in November 2010 (2). In January 2011, she rescued the Algerian fishing boat *Mohamed Badri* with her 7 fishermen; *Marques de la Ensenada* engineers repaired the electrical failure to allow the fishing boat (3) to sail home on her own power.

© Spanish Ministry of Defense



1



2



3

She was decommissioned on January 31, 2012 and auctioned in July 2014 with a reserve price of € 200,000. February 24, 2015, she arrived for demolition at Leyal shipbreaking in Aliaga, Turkey.

Turkey remains the favorite last destination for ships of European Navies, especially British and German.



November 2013, at Rota Navy Base © Juandofer

France

In France, the Navy's tenders are exclusively European. The public contracts were awarded to shipyards in France, Belgium and United Kingdom; this willingness to withstand the beaching practices should be appreciated.

On February 8, the former dual-purpose frigate *Jean Moulin* left Brest harbor in tow for her final journey to Ghent in Belgium, under the end-of-life contract of 6 old navy hulls reaching a total volume of 13,000 t which was awarded to the Galloo Recycling yard in December 2013. The *Commandant Rivière* and the *Duperré* have already arrived in Ghent, Belgium, in 2014 and are currently being dismantled.

The 3 remaining ships, *La Galissonnière*, *Détroyat* and *Enseigne de Vaisseau Henri*, are scheduled for later in 2015.



February 8, 2015, the *Jean Moulin* leaves Brest under tow © Michel Floch

In February 2004, another dual-purpose frigate *Commandant Bory*, sistership of *Enseigne de Vaisseau Henry* and *Commandant Rivière*, was scuttled off Brest.

(See « [Dégazage et dérapage de la Marine Nationale](#) », February 26, 2004. French language only.)

Review: 1st quarter of 2015

Recycled metal

- 1 Bangladesh 646,000 t (27%)
- 2 India, 534,000 t (22%)
- 3, China 455,000 t (19%)
- 4, Pakistan 391,000 t (16%)
- 5 Turkey, 165,000 t (7%)

Ships

- 1 Bangladesh, 66 (25%)
- 2 India, 64 (25%)
- 3, China 40 (16%)
- 4, Pakistan 31 (12%)
- 5, Turkey, 30 (12%)

20 ships per week: the rate has progressed. The global rise is of 10% by unit and 18% by tonnage of recycled metal. Regarding tonnage, Bangladesh ranks 1st in scrapping with 27%, followed by India (22%), China (19%) and Pakistan (16%).

Yet, prices set by breakers in the Indian sub-continent have gone under 400 \$ per ton and remain low in China and Turkey (215- 230 \$).

257 ships have been removed from service over the 1st quarter of 2015. Scrapping of the full amount will enable to recycle a total of 2million tons of metal. 78 (31%) were built in Europe (EU or EFTA countries), 85 (33%) belonged to European owners, 8 (3%) were demolished in EU shipbreaking yards, 233 (91%) in the Indian sub-continent, China or Turkey.

Recycled metal

- 1 : bulk carrier, 1,2 million t (57%)
- 2 : tanker, 372,000 t (17%)
- 3 : container ships, 273,000 t (13%)
- 4 : general cargo carriers, 152,000 t (7%).

category

- 1: bulk carrier, 111 (43%)
- 2: tanker, 45 (19%)
- 3: general cargo, 36 (14%).
- 4 : container ship, 31 (12%)

There has been a major clean up in the bulker family: 111 were demolished, standing for 57% of the full volume of recycled metal, among which were 32 capesize bulkers (more than 110,000 deadweight tonnage). The biggest one is the *Silver Bell* that became the Comorian *Silver*, beached in India, 312 m long, 207,672 Dwt and a lightweight of 26,000 t.



At least 32 ships were deflagged just before leaving for demolition in Bangladesh, India, Pakistan and Turkey. A figure that must be revised – upwards- when the last sold ships get to their final destination. Competition is tough between funeral flag stars, Saint- Kitts- and-Nevis, Comoros, Tuvalu and their follow ups Palau (*), Togo, Tanzania, the Cook Islands, Panama and Sierra Leone.

Robin des Bois' *Shipbreaking* bulletin pays much attention to the deflagging of ships prior to the final voyage. The number of ships concerned in the matter remains stable: 14 % of all the ships in 2013 and 2014. This figure had gone up to 20% during the last quarter of 2014. One must remain vigilant.

© Mark Kenworthy

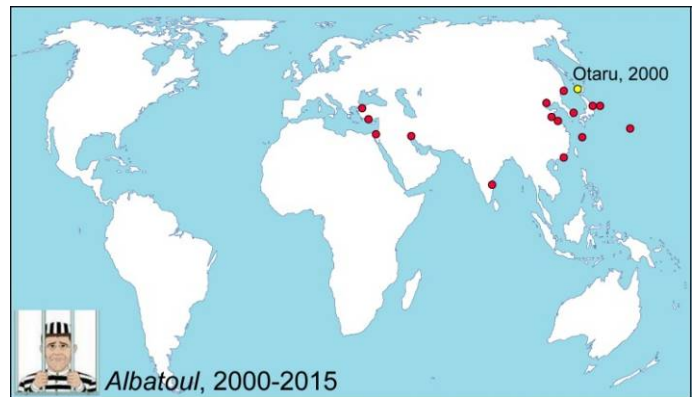


(*) Palau, archipelago in Micronesia, member of the United Nations since 1994, of the IMO since 2011 and signatory to the Nairobi Wreck Removal Convention that entered into force on 14 April 2015. 459 km², population 21,000. In 2009, Palau created the 1st shark sanctuary. Its flag, inspired by that of Japan, in a symbol of the full moon.

Demolition after bars

40 (16%) ships sent to demolition were inspected by a classification society not part of the IACS (International Association of Classification Societies) or without classification. The substandard ones are always first in line to go: at least 131 (51%) had previously been detained in world ports with a detention rate of 75% regarding reefers, 67% of general cargo carriers, bulk carriers, Ro Ros, car carriers and chemical tankers and 39% of container ships.

The gold medal for substandard ships is won by the Togolese-flagged general cargo carrier *Albatoul* (p 26), 16 detentions, demolished in Turkey. She is followed by two other ships of the same category, the Cambodian *Easter* (p 28), 13 detentions, demolished in China and another Togolese vessel, the *Zortürk*, abandoned and on the verge of being demolished in France (p 25), 12 detentions. The Ro Ro *Kema* (p 39) demolished in Bangladesh, 10 detentions, comes quite close.



© Robin des Bois

Years and Meters

The age of the ships removed from service ranges between 15 years for the bulk carrier *Cape Flora* and the container ship *Samaria* demolished in India and 66 years for the ex British-built reefer *Brandanger* that finished her career as the training ship *Petar Beron*. The average age is of 28 years. It is of 41 years for passenger ships, from 36 to 32 for Ro Ros, factory-ships, car carriers, reefers and gas carriers and 22 years for container ships.

84 ships are of a length under 150 m, 89 measure between 150 and 199 m and 84 more than 200 m. The full convoy of ships demolished this quarter would be 46 km long as opposed to 38 km for the last quarter of 2014.

The heaviest is the ex American supertanker that became the FPSO *Kuito*, 43,000 Ldt; she has just arrived for demolition in Turkey. See her detailed carrier p 60.



Kuito, the Mammoth, © Hurriyet Daily News

European Regulation on Ship Recycling

Part 1

The « European ship recycling Regulation » dates back november 2013. It applies exclusively to ships flying the flag of a Member State. Within this issue 39 of “*Shipbreaking*”, covering the months of January-February-March 2015, it applies to 26 ships out of 257 ; 3 ships flying a European flag were demolished or are going to be demolished inside the European Union, i.e. the Greek-flagged *Lion of Olympia*, abandoned and demolished in Spain, the *Scan Fjell*, a small cargo ship serviced in the Northern seas under the Feroe Islands flag and demolished in Grenaa (Denmark) and the Swedish-flagged nuclear waste carrier *Sigyn* in Sweden. 23 ships flying the flag of Bulgaria, Cyprus, Croatia, Spain, Greece, Italy, Malta, Portugal and the United Kingdom were demolished in Turkey (9), India (8), Bangladesh (5) and Pakistan (1).

The strategy of the European Union was at the beginning much more ambitious. It included the ship owners based in the European Union whose ships flew flags from outside Europe. Along the same lines as previous issues, “*Shipbreaking*” # 39 notes that 74 ships owned by a European owner and flying a flag from outside the EU left for demolition between January 1st and March 31. 67 left for demolition in India (24), in Turkey (14), in Bangladesh (14), in Pakistan (11) and in China (4). Only 2 ships belonging to a European owner and flying a flag from outside the EU were demolished in the European Union, precisely in Belgium. Within 10 years, the European Union has moved backwards. On its own initiative, it has lessened its weight in the world policy on the recycling of end-of-life ships by exempting from regulation the owners based within member states operating ships under flags of convenience.

For this low level regulation to be operative, the European Union in compliance with Article 13 must establish and publish a list of “authorized ship recycling facilities”. A first list of European facilities is expected in a few months. A second list regarding facilities outside Europe is expected at latest by the end of 2016. Each member state or non European state has authority and is competent to define its own list of authorized facilities. Inside the European perimeter, some preposterous applications are to be expected. Variations in breaking costs are such that the owner of a ship docked in Portugal or in France has financial incentive to have it demolished in, for example, a Baltic country (see for this matter the *Marginella* case p 16-17).

Also, the European regulation forgets to mention as a priority parameter the distance between the ship to be demolished and the shipbreaking site where it will be so. This is a serious concession to the free circulation of goods and waste dogma that slights maritime safety and protection of the environment.

The *Onyx* (Cf . the series “[Hunting down the Onyx](#)”), *Canadian Miner* ([Shipbreaking # 25](#), p 2, « The risk of towing »), *Lyubov Orlova* ([Shipbreaking # 31](#), p 5-6), *Emsstrom* (« [Christos XXII, the tugboat which brings bad luck](#)») or *Ocean Star Pacific* ([Shipbreaking # 38](#) p 24) are some of the many cases showing that the last voyage of a ship towards a demolition site may result in predictable troubles, human tragedies and pollutions that could have been avoided if the proximity criteria had been met.

To be continued in *Shipbreaking* # 40.



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.

Flags of the last voyage



Belize



Comoros



Moldova



Palau



Panama



St. Kitts &
Nevis



Singapore



Tanzania



Togo



Tuvalu

Factory ship / fishing ship

The United Nation convention on the Law of the Sea, which was opened for signature in 1982 at Montego Bay, mentions in its article 99 that :

« *The transport of slaves is prohibited* ». Their exploitation is apparently tolerated. Old factory ships are penal colonies.

According to her original characteristics, there were 94 beds for crew aboard the *Dalniy Vostok*. On the day of the shipwreck on April 2, 2015, 132 sailors were on board. No space to sleep for the workers, no space enough either for everyone to escape when the ship sank. Death toll, 69 dead or missing.

For the team of Shipbreaking, this is always a relief to see those galleys leave to be demolished. See also about Factory ships [Shipbreaking # 37](#), « The Freon risk », p 11.



Dalniy Vostok (ex-*Stende*). IMO 8730429. Built in 1989 in Nikolayev (Ukraine) by Chernomorskiy SZ. Length 104,50 m. *Pulkovskiy Meridian* type fishing freezer trawler.

© МЧС России /
Russian Ministry for Emergency Situations

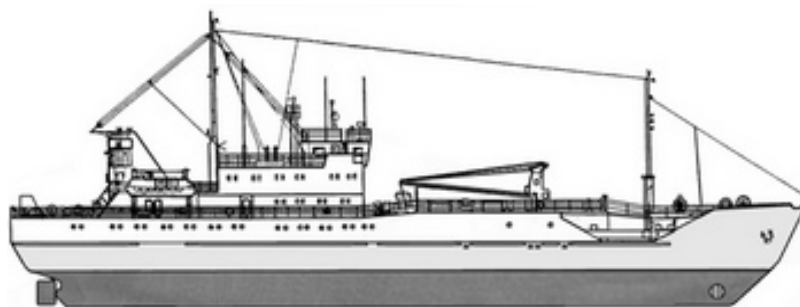
Kurilskaya Gryada. IMO 8881436. Fish processing vessel. Length 85 m, 1,997 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Klaipeda (Lithuania) by Baltijos LS. One of the 6 *Delta* class factory ships or project 12913 T built from 1992 to 1995. They were designed for the transshipment of catches from small fishing ships; their capacity of frozen fish production was 25 t per day. The refrigerant fluid initially used was Freon 22. They



were manned by 40 sailors. Owned by Northern-Kurily Seiner Fleet (Russia). The homeport of *Kuril'skaya Gryada* was Nevel'sk, South on the Island of Sakhaline in the Russian Far East. Sold and beached for demolition in Bangladesh.



Coat of Arms of Nevel'sk



Delta class factory ship © Russian Trawler.narod

Marginella. IMO 8725498. Tuna seiner. Length 55 m, 959 t. Russian flag. Unknown classification society. Built in 1985 in Kaliningrad (Russia) by Yantar. Owned by Atlantrallflot (Russia). The convoy reached Liepaja (Latvia) in the morning of April 4, 2015. Only the *Marginella* is to be broken up. Asbestos fibers may fly loose in the engine room. *Serval*, the St Vincent and Grenadines tugboat also deserves death penalty. She was born in 1977. We're sick of these old tubs used to wipe out the European ports and tow wrecks in the Baltic, North Sea and in the Channel! *Marginella*, a long long time ago, was a Russian tuna seiner of the *Tibiya* class. 11 units of this type have been built in Kaliningrad (Russia) from 1980 to 1986. *Marginella* was the last survivor of the gang, with the exception of *Tibiya* herself converted to tugboat in the Caspian Sea.

April 05, 2015, *Marginella*, arrived in tow for scrap at Liepaja, Latvia © 3SX /Shipspotting



In 2007, *Marginella* and her mosaic crew, typical of the ex Soviet Union, was sailing towards West Africa for a suspect or even illegal tuna fishing campaign in the Gulf of Guinea. Thanks for the South Atlantic bigeye and bluefin tunas, the engine suffered 2 fires on the departure of the expedition. She was towed to the port of Cherbourg, Normandy, by the *Abeille Liberté*. She has been stuck there for 7 years, guarded out by a man and a dog, then by a stray dog which had to be rescued by firemen.

Before the departure of the ex tuna fishing boat on March 21, the fishing gear was on sale on the online retail site "Le Bon Coin".

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Filets de pêche au thon professionnel URGENT

[weymard](#) - Mise en ligne le 19 février à 19:24.

Prix : **70 000 €**

Ville : Fermanville

Code postal : 50840

Description :

Armateur vend 2 filets de pêche au thon 1500 m de longueur.

Un PREMIER filet assemblé sur plage arrière du bateau, depuis plusieurs années il est resté exposé au climat de Normandie mais il n'a JAMAIS SERVI le bateau étant tombé en panne au large des Casquets bien avant d'arriver sur les côtes Africaines.

Un DEUXIÈME filet, en fond de cale, non assemblé, TOTALEMENT NEUF il n'a jamais vu la lumière du jour !

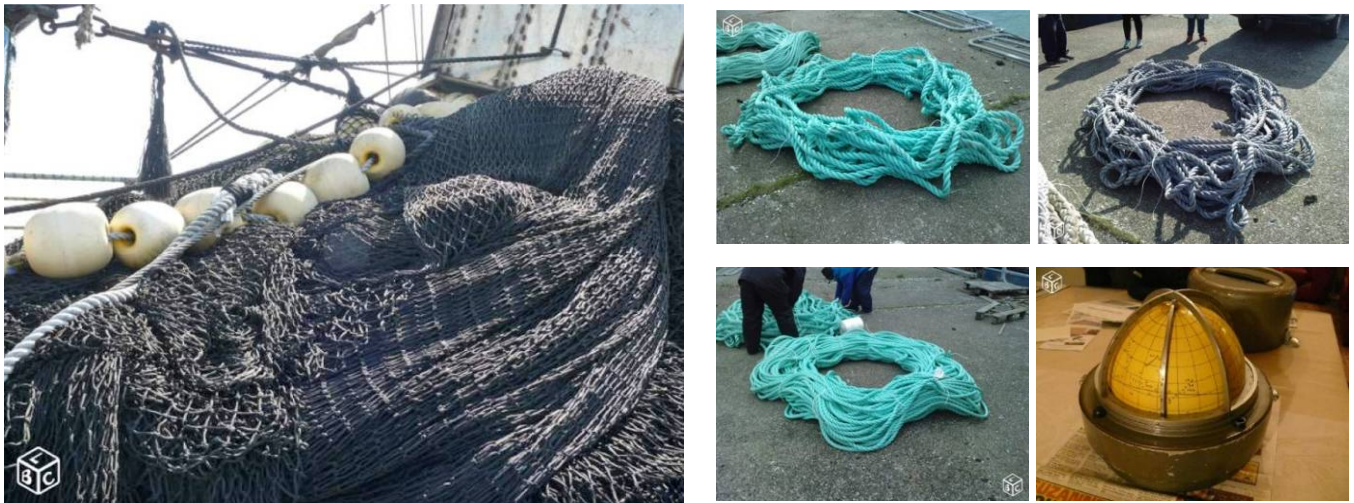
70 000 euros les DEUX filets,

la négociation est ouverte LES FILETS DEVANT ÊTRE VENDUS AVANT LE DÉPART DU BATEAU.


Si achat des deux filets l'acheteur pourra emporter TOUT ce qu'il y a à bord du thonier (55 m de longueur, équipage de 15 personnes !) tel que cordages, outillages, bouées, balises satellites, antenne radars etc... etc....

Le bateau est amarré dans le port de Cherbourg.

Everything must go, the nets, « never used », « one of which has been exposed to the weather conditions in Normandy and the other one has never seen the light of day », but also 950 m of hawsers « brand new, fresh from their package and the hold » and even a nautical globe « origin Soviet fleet 1983 ».



Of course, it would have been wiser and would have comply with the rules of prudence and safety to break up the old fishing ship in Cherbourg, as was the old navy vessel *Lucifer* (Cf. [Shipbreaking #2](#), p 32 and 37) but the ship owner Atlantrallflot, for unclear reasons, took responsibility and paid for the risky and 2,500 km long towing across the Skagerrak, the strait separating Denmark and Sweden. The rumour mill in Cherbourg said that the old Soviet tuna seiner was somewhere radioactive.

 *Melilla n° 201* (ex-*Banshu Maru* No 85, ex-*Taiyo Maru* No 85). IMO 7338559. Factory ship. Length 77 m, 1,861 t. Deflagged from South Korea to Cook Islands for her last voyage. Classification society Korean Register of Shipping. Built in 1966 in Shimonoseki (Japan) by Hayashikane. In May 2013, the South Korean ship owned by Taejin Fisheries was seized for illegal fishing practices and has been since then detained at the port of Dunedin in South Island, New Zealand.

The 15 Korean officers, of whom 3 were facing illegal fishing charges, quickly flew home. The 42 Indonesian crewmen were left abandoned aboard the ship and repatriated in July 2013 only. The ship owner was a regular in terms of human rights and employment abuses: the successive crews claim for 4 million \$ in unpaid wages. He walked away.

The forsaken ship suffered infestation from rats, cockroaches and lice, attracted by decomposing food and fish aboard. The Ministry of Primary Industry of New Zealand had to pay for a clean up crew to fumigate the ship in addition to the 222 \$ a day in berthage fees.



In 2015, after nearly 2 years, a Napier-based company (on the North Island) has successfully tendered for the vessel. Items which could be resold like large fishing nets, net mending machinery and engineering supplies were removed. In February 2015, the old trawler left on her own power, bound for the shipbreaking yards of Alang, India.

