

ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition  
# 43, from January 1 to 31 March 31, 2016

April 29, 2016

## Content

Novorossiysk, the model harbour	1	Overview : 1st quarter 2016	11	Bulk carrier	46
Ports : the Top 5	2	Factory ship / fishing ship	13	Cement carrier	76
Ships aground and cargoes adrift	2	Reefer	14	Car carrier	77
In the spotlight	5	Offshore	15	Ro Ro	80
Yellow card and red card for grey ships	6	General cargo	19	Ferry	80
From Champagne to the blowtorch	8	Container ship	30	The END : Italy is breaking up migrant carriers	82
Tsarev the squatter	9	Tanker	42	Sources	85
The disgrace of German ship-owners	9	Chemical tanker	45		
Dynamite in Indonesia	10	Gas tanker	45		

## Novorossiysk (Black Sea, Russia), the model harbour



Novorossiysk : detentionstorm in the Black Sea

The port of Novorossiysk plays in the Black Sea and the Mediterranean a major role of watchdog. The Russian port has a long tradition in the control of merchant vessels. Within the framework of international agreements on maritime transport safety, inspectors note aboard deficiencies relating to maritime security, protection of the environment and living conditions of crews and do not hesitate to retain substandard ships as much as necessary. Of the 265 ships to be broken up between January 1st and March 31 2016, 14 were detained in Novorossiysk, sometimes repeatedly, and therefore reported as hazardous vessels to all states bordering the Black Sea and the Mediterranean. At least 4 freighters, the *Amina H*, the *Majed and Randy*, the *Venedikt Andreev* and the *Med Glory* had the migrant carriers profile. Novorossiysk, in 2002 and 2007, had detected the mismanagement of *Captain Samin* and of livestock carrier *Ezadeen* that were ultimately used for human trafficking in October 2014 and January 2015.

The Top 5 of Ports



## The Top 5 of Ports

In this respect, other praiseworthy ports in the first quarter of the year are located in Australia, Canada and China.



2 Gladstone (Australia) - 16 detentions



3 Newcastle (Australia) - 16 detentions



4 Vancouver (Canada) - 10 detentions



5 Dampier (Australia) - 9 detentions



6 Shenzhen (China) - 9 detentions

The operation of ships detained in various ports due to their poor maintenance and their non-compliance with the IMO Conventions has no future. They are bound to be demolished or are engaged in unspeakable traffic (see the chapter The END, p 82).

1 newsmaritime / 2 Roberto Giammanco / 3 Newcastle Coal Infrastructure Group / 4 overdriveonline / 5 Erin Jonasson / 6 Zi Kay

## Ships aground and cargoes adrift

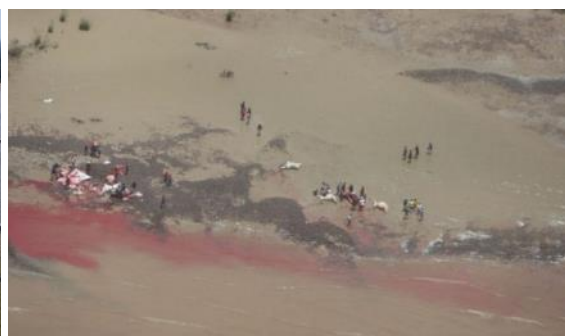
The two are irrevocably doomed. One sank with a cargo of cattle. The owner abandoned her, carcasses rotting deep in water or on the beach. The other one ran aground 2 km away from the cooling water pumping basin of a nuclear plant. They are both responsible for oil spills.

### **Haidar, Barcarena (Pará State, Brazil)**

*Haidar* (ex-Elevation, ex-Perceiver, ex-Cervantes, ex-Regia, ex-Portland Bay, ex-Regia). IMO 9083067. Lebanese flag. Ex container ship converted to livestock carrier. Length 117 m. Built in 1994 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by A Sleiman Co & Sons (Lebanon).



The Lebanese-flagged livestock carrier *Haidar* sank on October 6, 2015. 6 months after the disaster, the impacts on the environment and on the local population are getting worse: bacteriological and chemical pollutions have still not been eliminated. The wreck is accessible, though. The ship sank at berth in the port.



© Sidney Oliveira/ Ag. Para



One month later, Mammoet Salvage was contracted to pump the fuel and prepare the wreck removal. The oil spill had time to spread on the nearby beaches. The Pará river continues to vomit hydrocarbon pellets. Fishermen have noticed a decrease in the number of fish and especially of shrimp, a specialty of the region.

3900 dead cattle are trapped in the hull. Carcasses litter the beaches of the Bay of Marajo. The people who still dare to eat fish or drink water get sick. In order to meet the basic needs of the population, the State has distributed substitute food to the villagers, some of that emergency food was out of date.



© Paulo Santos

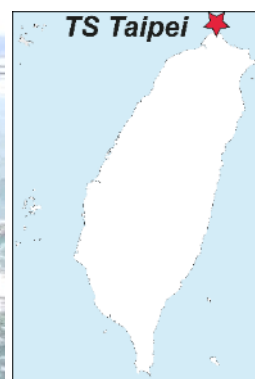
The Syrian captain of the *Haidar* was forbidden to leave the territory pending the outcome of the investigation; dockers' testimonies evoke his responsibility in the distribution of cattle on the ship. The Criminal Court has just agreed to give him back his passport.

So far, the owner or his insurance has paid no compensation. The fine of 68 million reals, or 17 million euros, has not been paid. The formal notice to remove the wreck was ignored; it stated February 2nd as deadline. The owner A & Sons Co Sleiman / Tamara Shipping protects itself from prosecution. He organizes his own insolvency : at the time of the disaster, he officially had six livestock carriers, today his only asset is the *Haidar*.

### ***TS Taipei*, Shimen (New Taipei district, Taiwan)**

*TS Taipei* (ex-*Hammonia Benita*). IMO 9348481. Container ship, 1578 teu. Length 168 m. Taiwanese flag. Classification society China Corporation Register of Shipping. Built in 2006 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by TS Lines Co Ltd (Taiwan). Detained in 2012 in Yokohama (Japan) and in 2013 in Hong Kong.

March 10, 2016, the *TS Taipei* has left Keelung for Hong Kong carrying 617 containers. She suffered an engine failure, the engine room was flooded. Driven by the storm, the distress ship ran aground on the northern tip of Taiwan. A SAR helicopter crashed at sea during the rescue operation, the pilot and a rescuer were killed; the crew of 21 sailors was evacuated safely.



*TS Taipei* – video Freediver HD, screenshot Robin des Bois

A dozen containers fell overboard. The *TS Taipei* also carried 240 tons of fuel, 35 tons of lube oil and 30 t of ship-generated waste. She remained stuck a few hundred meters away from Shimen which also houses Jinshan nuclear plant, the first one built in Taiwan. The reactor cooling water channel is less than 2 km away.



© Freediver HD

On the morning of March 25, the container ship broke into 2 parts, hydrocarbons leaked and spilled the coastline despite the deployed anti pollution booms. Fuel tanks pumping operations finally started on March 27. On April 1st, oil pollution was found near Keelung, 30 km from the place of the grounding. The population of Taipei area is worried about the health risks: 80% of fish consumed in northern Taiwan come from the affected area.



© Taiwan Environmental Protection Agency



© Freediver HD

At the same time, the containers still on board are extracted; 9 of them contained hazardous materials. The removal of cargo is expected to end by April 6. The 2 pieces of the wreck continue to dislocate. The demolition terms of *TS Taipei* are not known to date.



Robin des Bois/Google Earth



The nuclear power plant © CYS13/Panoramio



## In the spotlight

On fire and smoke, hijacked, hit by the hurricane, oil leaking tanker, manor vandal, they now undergo the assault of welding torches except one undergoing the assault of waves.



1

*Sorrento (p 81).*



2

*Orna (p 65)*



3

*Los Llanitos (p 59)*



4

*Martha Petrol (p 43)*



5

*Courage (p 77)*



6

*Majed & Randy (p 24)*

1 Salvamento Marítimo / 2 OTAN / 3 PROFEPA / 4 Cilacap bercahaya & Sekitarnya - Metro TV / 5 BBC / 6 Milliyet

## Yellow card and red card for grey ships

Military vessels are excluded from the Hong Kong Convention. They are not exempt from demolition. It should be flawless. It is not.

### France

The contract awarded to Veolia-Bartin in March 2014 estimated the former helicopter carrier and training ship *Jeanne d'Arc* and the cruiser *Colbert* should be demolished within 2 years. The recycling operation is getting behind schedule. *Jeanne* arrived in Bordeaux in October 2014. The afloat depollution drags on. *Jeanne* has not yet entered the Bassens drydock for final dismantling, she occupies the dock and delays the return of *Colbert* to Bordeaux (Cf. " [Shipbreaking](#)" #36, p 5).

On February 2, the cruiser came out of her Landevennec retirement residence at the mouth of the river Aulne. "Preparatory work for her towing to Bordeaux" is underway in Brest, all of which means cleanup work who do not say their names, cutting and extracting toxic equipment, pumping polluted water, all without administrative supervision and without caution and special containment of dust and asbestos contaminated materials. Aggravating circumstances, the clean up process is carried out in basin 5, in the middle of the commercial port. However, the Navy has a number of unused drydocks and quays in Brest to groom, clean up, decontaminate and dismantle in a closed circuit.



March 2016, Brest, the cruiser *Colbert*... at the commercial port... © Erwan Guéguénat

### United Kingdom

The Royal Navy continues exporting its old military or auxiliary hulls outside Europe. Or let them sink. Transfers to private funds of enthusiasts who are trying somehow to maintain them are not a guarantee of sustainability for these ships that are part of History. For the Ministry of Defence, it is a good deal. This saves the various hassles of demolition.

The former minesweeper *HMS Bronington* ID number M1115 eventually sank. She was built in 1953 in Beverley (UK) by Cook, Welton & Gemmel. From February to December 1976 her master was Charles, Prince of Wales. She was decommissioned in 1988, acquired in 1989 by the Bronington Trust and displayed to the public as a museum ship in Manchester in 1992.

"The Boss" © Clarence House  
Reunion of 1976 crew



In 2002, she moved to Birkenhead in the warship collection of another private fund, the Warship Preservation Trust. In 2006, the neighboring warehouses were to be rehabilitated. There was no space for its ships, the Trust had to close down. The ownership of the vessels was transferred to the port, the pieces of the collection were scrapped or abandoned (See "[Shipbreaking](#)" n°29, p.10). The frigate *Plymouth* was sold for demolition in Turkey in 2012, the *LCT 7074*, last of the D-Day Tank Landing ship sank in 2010 and was refloated in 2014 and transported to Portsmouth for restoration.





*HMS Bronington*, May 1988, Portsmouth © **Brian Fisher**



Museum-ships in Birkenhead © **Chowels CC**



The *HMS Bronington* remained laid up on Vittoria dock, she was sacked in 2012, her condition has continued to deteriorate, no financial and sustainable solution could be found. Peel Ports - owner of the Mersey ports - and the Agency for Environment have been discussing the conditions of her demolition in situ. According to witnesses, Tuesday, March 15, 2016, *HMS Bronington* was still afloat, on March 18, she was half submerged.

© **Phil Owens**



119 minesweepers of the Ton class were built between 1953 and 1960 for the Royal Navy; initially, they were insect names and were renamed after English villages ending in "ton", hence the name of the family. Some were sold to Australian Indian, South African, Argentinian, Irish and Ghanaian marines. Their wooden hull were aluminum framed.