Melilla n°201 departing Otago (New Zealand)
© Gordon Allfrey

Her sistership, *Melilla 203*, remains berthed and detained in Dunedin under the same charges.

Southern Champion (ex-Giljanes, ex-Vestborg, ex-Giljanes, ex-Jutland III). IMO 7351147. Factory ship. Length 87 m, 1,723 t. Australian flag. Classification society Bureau Veritas. Built in 1974 in Viareggio (Italy) by Esercizio. Owned by Austral Fisheries (Australia). Sold for demolition in India.



At Durban (South Africa), November 2014 © Dave Leonard

Reefer

The coming end of a poacher

In Indonesia, the authorities are merciless. Ships caught while fishing illegally get blasted. At the end of 2014, 8 ships from Vietnam, Thailand and Papua New Guinea were destroyed this way (See [Shipbreaking # 38](#), « The sunken ones », p 68).

Destruction of fishing ships, December 2014
© The Jakarta Post



The reefer *Hai Fa* is not enduring the same fate yet. Caught with 900,7 tons of frozen fish and 66 tons of shark fins – hammerhead shark and oceanic white tip sharks, 2 species listed under the appendix of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) thus making them illegal to catch – she was captured by the Indonesian Navy on December 27. The 24 crewmembers were Chinese. The *Hai Fa* was sailing under a dual flag, Panama or Indonesia, depending on the ports she called. She is now flying the true Indonesian flag and is temporarily used for the logistics of the national fisheries. Meanwhile, shipbreaking time is coming.



Metro TV Indonesia - Screenshot Robin des Bois

Hai Fa (ex-Rui Yang, ex-Hai Feng 301, ex-Daigen Maru). IMO 7818561. Reefer. Length 107 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1978 in Shimizu (Japan) by Kanasashi. Owned by Great Sources Shipping (China). Detained in 2003 in Las Palmas (Canary Islands, Spain), in 2006 and 2007 in Masan (South Korea), in 2008 in Songkhla (Thailand) and at last on 5 occasions in 2013 and 2014 in Fuzhou (China).



Luchezarnyy (ex-Sun Rise n°3, ex-Sun Rise n°2, ex-Luchezarnyy). IMO 7941813. Fish carrier. Length 55 m, 707 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Khabarovsk (Russia) by SM Kirova. She was number 30 in a series of 100 *Raduzhnyy* type reefers, or project 1350, which were built between 1974 and 1996 in the shipyard of the Russian Far East on river Amur. They were able to carry 310 t of frozen fish transshipped from vessels of the Soviet fishing fleet. Temporarily reflagged to Honduras, *Luchezarnyy* was later and under her first name back to Vladivostok, her original homeport and to the Russian flag. Owned by Svelna Trade (Russia). Detained in 2002 in Sendai / Shiogama (Japan). Sold for demolition in Bangladesh.



A *Raduzhnyy* class fish carrier © **Russian-Trawler.narod**

Punto Rosso (ex-Donna Libra, ex-Reefer Fresh). IMO 8612304. Reefer. Length 127 m, 3,199 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Takamatsu (Japan) by Shikoku. Owned by Fairport Shipping Ltd (Greece). Detained in 2002 in Tokyo (Japan). Sold for demolition in India.



Punto Rosso, in Las Palmas (Canary Islands, Spain), mai 2014 © **WG 7000/ marine traffic**

Tropical Mist. IMO 8408868. Reefer. Length 149 m, 5,300 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Pusan (South Korea) by Korea SB & E Corp. Owned by Reefership Marine Services Ltd (Costa Rica). Sold for demolition in India. 345 \$ per ton.

Loading for Dole Fresh Fruit International. Moin (Costa Rica), September 2006. © **Vladimir Knyaz**



Ferry

Wrecked in the storm in the Philippines

Subic Bay 1 was operated by Carlos A Gothong Shipping Lines, alias CAGLI, on its Mindanao / Cebu service.



She had left Nasipit, North of Mindanao, early in the afternoon on January 14, 2014; she was expected to arrive in Cebu at 4: am. Shortly before 3: am, that is right before her safe berthing at Cebu passenger terminal, she encountered heavy sea conditions and ran aground off Lapu-Lapu. The Philippines Coast Guard rescued and evacuated the crew and passengers; there were no human casualties. *Subic Bay 1* was towed up to Cebu but won't survive. She was declared a « total loss », and is to be broken up in the Filipino port.

The same night, 2 other vessels carrying passengers and cargo, the *Joyful Star* and *Our Lady of All Nation*, suffered casualties in the Vizayas Islands central area. Their final fate, repair or demolition yard, remains up to date unknown.



The grounded duet : left, *Subic Bay 1*, right *Joyful Star*.
© CDN / Norman V Mendoza



Subic Bay 1, February 2015 at Cebu
© Mumbles / shipspotting

In the Philippines, shipping companies suffer competition from low cost air companies and have to reduce their fleet.

Another Filipino ferry, wrecked in 2013, the *St Gregory the Great*, has just been towed and beached for demolition in Bangladesh.

Berkane (ex-*Napoleon*). IMO 7401215. Ferry. Length 155 m. Moroccan flag. Classification society Bureau Veritas. This vessel was able to transport 1900 passengers and 500 cars; she was delivered in 1976 as *Napoléon* by Dubigeon-Normandie shipyard, at Nantes, to Société Nationale Maritime Corse-Méditerranée (SNCM). She was the the largest French ferry.



Napoleon seen leaving Marseille. Photo taken from Chateau d'If. July 2001 © det/shipspotting

After years of operation mainly on the Corsica line, *Napoléon* was sold in 2002 to the Moroccan-Norwegian Maritime Company (Comarit) and renamed *Berkane* under Moroccan flag; she was mainly affected to the Nador-Almeria link. Detained in 2010 in Genoa (Italy).

Six vessels are still laid up after the Comarit-Comanav Group went bankrupt: *Al Mansour*, *Banasa*, *Boughaz* and *Ibn Batouta* in Algesiras, *Mistral Express* (ex-French *Esterel*) in Nador and *Boraq* in Tangier.

Berkane which had been laid up in Almeria (Spain) since January 2012, arrived at Aliaga (Turkey) on February 19, to be demolished. She was under tow of the *Hellas*, the tugboat specialized in final voyage towards the shipbreaking yards (Cf. the *Canadian Miner* disaster, [Shipbreaking # 25](#), p 2).



January 2015, at Almeria, ready to depart for Aliaga © Mike Barker

Iginia. IMO 6915051. Ferry. Length 141 m, 5,280 t. Italian flag. Classification society RINA. Built in 1969 in Ancona (Italy) by Tirreno e Riuniti. This ferry (cars, railway cars and passengers), owned by the Italian Railway (Rete Ferroviaria Italiana) and operated under the «BLUVIA» trademark, was serviced during her whole career on the Villa San Giovanni (Calabria) / Messina (Sicily) link. She was decommissioned in December 2013. Sold for demolition in Turkey. 260 \$ per ton.



2009
© Valerio



Arrival at Messina

2013
© Tomasello Letterio

Jazine IMO 7713539. Ferry. Length 65 m. Croatian flag. Classification society Croatian Register of Shipping. Built in 1978 in Kraljevica (Croatia) by Titovo Shipyard. Ferry of the Yugoslavian then Croatian State-owned Jadrolinija, based in Rijeka. Mainly operated on the Zadar / Preko - Ugljan Island - service. Lengthened by 20 m in 1986 (from 44,60 m to 64,60 m) to cope with the traffic increase. Equipped with a new motorization in 2000. Sold for demolition in Turkey.



Jazine in Gazenica (Zadar, Croatia), June 2012
© Rivanj


Liburnija. IMO 6511350. Ferry. Length 89 m. Croatian flag. Classification society Bureau Veritas. Built in 1965 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Jadrolinija (Croatia). Sold for demolition in Turkey. 450,000 \$.



Liburnija en route to Split (Croatia), September 2014
© Tony Martin



April 2015, at Aliaga
© Captain Selim

 *St Gregory the Great* (ex-*Superferry 20*, ex-*Sun Flower Kogane*). IMO 9042726. Ferry. Length 151 m, 6,457 t. Deflagged from Philippines to Comoros for her last voyage under tow as *Gregory*. Classification society Bureau Veritas. Built in 1992 in Toyohashi (Japan) by Kanasashi. This vessel was originally the Japanese ferry *Sun Flower Kogane* owned by Kansai Kisen Kaisha (Mitsui OSK Lines group).



October 2006 *Sun Flower Kogane*
© Svein Atle Skarshaug



February 2011 *Superferry 20* in Manille
© Manila Boy 45

In 2010, she became the Filipino *Superferry 20* owned by Aboitiz Transport System, and was renamed *St Gregory The Great* in 2012 when she was acquired by Negros Navigation Company, which later became the 2GO Group. Operated on the Manila / Cagayan de Oro (Mindanao Island) line, *St Gregory The Great* hit a rock on June 15, 2013 near Iloilo (Panay Island) resulting in a rip below the waterline; there was a major ingress of water (up to 1,5 m of water in the engine room). The vessel was able to reach the port of Iloilo with her 364 passengers and around one hundred crewmembers all safe. It has been estimated that repair works would make no economic sense. In 2015, she was towed and beached for demolition in Bangladesh. 402 \$ per ton.

Subic Bay 1 (ex-*Camellia*, ex-*Saroma*). IMO 7426033. Ferry. Length 166 m. Filipino flag. Unknown classification society. Built in 1975 in Setoda (Japan) by Naikai. Owned by Carlos A Gothong Lines (Philippines). Grounded on January 15, 2014. See the introduction of the chapter « ferry », p 20.



She should have been in Shipbreaking # 36 (July-August-September 2014)

The Moroccan ferry *Bni Nsar*, IMO 7236335, which had been laid up since 2012 in Sète (France), was towed and discreetly beached for demolition in Aliaga on July 31, 2014 : she had become the almost anonymous *Sar* flying the Togolese flag.

Passenger ship

Bahamas Celebration (ex-*Prinsesse Ragnhild*). IMO 7904891. Ferry. Length 204 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1981 in Kiel (Germany) by Howaldtswerke-DW. Owned by Celebration Cruise Line LLC (United States). Launched as the Norwegian ferry *Prinsesse Ragnhild* for the Jahre Line, She was transferred to the Color Line in 1990 and lengthened by 35,25 meters in 1991-1992 by Astilleros Espanoles, in Cadiz.



October 1989, *Prinsesse Ragnhild* departing Kiel (Germany) © Ulf Kornfeld



July 2005, the jumboized *Prinsesse*, arriving Bergen (Norway) © Trygve Eriksen

This ferry was mainly serviced on the Oslo-Kiel line and then from 2005 on, the Bergen-Stavanger-Hirtshals (Denmark) line.



Bahamas Celebration in Port Everglades, Florida, mai 2009 © Inlet photos.com

Acquired in 2008 by Celebration Cruise Holdings, she was renamed *Bahamas Celebration* under the Bahamian flag and operated on two-nights cruises between Palm Beach (Florida) and Freeport (Bahamas). On October 31, 2014, *Bahamas Celebration* sailed from the Bahamas heading back to Palm Beach, Florida, with 960 passengers for a Halloween horror cruise. She hit an unidentified submerged object while leaving Freeport and suffered a major ingress of water. She came back to Freeport and has since then been declared loss. There were no human casualties. In February, she was replaced on the Palm Beach-Freeport link by *Grand Celebration* acquired by Bahamas Paradise Cruise Line (the latter was originally the *Celebration* owned by Carnival Cruise Line). Sold for an unknown destination of demolition. 180 \$ per ton.



At Freeport, after Halloween's special © The Bahamas Weekly

Lisboa (ex-*Princess Danae*, ex-*Baltica*, ex-*Starlight Princess*, ex-*Anar*, ex-*Danae*, ex-*Starlight Princess*, ex-*Danae*, ex-*Therisos Express*, ex-*Port Melbourne*). IMO 5282483. Ex cargo liner converted to passenger ship in 1976. Length 162 m. Portuguese flag. Classification society Rinave Portuguesa. Built in 1955 in Belfast (United Kingdom) by Harland & Wolff. This cruise ship was originally the British reefer *Port Melbourne* of the Port Line (Cunard group) built for the United Kingdom – Australia – New Zealand service which implied an important space for refrigerated cargoes on the return travel to Europe (meat...). Under this initial design, she would transport 12 passengers.



Port Melbourne, berthed at wharf n°19 in Port Adelaide (Australia) © Chris Finney

She was acquired in 1972 by the Greek ship owner J.C. Carras to be converted into a car-ferry in Chalkis (Greece) as *Therissos Express*. She was resold in the midst of the works to Delian Artemis Cruises, renamed *Danae* and was actually refitted as a cruise ship. Once the works were carried out, she entered service in January 1977.

She was chartered late 1979, then purchased in 1984 by the Italian Costa. On December 10, 1991, during a technical stop in Genoa, she suffered a major fire, was declared a total loss, and was to be sold for demolition. Though, she was acquired by the Liberian Harbour Maritime, renamed *Anar* and repaired in Keratsini (Greece). In 1992, she was sold to Capricorn Maritime and renamed *Starlight Express*, then in 1994 to Flax International and became the Panamanian *Baltica*.

In 1996, she was acquired by the Greek-Portuguese ship owner George Potamianos (Classic International Cruises) and became the Panamanian *Princess Danae*; she was reflagged to Madeira, Portugal, in 2002. The vessel was often operated on the French cruise market. Classic International Cruises did not survive long after the death of her founder in May 2012. The vessels of its fleet were seized due to the accumulation of debts, *Princess Danae* being immobilized in Marseille in September 2012 (Cf. « [Princess Danae and Athena, Two ships under early retirement at Marseille](#) », September 19, 2012).



December 2012, at Marseille © airaviation2000

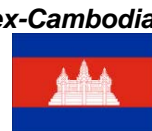
The ship was acquired in 2013 by the Portuguese businessman Rui Alegre, renamed *Lisboa* in the fleet of the new Portuscale Cruises Company and taken back to Lisbon to be repaired. The upgrading works proved to be much more important than expected and were halted in January 2014. Detained in 1999 in Southampton (United Kingdom) and in 2012 in Cairns (Australia). The departure of the ex cruise ship for demolition at Aliaga is imminent.

Princess Danae had a sister-ship, *Princess Daphne* (originally the cargo liner *Port Sydney*). She was delivered to the Indian breakers in Alang in June 2014 (Cf. [Shipbreaking # 36](#), p 63-64).

General cargo.

Zortürk, ex-Aspet, the Saint-Nazaire refugee flying black flags

Zortürk (ex-*Aspet*, ex-*Inia*, ex-*Maria-K*, ex-*Maria-K 1*, ex-*Maria K*, ex-*Nevskiy-21*). IMO 8881682. General cargo. Length 111 m. Togolese flag. Classification society Inclamar. Built in 1983 in Petrokrepost at the mouth of the Neva River (Russia) by Nevskiy I SRZ. Owned by Ozturk Denizcilik (Turkey) since 2011. Detained in 1999 in Thessaloniki (Greece), in 2004 in Aveiro (Portugal), in 2005 in Izmit then in Aliaga (Turkey), in 2006 in Eregli and in Tuzla (Turkey), in 2007 in Thessaloniki, Eregli and Izmit again then in Iskenderun (Turkey), in 2008 during 132 days in Rostov-on-Don (Russia) and in 2009 during 115 days in Hull (United Kingdom). Bronze medalist of the substandard ship contest with 12 detentions.



The ex *Aspet* is one of a kind. Her previous flags were North Korea, Cambodia and Belize. Her last known classification society was Inclamar, authorized to perform statutory inspections on behalf of Honduras, Dominica, Mongolia and the 3 aforementioned flag administrations. Inclamar also represents Georgia.

It's under the latter flag that the *Aspet* took in water (100 m3) off the port of Saint-Nazaire in Western France, at the mouth of the Loire River. French Authorities immediately sent a motor-pump to dry out the holds. The ex *Aspet* was later towed inside the port.



August 29, 2009, *Aspet* at the Joubert repair dock © [camembertaroulette](#) / [see also photo gallery](#)

She was sailing unloaded, having departed from Hull, United Kingdom. She had been detained in the English port for 115 days. 57 technical deficiencies had been pointed out on board, as well as 11 human elements deficiencies. On 9 July 9, 2009, Hull port inspection lifted the vessels sailing ban despite 7 residual deficiencies.

After 2 years in dry dock, the ship was « taken over » by a would-be ship owner, established in Turkey. The only physical and administrative works carried out have been the renaming of the vessel – the *Aspet* became the *Zortürk* – and her deflagging – *Zortürk* is now Togolese.

For 6 years the ship, occupied by supposed sailors, has been deteriorating. A sentence of termination of ownership was finally handed down after a long legal battle engaged by the port of Saint-Nazaire.

The *Zortürk*, the structure of which is irremediably defective, is going to be broken up in the dry dock; the facility is approved by the administrative authorities in charge of the ship recycling permits. Meanwhile, a local NGO has expressed reservation about the conditions of asbestos removal and disposal. The neighbouring populations would be under threat.

The buzz about the ex-*Aspet* is not over in Saint-Nazaire, in spite of the optimistic views of a local newspaper claiming in late July 2009 that the vessel would be leaving within a week after some welding works.



November 2014 © [Daniel Chaix](#) / [MarineTraffic](#)

Alba Star (ex-Ky Glory, ex-Silver Dream, ex-Siamgo, ex-MMM Belinda, ex-Anita Baru, ex-Cielo Azul, ex-Akebia, ex-Pomex Pioneer). IMO 8507561. General cargo. Length 103 m, 2,522 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Imabari (Japan) by Higaki. Owned by Jerusalem Shipping LLC (United Arab Emirates). Sold for demolition in India.

Albatoul (ex-Ali HRZ, ex-ADK Hassanbay, ex-Mercury III, ex-Sea Gull, ex-Marine Honor, ex-Crystal Rose). IMO 8106599. General cargo. Length 84 m. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1981 in Komatsushima (Japan) by Tokushima Sangyo. Detained in 2000 in Otaru (Japan) and Ulsan (South Korea), in 2001 in Vladivostok (Russia) and Chiba (Japan), in 2002 in Zhangjiagang (China), in 2003 in Chiba again then in Okinawa (Japan), in 2004 in Guam (United States) and in Hong Kong (China), in 2007 in Shanghai (China) and Tangshan (China), in 2011 in Chennai /Madras (India), in 2012 in Bandar Khomeini (Iran) and in 2014 in Antalya (Turkey), Gemlik (Turkey) and Damietta (Egypt). Sold for demolition in Turkey. Gold medalist of the substandard ship contest this trimester with 16 detentions.



At Bangkok under the Maldivian flags, October 2008.
© Geir Vinnes

Alisa (ex-Paris, ex-Logrono, ex-Baltico). IMO 7931698. General cargo. Length 86 m. Panamanian flag. Classification society Turk Loydu. Built in 1981 in Gijon (Spain) by Cantabrico y Riera. Owned by Taskin Denizcilik (Turkey). Detained in 2000 in Glasgow (United Kingdom), in 2002 in Lisbon (Portugal) and Huelva (Spain), in 2003 in Ortona (Italy), in 2004 in Cagliari (Italy), in 2008 in Constanta (Romania) and in 2009 in La Spezia (Italy). Sold for demolition in Turkey.



Atlantic Eland (ex-Sinbad Dream, ex-OBL Mariner, ex-Res Cogitans, ex-Lykes Inspirer, ex-Thorslake, ex-Res Cogitans, ex-Elena K, ex-Krasnodon). IMO 8811716. General cargo. Length 172 m, 9,210 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Warnemünde (Germany) by Warnowwerft GmbH. Owned by Atlantic Ship Management (Ukraine). Sold for demolition in India.