*RFA Orangeleaf*. Built in 1975 in Birkenhead by Cammell Laird as *Hudson Progress*; the shipping company that had ordered her cancelled its purchase before she was completed. The ship remained in drydock and was finally delivered in 1979 as *Balder London*.

The auxiliary replenishment tanker *RFA Orangeleaf*, ID number A110, was beached for demolition on March 16 in Aliaga. Originally built as a merchant vessel, she was requisitioned in 1982 for service in the Falkland conflict, From 1984 on, she has been chartered by the Ministry of Defence. She was renamed and fitted with replenishment-at-sea capabilities. Definitively decommissioned on September 30, 2015, she has been waiting since in a basin at Birkenhead, next to the shipbuilding yards where she was born.



© **Royal Navy**



The former Royal Fleet Auxiliary vessel *Orangeleaf* entering the Mersey from Birkenhead at the start of her scrap voyage to Turkey. © **Barry Graham**



Aliaga © **Selim San**

## Straightaway from champagne to the blowtorch?

### ***Black Diamond*** (ex-*Riverton*, ex-Smitlloyd-112)

For the Equasis database, the *Black Diamond* (IMO 7402465) is an offshore supply tug ; her status is " in service ". This was her original mission when she was built in 1975 at Zaltbommel (Netherlands) by De Waal shipyard. Her name was *Smitlloyd-112* owned by the Dutch group Smit-Lloyd.

In 1989, she was acquired by the Royal Canadian Navy and renamed *Riverton*. She was only occasionally operated as a tug. She returned to civil life and offshore duties under charter of Secunda Marine Services from 1997 to 2002 then for the Newfoundland-based Cape Harrison Marine Corp that has bought her from the Navy in 2004.



The supply *Riverton* in Newfoundland © Wes Pretty



Conversion in Valencia © Manuel Hernandez Lafuente

In March 2014, her horizon shifted. She was acquired by Yacht Bilgin Shipyard Europe based in Madeira (Portugal), was deflagged to Panama and left the Canadian offshore activities for Southern Europe. This is the beginning of the end. She was engaged in an ultimate and badly operated towing mission from the Balearics to Portugal and damaged the vintage steam yacht *SS Delphine*. Upon her arrival in Aveiro, *Riverton* was detained for 107 days. In September 2014, she was sold to Madeira Yachts Shipping Register Management Lda : she was converted into a party boat to host receptions when anchored at events such as the Cannes Film Festival or the Monaco Grand Prix or to be used as a floating nightclub in Ibiza or St. Tropez. She became the *Black Diamond* at the Valencia shipyards (Spain) and was fitted with a grand red-carpetted staircase and a "VVIP upper deck". In June 2015 she arrived at Marseille for the very last finishing works before her first season as a "party boat".



*Black Diamond* and the "party bar" on the main deck. Artist views.



Charter rates were already available from all good dealers: 330,000 \$ per week or 55,000 \$ per day, excluding taxes. She was about to leave for Cannes on July 13, she was already booked for 6 party nights, the honourable Champagne House Taittinger was sponsoring the Champagne bar. Unfortunately, Maritime Inspectors at Marseille failed the floating object. They have serious doubts regarding safety on board of the ex supply : some watertight bulkheads have been drilled. The *Black Diamond* has to remain at berth, she is lumbered with debts.

End of the party ? In December, the "superyacht" that is denied sailing is now listed for sale for 2,3 millions d'euros. Will she end up as a restaurant on a roundabout or in a breaking yard ?



## Tsarev the squatter



After a 7 ½ year-long burdensome presence, the fate of the resistant to ship demolition could finally be decided upon. (See Robin des Bois' press release "[Panama Papers in Brest](#)", April 15, 2016). The Bretagne Region is about to award the contract for her demolition. The winner of the call for tender will have less than one month to expel the squatter *Tsarev* away from the commercial port. Really ? "Considering the drop in metal prices, a fallback quay has been arranged in case the ship could not leave before the maritime festival " have already declared the State services. "



## The disgrace of German ship-owners.

German ship-owners are clearing up their fleets ; they have no scruples with regard to the European regulation and its principle of "safe and environmentally sound recycling of ships ". German ships to be brokeun up are exclusively sent to Turkey and to the Indian subcontinent. 38% of them have been ultimately deflagged prior to their voyage towards the shipbreaking yards. Secrecy is as well using renaming. The most ridiculous camouflage of this number 43 « Shipbreaking » issue was performed by the *Arnold Schulte* that became the *Comorian Gold* and was beached in Bangladesh.

Beyond nearly childish practises, the question is to determine who can be held responsible in case of an accident on the last trip to the breakers. The *Elbwolf* owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG was arrested for colliding with 2 ships in the Singapore Strait and after a hit and run episode. The ex ship-owner washed its hands on all mishaps. It had previously taken the precaution to sell the container ship to a shell company prior to the last voyage (Cf. p 34). St Kitts & Nevis, the ship's new flag, is definitely not going to investigate properly the incredible behaviour of the vessel.

Hapag Lloyd is considered to be a responsible, exemplary, environmentally friendly and fair ship-owner. In March 2015, the company got rid of its end-of-life Samsung 4600 container ship series (294 m in length, 4639 teu, built between 1991 and 1994) but did not send them directly to the breakers. König & Cie GmbH & Co Kg, a less exposed German ship-owner has been in charge of their deliveries to Alang, after operating them a few months more. The sea air had enough time to partially erase the name of the honourable company from the hulls of those ships on borrowed times. The end of life was premeditated ; the trend was on cuttings the maintenance costs. This negligence was nearly fatal to the *Kalliopi RC* in distress off Le Havre (France) early March (Cf. the press release "[Kalliopi RC, a mechanical refugee at Le Havre](#)", March 11, 2016). The container ship was detained for the 3rd time in less than one year and eventually left the Normandy port. She was supposedly expected in Rotterdam, then at Piraeus ... She actually arrived at Alang anchorage on April 19, and has been waiting for the Gujarat Maritime Board clearance to join her sisterships on the beach : *Dimitrios C*, *HH Emilia*, *HH Johanna* were delivered to the Indian breakers in February, March and early April 2016.

See also p 33, 36, 37 the chapters on the ex *Ludwigshafen Express*, *Dresden Express*, *Portland Express* and *Hoechst Express*.



*Kalliopi RC*, a downgraded ship, at Le Havre (France) on March 2 and in Alang on April 19, 2016.

© Erwan Guéguénat

## Dynamite in Indonesia



As Snake © Interpol

*Viking* was renamed 13 times, deflagged 12 times and changed 8 times her call sign. She was launched in 1987 in Japan as *Choya Maru*. She was arrested by the Indonesian Navy on February 26 near Riau Islands.

The 11 crewmembers - Argentinian, Chilean, Burmese and Peruvian nationals - have been charged for violating the sea law. According to documents seized on board, the *Viking* used to drop her fish catch in Thailand and call at Singapore to be repaired and probably to be painted with another color. She had been spotted on several occasion for illegal-fishing, especially toothfish, in the Southern Ocean while she was underhanded operated by one Spanish fishing company.



© Tentara Nasional Indonesia



© Indonesian Navy

The ex *Viking* was scuttled off Pangandaran west of Java Island. Within a year of hunting for ships entering the Indonesian waters without notice and operating with no permit, Indonesia destroyed 120 foreign vessels.

"Shipbreaking" wishes one or several shipbreaking yards to be opened in this country. Scuttling is spectacular at first glance but polluting for a very long time. "



© Maritime Affairs and Fisheries Ministry



## 1st quarter 2016 overview : business is picking up

### tonnage recycled

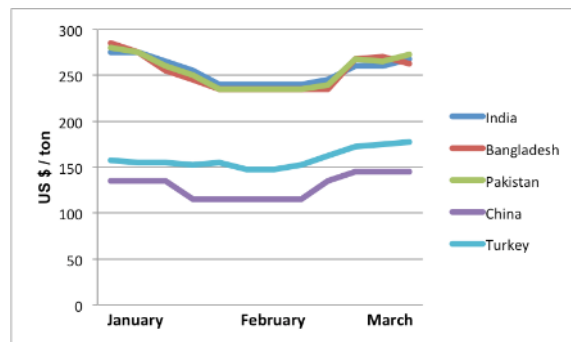
- 1 India 1,1 million t (38%)
- 2 Bangladesh 886,000 t (30%)
- 3 Pakistan, 556,000 t (19%)
- 4 China, 179,000 t (6%)
- 5 Turkey, 125,000 t (4%)

### ships

- 1 India, 115 (44%)
- 2 Bangladesh, 58 (22%)
- 3 Pakistan, 40 (15%)
- 4 Turkey, 22 (8%)
- 5 China, 19 (7%)

265 ships compared to 171 in the previous quarter. Business is picking up in the shipbreaking yards. In volume, the rise reaches +85%. Compared to the last 2015 quarter, scrapped tonnages have doubled in India, tripled in Pakistan and have increased by a factor of 4 and 5 in China and in Turkey where the activity was stalled. Bangladesh has to be content with a 29% increase and is relegated to second place. India is back on the lead.

Prices were at record lows late February. Ships were only worth around 230 US \$ per ton in the Indian Subcontinent, 120 US \$ in China. Rates have recovered in the late quarter but remain below 300 US \$.



The global lightweight tonnage for the period is coming near 3 million tons ; for the whole year 2015, it had reached 7 million tons. 49 ships (19%) were built in Europe, 113 (43%) were property of European ship-owners (European Union or EFTA), 255 (96%) were broken up in shipbreaking yards located in the Indian subcontinent, China or Turkey.

Bulk carriers (152 units) and container ships (34 units) represent the overwhelming majority of the demolished tonnage. The slowdown of the Chinese economy and of its demand in coal and ore pushes bulkers prematurely out of the world fleet; among the victims of the quarter are another 40 capesize bulk carriers (over 110,000 deadweight) mostly delivered to Pakistan and Bangladesh. In the container ship family, even very young ships with a 6000 box capacity are now to be scrapped : *DS Kingdom*, *MOL Integrity* and *MOL Advantage* were 15 years of age, *Swaziland* 18 years.

### tonnage recycled

- 1 : Bulk carrier, 1,8 million t (62%)
- 2 : Container ship, 542,000 t (18%)
- 3 : General cargo, 221,000 t (7%)
- 4 : tanker, 122,000 t (4%).

### category

- 1 : Bulk carrier, 152 (58%)
- 2 : General cargo 37 (14 %)
- 3 : Container ship, 34 (13%)
- 4 : tanker, 11 (4%)



At least 39 ships (15%) were deflagged just prior to their departure for demolition. St Kitts & Nevis (13 last minute citizens) enjoys a surge in popularity and wrests 1<sup>st</sup> place



from the Comoros Archipelago; Niue (4 ships) settles down on the 3<sup>rd</sup> step. On its side, the International Maritime Organisation has decided to support the development of Comoros' maritime sector and has engaged a joint reflection with the Archipelago's Authorities to help them to fulfill its flag obligations. Comorian-flagged ships and substandard ships are almost synonymous: Comoros flag has been blacklisted for several years by Paris Memorandum of Understanding (an international agreement on maritime safety).

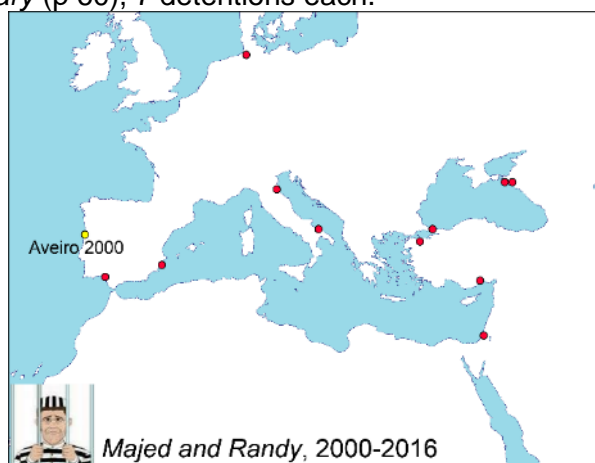
### After the bars, the scrap yard

93 % of the demolished ships were controlled by a Classification society belonging to the IACS (International Association of Classification Societies). This label does not prevent all deficiencies nor detentions. At least 170 ships (64%) have been detained in the world ports. The detention rate prior to demolition is 89% for general cargo carriers, 72% for bulkers, 45% for car carriers and 44% for container ships.

With 12 detentions, the Sierra Leone-flagged general cargo carrier *Majed and Randy* wins the gold medal at the substandard ship contest (p 24). She beats up the North Korean *Kum Jin Gang 1* currently being broken up in China (11 detentions, p 24) and a quartet of 2 other general cargo carriers, the Moldovan *Aysenur* and the Sierra Leone-flagged *Armor Y* (p 20), and 2 bulkers, the Cambodian *Voyager K* (p 74) and the Liberian-flagged German capesize *Mary* (p 60), 7 detentions each.



*Majed and Randy*, July 2015, Bosphorus Strait  
© MG Klingsick



*Majed and Randy*, 2000-2016  
The detentions of *Majed and Randy*  
© Robin des Bois

### Years and meters

Younger and bigger. The age of scrapped ships ranges from 50 years for the general cargo carrier *Archangelos* (p 19) and the drilling ship *Noble Discoverer* (p 15) to 13 years for the ruined ferry *Sorrento* (p 81). This was never seen before : the average age fell down to 25 years. The average age of bulk carriers is 23 years, and only 19 years for container ships. The German container ships *Arnold Schulte* and *Praha* were only 14 year-old.

47 ships were less than 150 m long, 89 between 150 and 199 m and 129 over 200 m. Ships over 200 m nearly reach the absolute majority with 49% ; up to now there had been a balanced repartition. The convoy of ships demolished this quarter would stretch out along 54 km compared to 31 km in the 4th quarter 2015.

The biggest and heaviest of all is the FSO tanker *Faridah* (p 12), built in Denmark, beached in Pakistan : 21 years of age, 333 m in length, 301,858 deadweight and 41,265 lightweight tonnage.



*Alphard Star* © Auke Visser



*Faridah* © Gauhar Zulfikar





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.

Flags of the last voyage



Comoros



Djibouti



Marshall Islands



Liberia



Niue



Palau



Panama



St. Kitts & Nevis



Tanzania



Togo

## Factory ship

*Austral Leader II* (ex-*Stromegg*). IMO 7382770. Factory ship. Length 59,80 m, 1,080 t. Australian flag. Classification society Bureau Veritas. Built in 1975 in Ulsteinvik (Norway) by Hasund MV.



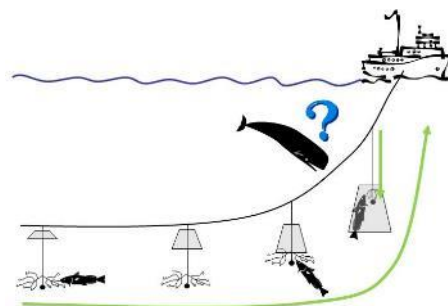
*Stromegg* at Lerwick, Shetland Islands, January 2005 © John McMeechan

Acquired in 2007 by Austral Fisheries Pty Ltd, an Australian fishing operator specialized in Patagonian toothfish (*Dissostichus eleginoides*) and Mackerel icefish (*Champsocephalus gunnari*) catching in the sub-Antarctic waters; the ex fishing trawler *Stromegg II* is converted to a longliner and equipped with freezing machinery by Lyttelton shipyards in New Zealand.



Preparation of lines © Austral Fisheries Pty Ltd

The ship also developed alternative deep-sea fishing methods using pots to prevent depredation of captured toothfish by sperm whales and killer whales and also avoid accidental deaths of seabirds. In 2010 the *Austral Leader II* took part to the experimental fishing campaign ORCASAV led by IFREMER around Crozet Islands.



Exemple of alternative trap system © Coalition of Legal Toothfish Operators

In 2012, she was jumboized in Port Louis (Mauritius) at CNOI Shipyard and lengthened from 51,7 m to 59,80 m.



Lengthening



© Austral Fisheries Pty Ltd

In 2016, for the *Austral Leader II* this is the end of toothfish catching around Heard and MacDonald Islands on the Kerguelen oceanic plateau. After 41 years of operation, she is finally beached in Alang.

## Reefer

*Frio Pacific* (ex-Ionian, ex-Chiquita Cincinnatian, ex-Trans Reefer). IMO 8324244. Reefer. Length 146 m, 3,833 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Takamatsu (Japan) by Shikoku. Owned by Lavinia Corp (Greece). Detained in 2007 in New Orleans (USA) and in 2014 in Coronel (Chile). Sold for demolition in India.



*Frio Pacific* in Neskaupstadur (Iceland), August 2010 © Gudlaugur B



*Venedikt Andreev* (ex-Venedikt Andreyev). IMO 8805573. Reefer. Length 92 m, 1,455 t. Deflagged from Ukraine to Tanzania for her last voyage. Classification society Ukraine Shipping Register. Built in 1988 in Linz (Austria) by Osterreichische. Owned by Ukrainian Danube Shipping Co (Ukraine). Detained in 2007 in Constanta (Romania) and then for 60 days in Torre Annunziata (Italy), in 2008 in Temryuk (Russia) and in 2010 in Novorossiysk (Russia). Sold for demolition in Turkey.





## Offshore

Oil crisis means prosperity for shipbreaking yards.

### Drilling ship

*Noble Discoverer* (ex-*Frontier Discoverer*, ex-*Discoverer 511*, ex-*Offstar*, ex-*Jessica*, ex-*Matsushiro Maru*). IMO 6608608. Ex bulk carrier converted to drilling ship. Length 166 m, 14,493. Liberian flag. Classification society Det Norske Veritas. Built in 1966 in Osaka (Japan) by Namura. When she was launched, *Matsushiro Maru* used to carry wood from North America to Asia. In 1976 she was converted to drilling ship by Avondale shipyards at New Orleans and lengthened from 144 to 166 m, she became the *Discoverer 511*. Owned by Noble Drilling (USA).



Drilling off New Plymouth (New Zealand) © Biggles Maindonald

The end of her life has been eventful. In January 2011, the *Noble Discoverer* left Singapore and arrived in New Zealand to drill for Shell in the Maui gasfield in the Tasman Sea, off the North Island, the biggest gasfield in New Zealand. The operations were suspended in April 2011 due to rough weather conditions. *Noble Discoverer* found shelter in New Plymouth and was detained for several deficiencies especially with regard the safety of navigation and the emergency systems.



Near grounding © James Mason



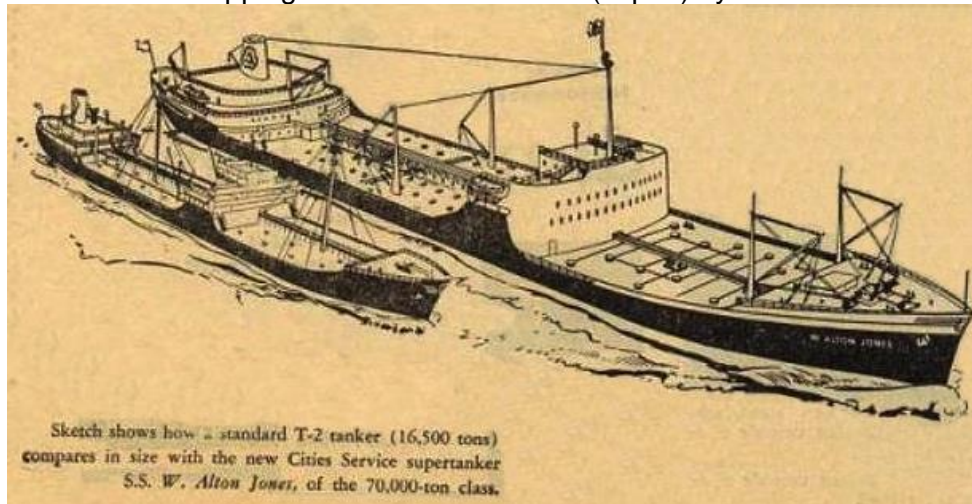
Exploration in Alaska © Tod Hall

In July, she switched hemisphere. Shell sent her in the Chukchi Sea at the edge of the Arctic Ocean on an exploration campaign off Alaska. In 2012, she suffered various failures and a smokestack fire. She ran aground after dragging her anchors. The US Coast Guard uncovered safety and environmental violations. In 2013 she was transported to South Korea to be repaired and refit. In 2014, Shell agreed to pay a US \$ 12,2 million fine to settle felony charges by the US Department of Justice against the *Noble Discoverer* and the drilling rig *Kulluk* also grounded in 2012. In September 2015, despite the renewal of its permits, Shell announced to suspend its drilling operations off Alaska considering the economic environment. *Noble Discoverer* was beached for demolition in Alang on March 7 2016.

Departure for South Korea  
© Bob Arts and Daniel Byrd, Alaska Maritime Agencies



*Ocean Clipper* (ex-*Ocean Clipper 1*, ex-*Oceanclipper*, ex-*Ocean Clipper I*, ex-*Ocean Clipper*, ex-*Western Offshore IX*). IMO 7714313. Drilling ship. Length 162 m, 17,924 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1977 in Kobe (Japan) by Mitsubishi.



1954 : (up) the supertanker *W. Alton Jones* © [eeuwen.home](http://eeuwen.home)

The *Ocean Clipper* is a puzzle. Her forepart was taken from the ex tanker *W. Alton Jones*, IMO 5073167, built in 1954 in Newport News (USA), ex-*Alexandra IV*, ex-*Land of Liberty*, ex-*Cities Service Valley Forge*, broken up in Taiwan in 1982. The *Ocean Clipper* could drill 25,000 feet (7,600 m) deep in the sea-bed in a water depth of 7,875 feet (2,400 m). Owned by Diamond Offshore Drilling Inc (USA). Lately, she had been contracted for drilling operations off Brazil; Petrobras ended her contract ahead of the original date on October 30, 2015. On February 17, 2016, she was beached for demolition in Alang.



*Ocean Clipper*, Decembre 2011, just after drydocking at Rio de Janeiro (Brazil) © [Edson de Lima Lucas](http://edson.de.lima.lucas)



Alang, February 2016 © [Rakes Sk Sikhavat](http://rakes.sk.sikhavat)



*Paragon DPDS 4* (ex-*Noble Muravlenko*, ex-*Neddrill Muravlenko*, ex-*Viktor Muravlenko*). IMO 7907178. Drilling ship. Length 149 m, 10,106 t. Deflagged from

Bahamas to Palau for her last voyage. Classification society Bureau Veritas. Built in Mantyluoto (Finland) by Rauma-Repola. Owned by Paragon Offshore Drilling Llc (USA). Sold for demolition in India.