Atlantic Eland at Durban, South Africa, May 2014 © Hugo /Shipspotting

Atlantic Pearl (ex-Pelican Arrow, ex-Folga). IMO 8011471. General cargo. Length 182 m, 10,669 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Sanoyasu (Japan) by Mizushima. Owned by SMT Shipping (Cyprus). Detained in 2005 in Portland (United States). Sold for demolition in India.



Barguzin (ex-*Costas S*, ex-*Ploce*, ex-*Drid*, ex-*Eldrid*). IMO 7422142. General cargo. Length 94 m, 1,338 t. Cambodian flag. Classification society Inclamar. Built in 1975 in Gdansk (Poland) by Gdanska Lenina. Owned by Selet Marine Vanino Co (Russia). Detained in 2000 in Pula (Croatia) and in 2004 in Genoa (Italy). Sold for demolition in Bangladesh.



 *Charlesfort Breeze* (ex-*Alexandros 1*, ex-*Alexandros*, ex-*Alex D*, ex-*Athanasios K*, ex-*Marilena*, ex-*Maria M*, ex-*Euroclipper*, ex-*Destel*, ex-*Owen Kersten*, ex-*Destel*). IMO 7002461. General cargo. Length 74 m. Deflagged from Panama to Togo for her last voyage as *Winterfell*. Classification society Columbus American Register. Built in 1969 in Neuenfelde (Germany) by JJ Sietas. Owned by Charlesfort Oceanways SA (Ukraine). Detained in 1997 in Vlaardingen (Netherlands), in 2005 in Aliaga (Turkey), in 2007 in Izmir (Turkey) and in 2013 in Eleusis (Greece). Sold for demolition in Turkey.



Just renamed *Winterfell*, in Bijela (Montenegro),
October 2014 © Godra


Chrissoula S (ex-*Lady Georgia*, ex-*Rockisland*, ex-*Verena*). IMO 7717224. General cargo. Length 80 m. Greek flag. Unknown classification society. Built in 1978 in Bremen (Germany) by Hegemann Roland. Owned by Artemon NE (Greece). Sold for demolition in Turkey.



CSL Pacific (ex-*River Torrens*, ex-*Hamersley Range*, ex-*Selwyn Range*). IMO 7420716. General cargo. Length 181 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Dyke End (Australia) by New South Wales Government Dockyard ; jumboized in 1985 and lengthened from 171 to 181 m. Owned by Inco Ships (Australia). Her unloading capacity was 1000 t/h for coal or 850 t/h for cement and gypsum. Sold for demolition in China.



At Melbourne (Australia), August 2014 © Paul Finnigan

 *Danum 155* (ex-*Johan Emerald*, ex-*Kota Jade*, ex-*Lhotse*, ex-*Makalu*, ex-*Caribe Mariner*, ex-*Contract Mariner*, ex-*Zepatlantic* ex-*Gulf Pioneer*, ex-*Zepatlantic*). IMO 7519969. General cargo. Length 117 m, 2,998 t. Deflagged to Tuvalu for her last voyage as *Dan*. Unknown classification society. Built in 1976 in Ishinomaki (Japan) by Yamanishi. Sold by her malaysian owner Shin Yang Shipping to Doehle Danautic, Indian specialist in end-of-life ships. Destination India.





Deryoung Sunrise (ex-Yamatomo). IMO 8508254. General cargo. Length 99 m, 2,143 t. Deflagged from Panama to Tuvalu for her last voyage as *Sunrise*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kure (Japan) by Imamura. Detained in 2004 in Shenzen (China) and Xiamen (China), in 2005 in Hong Kong, in 2006 in Shenzen again, in 2009 in Fuzhou (China), in 2011 in Shenzen still and in 2012 one more time in Shenzen, in Quanzhou (China) and in Hong Kong again. Resold by her Taiwanese owner to Doehle Danautic just prior to her demolition... in Bangladesh.



Eastern (ex-Sea Pink, ex-Belomorje). IMO 7038147. General cargo. Length 72 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1970 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Ostshipping Co (Russia). Detained in 1998 in Hull (United Kingdom), in 2000 in Rumoi (Japan), in 2001 in Otaru (Japan) and twice in Nakhodka (Russia), in 2003 and twice in each port in Otaru and in Nakhodka, and finally and again twice in 2004 then in 2006 and in 2007 in Otaru. Sold for demolition in China. Silver medalist in the substandard ship contest with 13 detentions.



Belomorje at Southampton (United Kingdom), August 1991 © Brian Fisher

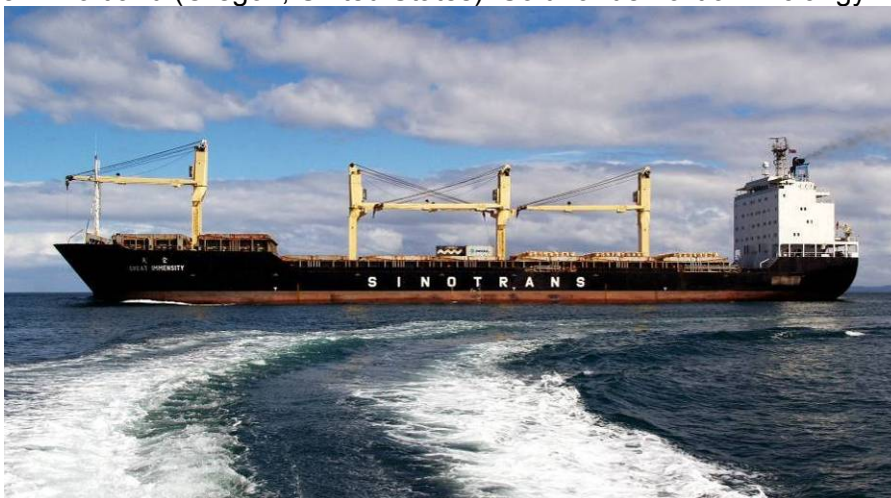


Eastern in Otaru (Japan), September 2014 © TKS / Marine Traffic

Forest Costa Rica (ex-Ingrid Gorthon). IMO 7524213. General cargo. Length 141 m, 6,279 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 1999 in Hamburg (Germany). Sold for demolition in India



Great Immensity (ex-Vanessa Oldendorff, ex-Cielo di B Columbia, ex-Vanessa Oldendorff, ex-Great Immensity). IMO 9188025. General cargo. Length 174 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Sinotrans Ship Management Ltd (China). Detained in 2005 in Hamburg (Germany), in 2006 in Paradip (India) and in 2008 in Portland (Oregon, United States). Sold for demolition in Jiangyin, China.



Great Immensity, at Bluff, New Zealand, May 2008 © Chris Howell



Guang Rong (ex-*Gloria*, ex-*Blue Ocean*, ex-*Gloria*). IMO 9147667. General cargo. Length 152 m, 5,839 t. Deflagged from Antigua & Barbuda to Tuvalu for her last voyage as *G Rong*. Classification society Germanischer Lloyd. Built in 1997 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 in Singapore. The ex-*Gloria* was sold by her German owner to the Indian Doehle Danautic India Pvt Ltd and renamed twice. Destination Bangladesh.



Haci Koksal Mataraci (ex-*Histria Onyx*, ex-*Castor 1*, ex-*Sun Castor*, ex-*Turnu Severin*). IMO 8846670. General cargo. Length 86 m. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Drometa (Romania) by Drobeta-TS. Detained in 1998 in Ravenna (Italy), in 1999 in Bilbao (Spain), in 2006 in Koper (Slovenia), in 2008 in Mersin (Turkey), in 2009 in Bandirma (Turkey) and in 2010 in Monfalcone (Italy). Sold for demolition in Turkey.



March 2007, off Figueira da Foz (Portugal) © J Viana

Jasy (ex-CMA CGM *Lea*, ex-*Lagarfoss*, ex-*Sea Navigator*, ex-*Levant Weser*, ex-*Birte Ritscher*, ex-*Rachel Borchard*, ex-*Indiapendent Concept*, ex-*Kartagena*, ex-*Concorde Tide*, ex-*Birte Ritscher*). IMO 8303331. General cargo. Length 117 m, 3,356 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1983 in Neuenfelde (Germany) by JJ Sietas. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2011 in La Spezia (Italy) and Rijeka (Croatia), in 2013 in Venice (Italy) and in 2014 in Damietta (Egypt). Banned from the European ports in 2013 for multiple detentions. Sold for demolition in Turkey.



King Edward (ex-*York Castle*, ex-*Maria*, ex-*Mitla*). IMO 8310803. General cargo. Length 196 m, 12,163 t. Barbados flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Deptford Yard (United Kingdom) by Sunderland SB Ltd. Owned by Litat Line (Lebanon). Detained in 2004 in Hong Kong (China), in 2006 in Bremen (Germany) and in 2009 in Mumbai (India). Sold for demolition in India. 405 \$ per ton.



Sea trials in Sunderland before the Mexican years
© Anthony Frost



© Andrew/ Marine Traffic

Kota Berjaya (ex-Cape Hobart, ex-Azteca, ex-ANL Progress, ex-Melanesian Chief, ex-Barnes Bridge, ex-Island Chief, ex-Chengtu, ex-Barnes Bridge, ex-Seal Mauritius, ex-Santander, ex-Kapitan Freyman). IMO 8918124. General cargo. Length 155 m, 7,175 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Pacific International Lines (Singapore). Sold for demolition in India. 405 \$ per ton.



Kota Berlian (ex-Cape Hudson, ex-Zapoteca, ex-NDS Benguela, ex-Waterloo Bridge, ex-Nordana Defender, ex-Waterloo Bridge, ex-Zim Mexico, ex-Zim Santos, ex-Kapitan N Kladko). IMO 8918083. General cargo. Length 155 m, 7,439 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemünde (Germany) by Neptun-Warnow. Owned by Pacific International Lines (Singapore). Detained in 2004 in Rotterdam (Netherlands), in 2008 in Brisbane (Australia), in 2011 in Durban (South Africa) and in 2013 in Tianjin (China). Sold for demolition in Bangladesh. 400 \$ per ton.



Lion of Olympia. IMO 8219853. General cargo. Length 105 m. Greek flag. No classification society ; previously American Bureau of Shipping. Built in 1986 in Perama (Greece) by Naus Philippou



Bros. Arrived on March 21, 2000 in Sagunto, on the Gulf of Valencia (Spain), the *Lion of Olympia* was seized by the port authorities and later abandoned. In January 2015, after 15 years of solitude, she is being broken up afloat and on the spot. See Front page.

May 2008 © Angel Villalba

Moda (ex-Olimp, ex-Sosva). IMO 7932642. General cargo. Length 82 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Rosslau (Germany) by Elbewerften. Owned by Comsul Ltd (Bulgaria). Detained in 2003 in Novorossiysk (Russia), in 2004 in Eleusis (Greece), in 2005 in Ambarli (Turkey) and in 2008 in Taganrog (Russia) and Ashdod (Israel). Sold for demolition in Turkey.



Rand (ex-Ustyuzhna, ex-Brigitte, ex-Lorena). IMO 7713266. General cargo. Length 104 m, 1,920 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1978 in Gijon (Spain) by Duro Felguera. Owned by Nejem Co Marine Services (Egypt). Detained in 2002 in Lisbon (Portugal), in 2010 and in 2011 in Aliaga (Turkey), in 2012 in Iskenderun (Turkey) and in 2014 in Novorossiysk (Russia) and in Kos (Greece). Sold for demolition in Turkey.



The Togolese *Rand* arrived for demolition in Aliaga, March 2015 © Captain Selim / Instagram

Scan Fjell (ex-*Trans Fjell*). IMO 7700609. General cargo. Length 77 m. Faroe Islands flag. Classification society RINA. Built in 1978 in Leirvik (Norway) by Loland. Owned by Norresundby Shipping A/S (Denmark).



Detained in 2015 in Husoy-Karmoy (Norway). Sold for demolition in Denmark.

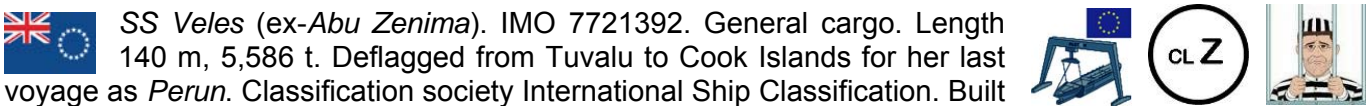


At Grenaa shipbreaking yard, March 2015
© **bendt nielsen**

Silver Hope (ex-*Maasborg*). IMO 7367873. General cargo. Length 82 m, 1,753 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1974 in Lemmer (Netherlands) by Friesland. Owned by East Marine (Russia). Detained in 2005 in Singapore and in 2012 in Vladivostok (Russia). Sold for demolition in Bangladesh.



SS Veles (ex-*Abu Zenima*). IMO 7721392. General cargo. Length 140 m, 5,586 t. Deflagged from Tuvalu to Cook Islands for her last voyage as *Perun*. Classification society International Ship Classification. Built in 1983 in Alexandria (Egypt) by Alexandria Shipyard. Detained in 2002 in Hamburg (Germany), in 2003 in Bremen (Germany), in 2010 in Antalya (Turkey), in 2011 in Kandla (India) and in 2013 in Rio Tubba (Philippines). Sold for demolition in Bangladesh. 430 \$ per ton.



Star Florida. IMO 8309828. General cargo. Length 187 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Grieg Star AS (Norway). Detained in 2006 in Pyeongtaek (South Korea). Sold for demolition in Jiangyin, China



Star Fraser. IMO 8309842. General cargo. Length 187 m. Norwegian flag (Registre international). Classification society Det Norske Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Grieg Star A (Norway). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Jiangyin, China.



Kiel Canal, October 2012 © **J.Dohrn**

Seen passing Rozenburg inward bound for Rotterdam, Netherlands, February 2013 © **Henk Jungerius**



Tai An Cheng. IMO 9015008. General cargo. Length 174 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Guangzhou (China) by Guangzhou SY. Owned by COSCO (China). Sold for demolition in Jiangmen, China.

Tobol (ex-Solombala, ex-Nord, ex-Olma, ex-Kapitan Ponomarev, ex-Kapitan Ponomaryov). IMO 8603391. General cargo. Length 132 m, 4,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Gdansk (Poland) by Gdansk Shipyard. Owned by Sakhalin Shipping Co - SASCO (Russia). Detained in 2003 in Saint Malo (France) and in 2006 in Antwerp (Belgium). Sold for demolition in India. 345 \$ per ton.



VFM Alita (ex-MSC Maxie, ex-Mekong Swift, ex-Sepik River, ex-Baltimar Nereus, ex-Lirena, ex-Azapa, ex-Lirena, ex-Pacheco, ex-Scandutch Corsica, ex-Scandutch Corsica, ex-Pacheco, ex-Gracechurch Gem, ex-Pacheco, ex-Gerrans Bay, ex-Pacheco). IMO 8503814. General cargo. Length 107 m, 2,170 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Westerbroek (Netherlands) by EJ Smit. Owned by Venezuela Feeder Maritime CA (Venezuela). Sold for an unknown destination of demolition. 180 \$ per ton.




Wizard (ex-Kookyang Pohang, ex-Ky Fortune, ex-Seanet Dream, ex-Tongli Success, ex-Wahana, ex-Sun Kung n°11, ex-Hercules). IMO 8510104. General cargo. Length 100 m, 2,887 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Trans Line Co Ltd (Russia). Detained in 2003 in Qingdao (China) and in 2015 in Kobe (Japan). Sold for demolition in India.



Yong Jia Men (ex-Nordana Rebecca, ex-Eibe Oldendorff, ex-Giorgia Gal, ex-Global America, ex-Eibe Oldendorff, ex-Captain Bougainville, ex-Hyundai n°23). IMO 8300937. General cargo. Length 162 m, 7,820 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Detained in 2012 in Bandar Khomeini (Iran). Sold for demolition in India. 365 \$ per ton.



 *Yuan Feng Shun* (ex-Zhen Yang). IMO 7944308. General cargo. Length 161 m, 6,535 t. Deflagged from China to Comoros for her last voyage under tow as *Yuan*. Classification society China Classification Society. Built in 1980 in Guangzhou (China) by Guangzhou Shipyard. Resold by her Chinese owner to Trio Maritime Ltd, a St Kitts and Nevis-based shell company just prior to her departure for demolition in Bangladesh.



Yuan Feng Shun at Dalian, China, January 30, 2012. © Beer

Zortürk (ex-Aspet, ex-Inia, ex-Maria-K, ex-Maria-K 1, ex-Maria K, ex-Nevskiy-21). IMO 8881682. General cargo. Abandoned for 6 years in Saint-Nazaire (France). She will be demolished there in a drydock. See the reminder on the ex-Aspet's career in the introduction of the chapter « General cargo » p 25.

Container ship

After grounding, scrapping nearby or far away ?

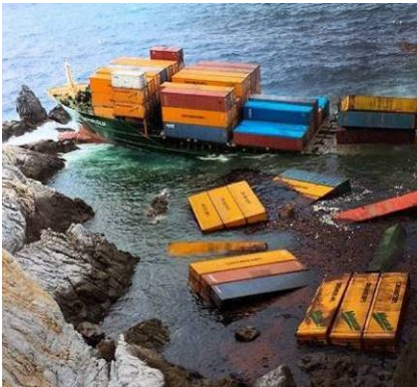
Yusuf Cepnioglu, from Mykonos to Aliaga

On March 8, 2014, the Turkish-flagged container ship *Yusuf Cepnioglu* suffered a propulsion failure due to a short circuit in the ship's engine room. She ran aground on the rocky north coast of Mykonos Island (Greece). She was carrying 204 containers from Izmir (Turkey) bound for Bizerte (Tunisia). The 14 crewmen were rescued, evacuated and all in safe condition.

© Greek Coast Guard



After being bumped against the rocks by the high waves and strong winds, the container ship finally broke apart: the aft section sank in 20 m deep, part of the 200 t of bunkers leaked in the sea, most of the deck containers were washed over board and smashed containers let their cargo escape.



March 8, 2014



© Greek Coast Guard



© Tsavlis

One week after the grounding, the weather conditions improved; the rescue operations started as well as the offloading of the containers. The fuel removal took 6 weeks. Anti pollution booms were positioned in order to protect the desalination plant nearby from polluted intakes. 500 m³ of debris were collected in the neighbouring bays by members of the rescue teams and by local volunteers. The wreck removal operations were completed in September 2014: the aft section was dragged and recovered on the semi-submersible barge *Atlantis 1*, the forepart was refloated and both were transported towards continental Greece.



September 2014, in Chios
© Giovanni Isolano



March 2015, arrivée in Aliaga © Captain Selim / Instagram

In March 2015, one year after the disaster, the wrecks of *Yusuf Cepnioglu* arrived at Aliaga shipbreaking yards.

Helene Rickmers, from Papua New Guinea to India

On January 2, 2015, the container ship *Helene Rickmers*, 17 years of age, flying the flag of the Marshall Islands and owned by the German shipping company Rickmers Reederei, ran aground off Papua New Guinea in the Solomon Sea. The 917 containers were transhipped for onward carriage to their destinations. The container ship was refloated and towed to Lae, on the north coast, on January 11 to be eventually repaired. In an era of mega container ships carrying 19,000 boxes, there is no possible mercy for a crippled 1700 boxship: on March 28, *Helene Rickmers* was beached for demolition in Alang, 12,000 km away from the wrecksite.