At Alang, January 8, 2016 © [Sajjad Chowdhury](http://sajjad.chowdhury)



## Offshore Supply

*Grampian Osprey* (ex-*Sea Serv Osprey*, ex-*Stirling Osprey*). IMO 7825461. Offshore supply vessel. Length 61 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Yokohama (Japan) by Yokohama Zosen. Owned by Craig Group Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Grampian Protector* (ex-*Standby Protector*). IMO 8205656. Standby safety vessel. Length 45 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1983 in Hjørungavaag (Norway) by Hjørungavaag MV. Owned by Craig Group Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Grampian Protector*, North Sea, June 2012 © Tersia Ragon

*GSO Marechal Rondon* (ex-*Ramco Energy*, ex-*Energy Express*, ex-*Lady Supplier*, ex-*Seaway Cambrium*). IMO 7396757. Offshore supply vessel. Length 59 m, 1,040 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1975 in Makkum (Netherlands) by Amels. Owned by Georadar Group (Brazil).



In December 2010, the ex *Ramco Energy* left Europe after renovation by Gdansk Shipyards and headed for Brazil. She had been renamed *GSO Marechal Rondon* after Cândido Mariano da Silva Rondon (1865-1958), Brazilian military engineer and explorer in charge of the



Cândido Rondon

construction of telegraph lines in the Amazon rainforest who also developed the first maps of the Amazonian areas. His mother was a Bororo Indian; Rondon supported the abolitionism movements and created in 1910 the Indian Protection Bureau. In 1913, he took part to the expedition of the ex US president Theodore Roosevelt in Amazonia. In 1956, the Guapore federal territory was renamed Rondônia in his honor.



*GSO Marechal Rondon* is another victim of the oil exploration crisis; she is being demolished in Curacao at Antillean Scrapyard.



Anchored at Guanabara Bay/Rio de Janeiro.  
July 2013 © Edson de Lima Lucas



Demolition at the Antillean Scrap Yard Company  
Parera Willemstad, Port of Curacao. March 31,  
2016 © Cees Bustraan

*Navis King* (ex-*Grizzly Bear*, ex-*Olympic*, ex-*Grizzly Bear*). IMO 7344962. Offshore supply tug. Length 61 m, 1,260 t. Panamanian flag. Classification society Bureau Veritas. Built in 1974 in Singapore by Far East-Levingston. Owned by Selat Marine Services Co Ltd (United Arab Emirates). Sold for demolition in India.



Demolition in Alang, February 2016 © Vaja Nilesh

*Samudrika 8*. IMO 8311613. Offshore supply tug. Length 55 m, 970 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Kolkata (India) by Garden Rech. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.



*Vengery* (ex-*Crowley Alliance*, ex-*Tackler*, ex-*Maersk Tackler*, ex-*Tawaki*, ex-*Federal Atlantic*, ex-*Seaforth Atlantic*). IMO 8126850. Offshore supply tug. Length 68 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Femcoborg II BV (Russia). Sold for demolition in Turkey.

Demolition in Aliaga, March 2016 © Selim San

*Samudrika 1*. IMO 8311687. Offshore supply tug. Length 55 m, 977 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Vasco de Gama (India) by Goa SY. Owned by Oil And Natural Gas Corp. Ltd (India). Sold for demolition in Mumbai, India.

## Offshore platforms

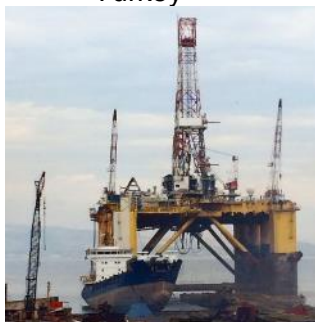
Struck by the fall of exploration activities, they are beached in the same shipbreaking plots as merchant vessels, with India and Turkey as favoured final destinations. They arrived flying a flag of convenience and with the same discretion as ships : the big pipeline layer platform *Semac 1* was beached in India as *Ema*. The origin of “*Ant*”, beached in Bangladesh, could not be identified. In its assessment, “Shipbreaking” does not include offshore platforms left to be broken up, yet some of them have been spotted in the shipbreaking yards.

**Turkey:** *Transocean Amirante*, Vanuatu flag. *GSF Celtic Sea*, Vanuatu flag. *GSF Aleutian Key*, Vanuatu flag. *Sedneth 701*, Liberian flag.

**India :** *Nelson*, 20,414 t. *Semac 1*, Bahamian flag, 27,387 t.

**Bangladesh :** “*Ant*”, Panamanian flag, 5,408 t.

Turkey



© Selim San

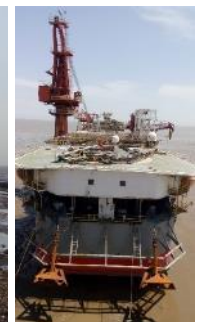


*Semac 1* © Manish Chauhan

India



© Viral Shah



© Naveen Gupta



## General cargo

General cargo carriers load up all dry cargoes that cannot fit in a container : pallets, logs, bulk, vehicles and also a more or less important number of containers. They are usually equipped with self discharging cargo gear: masts, cranes or even gantries.



*Admas* (ex-*Spica*, ex-*Warszawa II*). IMO 8302193. General cargo. Length 149 m, 7,174 t. Deflagged from Ethiopia to Comoros for her last voyage as *Padma*. Classification society Germanischer Lloyd. Built in 1986 in Gdynia (Poland) by Komuny Paryskiej Shipyard. Sold by her ship-owner Ethiopian Shipping & Logistics Services Enterprise Co to St Kitts and Nevis-based Jennifer Shipping. Detained in 2006 and 2011 in Mumbai (India). Sold for demolition in India.



Ethiopian Shipping Lines vessel *Admas* anchored off Djibouti, September 2008 © **Foggy**

*Aldan* (ex-*Timberstone*, ex-*Redstone*, ex-*Kodima*, ex-*Kapitan Glotov*). IMO 8603389.



General cargo. Length 132 m, 4,175 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdansk (Poland) by Gdanska Lenina Shipyard. Owned by Sakhalin Shipping Co Sasco (Russia). Detained in 2004 in Kotka (Finland). Sold for demolition in India. 216 \$ per ton.



*Aldan* loading logs in Sovetskaya Gavan, (Khabarovsk Krai, Russia), April 2015 © **Sergey Bushmak**

*Arbalist* (ex-*Kardaran Star*, ex-*Assets Venture*, ex-*Wei*, ex-*Twinflower*, ex-*Wide River*). IMO 8301230. General cargo. Length 115 m, 2,645 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Hakata (Japan) by Hakata Zosen. Owned by Successors Shipping SA (Greece). Detained in 2000 and 2001 in Port Hedland (Australia), in 2006 in Bandar Khomeini (Iran) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Turkey.



*Archangelos* (ex-*Taxiarchis*, ex- *Sky K*, ex-*Tiger*, ex-*Olympic Flame*, ex-*Panagia S*, ex-*Rainbow*, ex-*Borg*, ex-*Skafta*, ex-*Silesia*). IMO 6610649. General cargo. Length 75 m. Deflagged from Greece to St Kitts & Nevis for her last voyage as the shortened *Gelos*. Classification society Hellenic Register of Shipping. Built in 1966 in Bremen (Germany) by Atlas Werke. Owned by Atlas S Maritime Co (Greece). Sold for demolition in Turkey.

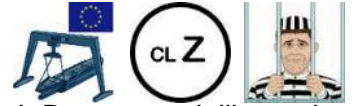


*Archangelos*, dashing in Rhodes (Greece), July 2007  
© **Frank Behrends**



*Gelos*, beached in Aliaga, March 2016  
© **Selim San**

*Armor Y* (ex-*Wilson Mar*, ex-*Selas*, ex-*Sider Sky*, ex-*Zapata*, ex-*Cynthia Green*, ex-*Zapata*, ex-*Iron Toi*, ex-*Lex Cerezo*, ex-*Liria*). IMO 8216148. General cargo. Length 123 m, 3,281 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Vigo (Spain) by Barreras J. Bronze medallist at the substandard ships contest with 7 detentions in 1999 in Gaeta (Italy), in 2000 in Bremen (Germany) and Rotterdam (Netherlands), in 2003 in Saint-Nazaire (France), in 2009 in Bayonne (France) and Antwerp (Belgium) and in 2014 in Mersin (Turkey). *Armor Y* was due to be demolished in India. She will never make there. She left Somalia, suffered an engine failure and went adrift in the Arabian Sea ; the Indian breaker who had acquired her eventually handed her over to a Pakistani breaker closer to the ship in distress.



October 2014, port of Bartın (Turkey) © **Babür Halulu**



© **Abdullah Fahel**

*Aysenur* (ex-*Taos*, ex-*Timrix*, ex-*Kiri*, ex-*Siggen II*, ex-*Siggen*). IMO 7525607. General cargo. Length 79 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Kure (Japan) by Imamura. Owned by Erk Shipping & Trading Co Ltd



(Turkey). Detained in 2005 in Casablanca (Morocco), in 2007 in Mersin (Turkey), in 2008 in San Antioco (Italy), in 2011 in Portoscuso (Italy) and Aliaga (Turkey), in 2014 in Ashdod (Israel) and in 2015 in Kocaeli (Turkey). Also a bronze medallist at the substandard ships contest. Sold for demolition in Turkey.

August 2012 © **Marc Ottini**

*Azizeh* (ex-*Explorer*, ex-*Kent Explorer*, ex-*Normed Istanbul*, ex-*Weser-Harbour*, ex-*Abitibi Orinoco*, ex-*Weser-Harbour*, ex-*Scol Venture*, ex-*Weser-Harbour*). IMO 8511598. General cargo. Length 123 m, 4,282 t. Palau flag. Classification society Polish Register of Shipping. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Nereide Marine SA (Greece). Detained in 2001 in Trondheim (Norway). Sold for demolition in India.




The Palauan *Azizeh* in Alang, March 2016  
© **Vaja Nilesh.**



*Balboa Pearl* (ex-*Cormorant Arrow*). IMO 8400634. General cargo. Length 187 m, 10,888 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by SMT Shipping (Cyprus). Detained in 2013 in Changshu (China). Sold for demolition in India. 228 \$ per ton.



April 1994, as *Cormorant Arrow*, loading cement at Lafarge plant at Le Havre (France) © **Pascal Breidel**

 *Bao Xin* (ex-*Polyxeni I*, ex-*Polyxeni*, ex-*Lelevose*, ex-*Patricia*, ex-*New Vanguard*). IMO 8316429. Ex chemical tanker converted to general cargo carrier in 2010. Length 174 m, 7,480 t. Deflagged from Panama to Niue for her last voyage as *Bao*. Classification society Overseas Marine Certification Services. Built in 1984 in Usuki (Japan) by Minami-Nippon. Detained in 1999 in Montreal (Canada), in 2011 in Tangshan (China), in 2012 in Paradip (India), in 2013 in Zhenjiang (China), and in 2014 in Nantong (China) and Lianyungang (China). Sold to the Indian broker Elektrans Shipping Pvt Ltd prior to her departure for demolition in India.



November 22, 2006 © **Marc Ottini**



*BHJ Express* (ex-*FGM Express*, ex-*Maria T*, ex-*Svilas*, ex-*Macado*, ex-*Abitibi Macado*). IMO 8409628. General cargo. Length 123 m, 3,626 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Metkar Shipping & Trading Co Srl (Romania). Detained in 2010 in Aliaga (Turkey). Sold for demolition in Turkey.



Setubal (Portugal) © **Jorge Manuel Pires**



Aliaga © **Selim San**

*Caribe Pearl* (ex-Dunlin Arrow, ex-Aris, ex-Rio Acre). IMO 8302181. General cargo. Length 183 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Gdynia (Poland) by Komuny Paryskiej



Shipyards. Owned by SMT Shipping Ltd (Cyprus). Detained in 1999 in Tampa (Florida, USA). Sold for demolition in India. 280 \$ per ton.



January 2011, Vancouver (Canada)  
© **Malcolm Millar**

*Changsha* (ex-Pacific Mariner, ex-Pacific Adventurer, ex-Changsha, ex-Pacific Challenger). IMO 9003847. General cargo. Length 185 m, 9,395 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Usuki (Japan) by Minami-Nippon. Owned by China Navigation Co (Singapore). Detained in 2009 in Brisbane (Australia). Sold for demolition in India.



*Dahiatul Kalbi* (ex-Thor Sailor, ex-Belvis, ex-Sancuvik, ex-Bahia de Santiago de Cuba). IMO 8311376. General cargo. Length 149 m, 4,912 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1986 in Sevilla (Spain) by Ast Espanoles (AESAs). Owned by AK Ship Management & Services Ltd (Bangladesh). Detained in 2010 in Kochi (India), in 2012 in Tuticorin (India) and in 2014 in Paradip (India). Sold for demolition in Bangladesh as *Infinity*.



*Eurasia* (ex-Orion, ex-Manx Eagle, ex-Umgeni, ex-Germania, ex-CGM Oyapock, ex-Elizabeth Delmas, ex-Hispaniola, ex-Germania, ex-Karthago, ex-Emcol Comet, ex-Kairuan, ex-City of Rotterdam, ex-Kairuan, ex-Germania, ex-European Eagle, ex-Germania). IMO 8321670.



General cargo. Length 147 m, 4,051 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Neuenfelde (Germany) by Sietas Schiffswerft ; jumboized in 1991 and lengthened from 117 to 147 m. Owned by International Shipping Group & Trading (Turkey). Sold for demolition in India. 220 \$ per ton.

Istanbul, November 2015 © **Captain Ted**

*Gokay K.* IMO 8604773. General cargo. Length 116 m. Turkish flag. Classification society Bureau Veritas. Built in 1987 in Tuzla (Turkey) by Tuzla Gemi. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 2003 in Aveiro (Portugal). Sold for demolition in Turkey.



*Gokay K.*, Istanbul, February 2012 © **Zafer Deniz Akcabal**



*Han Hong* (ex-*Palmyra*, ex-*Steinkirchen*, ex-*Grietje*). IMO 8919867. General cargo.



Length 107 m, 3,645 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by JOSCO Yuansheng Shipping (China). Detained in 2004 in Newcastle and in Melbourne (Australia). In September 2015, the ship suffered an engine failure and went adrift in the Andaman Sea off Thailand. She could not be repaired and was eventually towed to Alang.



March 24, 2006, *Palmyra* loading the military experimental catamaran *Agnes 200* in Cherbourg (France) before heading to the United Arab Emirates © M.Ottini

*K n°8* (ex-*Gulf Dove*, ex-*Della*, ex-*Rathkyle*, ex-*Rich Star*). IMO 8025111. Ex tanker converted to general cargo carrier. Length 135 m, 4,588 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1981 in Chofu (Japan) by Kyokuyo. Owned by Chang Duck Shipping Co Ltd (South Korea). Detained in 2006 in Hamburg (Germany). Sold for demolition in Bangladesh. 225 \$ per ton.



*K n°9* (ex-*Matsukaze*). IMO 7926045. Ex tanker converted to general cargo carrier in 2008. Length 150 m, 5,195 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1981 in Yokkaichi (Japan) by Mie. Owned by Chang Duck Shipping Co (South Korea). Detained in 2007 in Vancouver (Canada). Sold for demolition in Bangladesh.



*King Grace* (ex-*Adeline Delmas*). IMO 8325585. General cargo. Length 176 m, 10,138 t. St Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1986 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Detained in 2001 in Leixoes (Portugal). In 1985 and 1986, Delmas ordered 4 "conbulklers", i.e. ships able to carry containers as well as bulk cargoes (grain, malt...) or general cargoes (meal, steel products, construction machinery, etc) and logs on the return voyage from Africa. They were fit to carry from Europe to West Africa and backwards all the cargoes that couldn't be loaded on container ships.



The four ships were built in two shipbuilding yards, *Blandine Delmas* and *Caroline Delmas* at Chantiers de l'Atlantique in Saint-Nazaire (France), *Adeline Delmas* and *Delphine Delmas* at "3 Maj" Shipyard in Rijeka (Croatia). They were operated under the French flag until 2006, and were then deflagged to Bahamas.

*Adeline Delmas*, on a grey morning off Honfleur (France), October 25, 2010 © Erwan Guéguénat

They were sold from February to April 2011 to the Chinese owner Nanjing King Ship Management, based in Nanjing and reflagged to St Vincent & Grenadines: *Adeline Delmas* was renamed *King Grace*; *Blandine Delmas*, *King Pride*; *Caroline Delmas*, *King Spirit* and *Delphine Delmas*, *King Phenix*.

During their Chinese career, they mainly sailed between China and the Persian Gulf.

*King Grace* (ex-*Adeline*) was delivered to Alang breakers on February 26, 2016. 225 \$ per ton. In April, her sisterships *King Spirit* (ex-*Caroline*) and *King Pride* (ex-*Blandine*) are sold as well for demolition. They will be in "Shipbreaking # 44 ". So far, there has been no announcement regarding the eventual sale of *King Phenix* (ex-*Delphine*), she was still in Shanghai on April 16.



*Adeline Delmas*, upstream the Seine River bound for Rouen, December 30, 2007. © **Pascal Bredel**



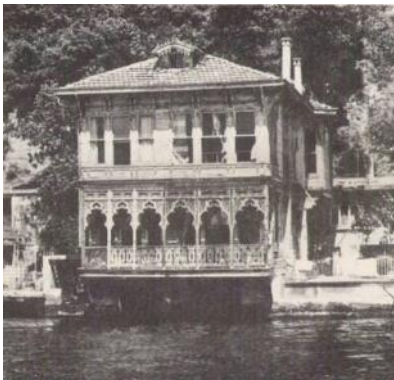
*King Grace*, on the Yangtze River, December 17, 2011 © **Alstergas/Vesseltracker**

*Kum Jin Gang 1* (ex-*Golden Wise*, ex-*He Tong*, ex-*Tatsumi Maru*). IMO 8310310. General cargo. Length 72 m. North Korean flag. Unknown classification society. Built in 1983 in Namikata (Japan) by Mategata. Owned by Manpung Shipping Co (Corée du Nord). Silver medallist at the substandard ship contest with 11 detentions in 2000 in Osaka (Japan), in 2001 in Kushiro (Japan), in 2004 in Tomakomai (Japan), in 2005 in Shanghai (China), in 2008 in Mokpo (South Korea), in 2009 in Yokohama (Japan), in 2013 twice in Rizhao (China), in 2014 in Weihai (China) and in 2015 in Yantai (China). Being broken up in China.



*Le Ding*. IMO 9177507. General cargo. Length 169 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Dalian (China) by Dalian Shipyard. Owned by COSCO (China). Sold for demolition in China.

*Majed and Randy* (ex-*Crystal Moon*, ex-*Pirro*, ex-*Starle II*, ex-*Yamak Junior*, ex-*Nadimeh*, ex-*Princess Dayana*, Ex-*Alpha Star*, ex-*Alma*, ex-*Tigre*, ex-*Andhika Kaloka*). IMO 8000305. Cargo. Length 106 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1980 in Imabari (Japan) by Higaki. Owned by St Kitts & Nevis-based Farah-M Shipping Ltd. Gold medallist at the substandard ship contest with 12 detentions in 2000 in Aveiro (Portugal) and in Hamburg (Germany), in 2006 in Alicante (Spain), Sevilla (Spain), Mersin (Turkey) and Ravenna (Italy), in 2008 in Novorossiysk (Russia), in 2009 in Molfetta (Italy), in 2011 in Ashdod (Israel), in 2012 again in Novorossiysk, in 2015 in Istanbul (Turkey) and finally in 2016 in Gemlik (Turkey) with 41 deficiencies. On July 21, 2015, on her route from Capu Midia (Romania) towards Beirut (Lebanon) she devastated a historic monument, the Ethem Pertev Mansion, a wooden mansion built in 1860 on the Bosphorus in Istanbul. At last sold for demolition in Turkey.



Ethem Pertev Mansion



After the crash © **Turkish Coast Guard**





*Med Glory* (ex-*Osama 1*, ex-*Bayout*, ex-*Guepard*, ex-*St. Christoph*, ex-*Christiane*, ex-*Cairnelm*). IMO 7405651. General cargo. Length 92 m, 1,305 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Gdansk (Poland) by Gdanska Lenina Shipyard ; jumboized in 1983 and lengthened from 84 to 92 m. Owned by Admiral Shipping Co Ltd (United Arab Emirates). Bronze medallist at the substandard ship contest with 7 detentions in 2003 in Huelva (Spain), in 2005 in Lisbon (Portugal), in 2008 in Mersin (Turkey), in 2011 in Iskenderun (Turkey), in 2012 in Novorossiysk (Russia) and Alexandria (Egypt) and in 2013 in Damietta (Egypt). Sold for demolition in India in Mumbai.




1981: *Cairnelm* on the Ems River (Germany).  
© Frits Olinga



Alexandria (Egypt), December 2012  
© Big Edisson

*Port Numbay* (ex-*Intra Bhum*, ex-*Sea Laurel*, ex-*Eagle Moon*, ex-*Dorte*, ex-*Cape Hatteras*, ex-*EA Strength*, ex-*Woermann Urund*, ex-*Asian Eagle*, ex-*Dorte*,). IMO 8214384. General cargo. Length 127 m, 3,240 t. Indonesian flag. Classification society Germanischer Lloyd. Built in 1983 in Bremerhaven (Germany) by Rickmers. Owned by Salam Pacific Indonesia Lines (Indonesia). Detained in 2006 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. 230 \$ per ton.



 *Portland*. IMO 8509117. General cargo. Length 184 m, 8,445 t. Deflagged from Australia to Togo for her last voyage as *UK Sea*. Classification society Lloyd's Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. For 27 years, the *Portland* – named after Portland Aluminium smelter operated by ALCOA Australia in Victoria State– has been transporting alumina under the Australian flag and manned by an Australian crew. In November 2015, the *Portland* crew blocked her departure towards Singapore. They had just been informed that ALCOA had sold the ship to the Liberia-based Sea Rose Shipping Inc. She will be replaced by a vessel flying a flag of convenience and sailed by an international crew. A saving of 4.3 million US \$ a year on salary costs. The company has obtained from the Australian government to be exempted from the cabotage regulation; thus, it will be allowed to hire foreign national crew as “it is currently cheaper to ship alumina from Western Australia to the Middle East or China than it is to ship it to Victoria ”

4 months later, the ex-*Portland* as the Togolese *UK Sea* arrives for demolition in Pakistan.