November 2012 in Singapore © Martin Klingsick

Aqua Star (ex-Cape Bonavista, ex-Tiger Cape, ex-Cape Bonavista, ex-Nagoya Express, ex-Cape Bonavista, ex-Eagle Spirit, ex-Tiger Cape, ex-Cape Bonavista). IMO 9000704. Container ship, 930 teu. Length 140 m, 4,369 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Durban (South Africa) by Dorbyl Marine. Owned by Zelmar Denizcilik (Turkey). Detained in 2001 in Singapore, in 2004 in Nagoya (Japan) and in 2014 in Novorossiysk (Russia) and in Jorf Lasfar (Morocco). Sold for demolition in India. 406 \$ per ton.



Sevastopol (Ukraine), December 2010. © A.Kolomatchenko

Bonn Express. IMO 8711368. Container ship, 2803 teu. Length 236 m, 14,675 t.



Bermuda flag. Classification society Germanischer Lloyd. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW; jumboized in 1992 and lengthened from 206 to 235 m. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Turkey. 322 \$ per ton.



Arriving at the port of Valencia (Spain), April 2014
© Manuel Hernández Lafuente

China Star (ex-Zim Canada). IMO 8806814. Container ship, 3352 teu. Length 236 m, 14,465 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Hellastir Shipping Enterprises (Greece). Detained in 2005 in Hong Kong. Sold for demolition in India. 446 \$ per ton.



Da Qing He. IMO 9122617. Container ship, 764 teu. Length 145 m, 4,934 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chofu (Japan) by Kyokuyo. Owned by COSCO (China). Sold for demolition in Jiaojang, China.

Danum 152 (ex-Johan Amber, ex-Jin Yu, ex-New Haining, ex-Ratu Konsortium, ex-Hongkong Ace, ex-Tempo). IMO 7716282. Container ship, 352 teu. Length 120 m, 3,077 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Shin Yang Shipping (Malaysia). Sold for demolition in India.

Dimitris Y (ex-Pommern, ex-Kota Pusaka, ex-Pommern, ex-Kota Pusaka, ex-Pommern, ex-P&O Nedlloyd Unity, ex-Pommern, ex-Sea Excellence, ex-Pommern). IMO 9121247. Container ship, 2890 teu. Length 209 m, 11,850 t. Liberian flag.



Classification society RINA. Built in 1996 in Warnemünde (Germany) by Kvarner Warnowwerft. Owned by Technomar Shipping Inc (Greece). Sold for demolition in India. 358 \$ per ton.

Idle in Singapore, January 2015
© Lim Hock Wu

Dubai Star (ex-Zim Korea). IMO 8806797. Container ship, 3352 teu. Length 236 m, 14,465 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Kiel (Germany) by Howaldtswerke-Deutsche Werft. Owned by Hellastir Shipping Enterprises Ltd (Greece). Detained in 2011 in Shenzhen (China) and in 2012 in Hong Kong. Sold for demolition in India. 446 \$ per ton.



Gao He. IMO 8818740. Container ship, 2917 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Panasia Shipping Co Ltd (China). Sold for demolition in Zoushan, China, by Zhoushan Changhong International.



Under the skies of Singapore, November 2004. © Michael Klingsick

Helene Rickmers (ex-Lyks Crusader, ex- *Helene Rickmers*, ex-CCNI Arica, ex-*Helene Rickmers*). IMO 9144158. Container ship, 1730 teu. Length 184 m, 7,771 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1998 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in India. See the details on her end in the introduction of the chapter « Container ship », p 34.



Kiel Express (ex-*Hannover Express*). IMO 8902539. Container ship, 4626 teu. Length 294 m, 20,739 t. Bermuda flag. Classification society Germanischer Lloyd. Built in 1991 in Kojé (South Korea) by Samsung. Owned by Hapag-Lloyd (Germany). Sold for demolition in Xinhui, China.



Livorno Express (ex-Lykes Motivator, ex-Jupiter, ex-Ville de Jupiter, ex-CGM Pascal, ex-Nedlloyd Pascal, ex-CGM Pascal). IMO 8905969. Container ship, 2846 teu. Length 242 m, 13,186 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1991 in Kojé (South Korea) by Samsung. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Turkey. 250 \$ per ton.



At Vlissingen, November 2010 © Jan Daniels

Macaro (ex-MOL Honor, ex-Macaro, ex-Delmas Tourville, ex-Macaro, ex-MSI Ivory, ex-Macaro, ex-Calapadria, ex-Macaro, ex-Maersk Cordoba, ex-Macaro). IMO 9129809. Container ship, 1608 teu. Length 168 m, 7,404 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as *Mac*. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by Mathias Thesen Werft. Sold as is in Cyprus by her German owner Schiffahrtskontortom Worden GmbH & Co KG to the inevitable Prayati Shipping for demolition in India.



Manuela (ex-Inaba, ex-P&O Nedlloyd Cotonou, ex-Hermann, ex-Direct Kea, ex-Hermann, ex-MSI Cali, ex-Hermann, ex-Maersk Aarhus, ex-Hermann, Sea Harmony, ex-Hermann, ex-CCNI Angol, ex-Contship New York, ex-Hermann, ex-Deppe Europe, ex-Hermann). IMO 9056272. Container ship, 1667 teu. Length 182 m, 8,018 t. Deflagged from Liberia to Tuvalu for her last voyage as *Ela*. Classification society Germanischer Lloyd. Built in 1993 in Neuenfelde (Germany) by JJ Sietas; completed in Hamburg by Norderwerft. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Detained in 1998 in Piraeus (Greece) and in 2000 in Tauranga (New Zealand). Sold for demolition in India. 380 \$ per ton including 150 t of bunkers.



Marinos (ex-YM Port Kelang, ex-Mastro Nicos, ex-YM Xingang I, ex-MSI France, ex-Conti France, ex-Maersk Jakarta, ex-Conti France, ex-Contship France). IMO 9053232. Container ship, 1599 teu. Length 163 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Eurobulk Ltd (Greece). Detained in 2008 in Shenzhen (China). Sold for demolition in Bangladesh.



MOL Bravery (ex-*Alligator Bravery*). IMO 9101596. Container ship, 2852 teu. Length 245 m, 15,755 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi Shipbuilding. Owned by MOL / Mitsui OSK Lines (Japan). Sold for demolition in India. 416 \$ per ton.



Mol Bravery, East China Sea on February ,2008
© Ivan Meshkov

MSC Ada (ex-*Rhoneborg*, ex-*MSC Java*, ex-*European Express*, ex-*Zim Australia*, ex-*European Express*, ex-*Freshwater Bay*, ex-*European Express*). IMO 9031064. Container ship, 1643 teu. Length 174 m, 8,135 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Heusden (Netherlands) by Verolme. Owned by Goldenport Shipmanagement (Greece). Sold for demolition in India.



Paris Express (ex-*Hamburg Express*). IMO 9038919. Container ship, 4639 teu. Length 294 m, 20,413 t. Bermuda flag. Classification society Germanischer Lloyd. Built in 1994 in Kojé (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Detained in 2008 in Hong Kong. Sold for demolition in Xinhui, China. 250 \$ per ton.



Paris Express arriving in the Bedford Basin, Halifax, Canada on 16th Jan 2009 at -21 °C © Ken Watson

Pisti (ex-*Tara*, ex-*Nautic*, ex-*Norasia Telamon*, ex-*Telamon*, ex-*Contship Ambition*, ex-*Telamon*). IMO 9122203. Container ship, 2890 teu. Length 210 m, 11,915 t. Deflagged from Panama to Tuvalu for her last voyage as *Isti*. Classification society RINA. Built in 1996 in Warnemünde (Germany) by Kvärner Warnowwerft. Owned by Technomar Shipping (Greece). Detained in 2005 in Tuticorin (India) and in 2012 in Dalian (China). Sold for demolition in India. 382 \$ per ton.



Samaria (ex-*Calapadria*, ex-*Samaria*, ex-*P&O Nedlloyd Samaria*, ex-*Samaria*). IMO 9182643. Container ship, 1716 teu. Length 189 m, 8,754 t. Deflagged from Cyprus to Togo for her last voyage as *Samar*. Classification society Germanischer Lloyd. Built in 2000 in Shanghai (China) by Hudong Shipyard. Sold by her German owner by Nordic Hamburg to Green Star Marine Ltd a St Kitts and Nevis-based shell company just prior to her departure for demolition in India.



Entering Algeiras port, Spain May 19, 2014 © Salvador Rubia Pedraza

Santa Rosa (ex-CMA CGM Oubangui, ex-Santa Rosa, ex-Caribia Express, ex-Cap Vilano, ex-Libra Brasil, ex-P&O Nedlloyd Pinta, ex-P&O Nedlloyd Tema, ex-Santa Rosa, ex-Panatlastic, ex-Santa Rosa, ex-Nedlloyd Van Rees, ex-Santa Rosa). IMO 9006514. Container ship, 1742 teu. Length 182 m, 8,447 t. Singapore flag. Classification society Det Norske Veritas. Built in 1992 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seachange Maritime (Singapore). Detained in 2005 in Rotterdam (Netherlands). Sold for demolition in India. 415 \$ per ton.



Shan He. IMO 9043641. Container ship, 3801 teu. Length 275 m, 19,249 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Ariake (Japan) by Hitachi. Owned by COSCO (China). Sold for demolition in China.



Torino (ex-Maersk Torino, ex-trein Maersk, ex-TRSL Arcturus, ex-Trein Maersk). IMO 8820200. Container ship, 1316 teu. Length 161 m, 7,826 t. Maltese flag. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Sold for demolition in India. 416 \$ per ton.



Piraeus (Greece), August 2013 © Sakis Antoniou

Uni-Chart. IMO 9012848. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosensho. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



Uni-Corona. IMO 9012850. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosensho. Owned by Evergreen Marine Corp (Taiwan). Detained in 2003 in Nagoya (Japan). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



Uni Corona departing Willemstad, Port of Curacao. January 20, 2008 © Cees Bustraan

Uni-Crown. IMO 9012836. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosensho. Owned by Evergreen Marine Corp (Taiwan). Detained in 2003 in Hong Kong (China). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



Xin Hui He. IMO 9141182. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Yang Jiang He. IMO 9146704. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1997 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.

Yong Ding He (ex-Kota Benar, ex-Yongdinghe). IMO 9122631. Porte-conteneur, 764 teu. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.

Yusuf Cepnioglu (ex-Northsea Trader, ex-*MSC Krasnodar*, ex-*Gracechurch Comet*, ex-Northsea Trader, ex-*Texel Bay*, ex-Northsea Trader). IMO 9119646. Container ship, 549 teu. Length 116 m. Turkish flag. Classification society American Bureau of Shipping. Built in 1995 in Wewelsfleth (Germany) by Hugo Peters. Owned by Furkan Denizcilik Sanayi (Turkey). Detained in 2007 in Tyne (United Kingdom). Grounded in March 2014 in Mykonos (Greece). In March 2015, one year after the disaster, the wrecks of *Yusuf Cepnioglu* arrived in Aliaga shipbreaking yard. See the details of the shipwreck in the introduction of the chapter « Container ship », p 33.



Zhao Qing He (ex-*YM Hochiminh*, ex-*Zhao Qing He*). IMO 9146687. Container ship, 836 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.

Zhao Qing He on Hong Kong roads, China, August 2008
© Michael van der Meer



Ro Ro

Kema (ex-*Lever Star*, ex-*Ever Star n°1*, ex-*Tama Dream*, ex-*Pandang Timor Dream*). IMO 8506579. Ro Ro. Length 108 m, 2,771 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1985 in Saiki (Japan) by Honda. Owned by Acrex Corp (Russia). Detained in 2003 in Vanino (Russia), in 2004 in Gunsan (South Korea), in 2007 in Incheon (South Korea), in 2009 in Mumbai (India) and then again in Gunsan, in 2010 in Rizhao (China) and Pyeongtaek (South Korea), in 2012 in Ho Chi Minh City (Vietnam), in 2013 in Ulsan (South Korea) and in 2014 in Changshu (China). Sold for demolition in Bangladesh.



Teleghma. IMO 7708297. Ro Ro. Length 131 m. Deflagged from Algeria to Tanzania for her last voyage as *Eleghma*. Classification society Bureau Veritas. Built in 1978 in Shimonoseki (Japan) by Towa. Owned by CNAN (Algeria). Detained in 2000 and 2001 in La Spezia (Italy), in 2002 in Antwerp (Belgium) and in La Spezia again. Sold for demolition in Turkey.



Teleghma at Hamburg, Germany, July 4, 1993
© Joerg Seyler



Teleghma, at Marseille, France, August, 2011
© Rico Voss

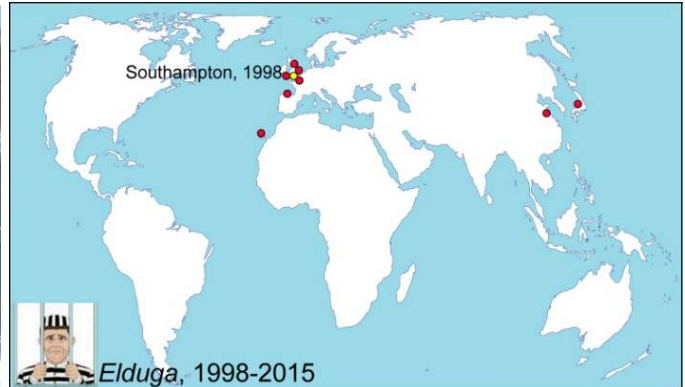
Car carrier

Elduga (ex-Kebbi, ex-Freighter, ex-Autofreighter, ex-Fredenhagen). IMO 7533393. Car carrier. Length 85 m, 2,646 t. Cambodian flag. Classification society International Register of Shipping. Built in 1977 in Capelle Aan Den IJssel (Netherlands) by Vuijk & Zonens. Owned by Acrex Corp (Russia).

Detained in 1998 in Southampton (United Kingdom), in 1999 in London (United Kingdom), in 2003 in Southampton again, in 2005 in Rouen (France), in 2006 in Santa Cruz de Tenerife (Spain), in 2007 in Tyne (United Kingdom) and in Santander (Spain) and in 2012 in Fushiki (Japan) and in Lianyungang (China). Sold for demolition in Bangladesh.



Departing the port of Santander, Spain, March 2008
© Prieto



© Robin des Bois

Skaubryn (ex-Skeena). IMO 8107103. Car

carrier. Length 182 m, 16,845 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in Fredriksstad (Norway) by Nye Fredriksstad. Owned by Doriko Ltd (South Korea). Detained in 2011 in Tokyo (Japan). Sold for demolition in Bangladesh.



Skaubryn seen leaving the port of Vancouver (Canada), July 2007 © Neil England

Tagus (ex-Nosac Express). IMO 8309579. Car carrier. Length 195 m, 17,580 t. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Wilhelmsen Lines Shipowning AS (Norway). Sold for demolition in Jiangyin, China.



Wilhelmsen car carrier *Tagus* at Santos, Brazil on August 2014 © Rogério Cordeiro

Bulk carrier

ABM Leader (ex-*Jolbos*, ex-*Leo M*, ex-*Casablanca*). IMO 9032056. Bulk carrier. Length 187 m, 8,009 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tianjin (China) by Tianjin Xingang. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2003 in Vladivostok (Russia), in 2011 in Trois-Rivières (Canada) and in 2014 in Aliaga (Turkey). Sold for demolition in Pakistan. 425 \$ per ton including 125 t of bunkers and a spare propeller.




Al Wakrah (ex-*Sealight*, ex-*Nikos N*, ex-*Sea Monica*, ex-*Alfi*). IMO 8307818. Bulk carrier. Length 183 m, 6,755 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by United Group Enterprises for Marine & Petroleum Services (Egypt). Detained in 2001 in Geelong (Australia). Sold for demolition in Pakistan.




Al Wakrah, at Mina Saqr, United Arab Emirates, on October 2012 © Snip / Shipspotting

Amira Amal (ex-*Queen Dina*, ex-*Delta Salus*, ex-*Ocean Peace*, ex-*J Auspices*, ex-*Nego Nomis*, ex-*J. Emma*, ex-*Bactazar*, ex-*Matsumae*). IMO 8511720. Bulk carrier. Length 167 m, 5,609 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hakodate (Japan) by Hakodate Dock. Owned by Maritime Agencies Co (Egypt). Detained in 2005 in Kwinana (Australia) and in 2010 in Cochin (India) and in Tianjin (China). Sold for demolition in Pakistan.



 *Anangel Pride*. IMO 9039640. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Palau for her last voyage as *Pride*. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh.



 *Anangel Solidarity*. IMO 9039652. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Comoros for her last voyage as *Ana*. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Hay Point (Australia). Sold as is in Singapore for demolition in Bangladesh. 380 \$ per ton.



Anangel Solidarity in Taiwan, September 2010
© Li-Yingchun

Angara (ex-*Fesco Angara*, ex-*Angara*, ex-*Esperia*, ex-*Esperansa*). IMO 8311156. Bulk carrier. Length 187 m, 8,081 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Angara Maritime Ltd (Hong Kong, China). Detained in 2002 in Ancona (Italy) and in 2004 in Kwinana (Australia). Sold for demolition in Bangladesh. 366 \$ per ton.



Annoula. IMO 9146015. Bulk carrier. Length 225 m. Greek flag. Classification society Det Norske Veritas. Built in 1997 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Alpha Bulkers (Greece). Sold for demolition in India. 420 \$ per ton.



Anthea (ex-Skauboard). IMO 9112973. Bulk carrier. Length 196 m, 13,753 t.



Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Detained in 2013 in Rotterdam (Netherlands). Sold by her German ship owner Adelaide Schiffahrtsgesellschaft to Integrity Ships Pte Ltd based in Singapore just prior to her departure for demolition in India as *Thea*.



In the Northsea, August 2008 © Hannes van Rijn

Aqua Challenger (ex-Cape Viewer, ex-Front Viewer). IMO 9008160. Bulk carrier. Length 285 m, 23,269 t. Singapore flag. Classification society Bureau Veritas. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in Pakistan. 400 \$ per ton, including 2,000 t of bunkers. This time this the (true) end: *Aqua Challenger* was beached for demolition in Gadani on March 21, 2015 (Cf. p 6).



March 21, 2015 © Shahid

Aquadonna (ex-Merchant Paramount). IMO 9075668. Bulk carrier. Length 280 m, 20,039 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by C Transport Maritime (Monaco). Detained in 2004 in Port Hedland (Australia), in 2010 in Vancouver (Canada) with 256 deficiencies and in 2013 in Xiamen (China). Sold for demolition in Pakistan.



Aquadonna at IJmuiden, Holland on 15th April 2014
© Moolen



March 2015
© Shahid

Aquahope. IMO 9120970. Bulk carrier. Length 283 m, 22,095 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla. Owned by C Transport Maritime SAM (Monaco). Detained in 2007 in Dampier (Australia). Sold for demolition in Pakistan.



March 2013, Singapore © Mohamed Syaddiq

March 2015, Gadani © Shahid →



Arwad Queen (ex-*Endeavor*, ex-*Doric Trident*). IMO 8307698. Bulk carrier. Length 177 m, 7,697 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Island-Star Maritime (Lebanon). Detained in 2014 in Kandla (India) and Chah Bahar (Iran). Sold for demolition in Pakistan.



March 2015 © Shahid



Asia Explorer (ex-*You Xuan*). IMO 8912625. Bulk carrier. Length 186 m, 7,983 t. Deflagged from Panamanian to Palau for her last voyage as *Sia*. Classification society China Corporation Register of Shipping. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Jacksoon Shipping Safety Management (Taiwan). Detained in 2010 in Dunkirk (France). Sold for demolition in India. 350 \$ per ton including bunkers for the voyage.