*Portland*, July 2015, Cockburn Sound (Australia) © Hans Fairhurst

*Prime* (ex-Kosmos, ex-Voge Maja, ex-Lake Maja, ex-Fairy Angel). IMO 9135509. General cargo. Length 150 m, 5,640 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Onishi (Japan) by Shin Kurushima. Owned by Kings Ocean Shipping Co Ltd (South Korea). Detained in 2009 in Townsville (Australia). Sold for demolition in Pakistan.



*Prime*, May 2015, Sovetskaya Gavan (Khabarovsk Krai, Russia) © **Sergey Bushmakin**



*Solntse Vostoka* (ex-Ali S, ex-Huong Giang, ex-Mira, ex-Bydgoszcz). IMO 8302258.

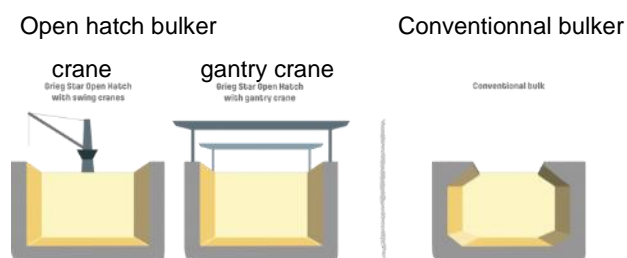


General cargo. Length 149 m, 6,768 t.

Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdynia (Poland) by Komuny Paryskiej Shipyard. Owned by North Eastern Shipping Co Ltd (Russia). Detained in 2003 in Yeosu (South Korea), in 2008 in Antalya (Turkey), in 2009 in Antwerp (Belgium), in 2010 in Bandar Abbas (Iran) and in 2011 in Putian (China). Sold for demolition in Bangladesh. 220 \$ per ton.

April 2014, Nakhodka (Russia) © **Mikhail Vladivostok**

*Star Eagle*. IMO 8005109. General cargo. Length 180 m, 10,385 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1981 in Tamano (Japan) by Mitsui. In "open hatch" vessels, each opening is as wide and long as the hold. Loading and discharging are easier and safer. This system was developed in the 60's by the coastal wood and paper trade on the North America West Coast. There has been refinements such as cranes, gantry cranes and rain protections. They also carry on-deck container cargoes. (See plan p 28, *Tinamou Arrow*)



© Grieg Star



Bremen (Germany), 2013 © **Tom400/Shipspotting**

Owned by Grieg Star AS (Norway). Detained in 2006 in Odessa (Ukraine) and in 2011 in Vancouver (Canada). Sold for demolition in China. 190 \$ per ton.



*Star Evviva*. IMO 8011330. General cargo. Length 180 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Tamano (Japan) by Mitsui ; sistership of *Star Eagle* (see above). Owned by Grieg Star AS (Norway). Detained in 2012 in Guangzhou (China). Sold for demolition in China in Xinhui.



*Star Evviva*, outbound Antwerp (Belgium), le 24 July 1994 © **Pascal Brede**

*Steel Wisdom* (ex-*Yoma 6*, ex-*Progress II*, ex-*Kavo Portland*, ex-*Star Phoenix*). IMO 9071571. General cargo. Length 190 m, 7,805 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Tamano (Japan) by Mitsui. Owned by Dianik Bross Shipping Corp (Greece). Detained in 2011 in Gladstone (Australia) and in 2013 in Nantong (China). Sold for demolition in India. 263 \$ per ton.



*Swan Arrow* (ex-*Norsul America*, ex-*Westwood Jago*). IMO 8512970. General cargo. Length 200 m, 11,100 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1987 in Aioi (Japan) by Ishikawajima-Harima. Owned by Gearbulk Ltd (Norway). Detained in 2013 in San Antonio (Chile). Sold for demolition in India. See also her sistership *Tinamou Arrow* next page.



*Swan Arrow*, Alang, March 2016  
© **Pankaj Sahani**.

*Tamer Kiran*. IMO 8113281. General cargo. Length 108 m. Turkish flag. Classification society Bureau Veritas. Built in 1983 in Istanbul (Turkey) by Atilim Gemi. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 1999 in Cardiff (Royaume Uni), in 2000 in Ancona (Italy), in



2001 in Novorossiysk (Russia), in 2003 in Naples (Italy) then in 2007 in Damietta (Egypt). Sold for demolition in Turkey.



Istanbul (Turkey), May 2013  
© **Zafer Deniz Akcabal**



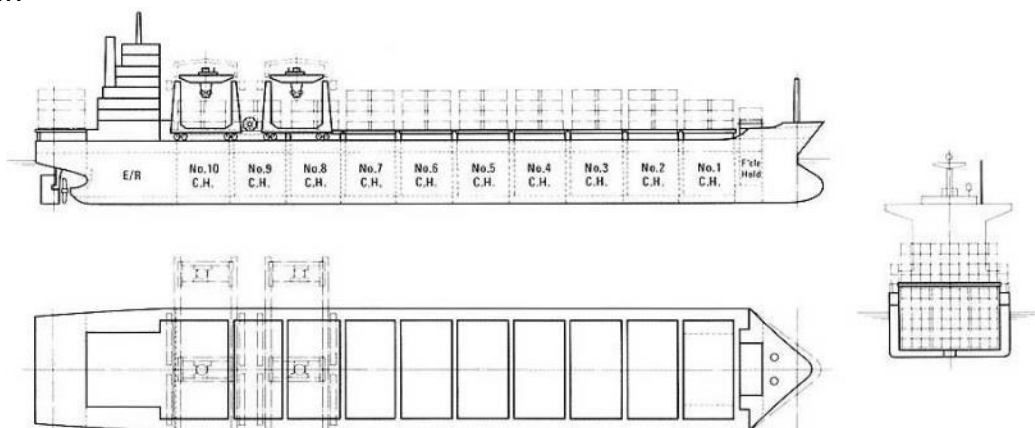
*Tekeze* (ex-*Lim*, ex-*Norviken*, ex-*Moraca*). IMO 8819122. General cargo. Length 165 m, 7,515 t. Deflagged from Ethiopia to Comoros for her last voyage as *Tika*. Classification society Germanischer Lloyd. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Sold by her ship-owner Ethiopian Shipping & Logistics Service (Ethiopia) to St Kitts & Nevis-based Venus Shipping. Detained in 2002 in Barcelona (Spain) and in 2008 in Aqaba (Jordan). Sold for demolition in Pakistan.



At Teesport (United Kingdom), August 2004  
© **Andreas Schlatterer**



*Tinamou Arrow*. IMO 8512944. General cargo. Length 200 m, 11,054 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Another open-hatch vessel, sistership of *Swan Arrow* and *Tsuru Arrow*.



Owned by Gearbulk Ltd (Norway). Detained in 2007 in Vancouver (Canada) and in 2011 in Changshu (China). Sold for demolition in India.

*Tsuru Arrow* (ex-*Norsul Vancouver*, ex-*Westwood Cleo*). IMO 8512968. General cargo. Length 200 m, 11,100 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1987 in Aioi (Japan) by Ishikawajima Harima. Owned by Gearbulk Ltd (Norway). Detained in 2008 in Vlissingen (Netherlands). Sold for demolition in India.



August 2006 © **Marc Ottini**



*Vikki* (ex-*Victoria I*, ex-*Dor*, ex-*Costinesti*). IMO 8503838. General cargo. Length 131 m, 3,440 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Braila (Romania) by Braila S.N.. Owned by Pic Shipping Ltd (Ukraine). Detained in 1997 in Vlaardingen (Netherlands), in 1998 in Coruna (Spain) and in 2006 in Varna (Bulgaria). Sold for demolition in Turkey.



*Costinesti*, docked at King George Dock, Hull (United Kingdom), March 18, 1995 © **Patrick Hill**




*Vikki* in Aliaga, February 2016 © **Selim San**



*Voge Freeway* (ex-*Clipper Freeway*, ex-*Freeway*, ex-*DS Freeway*, ex-*Mirande*). IMO 9149689. General cargo. Length 181 m, 7,921 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as *Freeway*. Classification society Lloyd's Register of Shipping. Built in 1998 in Dalian (China) by Dalian Shipyard. Owned by BereederungsgesellschaftH Vogemann GmbH &Co KG (Germany). Detained in 2001 in Melbourne (Australia). Sold as is in Malta for an unspecified destination of demolition. 180 \$ per ton. She left Malta April 9 and arrived at the port of Nikolayev in Ukraine on April 19; the only uncertainties regarding her future demolition are when and where ?



IMO number :	9149689	
Name of ship :	FREEWAY	(since 01/04/2016)
Call Sign :	V4LC3	
Gross tonnage :	18597	(since 01/05/2008)
DWT :	29227	
Type of ship :	General Cargo Ship	(during 1998)
Year of build :	1998	
Flag :	St.Kitts and Nevis	 (since 01/04/2016)
Status of ship :	To Be Broken Up	(since 30/03/2016)
Last update :	19/04/2016	



At Newcastle (New South Wales, Australia), July 2012 © **Thomas Steitz**

## Container ship

After *Alice*, *Andre*, *Andreas*, the parade of Rickmers Taiwanese sisters goes on. Next to come, *Alexandra*, *Patricia* and *Willi* ?

*Aenne Rickmers* (ex-CP Rome, ex-Contship Rome, ex-Anne Rickmers). IMO 9152753. Container ship, 2205 teu. Length 196 m, 11,460 t.



Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2005 in Adélaïde (Australia). Sold as is in Alexandria (Egypt) for demolition in India. 257 \$ per ton.

*Aenne Rickmers* outbound Montoir (France), on December 18, 2011. © Erwan Guéguénat

*Albert Rickmers* (ex-Kota Manis, ex-Albert Rickmers, ex-CP Tui, ex-Direct Tui, ex-Contship Washington, ex-Albert Rickmers). IMO 9152741. Container ship, 2210 teu. Length 196 m, 11,461 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie (Germany). Sold for demolition in India. 281 \$ per ton.



Entering Durban (South Africa), May 2011  
© Marc Ottini



*Arnold Schulte* (ex-APL Amman, ex-Mol Wolrd, ex-APL Amman, ex-ANL Emblem, ex-CMA CMG Gaugin, ex-Arnold Schulte). IMO 9247948. Container ship, 3323 teu. Length 232 m, 13,900 t. Deflagged from Liberia to Comoros for her last voyage as *Gold*. Classification society Korean Register of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by Bernhard Schulte Schiffsfahrt (Germany). Laid up in Singapore since November 2015, she is finally sold as is for demolition in Bangladesh. 270 \$ per ton including 600 t of bunkers.



San Francisco Bay (USA), July 2009  
© Ken Rtan





AS Pegasus (ex-Pegasus). IMO 9134581. Container ship, 1835 teu. Length 194 m,

10,458 t. Maltese flag.

Classification society

Germanischer Lloyd. Built in 1998 in Gdynia

(Poland) by Gdynia Stocznia. Owned by Alpha

Shipmanagement GmbH & Co KG (Germany).

Sold as is at Piraeus (Greece) for demolition in

Turkey. 185 \$ per ton.