Atlantic Superior (ex-*MH Baker III*, ex-*Atlantic Superior*). IMO 7927805. Bulk carrier. Length 222 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in Canada in 1982; stern section at Collingwood by Collingwood Shipbuilding and bow at Thunder Bay by Port Arthur Shipbuilding. Born on the Great Lakes, the *Atlantic Superior* was built for a dual Great Lakes / ocean service; she has been mainly affected to ocean trading worldwide for the Canada Steamship Lines (CSL). Lately, in the year 2011-12, she was back to Canada on the St Lawrence Seaway to transship iron ore on Chinamax vessels to big to be berthed. Late January 2015, she left Seattle on the West Coast of the United States and headed to China to be demolished at Xinhui shipbreaking yards.



Summer 2011, Sept-Îles (Canada) © Simon Laberge



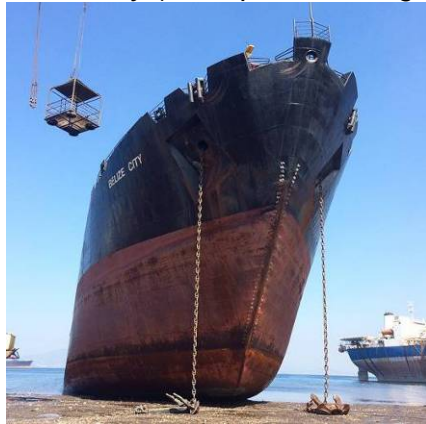
At Seattle, United States, November 2013
© Kyle Stubbs

Bei Lun Hai 27 (ex-Golden Gem, ex-Clipper Gem, ex-China Pride, ex-Alaska, ex-China Pride). IMO 8800119. Bulk carrier. Length 226 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Shanghai (China) by Jiangnan Shipyard. Owned by Ningbo Longsheng Shipping Co Ltd (China). Detained in 2001 in Melbourne (Australia) and in 2005à Newcastle (Australia). Sold for demolition in Jiangyin, China.

As *Clipper Gem* at the entrance of the Ghent Canal at Terneuzen on May 2006. **Marc Piché** photo.



Belize City (ex-Kapitonas Daugirdas, ex-Kapitonas Reutov, ex-Kapiton Reutov). IMO 7630141.



Bulk carrier. Length 146 m, 5,615t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kherson (Ukraine) by Khersonskiy SZ. Owned by International Shipping Group (Turkey). Detained in 1998 in Saint Malo (France), in 2002 in Naples (Italy), in 2003 in Venice (Italy), in 2005 in Aliaga (Turkey), in 2007 and 2009 in Monfalcone (Italy) and in 20113 in Salerno (Italy) Sold for demolition in Turkey.



At Aliaga shipbreaking yards © **Captain Selim**

Bulk Cajun (ex-Trident Protector, ex-Amadeus, ex-Ocean Builder). IMO 8200450. Bulk carrier. Length 225 m, 11,640 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Phoenix Bulk Carriers (United States). Detained in 2007 in Geraldton (Australia), in 2008 in Genoa (Italy), in 2009 in Zoushan (China) and in 2011 and in 2013 in New Orleans (United States). Sold for demolition in Pakistan. 417 \$ per ton.



Bulk Cajun at Gramercy, LA, USA on the Mississippi River, February 2013 © **foggy**



Callio (ex-Alam Aman, ex-Cavourella). IMO 8014772. Bulk carrier. Length 170 m, 6,713 t. Panamanian flag. Classification society RINA. Built in 1982 in Osaka (Japan) by Osaka Zosensho. Owned by Narval Shipping Corp (Greece). Sold for demolition in India.



Callio, September 2012, in drydock at Buenos Aires (Argentina)
© **Tandanor./ Shipspotting**

Cape Eagle. IMO 9035589. Bulk carrier. Length 280 m, 19,574 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Detained in 2014 in Newcastle (Australia). Sold for demolition in Pakistan. 420 \$ per ton including 280 \$ of bunkers.



At Richards Bay (South Africa),
April 2014 © David Gibbs



Gadani, March 2015 © Shahid

Cape Falcon. IMO 9035591. Bulk carrier. Length 280 m, 19,574 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2014 in Newcastle (Australia). Sold for demolition in Pakistan.



Cape Flora. IMO 9182629. Ore carrier. Length 280 m, 21,100 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Nagasaki (Japan) by Mitsubishi. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in India. 365 \$ per ton.

Cape Osprey (ex-Sanko Oriole). IMO 9077367. Bulk carrier. Length 280 m, 19,601 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Sold for demolition in Bangladesh.



Cape Osprey at Port Talbot deep water harbour
(United Kingdom) © Frank Rott

Chang Lin (ex-Yick Zao). IMO 8216837. Bulk carrier. Length 187 m, 8,033 t. Panamanian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by Fan Stone Marine Ltd (China). Detained in 2001 in Newcastle (Australia) and in 2014 in Chennai / Madras (India). Sold for demolition in Bangladesh.



Chios Sunrise (ex-Hansung Sunrise, ex-Thetis). IMO 9045584. Bulk carrier. Length 225 m, 10,353 t. Bahamian flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Rafin Shipmanagement SA (Greece). Detained in 2000 in Newcastle (Australia). Sold for demolition in Bangladesh. 402 \$ per ton including a 21 t spare propeller.



CHS Bright (ex-Pantagruel, ex-Royal Excelsior). IMO 9102215. Bulk carrier. Length 273 m, 17,731 t. Hong Kong flag. Classification society China Classification Society. Built in 1995 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.

Citrawati (ex-Athanassios GO, ex-Cemtex Frontier). IMO 9001186. Bulk carrier. Length 225 m, 9,517 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Marugame (Japan) by Imabari Zosen. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2013 in Quanzhou (China) and in 2014 in Zhangzhou (China). Sold for demolition in Bangladesh. 390 \$ per ton.



Coppersmith (ex-Anella, ex-CIC Hope, ex-Farenco). IMO 9056260. Bulk carrier. Length 270 m, 22,541 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Dalian (China) by Dalian New SB HI Co. Owned by Meandros Lines (Greece). Detained in 1999 in Sept-Iles (Canada). Sold for demolition in Pakistan.



Mangaratiba Bay, in Rio de Janeiro (Brasil), September 2009
© Rogerio Cordeiro / Cesar T. Neves



Gadani, Pakistan © Shahid

Deng Zhou Hai. IMO 9055979. Bulk carrier. Length 225 m, 12,204 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

Dong Chang Hai. IMO 9158381. Bulk carrier. Length 175 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Detained in 2009 in Bandar Khomeini (Iran). Sold for demolition in Jiangyin, China.



Ekram M (ex-Ocean Jade). IMO 8308082. Bulk carrier. Length 192 m, 9,700 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Mallah Ship Management (Greece). Sold for demolition in Bangladesh. 360 \$ per ton.



Ekram M, December 2012 at Safaga, Egypt
© Brian Brady

Evrialos (ex-Sea Challenge, ex-Alexis A, ex-Labrotera, ex-Chariot, ex-Charles LD, ex-Lake River). IMO 8600595. Bulk carrier. Length 226 m, 10,390 t. Cyprus flag. Classification society RINA. Built in 1987 in Imari (Japan) by Namura. Owned by Odysea Carriers SA (Greece). Detained in 2004 in Bristol (United Kingdom), in 2006 in Gladstone (Australia), in 2009 in New Orleans (United States) and in 2014 in Guangzhou (China). Sold for demolition in India. 395 \$ per ton.



Fen Jin Hai. IMO 9056923. Bulk carrier. Length 225 m, 12,416 t. Chinese flag. Classification society China Classification Society. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

Fernie. IMO 9105633. Bulk carrier. Length 266 m, 16,516 t. Liberian flag. Classification society



Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Eastern Pacific Shipping Pte (Singapore). Detained in 2001 in Port Kembla (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.



Fernie, November 14, 2004 at IJmuiden, Netherlands © **Adenanthos**

★ ★ *Flora* (ex-*Georgi Grigorov*). IMO 8507509. Bulk carrier. Length 198 m, 9,576 t. Deflagged from Malta to Panama for her last voyage as *Lora*. Classification society Lloyd's Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Gamma Shipping Transport (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



★ ★ *Fortress 7* (ex-*BK Ace*, ex-*Jupiter Ace*, ex-*Axon Andriane*, ex-*Global Bridge*, ex-*Fareast Vanguard*, ex-*Pacific Ace*). IMO 8405787. Bulk carrier. Length 156 m, 5,160 t. Deflagged from Sierra Leone to St Kitts and Nevis for her last voyage as *Tressa 7*.



Classification society Korean Register of Shipping. Built in 1985 in Uwajima (Japan) by Uwajima Zosensho. Owned by K&H Shipping Ltd (China). Detained in 2006 in Kwinana (Australia), in 2013 in Qingdao (China) and in 2014 in Dumai (Indonesia). Sold for demolition in Bangladesh. 366 \$ per ton.

The *Jupiter Ace* loading alumina at Kwinana, Western Australia. April 2006 © **Dr_Bill**

Fu Yuan (ex-*China Fortune*). IMO 9035797. Bulk carrier. Length 270 m, 18,561 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1992 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Oceanfrate Ship Management Co (China). Detained in 2004 in Gijon (Spain) and in 2007 in Le Havre (France). Sold for demolition in Bangladesh. 390 \$ per ton including 700 t of bunkers.



General Piar (ex-*Christoffer Oldendorff*, ex-*CSL Innovator*, ex-*Atlantic Huron*, ex-*Pacific Peace*). IMO 8011782. Bulk carrier. Length 228 m, 12,038 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Govan (United Kingdom) by Govan Shipbuilding. Owned by Technical Marine Planning (Greece). Sold for demolition in Pakistan.



March 2015 © **Shahid**



General Piar at Puerto Ordaz, Venezuela, September 2011 © **Captain Ted**


Global Victory. IMO 9087283. Bulk carrier. Length 270 m, 18,302 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by TMS Dry Ltd (Greece). Sold for demolition in Bangladesh. 405 \$ per ton.



Global Victory departing Hay Point, Australia for Pohang after loading coal. April 2009 © **Tropic Maritime Photos**

Glory Apollo (ex-Suma). IMO 9072044. Bulk carrier. Length 270 m, 18,583 t. Panamanian flag. Classification society RINA. Built in 1994 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by RGL Shipping (Singapore). Detained in 2005 in Hay Point (Australia), in 2007 in Newcastle (Australia) and in 2009 twice in Dampier (Australia). Sold for demolition in Bangladesh. 432 \$ per ton.



 *Goan Pride (ex-Transit, ex-Hassbat Qatar, ex-Permeke)*. IMO 7910151. Bulk carrier. Length 249 m, 21,835 t. Deflagged from India to Sierra Leone for her last voyage as *Pride*. Classification society Indian Register of Shipping. Built in 1982 in Tamise (Belgium) by Boelwerf; ex combined carrier (OBO, Ore Bulk Oil) converted to bulk carrier in 2003 then to transshipment vessel in 2005. Owned by Accord Shipmanagement (India). Detained in 2000 in Narvik (Norway) and in Port Cartier (Canada), in 2003 in Hong Kong and in 2009 in Qinhuangdao (China). Sold as is in Goa on the Indian West Coast, she sailed around the whole peninsula and was finally beached for demolition in Bangladesh. 383 \$ per ton including 900 t of bunkers.



Permeke arriving at Antwerp (Belgium), on August 01, 1985 © **bs1mr / Shipspotting**



Transshipment from *Goan Pride* © **Seabulk Inc**

Golden Trader (ex-Arctic Trader, ex-Goldstar). IMO 9041459. Bulk carrier. Length 192 m, 10,283 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Split (Croatia) by Brodosplit. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 1998 in Kristiansand (Norway) and in 2012 in Pyeongtaek (South Korea). Sold for demolition in India. 398 \$ per ton.





Grand Horizon (ex-*Tropic Brilliance*, ex-*Tromso Brilliance*). IMO 9000596. Double hull tanker converted to bulk carrier in 2010. Length 274 m, 21,996 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Hoan Shipping Co (South Korea). Sold for demolition in Pakistan. 380 \$ per ton.


Grand Horizon departs from Amsterdam. February 2011
© jvr440 / Shipspotting

Great Gain. IMO 9186376. Bulk carrier. Length 169 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1998 in Guangzhou (China) by Guangzhou Intl. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2003 in Venice and in 2014 in Townsville (Australia). Sold for demolition in Xinhui, China.



Green Field 1 (ex-*Admiral T*, ex-*Banga*, ex-*Azija*, ex-*Adriatic Star*). IMO 8504870. Bulk carrier. Length 176 m, 10,013 t. Panamanian flag. Classification society RINA. Built in 1988 in Trojir (Croatia) by Lozovina-Mosor. Owned by Bulk Shipping Lines (Bangladesh). Detained in 2010 in Caofeidian (China), in 2011 in Hong Kong and in 2014 in Qingdao (China) and Yantai (China). Sold for demolition in Bangladesh. 409 \$ per ton.



 *Gulafshan* (ex-*Atlantic*, ex-*Dreamland*, ex-*Iran Saeidi*). IMO 8320183. Bulk carrier. Length 190 m, 9,306 t. Deflagged from Iran to Comoros for her last voyage as *Sam*. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Iran Shipping Lines (Iran). Detained in 2002 in Hamburg (Germany) and in 2011 in Vishakhapatnam / Vizag (India). Sold for demolition in India.



Iran Saeidi at Hamburg/Germany, March 2006
© Michael Schindler



Hae Do Ji (ex-*Kul II*, ex-*Donna V*, ex-*TCT Glory*, ex-*Sunshine Jubilee*, ex-*Orange Confidence*, ex-*Pakarti Raya*, ex-*Quality of Life*, ex-*Gulf Ideal*). IMO 8316326. Bulk carrier. Length 172 m, 6,257 t. Mongolian flag. Classification society Sing Class International. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Sunrise Shipping Co Ltd (Singapore). Detained in 2009 in Ho Chi Minh City (Vietnam). Sold for demolition in India. 360 \$ per ton.



Harmony (ex-*Alhandra*, ex-*Stamatis S*, ex-*Sea Harmony*, ex-*Sanko Harmony*). IMO 8308989. Bulk carrier. Length 181 m, 7,065 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Sea Hawk Maritime SA (Greece). Sold for demolition in Pakistan.



Harmony in Great Bitter Lake, Suez Canal, Egypt July 2012 © foggy

Hatice Akar (ex-Taerri, ex-Ayrton, ex-Dodge, ex-Ayrton, ex-Kimolos IV, ex-Jotaerri, ex-Docecabo, ex-Cidade de San Paulo). IMO 7433335. Bulk carrier. Length 146 m, 4,110 t. Panamanian flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by ENA Shipping & Trading Corp (Turkey). Detained in 1998 in Rotterdam (Netherlands), in 2000 for 98 days in Liverpool (United Kingdom), in 2003 in Novorossiysk (Russia), in 2004 in Monfalcone (Italy), in 2005 in Taranto (Italy) and in 2011 in Nikolayev (Ukraine). Sold for demolition in India.



He Yuan (ex-Daebo Frontier, ex-Prabhu Satram, ex-Milos). IMO 8316534. Bulk carrier. Length 189 m, 8,679 t. Panamanian flag. Classification society RINA. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Harmony Growing Ship Management Co (China). Sold for demolition in Bangladesh. 365 \$ per ton.

Hera (ex-Nipha Naree, ex-Handy Humanity, ex-Sanko Humanity). IMO 8307480. Bulk carrier. Length 175 m. Marshall Islands flag. Classification society Polish Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by TST International (Greece). Detained in 2012 in Novorossiysk (Russia) and in 2015 in Teesport (United Kingdom). Sold for demolition in Turkey.



Hera loading at the Deep Water Berth. Hartlepool, United Kingdom. January 2015 © **Stan Laundon**

Heythrop. IMO 9113305. Bulk carrier. Length 288 m, 22,427 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Detained in 2009 in Dampier (Australia) and in 2011 in Dangjin (South Korea). Sold by her owner Eastern Pacific Shipping Pte Ltd (Singapore) to Red Ruby Group Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.

Hoang Son Sun (ex-Fonarun Naree, ex-Handy Rainbow, ex-Asia Rainbow, ex-Oregon Rainbow II). IMO 8323862. Bulk carrier. Length 157 m, 5,302 t. Pavillon Mongolie. Classification society Vietnam Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2008 in Iskenderun (Turkey), in 2010 in Bandar Khomeini (Iran) and in 2012 in Qinzhou (China). Sold for demolition in Bangladesh.



Hua Sheng Jiang (ex-Hua Sheng Yang, ex-Ken Nichirin, ex-Nichirin, ex-May Star, ex-Nova Mariner). IMO 8312693. Bulk carrier. Length 176 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by Yangpu Tongli Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Huang Shan Hai. IMO 9160255. Bulk carrier. Length 225 m, 11,969 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk Carriers (China). Sold for demolition in Jiangyin, China.

Hyundai Prosperity. IMO 8821632. Bulk carrier. Length 274 m, 18,673 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in South Korea for an unknown destination of demolition. 367 \$ per ton including 1,900 t of bunkers.

Hyundai Universal. IMO 8821591. Bulk carrier. Length 309 m, 25,788 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in 2010 in Port Hedland (Australia). Sold as is in South Korea for an unknown destination of demolition. 373 \$ per ton including 680 t of bunkers.



At Kwangyang (South Korea), August 2008 © Ivan Meshkov

India Coal Maru. IMO 9123350. Bulk carrier. Length 240 m, 14,757 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo Docks. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 396 \$ per tonne.



Irfon. IMO 9113317. Bulk carrier. Length 288 m, 22,427 t. Singapore flag. Classification society China Corporation Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her owner Eastern Pacific Shipping Pte (Singapore) to Rossmere International Ltd, another British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.



Jag Arjun (ex-Thalassini Axia). IMO 9117296. Bulk carrier. Length 288 m, 23,393 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Great Eastern Shipping Co Ltd (India). Detained in 2012 in Dalian (China) and in 2015 in Ningbo (China). The Indian *Jag Arjun* left Singapore, was announced for demolition in Bangladesh and finally headed towards Pakistan. 373 \$ per ton including 700 t of bunkers.



March 21, 2015 Gadani © Shahid



Kai He (ex-C Duke, ex-Eastern Victory, ex-Western Express, ex-Fairway Express, ex-Sanko Canna). IMO 8314926. Bulk carrier. Length 181 m, 7,149 t. Panamanian flag. Classification society RINA. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Kaili Shipping (Hong Kong, China)). Detained in 2007 in Liverpool and in 2014 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



Kestrel 1 (ex-Cape Kestrel). IMO 9036014. Bulk carrier. Length 280 m, 19,572 t. Deflagged from Liberian to Comoros for her last voyage as *Estre*. Classification society Bureau Veritas. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by MKTM Ltd (Ukraine). Detained in 2014 in Lianyungan (China). Sold for demolition in Bangladesh. 405 \$ per ton.



LR Lily (ex-*EW Harting*, ex-*Harting*, ex-*Trent*, ex-*Torm Ragnhild*, ex-*Lana*). IMO 8701521. Ex tanker converted in Bulk carrier in 2010. Length 170 m, 8,259 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1991 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Shanghai CP International (China). Detained in 2003 in Algeciras (Spain), in 2006 in Novorossiysk (Russia) and in Izmir (Turkey) and in 2015 in Mumbai (India). Sold for demolition in India. 375 \$ per ton including 450 t of bunkers.




Maa Saleha Begum (ex-*Asian Wave*, ex-*Bauta*, ex-*Yasnaya Polyana*, ex-*Oinoussian Prudence*). IMO 8412168. Bulk carrier. Length 184 m, 8,678 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2010 in Tianjin (China) and in Novorossiysk (Russia). Sold for demolition in Bangladesh.

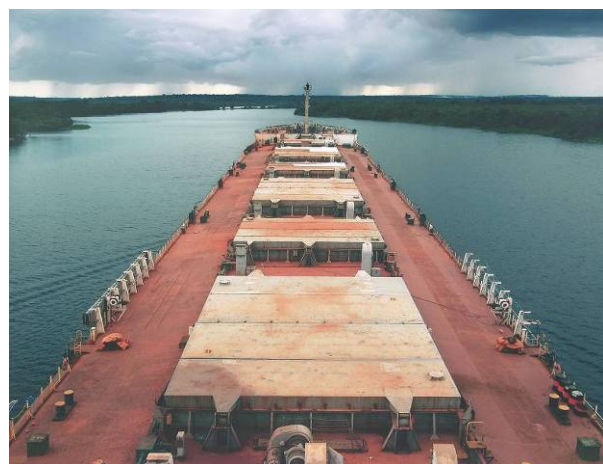



Maa Samuda Khatun (ex-*Ballangen*, ex-*Yamburg*, ex-*Oinoussian Fighter*). IMO 8419582. Bulk carrier. Length 184 m, 8,578 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Brave Royal Shipping Ltd (Bangladesh). Sold for demolition in Bangladesh.

Martzoukos A (ex-*Mineral Century*). IMO 9086095. Bulk carrier. Length 280 m, 19,874 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Marmaras Navigation Ltd (Greece). Detained in 2002 in Gladstone (Australia) and in 2013 in Abbot Point (Australia). Sold for demolition in Bangladesh. 420 \$ per ton including 300 t of bunkers.



 *Mary* (ex-*Evanthia*, ex-*Ken Emerald*, ex-*Sanko Emerald*). IMO 8307193. Bulk carrier. Length 179 m, 6,640 t. Deflagged from Sierra Leone to Tanzania for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Unimed Navigation SA (Romania). Detained in 2002 in Antofagasta (Chile), in 2003 in Aviles (Spain) and in 2006 in Ambarli (Turkey). Sold for demolition in India.



 *Mimosa K* (ex-*Lily*, ex-*Arpoador*). IMO 7433517. Bulk carrier. Length 218 m, 10,945 t. Deflagged from Brazil to St Kitts and Nevis flag for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Rio de Janeiro (Brazil) by Caneco. Owned by Pancoast Navegacao Ltda (Brazil). Detained in 2002 in Belfast (United Kingdom). Sold for demolition in India.



Mimosa K on the Amazon River, carrying bauxite from Porto Trombetas, Brazil, for the Monkey Line. March 2010
© Dimitrios

Mona Liberty (ex-*Kohju*). IMO 9008689. Bulk carrier. Length 273 m, 17,503 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tsu (Japan) by NKK. Owned by New Asian Shipping Co (China). Detained in 2008 and in 2014 in Gladstone (Australia). Sold for demolition in India. 375 \$ per ton.



Myron N (ex-*Maersk Tasik*). IMO 8811364. Bulk carrier. Length 230 m, 10,672 t. Cyprus flag. Classification society Bureau Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Dalnave Navigation (Greece). Detained in 2002 and in 2004 in Newcastle (Australia), in 2007 in Amsterdam (Netherlands), in 2008 in New York (United States) and in 2009 in Port Kembla (Australia). Sold for demolition in India. 391 \$ per ton including 720 t of bunkers.



Ning An 6. IMO 9021526. Bulk carrier. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Guangzhou (China) by Guangzhou International. Owned by China Shipping Bulk Carrier Co Ltd (China). Detained in 2003 in Moji/Kitakyushu (Japan). Sold for demolition in Jiangyin, China.



Ocean Dawning (ex-Judi Muhieddine, ex-Goldeneye, ex-Luna Verde, ex-Sun Ocean). IMO 8505329. Bulk carrier. Length 180 m, 5,494 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shenghao Marine Ltd (China). Detained in 1999 in Portland (United States), in 2009 in Relance (Canada) and in 2012 in Lianyungang (China). Sold for demolition in Bangladesh. 402 \$ per ton.



Ocean Galaxy (ex-Amna S, ex-Margarita M, ex-Dooyang Glory, ex-Apollo Ace). IMO 8418227. Bulk carrier. Length 160 m, 6,250 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Shenghao Marine Ltd (China). Detained in 2001 in Kwinana (Australia), in 2004 in Taranto (Italy) and in 2013 in Yingkou (China). Sold for demolition in Bangladesh. 390 \$ per ton.



Ore Tubarao (ex-Ocean Champion, ex-Onga Maru). IMO 8323238. Bulk carrier minéralier. Length 300 m, 26,500 t. Liberian flag. Classification society Det Norske Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Vale SA (Brazil). Detained in 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 372 \$ per ton including 800 t of bunkers.



Peach Mountain (ex-Tao Hua Shan). IMO 9110494. Bulk carrier. Length 195 m. Hong Kong flag. Classification society China Classification Society. Built in 1996 in Guangzhou (China) by Guangzhou Shipyard. Owned by China Shipping Bulk Carrier Co Ltd (China). Sold for demolition in Jiangyin, China.



Lightering operations after *Peach Mountain* ran aground in Surabaya channel after collision with container vessel *Uni Premier*, October 2006
© Ivan Meshkov

Pegasus (ex-White Shark, ex-Hans Oldendorff, ex-City of Newcastle). IMO 9052733. Bulk carrier. Length 181 m, 7,190 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Mangalia (Romania) by 2 Mai Mangalia ; completed by Bremerhavener Dock (Germany). Owned by Efthymiou Shipping (Greece). Detained in 2007 in Gdynia (Poland), in 2012 in Tarragona (Spain) and Falmouth (United Kingdom) and in 2014 in Zhanjiang (China). Sold as is on auction in Singapore for an unspecified destination of demolition. 275 \$ per ton. She has been renamed *Astraeus*, is officially "to be broken up" but still laid up.



Peng Cai (ex-Sea Crane, ex-New League). IMO 8408533. Bulk carrier. Length 190 m, 9,084 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Peng Jie (ex-Beatanavis). IMO 8319500. Bulk carrier. Length 184 m, 8,856 t. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Peng Nian (ex-Mass Success, ex-Channel Fortune). IMO 8512877. Bulk carrier. Length 225 m, 9,979 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Sold for demolition in Jiangyin, China

Polska Walczaca. IMO 9011923. Bulk carrier. Length 229 m, 13,575 t. Vanuatu flag. Classification society Polski Rejestr Statkow. Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Polsteam (Poland). Sold for demolition in Bangladesh.



Rodon (ex-Talisman, ex-Oceanus). IMO 9045572. Bulk carrier. Length 225 m, 10,336 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Maryville Maritime Inc (Greece). Detained in 2007 in Vancouver (Canada) and Long Beach (United States). Sold for demolition in Pakistan.



Gadani, March 2015 © Shahid

Rubin Phoenix. IMO 9146584. Bulk carrier. Length 289 m, 19,951 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Magsaysay (Philippines). Sold for demolition in India. 390 \$ per ton.

Rubin Phoenix Westbound in Kanmon Strait, Japan.
April 2014 © Lappino



Rui Fu Fa (ex-SD Epos, ex-SD Glory, ex-Glory Cape, ex-Misaki). IMO 8419893. Bulk carrier. Length 225 m, 9,711 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Rui Fu Ship Management Co (China). Detained in 2009 in Foynes (Ireland). Sold for demolition in Bangladesh. 360 \$ per ton.



Sarwar Jahan (ex-Custodia Athena, ex-H Hasan Yardim, ex-Western Village, ex-Sea Elfi). IMO 8307832. Bulk carrier. Length 183 m, 6,764 t. Bangladeshi flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2002 in Jacksonville (United States) and in 2013 in Haldia (India). Sold for demolition in Bangladesh.



Seagull D (ex-Pangor, ex-Bolkar, ex-Star Gemini, ex-Aditya Usha, ex-Tardga, ex-Anna K, ex-San Vicente Ferrer, ex-Saint Vincent). IMO 8014382. Bulk carrier. Length 154 m, 4,855 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Al Fadel Shipping Co (United Arab Emirates). Detained in 2000 in Ponce (Puerto Rico) and in 2002 in Antwerp (Belgium). Sold for demolition in India. 370 \$ per ton.




Seagull D at Mumbai, India. June 2012 © Viktor

Shehab Almuhiidine (ex-Paris Texas, ex-Alegre I, ex-Sanko Spruce). IMO 8316364. Bulk carrier. Length 167 m, 5,677 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Eastern Star Shipping (Lebanon). Detained in 2005 in Cardiff (United Kingdom) and Bunbury (Australia), in 2007 in Foynes (Ireland) and Izmir (Turkey), in 2008 in Antalya (Turkey) and in 2011 in Larnaca (Cyprus). Sold for demolition in Pakistan. 380 \$ per ton.



Shou Ning Hai. IMO 8316510. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Imari (Japan) by Namura. Owned by COSCO (China). Sold for demolition in Xinhui, China.

 *Silver Bell*. IMO 8716033. Bulk carrier. Length 312 m, 25,343 t. Deflagged from Panama to Comoros for her last voyage as *Silver*. Classification society Korean Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Sold by her South Korean owner Korea Line just prior to her departure for demolition in India.

Silver Bell, arriving Port Hedland, Australia to load iron ore. December 2007
© Tropic Maritime Photos



Silver Mariner (ex-New Brisk, ex-Bungo, ex-Bungo Maru). IMO 9073488. Bulk carrier. Length 290 m, 21,478 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1995 in Chiba (Japan) by Mitsui. Owned by Sinokor Merchant Marine Co (South Korea). Detained in 2014 in Zoushan (China). Sold for demolition in Bangladesh. 437 \$ per ton including 700 t of bunkers.



Silver Merchant (ex-Brisbane, ex-Spring Brave, ex-Dyna Gemini). IMO 9106223. Bulk carrier. Length 273 m, 17,970 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1995 in Tsu (Japan) by NKK. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2003 in Dampier (Australia). Sold for demolition in Bangladesh. 413 \$ per ton including 1900 t of bunkers.





Soryu Maru. IMO 9100592. Bulk carrier. Length 233 m, 12,180. Deflagged from Liberia to St Kitts and Nevis for her last voyage as *So Yu*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oppama (Japan) by Sumitomo. Owned by Daiichi Chuo Marine Co (Japan). Sold for demolition in Bangladesh.

Soryu Maru, outbound Newcastle, New South Wales (Australia).
May 2011 © BR_Reef



Star Julia (ex-*Powerful*, ex-*Panthea*, ex-*Hai Ji*). IMO 9042233. Bulk carrier. Length 226 m, 12,092 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1994 in Shanghai (China) by Hudong. Detained in 2011 in Novorossiysk (Russia) and in 2014 in Zoushan (China). Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh.



Star Monika (ex-*Birthday*, ex-*Galateia*, ex-*Gortys*). IMO 9047075. Bulk carrier. Length 224 m, 10,222 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Maizuru (Japan) by Hitachi. Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh.



Star Tatianna (ex-*Fortezza*, ex-*Gulf Star*, ex-*Christina II*, ex-*Chungjin*). IMO 9057575. Bulk carrier. Length 225 m, 9,686 t. Panamanian flag. Classification society Bureau Veritas. Built in 1993 in Numakuma (Japan) by Tsuneish. Detained in 2001 in New Orleans (United States). Owned by Starbulk SA (Greece). Sold for demolition in Pakistan. 417 \$ per ton including 600 t of bunkers



Star Yandi (ex-*Iron Yandi*). IMO 9122904. Bulk carrier. Length 289 m, 20,535 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Charterwell Maritime SA (Greece). Detained in 2013 in Newcastle (Australia). Sold for demolition in Pakistan. 397 \$ per ton including 1000 t of bunkers.



Steel Titan (ex-*Hellenic Sea*, ex-*Nordbulk*). IMO 8905828. Bulk carrier. Length 225 m, 11,776 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Jiangnan. Owned by Dianik Bross Shipping Corp (Greece).



Detained in 2004 in Abbot Point (Australia), in 2006 twice in Newcastle (Australia), in 2012 in Paradip (India) and in 2014 in Nantong (China). Sold for demolition in Bangladesh. 422 \$ per ton including 380 t of bunkers.

Steel Titan on the Mississippi River, May 2014 © Dianik

Suraya-Y (ex-*Thuraya-Y*, ex-*Sac Flix*). IMO 8023319. Bulk carrier. Length 146 m, 4,188 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1982 in Sevilla (Spain) by AESA. Owned by Indicator Marine Co Ltd (Egypt). Detained in 2009 in Mersin (Turkey), in 2012 in Novorossiysk (Russia) and in 2014 in Mersin again. Sold for demolition in India.



Tai Shun Hai. IMO 8919568. Bulk carrier. Length 190 m, 8,809. Chinese flag. Classification society China Classification Society. Built in 1991 in Shanghai (China) by Hudong. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

Tarik 3 (ex-Arisbe, ex-Hasil, ex-Kota Hasil). IMO 8413473. Bulk carrier. Length 181 m, 6,515 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shimonoseki (Japan) by Hayashikane Shipbuilding. Owned by Horizon Gemi Isletmeciligi (Turkey). Detained in 2013 in Novorossiysk (Russia). Sold for demolition in India.



Tatio (ex-Western Andes, ex-Pacific Andes, ex-Western Andes, ex-Endurance, ex-Endurance I). IMO 8312772. Bulk carrier. Length 183 m, 7,258 t. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Administradora de Naves (Chili). Sold for demolition in India. 390 \$ per ton.



Tatio at the port of San Antonio, Chile. April 24, 2012
© Tomislav Raymondi

The Benefactor (ex-Veroika, ex-Alam Baru, ex-Doric Armour). IMO 8421119. Bulk carrier. Length 222 m, 9,438 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Tsurumi (Japan) by Nippon Kokan. Owned by Sea Lion Shipmanagement (India). Detained in 2002 in Newcastle (Australia) and in 2006 in Vancouver (Canada). Sold for demolition in India. 431 \$ per ton including 340 t of bunkers and a spare propeller.



The Benefactor at anchor in Sharjah, August 2012
© Tejas Sharma

The Watchful (ex-Marina Wave, ex-Torm Gerd). IMO 8903234. Bulk carrier. Length 225 m, 9,646 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Tadotsu (Japan) by Hashihama Zosen; completed in Numakuma by Tsuneishi. Owned by SNP Shipping Services (India). Detained in 2004 and 2005 in Newcastle (Australia). Sold for demolition in India. 400 \$ per ton including 750 t of bunkers.



Thea K (ex-Dorothea, ex-Garnet Star). IMO 8309438. Bulk carrier. Length 155 m. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Shiogama (Japan) by Tohoku SB Co. Owned by Nova Marine Carriers SA (Switzerland). Detained in 2003 in Hong Kong, in 2013 in Canakkale (Turkey) and in 2014 in Pozzalo (Italy). Sold for demolition in Turkey.



Tianshenghai. IMO 9137600. Bulk carrier. Length 289 m, 20,098 t. Panamanian flag. Classification society China Classification Society. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Umang (ex-Sveti Vlaho, ex-Thalassini Doxa, ex-Carol, ex-Garoufalia).



IMO 8306826. Bulk carrier. Length 189 m, 8,830 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Arcelor Mittal Shipping Ltd (United Kingdom). Detained in 2006 in Ghent (Belgium), in 2008 in New Orleans (United States) and in 2012 in Contrecoeur (Canada). Sold for demolition in Pakistan. 391 \$ per ton including 500 t of bunkers.



Umang, Plaguemines, United States. August 2014

© **Captain Peter**

Voyager (ex-Yellow Rose, ex-Andhika Madonna, ex-Lady Madonna, ex-Southern Virgo). IMO 8421341. Bulk carrier. Length 179 m, 7,172 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kawajiri (Japan) by Kanda Zosensho. Owned by Aroania Maritime SA (Greece). Detained in 2002 in Valparaiso (Chile), in 2006 in Rotterdam (Netherlands) and in 2014 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 420 \$ per ton.



Voyager, at Kherson (Ukraine), February 2010 © Ilkay Albay

Wan Shou Shan. IMO 8601197. Bulk carrier. Length 195 m, 10,417 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Dalian (China) by Dalian Shipyard. Owned by China Shipping Bulk Carrier Co (China). Detained in 2000 in Yeosu (South Korea). Sold for demolition in Jiangyin, China.



Western Triumph. IMO 9030761. Bulk carrier. Length 88 m, 1,510 t. Papua New Guinea flag. Classification society American Bureau of Shipping. Built in 1992 in Singapore by Sing Koon Seng ; forepart replaced in 2002 and lengthened from 75 to 85 m. Owned by P&O Maritime Services (Papua New Guinea). Detained in 2005 in Brisbane (Australia). Sold for demolition in Bangladesh.



Western Triumph at Port Moresby, Papua New Guinea.
November 2014 © **Robert Weber**



Yenisey (ex-FESCO *Yenisey*, ex-*Yenisey*, ex-*Yenisei*, ex-CA *Margaronis*). IMO 8311168. Bulk carrier. Length 187 m, 8,057 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by FESCO (Russia). Detained in 2011 in Tilbury (United Kingdom). Sold for demolition in Bangladesh.



Yenisey at Vancouver, Canada (1990 app)
© Rick Garcia / Mike Griffiths



Port of Rio Grande, Brazil. October 2007
© Marcello Vieira

Yi Jia (ex-*Yick Jia*, ex-*Lydia V*, ex-*Sakura*). IMO 8510037. Bulk carrier. Length 220 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Xinhui, China

Zahranos (ex-*Hay*, ex-*Xi Rui 5*, ex-*Danial*, ex-*Gem of Tuticorin*, ex-*Nordglimt*). IMO 8300652. Bulk carrier. Length 182 m, 7,912 t. Togolese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Zahra Maritime Services Co (Lebanon). Detained in 2005 in Odessa (Ukraine), in 2006 in Shanghai (China) and in 2010 in Brisbane (Australia). Sold for demolition in Pakistan. 385 \$ per ton including 330t of bunkers.



Zhong Chang 68 (ex-*Regina Oldendorff*, ex-*St. Croix*). IMO 8120703. Bulk carrier. Length 195 m, 8,054 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Dalian (China) by Dalian SY Co. Owned by Zhongchang Shipping (China). Sold for demolition in China.



Shanghai, January 2010 © A.F. van Rhijn

Tanker

Bay Ridge, the supertanker converted into FPSO *Kuito* : bad luck to the end

Kuito (ex-*Prostor II*, ex-*Bay Ridge*). OMI 7391185. Tanker. Length 335 m, 43,673 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1979 in Brooklyn (United States) by Seatrain Shipbuilding Corp. *Bay Ridge* had 3 sisterships named *Brooklyn*, *Stuyvesant* and *Williamsburgh*. The 4 supertankers were built by the New York shipyard.



New York, 1978, *Bay Ridge* under construction © Frank J Trezza / Brooklyn Visual Heritage

Few months before the *Exxon Valdez* oil spill, there were worries on the side of Valdez, Alaska, the oil terminal supplying California. Twice, the *Stuyvesant* had dumped large quantities of crude oil in the sea and raging winds: 3600 et 2400 t. The fault lied on undetected cracks on the deck and hull of the ship. A few months after the disaster of the *Exxon Valdez*, the Tanker Advisory Center based in New York noted in its "Guide for the selection of tankships" that the *Stuyvesant* and her sistership *Bay Ridge* although relatively young, 12 and 11 year old, were victims of a premature aging and structural deformations. Experts attributed these anomalies to the exceptional length of the 2 tankers, to the very special sea conditions in subarctic waters and the considerable volume of oil in the tanks (200,000 tons). One should also say that prudence and adaptation of rotations to weather conditions were not the priority in Valdez where the Trans Alaska Pipeline produced every day 265,000 tons of crude oil, a giant tap which imposed the daily loading of 2 to 3 tankers. Statistics from Lloyd's, the American Bureau of Shipping and Coast Guards were unanimous to underline that supertankers were vulnerable and that after 10 years of age structural failures and serious mechanical malfunctions were much more numerous (60 %) than on recent ships.