AS Pegasus, March 2, 2010, Oakland (USA)

© Ken Ryan

Capt. Steven L. Bennett (ex-Sea Pride, Ex-Martha II, ex-TNT Express). OMI 8313661. Container ship, 1922 teu. Length 209 m, 13,358 t. USA flag. Classification society American Bureau of Shipping. Built in 1984 in Kojima (South Korea) by Samsung.



The civilian container ship TNT Express, Otago port (New Zealand), August 1990 © Wayne A Court



became the replenishment vessel of the US Army  
Capt Steven L Bennett © Foto Flite

After she was bought by Sealift Inc (USA) in May 1997, she was equipped with cranes to enable self loading/unloading in any kind of port ; she was chartered by the Military Sealift Command (MSC) for the replenishment of the US Army under the identification number T-AK 4296. She began her carrier for the US Army in the Mediterranean. Her crew was civilian. Her deck was covered with a white fabric shell – the cocoon – in order to protect sensitive materials.

In 2016, Capt. Steven L. Bennett is perpetuating the usual sloppiness of replenishment vessels of the US Army: she has just been beached for demolition in India. 293 \$ per ton including 600 t of bunkers, a good price due to her USA flag and her good maintenance.



Arrival at Alang © Mitul Patel



*Carolina* (ex-B.G. Antwerp, ex-HMS Rotterdam, ex-B.G. Antwerp, ex-Monika Ehler). IMO 9134141. Container ship, 700 teu. Length 121 m, 2,868 t. St Kitts & Nevis flag. Classification society Germanischer Lloyd. Built in 1996 in Neuenfelde (Germany) by Sietas. Owned by Silver Star Ship Management FZE (United Arab Emirates). Detained in 2014 and 2015 in Bandar Abbas (Iran). Sold for demolition in India.



Passing Terneuzen (Netherlands), April 2013 © Marc Ottini



Beached, February 2016 © Alang Ship Info

*Columba* (ex-Cap Serrat, ex-Columba, ex-Safmarine Gonubie, ex-Libra Houston, ex-TMM Veracruz, ex-APL Atlantic, ex-Columba, ex-Maersk Genoa, ex-Columba). IMO 9143233. Container ship, 2102 teu. Length 188 m, 10,683 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Gebr Winter GmbH & Co KG (Germany). Sold for demolition in India.



September 2010, entering Le Havre (France)  
© Pascal Bredel

*Commodore* (ex-Kota Perkasa, ex-Commodore, ex-MSC Andes, ex-Commodore). IMO 9228552. Container ship, 2764 teu. Length 208 m, 12,861 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Gebr Winter GmbH & Co KG (Germany). Detained in 2014 in Shenzhen (China). Sold for demolition in India. 323 \$ per ton.



July 2008, Hong Kong © Marc Ottini



January 2016, beached in Alang © Viral Shah





*Dimitrios C. (ex-Atlanta Express, ex-Ludwigshafen Express). IMO 8902577.*

Container ship, 4639 teu. Length 294 m, 20,740 t. German flag, Liberian flag depuis March 2015. Classification society Germanischer Lloyd. Built in 1992 in Kojima (Corée by Samsung). Owned by König & Cie GmbH & Co KG (Germany) in 2015. Detained in 2015 in Melbourne (Australia). She is the 5th among the 8 Samsung 4600 container ships to be sold for demolition within a year, after her historical ship-owner Hapag-Lloyd got rid of the whole series in March 2015. *Dimitrios C* left Valencia (Spain) on February 17, 2016 and travelled through Suez Canal; she was beached at Alang on March 8.



Piraeus(Greece), May 8, 2015 © Marc Ottini



*Dongtai Pearl (ex-Lalazar, ex-Independent Voyager, ex-Holland, ex-Contship Holland, ex-Ocean Star, ex-Noble Eagle, ex-Rocio, ex-Noble Eagle). IMO 8415627.*

Container ship, 1022 teu. Length 147 m, 4,848 t. Deflagged from Hong Kong to Niue for her last voyage as *Pearl*. Classification society Lloyd's Register of Shipping but International Ship Classification since January 1st, 2016. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Sold by her Chinese ship-owner to the Indian broker Elektrans Shipping Pvt Ltd just prior to her departure for demolition in India.



Busan New Port (South Korea), December 27, 2011 © V Tonic



*DS Kingdom (ex-CSAV Papudo, ex-Hyundai Kingdom). IMO 9215828.*

Container ship, 6479 teu. Length 304 m, 27,200 t. Deflagged from Germany to St Kitts & Nevis for her last voyage as *Kingdom*. Classification society Nippon Kaiji



Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2012 in Shenzhen (China) and in 2014 in Savannah (Georgia, USA). Sold for demolition in India.

*DS Kingdom*, February 04, 2015. Seen moored at Terminal 18 on Harbor Island. Seattle, United States © Kyle Stubbs

The German ship-owner Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG is selling 2 sisterships for demolition in February 2016. The sale was made via a shell company that officially takes possession of the ships and, in passing, a few dollars commission per ton. That being done, the ex-owner is freed from legal constraints in force in his home country regarding shipbreaking and withdraws his responsibility for any accident that could come upon during voyage to the breaking yards. And what was bound to happen happened...



*Elbwolf* (ex-*Ibn Khaldoun*, ex-*Aramac*, ex-*Elbwolf*, ex-*Ipex Quality*, ex-*Elbwolf*). IMO 9185401. Container ship, 2732 teu. Length 211 m, 13,062. Liberian flag. Classification society Germanischer Lloyd. Built in 1999 in Gdynia (Poland) by Gdynia Stocznia SA. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Detained in 2004 in Hong Kong (China). Sold for demolition in India. 272 \$ per ton including 150 t of bunkers.



The German container ship left China bound for Alang breakers. She has been renamed *Olf* flying the Saint-Kitts-and-Nevis flag. On February 18 she was sailing in the Singapore Strait and collided with 2 tankers anchored off Batu Ayam in the East of the strait, the *Tina 7* and *Straits 3*.

She continued her voyage without any concern for the ships that had been hit or for their crews and without reporting to the authorities. The Singapore, Indonesia and Malaysia coast-guards are warned. The fugitive is spotted and stopped by Malaysian authorities on February 22 with the 16 Indian and Sri Lankan crew members. To this day, she is still immobilized in Pasir Gudang.



Backwards collision - Screenshot - [video published by Malaysian Maritime Safety Agency](#)

*Weserwolf* (ex-*Ibn Asakir*, ex-*CSAV Rio Maipo*, ex-*NYK Prosperity*, ex-*Weserwolf*, ex-*Columbia Bridge*, ex-*Weserwolf*). IMO 9185413. Container ship, 2732 teu. Length 211 m, 13,062 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1999 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Detained in 2015 in Shenzhen (China). Sold for demolition in India. 248 \$ per ton.



<b>IMO number :</b>	9185413	
<b>Name of ship :</b>	WESERWOLF	(since 01/04/2013)
<b>Call Sign :</b>	A8GH5	
<b>MMSI :</b>	636091292	
<b>Gross tonnage :</b>	32322	(since 01/01/2005)
<b>DWT :</b>	39128	
<b>Type of ship :</b>	Container Ship	(during 1999)
<b>Year of build :</b>	1999	
<b>Flag :</b>	Liberia 	(since 01/12/1999)
<b>Status of ship :</b>	To Be Broken Up	(since 30/01/2016)
<b>Last update :</b>	09/02/2016	

<b>IMO number :</b>	9185413	
<b>Name of ship :</b>	WESERWOLF	(since 01/04/2013)
<b>Call Sign :</b>	A8GH5	
<b>MMSI :</b>	636091292	
<b>Gross tonnage :</b>	32322	(since 01/01/2005)
<b>DWT :</b>	39128	
<b>Type of ship :</b>	Container Ship	(during 1999)
<b>Year of build :</b>	1999	
<b>Flag :</b>	Liberia 	(since 01/12/1999)
<b>Status of ship :</b>	In Service/Commission	(since 24/04/2005)
<b>Last update :</b>	05/04/2016	



Late January 2016, *Weserwolf* was "to be broken up". In April her Equasis status reversed to "in service"; the ship would have been acquired by a Chinese company and would have resumed sailing as *Xin Bin Zhou*. Unless this is only camouflage supposed to cover her tracks after the hit and run episode involving her sistership. To be continued.



*Em Ithaki* (ex-MOL Volta, ex-Santos Challenger). IMO 9178537. Container ship, 2135 teu. Length 194 m, 10,708 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Usuki (Japan) by Minami-Nippon. Owned by Eurobulk Ltd (Greece). Sold for demolition in India.



*Mol Volta*, June 2011 © **Marc Ottini**



3 years later, June 2014, *Em Ithaki* © **DI6lag/MarineTraffic**

#### Sisterships from the first to the last day.



*Ever Radiant* (ex-*Ever Renown*). IMO 9055474. Container ship, 4229 teu. Length 294 m, 20,244 t. Deflagged from Panama to St Kitts & Nevis for her last voyage as *Radiant*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Detained in 2001 in Los Angeles (USA). She was



announced sold as is in Taiwan for demolition in India, but is logically beached in Bangladesh. 272 \$ per ton including 1000 t of bunkers.



April 2009, in Walsvoorden (Netherlands)  
© **Pascal Bredel**



*Ever Respect*. IMO 9061136. Container ship, 4229 teu. Length 294 m, 20,244 t. Deflagged from Panama to St Kitts & Nevis for her last voyage as *Respect*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Shanghai (China) for demolition in Bangladesh. 272 \$ per ton including 1300 t of bunkers.



June 2009, in Walsvoorden (Netherlands) © **Pascal Bredel**

*Fortune Navigator* (ex-*Fortune*, ex-*Grandeur*, ex-OOCL *Award*, ex-*Grandeur*). IMO 9181637. Container ship, 566 teu. Length 119 m, 4,246 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1998 in Hakata (Japan) by



Murakami Hide. Owned by Vinalines (Vietnam). Detained in 2000 in Singapore and in 2004 in Hong Kong. Sold for demolition in India. 245 \$ per ton.



*Grandeur*, June 15, 2008 © **Marc Ottini**

*Hanjin Malta*. IMO 9021679. Container ship, 4024 teu. Length 289 m, 18,954 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI Co. Owned by Unitized Ocean Transport Ltd (Greece). Sold for demolition in Bangladesh. 265 \$ per ton.



*HH Emilia* (ex-*Dresden Express*). IMO 8902553. Container ship, 4639 teu. Length 294 m, 20,771 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Koje (South Korea) by Samsung. Owned by König & Cie GmbH & Co KG (Germany). Sold for demolition in India. 248 \$ per ton.



The brand new *Dresden Express*, owned by Hapag Lloyd, entering Le Havre (France) in May 1992.  
© **Pascal Brede**



*HH Johanna* (ex-*Portland Express*, ex-*Leverkusen Express*). IMO 8902541. Container ship, 4639 teu. Length 294 m, 20,470 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Koje (South Korea) by Samsung. Owned by König & Cie GmbH & Co KG (Germany). The *HH Johanna* is the 4<sup>th</sup> König ship to go for demolition since December 2015. After having drawn attention in Valencia (Spain) in February 2016 in bumping up against her neighbor at dock, the *Cosco Europe*, the *HH Johanna* sailed down the Suez Canal to reach Alang end of March. She was caught up with just in time by her creditors: the owner hadn't paid the *HH Johanna*'s shipchandling bills nor those of her sisterships *Dimitrios C*, *HH Emilia*, *HH Nikol C* already beached for demolition and of another still in service, the *HH East*.