Bay Ridge © Jaime Roco

The *Bay Ridge* family was single hull. Yet in 1997, the fragile *Bay Ridge*, after 16 years of oil traffic including 11 years as a shuttle between Alaska and the lower states, became the *Prostor II*, used as floating storage in the Rang Dong oil fields in Vietnam. Briefly.

She was then bought by SBM - Single Buoy Mooring- of Monaco which had her converted into FPSO, Floating, Production, Storage and Offloading unit, at Sembawang Shipyard in Singapore in 1998-99.



The accommodation structure was upgraded to cater 70 men instead of 35. The production capacity of this floating plant was 100,000 barrels per day, the storage capacity 1,5 million barrels. The *Kuito* has been permanently anchored and operated off Cabinda (Angola) by Chevron Texaco from 1999 on.

Conversion in Singapore © Sembawang Shipyard

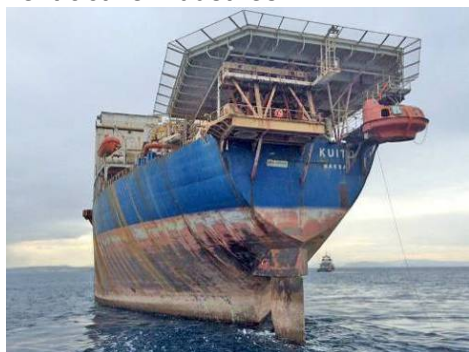
Off Angola, the former supertanker still suffers from her cracks. In a 2004 report on the wear and tear of tanks, American Bureau of Shipping notes 21 cracks on the tank 3C in 2001 and 24 cracks on the C2 in 2002. The total of the various defects requiring repairs on the entire ship is estimated at 750. American Bureau of Shipping imputes these vulnerabilities to 1 - the Alaskan period and difficult operating conditions 2 - the loading and unloading constraints specific to FPSO. Repairs and reinforcements were carried out, 13 tons of metal were added to consolidate the fragile sides. Exceptional precautions were



taken before and during welding work to prevent explosions. The recent accident on board the *FPSO Cidade de São Mateus* (February 2015) showed that the maintenance and repair works are quite risky on such floating oil plants.

Kuito, off Angola © Bob Joshua

In 2015, the *Kuito*, 36 years of age, was towed for demolition in Turkey. End of the last chapter but one last controversy arose. The Chamber of Environmental Engineers under the Union of Chambers of Turkish Engineers and Architects suspects the *Kuito* to contain radioactive wastes, natural but concentrated. In support of this intervention by Turkish engineers, the analysis is that the oil and gas industry is faced with radium deposits in the tank bottoms, the inner side of the pipes and pumps. These risks are admitted by Euratom Directive 96/29. This is a major lesson for those who have a global vision of extractive industries.



Under tow to Aliaga



© Hurriyet Daily News

At the shipbreaking yard

The *Kuito* covers tens of kilometers of pipes. The detection of Enhanced Naturally Occurring Radioactivity requires a systematic and ongoing monitoring. Radium scales are not uniform. Deposits are random. There are risks of exposure for the 150 workers who for 1 year will tear apart the *Kuito*, for those who will handle and recycle metal scrap in the steel factories and in the long term for those who will be exposed to undetected radioactivity emitted by objects or radioactive equipment in their workplaces or in their daily lives. Radium is toxic and carcinogenic for thousands of years. The Turkish Atomic Energy Authority is committed to be vigilant.

Other ships such as phosphoric acid tankers are likely to carry radium contamination.

All sisterships of *Kuito* former *Bay Ridge* were scrapped in the 90's. The *Stuyvesant*, at age 15, in China in 1992, the *Williamsburg*, at age 20, in Thailand in 1994 and the *Brooklyn*, at age 24, in Bangladesh in 1997.

In 2009, the former tanker *Serepca 1* used as FPSO off Cameroon since 1984, was demolished in China after prior extraction of 15 t of liquid PCBs, the electrical transformers and other toxic waste, under the supervision of Total; hazardous materials were transported to Europe for disposal. See the dismantling terms of *Serepca1* in [Shipbreaking # 18](#), p. 10.

ACS 8 (ex-Navakun 21, ex-Kyoei Maru n°1). IMO 8400268. Tanker. Length 102 m, 1,849 t.



Thai flag. Unknown classification society. Built in 1984 in Imabari (Japan) by Higaki. She was one of the wind-assisted ships built in Japan in the 80's. *Kyoei Maru n°1* had a total sail area of 216 m²; the sail has been removed a long time ago. Owned by ACS Marine Co Ltd (Thailand). Sold for demolition in Bangladesh. 410 \$ per ton.

ACS 8, arriving at Bangkok (Thailand), October 2014
© bs1mrc / Shipspotting



More on hybrid ships in [Shipbreaking # 33](#), « Sails...and diesel », p 80-81.

★ ★ *African Gazelle* (ex-Mare, ex-Overseas Cleliamar, ex-Cleliamar, ex-Double Pride, ex-Chemoil Pride). IMO 9001590. Tanker. Length 226 m, 13,453 t. Deflagged from Liberia to Panama for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Sold in November 2014 to Jacinta Marine Corp (Nigeria) prior to her departure for demolition in Pakistan.



February 2011, arrival at Curaçao, Netherlands Antilles © Cees Bustran



March 215, demolition in Gadani
© Shahid

Alba (ex-Albatross, ex-Samco, ex-Fina Samco). IMO 8616518. Tanker. Length 322 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by SBM Production Contractors Inc (Switzerland). Laid up since mid-2011 in Labuan (Malaysia). Sold as is for demolition in Pakistan. 290 \$ per ton.



★ ★ *Bei Hai Zhi Xing* (ex-Tian Xing Zhou, ex-Venetikos, ex-Yugawasan, ex-Yugawasan Maru). IMO 9057006. Tanker. Length 235 m, 12,396 t. Deflagged from China to St Kitts and Nevis for her last voyage as *Bei Hai*. Classification society China Classification Society. Built in 1993 in Imari (Japan) by Namura Zosensho. Owned by Shanghai North Sea Shipping Co Ltd (China). Sold for demolition in Bangladesh. 415 \$ per ton.




Bei Hai Zhi Xing at Zhoushan Anchorage, China, July 2013. © Shipspotting

Byar Ali (ex-*Vassilios III*). IMO 8327545. Tanker. Length 66 m, 548 t. St Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1981 in Perama (Greece). Owned by Prince Shipping Services (United Arab Emirates). Sold for demolition in Pakistan. 310 \$ per ton.




June 2010 in Port Said (Egypt). © **Andreas Spörri**


 *Caribbean Faith* (ex-*Calitea*). IMO 8420385. Tanker. Length 160 m, 6,370 t. Panamanian flag. Classification society RINA. Built in 1986 in Genoa (Italy) by Fincantieri Italiani. Owned by GMA Maritime SA (Greece). Sold for an unknown destination of demolition. Late March, the tanker was still in the Cuban waters but has just been deflagged to Togo.



Caribbean Faith, in Mariel, Cuba, December 2014. © **Kenny Heidman**.

 *Choyang Pride* (ex-*Brotojoyo*, ex-*Tomoe 75*). IMO 7926899. Tanker. Length 104 m, 2,040 t. Deflagged from South Korea to Tuvalu for her last voyage as *Yang Pride*. Classification society Korean Register of Shipping. Built in 1980 in Imabari (Japan) by Asakawa. Sold by her South Korean owner to Doehle Danautic based in India prior to her departure for demolition in Bangladesh.

Coastal Energy Resolution (ex-*Acushnet*, ex-*Alden W Clausen*). IMO 7929683. Tanker converted to Floating storage unit in 2008. Length 179 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi. Owned by U Coastal Ltd (Thailand). Sold for demolition in Pakistan.

 *Da Qing 436* (ex-*Nortank Gulf*, ex-*Gulf Current*). IMO 8300808. Tanker. Length 170 m. Deflagged from China to St Kitts and Nevis for her last voyage as *King*. Classification society China Classification Society. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Nanjing Tanker Corp (China). Sold for demolition in Pakistan.



Shanghai, December 2012, the Chinese tanker *Da Qing 436* on her way to the open sea © **Andreas Schlatterer**



Dart (ex-*Dartagnan*, ex-*Centaurus Mar*, ex-*Fumi*). IMO 8315138. Tanker. Length 224 m, 13,545 t. Deflagged from Panama to Tuvalu in June 2014 then to St Kitts and Nevis in August 2014. Classification society International Ship Classification. Built in 1984 in Nagasaki (Japan) by Mitsubishi. In summer 2014, her owner was the Greek Worldwide Green Tanker. The ex-*Dartagnan* was sold successively to 2 shell companies, was renamed *Dart* and then *Art* and also deflagged twice before she was announced to be broken up. Though, she had to wait until 2015 and the resumption of shipbreaking activities in Pakistan to be finally beached in Gadani.



Dartagnan, December 2006 in Kill Van Kull, NJ, United States © Foggy/Shipspotting



now the *Art*, in Gadani, March 2015 © Shahid



Dawn Meerut (ex-*Eagle Meerut*, ex-*Bunga Kekaras*). IMO 9073737. Tanker. Length 178 m, 6,994 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Singapore and in Daesan (South Korea). Sold by her Indian ship owner AET Tankers to Doehle Danautic, one of the Indian specialists in ships to be broken up; the final destination is up to date unknown. 360 \$ per ton including 150 t of bunkers.



Dildar (ex-*Fair Energy*, ex-*Sea Monarch*, ex-*Antinoor*, ex-*Striggl*, ex-*Lisbet*). IMO 8820901. Tanker. Length 179 m, 9,680 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1990 in Kherson (Ukraine) by Khersonskiy SZ. Owned by NKD Maritime Ltd (United Kingdom). Sold for demolition in Pakistan.



Elsa (ex-*Olysa*, ex-*Polys*, ex-*Overseas Polys*, ex-*Polys*, ex-*Double Glory*). IMO 9001605. Tanker. Length 226 m, 13,453 t. St Kitts and Nevis flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Shanghai (China) by Jiangnan. Owned by Sahara Mina LLC (United Arab Emirates). Detained in 2003 in San Francisco (California, United States). Sold for demolition in India.

Polys arriving Willemstad, Port of Curacao. Netherlands Antilles. October 2011 © Cees Bustraan



FPSO Brasil (ex-Moscliff, ex-Esso Freeport, ex-Esso Saba). IMO 7360849. Tanker. Length 348 m, 35,476 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1974 in Bremen (Germany) by Weser AG ; converted in 2002 to FPSO (Floating Production Storage and Offloading unit) by Singapore shipyards. Owned by Single Buoy Moorings Inc / SBM (Switzerland). Operated by the Brazilian company Petrobras on Roncador oilfield, her storage capacity was 1,708,000 barrels (228,000 tons) and production capacity 90,000 barrels/day (12,000 tons). Decommissioned in November 2014. Another ship of the SBM fleet, the *Kuito*, has just arrived for demolition in Turkey. *FPSO Brasil* is on her way to the Chinese shipbreaking yards at Zoushan, via the Strait of Magellan. Will her dismantling include a radiological monitoring just as that of her FPSO colleague *Kuito* does (See the details on *Kuito*'s career in the introduction of the chapter « Tanker », p 60).



On the right *FPSO Brasil* at work © Erik Azevedo / Auke Visser

Green Line (ex-Sea Pride I, ex-Damaris I, ex-Saldus). IMO 8725670. Tanker. Length 77 m, 1,050 t. St Kitts and Nevis flag. Unknown classification society. Built in 1985 in Rousse (Bulgaria) by Ivan Dimitrov shipyards. Owned by Prince Shipping Services (United Arab Emirates). Sold for demolition in Pakistan. 325 \$ per ton.





Heli (ex-Sad Samudra). IMO 9044413. Tanker. Length 177 m, 7,415 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1993 in Tokyo (Japan) by Ishikawajima-Harima. Owned by IMS SA (Greece). Sold for demolition in Pakistan.



Heli's lifeboats in Gadani © Shahid

Hua Hui (ex-A Prologue, ex-Med Prologue, ex-World Prologue). IMO 8007224. Tanker. Length 171 m, 7,460 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Hua Xiang Shipping Co Ltd (China). Detained in 1998 in Algeciras (Spain), in 2004 in Bari (Italy) and in 2006 in Bandar Abbas (Iran) and in Tianjin (China). Sold for demolition in Bangladesh.



 *Jawaharlal Nehru*. IMO 8609644. Tanker.  Length 237 m, 17,065 t. Deflagged from India to Sierra Leone for her last voyage as *Jawa*. Classification society Indian Register of Shipping. Built in 1992 in Cochin (India) by Cochin Shipyard. Owned by Shipping Corporation of India - SCI (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 380 \$ per ton.



Seen in Singapore Strait on November 2006 © Ivan Meshkov



Kirpili. IMO 8923612. Tanker. Length 60 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Rousse (Bulgaria) by Rousse Shipyard. Owned by Novorossiysk Port Fleet JSC (Russia). Sold for demolition in Turkey.



Kirpili at Novorossiysk Port, Russia, February 2013
© Sushkov Oleg

Kuito (ex-Prostor II, ex-Bay Ridge). IMO 7391185. Tanker.
See the introduction of the Chapter « Tanker » p 60.

Letta (ex-Jaffna, ex-Jamar, ex-Overseas Jamar, ex-Jamar, ex-Petrobulk Jaguar). IMO 8609515. Tanker. Length 172 m, 10,730 t. St Kitts and Nevis flag since June 2014. Classification society Lloyd's Register of Shipping. Built in 1988 in Tamise (Belgium) by Boelwerf. Owned by Sahara Mina LLC (United Arab Emirates). Sold and beached for demolition in India as *Asian*.




As *Petrobulk Jaguar* in Cuxhaven (Germany), June 1998 © Andreas Spörri

Orapin 3 (ex-Spanish Ayes, ex-Ionian Eagle, ex-Kobe II, ex-Matsuyama Maru n°21). IMO 8126094. Tanker. Length 100 m, 1,948 t. Thai flag. No Classification society according to her last Port State Control. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh.



P Ocean (ex-Ama II, ex-Om II, ex-Hai Heng 88, ex-Sari Sawit, ex-Eiko Maru n°1). IMO 7106281. Tanker. Length 72 m, 635 t. Thai flag. Unknown classification society. Built in 1971 in Chofu (Japan) by Kyokuyo. Owned by PINK Transport (Thailand). Sold for demolition in Bangladesh.



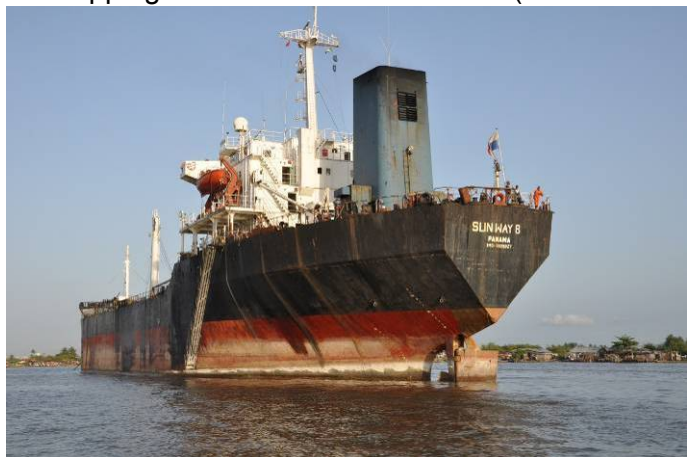
 *Pratibha Chandrabhaga (ex-Umm Al Lulu)*. IMO 8026218. Tanker. Length 176 m, 10,935 t. Deflagged from India to St Kitts and Nevis for her last voyage as *Leo 1*. Classification society Indian Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB & E Corp ; rebuilt in 1993 and shortened from 193 to 176 m. Owned by Pratibha Shipping (India). Sold for demolition in Bangladesh.

Pratibha Chandrabhaga in Kandla (India), July 2007
© Khavara Manish





Sunway B (ex-*Spyros K*, ex-*Bum Dong*). IMO 7925027. Tanker. Length 136 m, 4,730 t. Deflagged from Panama to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1980 in Pusan (South Korea) by Korea SB & E Corp. Sold for demolition in Bangladesh.



Sunway B in the sunset in Lagos harbour Nigeria October 16, 2011 © elgvin / Shipspotting



Tulja (ex-*Al Samidoon*). IMO 9005261. Tanker. Length 322 m, 31,667 t. Deflagged from Panama to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Deep Frontline Shippers Ltd (Nigeria). Detained in 1999 in Bergen (Norway), in 2001 in Qingdao (China) and in 2002 in Rotterdam (Netherlands). Sold for demolition in Pakistan.



Zaizoom (ex-*Sarah Folk*, ex-*Agios Nikoas*, ex-*Samudra Ayu*, ex-*Agios Nikoas*, ex-*Samudra Ayu*, ex-*Hope N°1*, ex-*Jeddah Hope*, ex-*Tatsumiya Maru N°8*). IMO 7821491. Tanker. Length 98 m, 2,171 t. St Kitts and Nevis flag. Classification society Biro Klasifikasi Indonesia. Built in 1979 in Imabari (Japan) by Imabari Zosen. Owned by Soqya Commercial Broker (United Arab Emirates). Sold for demolition in Pakistan.

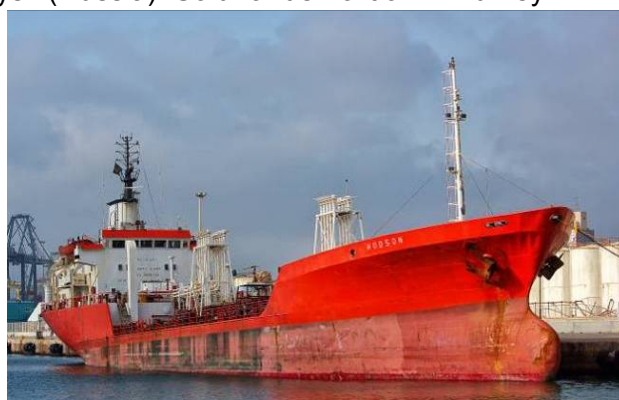


Chemical tanker

Hudson (ex-*Othello*, ex-*Odet*). IMO 7361697. Chemical tanker. Length 90 m. Cook Islands flag. Classification society Ukraine Register of Shipping. Built in 1975 in Busum (Germany) by Busumer. She was delivered as the wine tanker *Odet* under the flag of the French Southern and Antarctic Lands and has been operated by Transports Vinicoles Leduc (Leduc Wine Transport) then by the Navale Française after Leduc merged with Société Finistérienne de Cabotage. Owned by Volgo-Don Shipping Agency Ltd (Russia). Detained in 2002 in Vasto (Italy), in 2003 in Barcelona (Spain) and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.



Odet in Sète, in March 1996
© Régis Zaia



Hudson, berthed at Turia dock, Valencia Port on June 2014. © Manuel Hernández Lafuente

Indisun I (ex-*Synnove Knutsen*). IMO 9007207. Chemical tanker. Length 141 m, 6,353 t. Belize flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Sestao (Spain) by AESA. Owned by Elegant Ship Management (India). Sold for demolition in India.



Indisun II (ex-*Ellen Knutsen*). IMO 8910134. Chemical tanker. Length 141 m, 6,940 t. Belize flag. Classification society Det Norske Veritas. Double bottom ship built in 1992 in Sestao (Spain) by AESA. Owned by Elegant Ship Management (India). Sold for demolition in India.



Pacific Sun (ex-*Bow Pacifico*, ex-*Bow Saphir*). IMO 8009753. Chemical tanker. Length 161 m, 6,363 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in :Hoylandsbygd (Norway) by Eides Sonner. Owned by Salhus Shipping (Norway). Detained in 2013 in Tuticorin (India). Sold for demolition in India for a price of 680 \$ per ton including 765 tons of stainless steel; this is the highest rate this trimester.



Sea Rose (ex-*Golden Harvest*, ex-*Sky Light*, ex-*Mariana*, ex-*Zamzam*, ex-*Vassilios VI*, ex-*Silva*, ex-*Asian Explorer*, ex-*Samurai I*, ex-*Hokuryu Maru*). IMO 7930498. Chemical tanker. Length 86 m. Tanzanian flag. Classification society National Cargo Bureau. Built in 1980 in Ishinomaki (Japan) by Yamanishi. Owned by Qimat Al Mazaya (United Arab Emirates). Detained in 2010 in Safaga (Egypt). Sold as is in Singapore. 350 \$ per ton. Her final destination is up to date unknown.



Tradewind (ex-*Botany Tradewind*, ex-*Tradewind Express*). IMO 8504636. Chemical tanker. Length 123 m, 3,611 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2003 in Melbourne (Australia). Sold for demolition in India. 420 \$ per ton.



Tradewind at Durban, South Africa, August 24, 2014 © Dave Leonard

Gas tanker

Bilis (ex-*Geomitra*). IMO 7347732. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd's Register of Shipping. This LNG tanker with a capacity of 77,700 cubic meters was built in 1975 by Constructions Navales et Industrielles de la Méditerranée (CNIM), at La Seyne, as the British *Geomitra* for Shell. She was transferred in 1986 to Brunei Shell Tankers and reflagged to Brunei, while the ship management remained to Shell Trading and Shipping Company (STASCO). During her whole life, she has been transporting natural gas from Lumut terminal (Brunei) to Japan. She was delivered to Zhoushan (China) shipbreaking yard on December 2, 2014.



Geomitra
© Helder Line



Bilis, Uraga Channel (Japan), March 2012
© Yuichi Morita

Bubuk. IMO 7359785. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne (France) by les Constructions Industrielles de la Méditerranée. Sister-ship of *Bilis*, this LNG tanker had exactly the same career. Built as the British *Genota* (Shell) at La Seyne, in 1986 she became the Brunei-flagged *Bubuk* (Brunei Shell Tankers). She has been devoted to the transport of natural gas from Lumut to Japan. Sold and delivered for demolition in Zhoushan (China).



Genota

© Helder Line

Bubuk

Capricornio Gas (ex-*Fortunato*). IMO 8011043. Gas tanker. 100 m. Peruvian flag. Classification society Bureau Veritas. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Transgas Shipping Lines (Peru). Sold for an unknown destination of demolition. Late March 2015, she was still in the Caribbean area.

East Med Gas (ex-*Gaschem Ben Flor*, ex-*Ben Flor*). IMO 8409630. Gas tanker. Length 127 m, 4,148 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Leer (Germany) by Jansen. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India. 595 \$ per ton including 200 t of stainless steel.



Eastern Honor (ex-*Hanyang Ethlene*, ex-*Cap Elene*, ex-*Capo Amaranto*). IMO 8013247. Gas tanker. Length 100 m, 2,463 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Leghorn (Italy) by Orlando. Owned by NHL Development Co Ltd (South Korea). Sold for demolition in India.



Eastern Honor, Kanmon Strait, May 2013
© V. Tonic

Gas Coral (ex-*Sigloo Endurnace*, ex-*Polar Endurance*, ex-*Eurogas Seconda*). IMO 8608456. Gas tanker. Length 131 m, 5,290 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Viareggio (Italy) by Benetti Gecan. Owned by Asia Shipping Management (United Arab Emirates). Detained in 2010 in Houston (United States). Sold for demolition in India.



Gas Crystal (ex-*Hamilton*, ex-*Mariotte*). IMO 8913215. Gas tanker. Length 106 m, 2,525 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Anan (Japan) by Shinhama DY Co. Owned by Stealth Maritime Corp SA (Greece). Detained in 2004 in Rotterdam (Netherlands), in 2007 in Bordeaux (France) and in 2010 in Houston (United States). She left the Gulf of Mexico in February, and was beached for demolition in India in early April. 420 \$ per ton.



November 2014, at Santo Domingo, Dominican Republic © Alex Matevko

Gas Kaizen (ex-*Gas Courchevel*, ex-*Fernando Clariana*). IMO 8818817.



Gas tanker. Length 105 m, 2,761 t. Marshall Islands flag. Classification society Bureau Veritas. Double bottom ship built in 1991 in Gijon (Spain) by Juliana Gijonesa. Owned by Stealth Maritime Corp (Greece). Detained in 2002 in Bergen (Norway), in 2007 in Venice (Italy), in 2009 in Gela (Italy). Sold for demolition in Bangladesh. 420 \$ per ton.



Leaving Damen Shiprepair Brest, ex-Sobrena, after hull repairs, March 2014 © Erwan Guéguénat

GSN Unity (ex-*Butanone*, ex-*Najma*, ex-*Pangaion*, ex-*Transgas 1*, ex-*NorgasVictory*, ex-*Oslo Victory*, ex-*Gaz Victory*, ex-*Marksman*, ex-*Skaugas*, ex-*Havlyn*). IMO 8017061. Gas tanker. Length 128 m, t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1982 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Far East Ship Management Ltd (Hong Kong, China). Sold for demolition in India.



Veroniki Dio (ex-*Chiccogas*, ex-*Kaitos*, ex-*New Star*, ex-*Newmarket*, ex-*Kyoseki Maru n°3*). IMO 7701562. Gas tanker. Length 65 m. Greek flag. Classification society RINA. Built in 1977 in Taguma (Japan) by Naikai. Owned by Stefanaus Shipping Co (Greece). Sold for demolition in Turkey.



Veroniki Dio at Elefsis, Greece. June 2010
© Dennis Mortimer



beached in Aliaga © Captain Selim / Instagram

Miscellaneous

Offshore supply vessel.

Huahai (ex-Baldeer Vaasa). IMO 7817086. Offshore supply vessel. Length 65 m. Liberian flag. Classification society China Classification Society. Built in 1979 in Turku (Finland) by Wartsila. Owned by Shenzhen Huawei Offshore (China). Sold for demolition in Xinhui, China.



Ios Victory (ex-Smit-Lloyd 120). IMO 8202795. Offshore supply vessel. Length 58 m, 1,963 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1983 in Zaltbommel (Netherlands) by De Waal. Owned by Petra Offshore Ltd (Malaysia). Sold for demolition in Bangladesh.



Malacca Strait (Malaysia), September 2010
© sea apache / Marine Traffic

Maersk Mariner. IMO 8409381. Offshore supply vessel. Length 82 m. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by AP Moller Maersk (Denmark). Sold for demolition in Turkey.



August 2010, anchored at Guanabara Bay, Rio de Janeiro, Brazil. © Erik Azevedo



Maersk Mariner arriving for demolition at full speed in Aliaga © Captain Selim

Offshore Defender (ex-Atlantic Defender, ex-Big Orange XII). IMO 7909188. Production testing vessel. Length 63 m, 927 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Nandan (Japan) by Teraoka. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in India in Mumbai.

Standby-Safety vessel

Timor Challenger (ex-Viking Challenger, ex-Britannia Challenger, ex-Britannia de Hoop, ex-De Hoop). OMI 6402901.



Standby-Safety Vessel. Length 64 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Bolnes (Netherlands) by Pot; ex hospital ship converted in 1990 to standby-safety vessel. Owned by Hakvoort Transport Shipping (Netherlands). Sold for demolition in Turkey.



Timor Challenger at IJmuiden, (Netherlands), June 2008.
© Snaphaan

Training ship.

Petar Beron (ex-*Alkaid*, ex-*Brandanger*). IMO 5050309. Training ship. Length 139 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1949 in North Sands (United Kingdom) by JL Thompson. Ex reefer docked in the port of Varna and used as training ship by Navibulgar (Bulgaria). Sold for demolition, she left Varna under tow bound for Turkey and Aliaga shipbreaking yards.



The Reefer *Brandanger*, at Vancouver, May 1955
Archives of the City of Vancouver



2015, the ex training ship *Petar Beron*, at the shipbreaking yard in Aliaga © Nik Kopper

Research vessel

CGG Symphony (ex-*Aker Sympony*, ex-*Atlantic Horizon*, ex-*Moletta*, ex-*Minna*, ex-*Stralsund*, ex-*Shtralzund*). IMO 8607189. Research vessel. Length 121 m. French flag (International French Register) until February 2014, then deflagged to Bahamas. Classification society Bureau Veritas.



She was built as a factory ship in 1988 at Stralsund by the East German shipbuilding yard (Volkswerft VEB) and delivered to the Soviet fishing fleet. She was one of the *Moonzund* class -or project Atlantik 488- supertrawlers. The family was able to produce 60 t of frozen fish, 50-60 t of fish meal, 4 t of fish liver oil and 25,000 cans per day. 37 vessels of this type have been built between 1987 and 1993. According to the initial specifications, her lightweight tonnage was 5,800 Ldt and she used Freon 22 as refrigerant. She was manned by 115 sailors.



Sistership *Oleg Naydenov* (ex-*Leonid Galchenko*), IMO 8607309, built in 1990, suffered a fire on April, 12 2015. She was towed outside the port of Las Palmas, Canary Islands but foundered 3 days later with 1,400 t of bunkers and polluted extinguishing waters.

© Salvamento Marítimo



CGG Symphony, arriving at Santander (Spain), April 2012 © Prieto

In 1999, the supertrawler and factory ship was converted to seismic research vessel and equipped with an helicopter deck. Her last ship owner was Compagnie Générale de Géophysique, or CGG Veritas (France) founded by Conrad Schlumberger in 1931. In 2014, CGG was in financial troubles but declined a take-over offer from Technip, French leading oil services company. CGG is rejuvenating its fleet and getting rid of its oldest units. *CGG Symphony* spent the year 2014 laid-up in Dunkirk; in February 2015, she was towed for demolition at Galloo Recycling yard in Ghent, Belgium.

Geo Endeavour (ex-*Algosaibi 23*). IMO 8409927. Ex offshore supply vessel converted to seismic research vessel in 1998. Length 46 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Tongyeong (South Korea) by Shin A SB Co. Owned by Fugro Marine Services BV (Netherlands). In February 2015, *Geo Endeavour* left Pointe-Noire (Congo) and headed for Turkey and Aliaga shipbreaking yards.



← May 2014 © Nimul / Marine Traffic



Aliaga, March 2015 © Captain Selim

Hannah-II (ex-*Hannah 2*, ex-*Kaze Maru*, ex-*Keifu Maru*). IMO 7002186. Research vessel. Length 82 m, 1,364 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1969 in Tokyo (Japan) by Ishikawajima-Harima. Owned by TMS Korea Co Ltd (South Korea). Detained in 2001 in Yeosu (South Korea) and in Kobe (Japan), in 2009 in Busan (South Korea) and in 2014 in Incheon (South Korea). Sold for demolition in Bangladesh.



Hannah II in Kota Kinabalu (Malaysia), April 2013 © timbo2

Lorna (ex-*Nolsoyar Pall*, ex-*Le Noroit*). IMO 7035717. Research vessel. Length 51 m, 526 t. Unknown flag. Unknown classification society. This ship was built in 1970 as *Le Noroit* by Ateliers et Chantiers du Havre



(ACH) for CNEXO (Centre National pour l'Exploitation des Océans), merged in 1984 in IFREMER (French Research Institute for Exploitation of the Seas).



At berth in St Nazaire, in 1995 © Gilbert Cailler

She was the first unit of the “N.O.R.O.I.S.” type vessels (Oceanographic Research Ships, Observation and Support). She could sail on her own power for 20 days at a speed of 12 knots. She could cater 20 sailors and 10 scientists. She has been operated in the Channel, the Atlantic Ocean and the Mediterranean but also in the Pacific Ocean where she was spotted in 1972-1973 or in 1991. She was decommissioned in 1995 and sold in 1996 to the Faroe Islands Government (Foroyar Landsstyri); she was renamed *Nolsoyar Pall* after the Faroan 18th Century sailor and poet. She was acquired in 2002 by Suffolk Petroleum Services, based in Lowestoft (United Kingdom) and became *Lorna*. She has been decommissioned in Lowestoft for several years, and was towed for demolition towards Ghent and Galloo Recycling yard; she arrived there on March 26).



Nolsoyar Pall statue in Torshavn (Faroe Islands) © Mynd Vagnur

© IFREMER



Lowestoft, March 25, 2015, about to leave for Ghent © Mike 714 ➡



Polar Sea (ex-*Lisbeth C*, ex-*Santa Paula*, ex-*Lisbeth C*, ex-*Pacific Peru*, ex-*Lisbeth C*). IMO 9042283. Seismic research vessel. Length 92 m. Bahamian flag. Classification society Bureau Veritas. Built in 1993 in Frederikshavn (Denmark) by Orskov Christensens ; ex cargo converted to seismic research vessel for the oil industry in 2007. Owned by Petroleum Geo-Services ASA (Norway). Sold for demolition in Esbjerg, Denmark, by Smeedegarden.



Nuclear material and nuclear waste carrier

Sigyn. IMO 8025941. Nuclear material and nuclear waste carrier. Length 90 m. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Le Havre (France) by Ateliers & Chantiers du Havre for Société franco-suédoise d'armement maritime (Sofrasam) whose shareholders were SKB (Svensk Kärnbränslehantering A/B or Swedish Nuclear Fuel & Waste Management Company) 68%, and Compagnie Générale des Matières Nucléaires (Cogema), 32%. She was a Ro Ro vessel (stern ramp), but a crane could also be used to handle cargo vertically via the hatches. *Sigyn's* double hull was ice-strengthened; she had double bottoms and two totally independent engine rooms. The cargo was isolated from the accommodation spaces by protective shields.



Due to a lack of activity, *Sigyn* remained decommissioned at Oskarshamn from January 1984 to April 1985. In January 1984, Oskarshamn shipyard carried out a few works in order to improve her maneuverability; in particular, a larger rudder and a keel were laid. When she was recommissioned in April 1985, she was 100 % owned by SKB, reflagged to Sweden and under management of Rederi A/B Gotland, based in Visby.

In 2012, the shipmanagement was handed to Furetank Rederi A/B.

See The END in the following pages.

The END

Sigyn, the end of a nuclear servant.

Sigyn is to be destroyed. "To be broken up," says the specialized database Equasis. Named after a Scandinavian divinity considered to be an antidote against poisons, *Sigyn* had two lives. Under the French flag, she was cursed; under the Swedish flag, she has been serving well and loyally for 20 years and contributed with unfailing support to the program of management of new or spent nuclear fuel and nuclear waste.



At the ACH shipbuilding yard, April 1982, Le Havre (France) Archives Robin des Bois

Dedicated during her entire career to the transportation of high-level radioactive materials, *Sigyn* knew her first troubles in the French port of Le Havre on the day of her christening in September 1982. The Swedish ambassador to France, the godmother - wife of the director of SKB, the Swedish nuclear consortium - and around fifteen Swedish journalists attended the intrusion aboard *Sigyn* and her brief occupation by anti-nuclear activists from Cherbourg, her first homeport. Cherbourg was destined to be the platform of reception and expedition of nuclear waste and materials treated at the atomic factory in the peninsula of La Hague, Normandy. It was a baptism of fire, and bad luck has constantly been persecuting *Sigyn* for two years. Obviously, goddess *Sigyn* could not do anything against the "poison" of French anti-nuclear activists.



1982, maiden voyage to Barsebäck nuclear plant
© Barsebäck kraft / Marine Traffic



Unloading of spent fuel in Cherbourg, January 31, 1983 Archives Robin des Bois

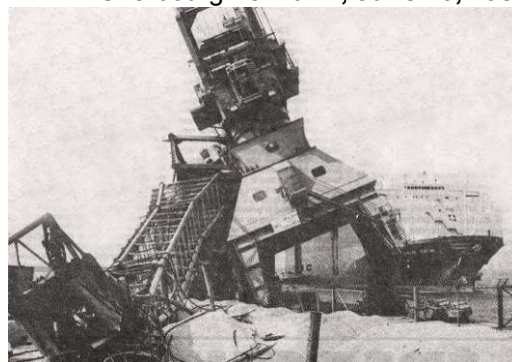
On her maiden voyage on November 25, 1982, *Sigyn* tore the exterior side of her double hull on a rock in the basin of the Swedish nuclear plant of Barsebäck. Around 20 journalists were witnesses. *Sigyn*, instead of loading spent nuclear fuel bound for Cherbourg, was immediately directed toward the Landskrona shipyards. The repair works lasted between three weeks and a month. It was only at the end of January 1983 that the first packages of spent nuclear fuel arrived in Cherbourg aboard *Sigyn*. They were waited for by protestors, some of whom, under the eyes of Swedish journalists again and despite the police forces, succeeded in climbing one of the "casks" and settled at the top in order to slow down the atomic train.

On February 27, 1983, for *Sigyn's* third entry into the port of Barsebäck nuclear plant, a drifting cable got mixed up with a bow thruster and paralyzed the ship's movements despite the assistance of two pilots and three tugboats.

Not long after, the Franco-Swedish contract for spent nuclear fuel reprocessing, initially dealing with 762 tons, was cancelled thanks to the initiative of Birgitta Dahl, Swedish Minister for the Environment.

Cherbourg **Le Marin**, June 10, 1983

On Tuesday, June 7, 1983, *Sigyn* was awaiting orders in the port of Cherbourg. *European Venture*, a car carrier full of Toyotas, was berthing on the wharf opposite in the large basin. A black out during the maneuvering -crosswinds, inoperative anchor dropping- the *European Venture* came slowly and inexorably to bump into the stern of *Sigyn*, which broke her mooring and banged against an Irish ferry. By the way, the two cranes dedicated to the unloading of spent nuclear fuel were pushed out of their tracks by the bow of the Liberian car carrier. There were no deaths or injuries – only helplessness, fright and 60 million francs (9 million euros) worth of damages, not counting the repair of the ships and definitively the bad luck striking *Sigyn*. Three weeks later, the Danish Minister for the Environment requested the immediate ban of *Sigyn* in Danish waters.



Ringhals nuclear plant, December 2012
© **Andreas Simonsson**



At berth in Donsö, May 2013
© **Andreas Simonsson**

Since 1985, *Sigyn* had been flying the Swedish flag. In 1987, she carried out 7 shipments of MOX (Mixed oxide fuel, made from plutonium and uranium) between Lübeck and Sweden in spite of large protest demonstrations in Germany and Sweden. An 8th shipment was planned in February 1988 but was not allowed by the regional authorities of Schleswig-Holstein). Apart from the 7 shipments above mentioned, *Sigyn* was exclusively dedicated to the transport of spent nuclear fuel between Swedish nuclear plants and storage sites of spent nuclear fuel and intermediate-level wastes. Making between 50



and 60 trips per year, she crossed 20,000 nautical miles every year without having encountered any apparent problems. However, the fact remains that the garage deck of *Sigyn* is susceptible to have been radioactively contaminated. She was sold for demolition to the Swedish company Stena Recycling and will be dismantled at Falkenberg, Sweden.

Sigyn off Oskarhamn, December 2013
© **Mattias Kallman**

Sigrid, *Sigyn's* successor, designed by the Dutch group Damen, was built by their Romanian shipyard in Galati. A bit longer than *Sigyn* with 99,5 m in length, 1,600 Dwt and a capacity of 12 waste containers ("casks") compared to 10 for her predecessor, she was delivered in October 2013.

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