RMS Marine Service Co Ltd obtained sequestration of the ship from the Gujarat Court and that she be forbidden to be beached as stated in the Decision dated 4 April 2016. 2 days later, after a 63.334 \$ deposit was paid, the *HH Johanna* was allowed to join her sisterships undergoing demolition.

Berthed at Costa quay, Valencia Port (Spain) on January 9, 2016. **Manuel Hernández Lafuente**



*HH West* (ex-Conwest, ex-Ambitious D, ex-Ambitious F, ex-*Steamers prosperity*, ex-Mekong Progress, ex-Mariners Prosperity, ex-Maersk Blantyre, ex-*Steamers Prosperity*). IMO 9145243. Container ship, 779 teu. Length 127 m. St Kitts & Nevis



flag. Classification society Germanischer Lloyd. Built in 1998 in Nantong (China) by Jinling Shipyard. Owned by König & Cie GmbH & Co KG (Germany). Detained in 2003 in Sakata (Japan), in 2004 in Niigata (Japan) and in 2012 in Gdynia (Poland). *HH West* suffered an engine failure on December 23, 2015 on her voyage from Marsaxlokk (Malta) to Piraeus (Greece). She was towed to Greece by *Christos XXIV* but never be repaired ; she was beached in Aliaga on February 18, 2016.

At Marseille (France), October 015  
© Claes / MarineTraffic

*Kalliopi RC* (ex-Hoechst Express). IMO 8902565. Container ship, 4639 teu. Length 294 m, 20,740 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Kojé (South Korea) by Samsung. Owned by König & Cie GmbH & Co KG (Germany). Detained in 2015 at Piraeus (Greece) and in New York and in 2016 at Le Havre (France). The end of life of the *Kalliopi RC* has been difficult. Detentions, repetitive engine failures, drifts, hesitations. *Kalliopi RC* should have never been allowed to leave the European ports. The worst could have happened. On April 19, end of the long-suffering : she arrived at Alang and is waiting for her beaching clearance.



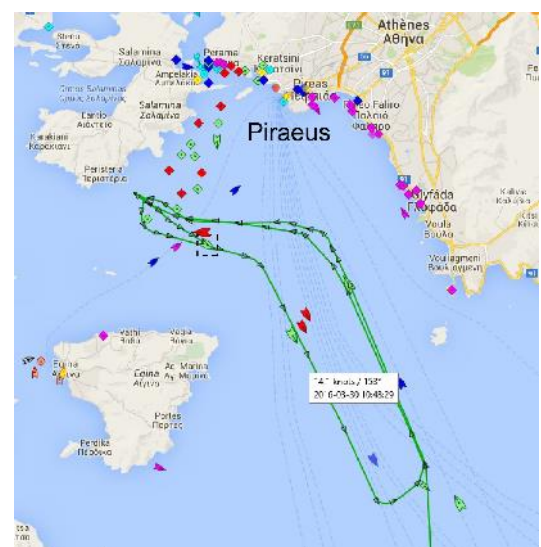
March 2, back to Le Havre (France) after losing power, under tow and under escort © Erwan Guéguénat

March 23, 24 hours of hesitancy and drift off Malaga



Positions Marine Traffic

March 30, wandering off Piraeus





**MOL Advantage (ex-APL Advantage).** IMO 9245005. Container ship, 5896 teu. Length 279 m, 24,572 t. Deflagged from Panama to St Kitts & Nevis for her last voyage as *Advantage*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Mihara (Japan) by Koyo DY Co. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2003 in Shenzhen (China), in 2004 in Hamburg (Germany) and in 2010 in Shenzhen again. Sold as is in Hong Kong for demolition in India. 252 \$ per ton including enough bunkers for the voyage.



Arrival at Lazaro Cardenas (Mexico) © **Ostin/Shipspotting**



**MOL Integrity.** IMO 9245017. Container ship, 5896 teu. Length 279 m, 24,572 t. Deflagged from Panama to Comoros for her last voyage as *Molly*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Mihara (Japan) by Koyo DY Co. Owned by Toyo Sangyo Co Ltd (Japan). Sold as is in Singapore for demolition in Bangladesh. 258 \$ per ton including 300 t of bunkers.

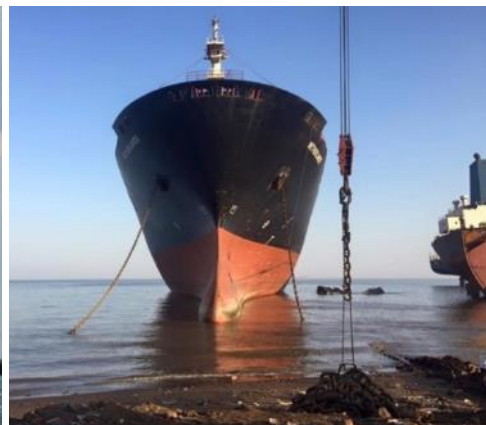


*MOL Integrity*, March 2013, Rio de la Plata (Argentina) © **Godra/Shipspotting**

**Netherlands (ex-OOCL Netherlands).** IMO 9143075. Container ship, 5390 teu. Length 276 m, 24,225 t. Liberian flag. Classification society RINA. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Sold for demolition in India. 270 \$ per ton.



*OOCL Netherlands*, in Maasvlakte (Netherlands), October 2012 © **Hannes van Rijn**



Alang, March 2016 © **Sanjay Shah**





*Northern Divinity* (ex-Kotar Segar, ex-Northern Divinity, ex-P&O Nedlloyd Damietta, ex-OOCL Europe, ex-P&O Nedlloyd Damietta). IMO 9147100.



Container ship, 3607 teu. Length 245 m, 14,446 t. Deflagged from Liberia to Comoros for her last voyage as *Unity*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2002 in Hamburg (Germany). Sold as is in Singapore for demolition in India, she is finally beached in Bangladesh after being renamed and deflagged. 257 \$ per ton including 200 t of bunkers.



*Northern Grandour* (ex-CSAV Cantabrian, ex-ANL Hong Kong, ex-Yokohama Senator, ex-Cho Yang Ace). IMO 9147095. Container ship, 4688 teu. Length 294 m, 18,981 t. Deflagged from Liberian to St Kitts & Nevis for her last voyage as *Grandour*.



Classification society Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold for demolition in India. 245 \$ per ton.



The new-born *Cho Yang Ace*, December 23, 1998, entering Le Havre (France) © **Pascal Brede!**



*Praha* (ex-Hanjin Praha, ex-Praha). IMO 9232072. Container ship, 4389 teu. Length 282 m, 18,948 t. Deflagged from Liberian to St Kitts & Nevis for her last voyage shortened to *Pra*. Classification society Germanischer Lloyd. Built in



2002 in Pusan (South Korea) by Hanjin HI & Construction Co. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2013 in Shenzhen (China). Sold for demolition in India. 300 \$ per ton.



*Praha*, Antwerp (Belgium) August 2014  
© **Bulker/Shipspotting**



"*Pra*", in Alang, February 2016 © **Viral Shah**


*Priwall* (ex-*Priwall*, ex-*MSC Chile*, ex-*Priwall*, ex-*MSC Chile*, ex-*Priwall*, ex-*Sea Panther*). IMO 9158965. Container ship, 2480 teu. Length 202 m, 11,371 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Flensburg (Germany)



by Flensburger. Owned by Laeisz Reederei (Germany). Sold as is in Mumbai for demolition in India. 270 \$ per ton.



*Priwall*, Le Havre (France), October 2010  
© **Pascal Breidel**

 *Santa Giovanna* (ex-*CMA CGM Tema*, ex-*Santa Giovanna*, ex-*P&O Nedlloyd Amazonas*, ex-*Santa Giovanna*, ex-*P&O Nedlloyd Amazonas*, ex-*Santa Giovanna*). IMO 9126479. Container ship, 2061 teu.



Length 182 m, 8,841 t. Deflagged from Germany to Palau for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Lübeck (Germany) by Flender Werft. Owned by Reederei Claus-Peter Offen GmbH & Co KG (Germany). Sold as is in Colombo (Sri Lanka) for demolition in India. 265 \$ per ton including 195 t of bunkers.

*Santa Giovanna* upstream François 1er locks at Le Havre (France), February 2012  
© **Pascal Breidel**



*Swaziland* (ex-*MSC Swaziland*, ex-*NYK Castor*). IMO 9152284. Container ship, 6148 teu. Length 300 m, 28,440 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2007 in Vancouver (Canada) and in 2009 and 2010 in Shenzhen (China).



Sold for demolition in Bangladesh. 300 \$ per ton including 400 t of bunkers.



*Swaziland* in Taiwan, June 2014 © **Chun-hsi**

*Weserwolf* (ex-*Ibn Asakir*, ex-*CSAV Rio Maipo*, ex-*NYK Prosperity*, ex-*Weserwolf*, ex-*Columbia Bridge*, ex-*Weserwolf*). IMO 9185413. See more details in the chapter *Elbwolf* - p 34



*YM Kaohsiung* (ex-*Ville de Tanya*). IMO 9143166. Container ship, 3967 teu. Length 259 m, 15,948 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Halla (South Korea) by Samho. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2014 in Shenzhen (China). The ex *Ville de Tanya* of CMA is rejoining at Alang her 2 ex CMA CGM colleagues, *Ville d'Orion* and *Ville d'Aquarius* both beached in November 2015 (See "[Shipbreaking #42](#)", p 27). 275 \$ per ton.



*Ville de Tanya*, 1998, Hamburg (Germany)  
© Sheyun/Marinettraffic



*Ym Kaohsiung*, June 2014, Kaohsiung (Taiwan)  
© Ye Chia-Wei



Alang, February 2016  
© Pankaj Sahani



*Zim Europa*. IMO 9113692. Container ship, 3429 teu. Length 254 m, 16,900 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Lloyd's Register. Built in 1997 in Kiel (Germany) by Howaldtswerke-DW. Sold for demolition in 2 steps. In October 2015 she was first acquired from Zim Integrated Shipping (Israel) by the Germany-based Stefan Patjens Reederei GMBH and renamed *Katharina P*. Then in March 2016 she was sold to the Greek Pilot Enterprises Inc. Beached for demolition in Bangladesh as the Comorian *Hari*. 276 \$ per ton.



*Zambia* (ex-*MSC Zambia*, ex-*NYK Sirius*). IMO 9168324. Container ship, 6208 teu. Length 300 m, 28,544 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Chiba (Japan) by Mitsui. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2015 in Shanghai (China). Sold for demolition in Bangladesh. 290 \$ per ton including a 80 t propeller and enough bunkers for the voyage.



*NYK Sirius* outbound Le Havre (France), on June 10, 2008 © Erwan Guéguénat

## Tanker

*Bukhta Slavyanka* (ex-Vilyuysk). IMO 7406203. Ice-strengthened tanker. Length 160 m, 7,445 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Rauma (Finland) by Rauma-Repola. Owned by Vostokbunker (Russia). Detained in 1998 in Bremen (Germany). Sold for demolition in Bangladesh. 289 \$ per ton.



*Bukhta Slavyanka*, Vladivostok (Russia) © Mikhail Vladivostok/Shipspotting

*Faridah* (ex-Alphard Star). IMO 9050589. Single hull tanker. Length 333 m, 41,265 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1995 in Lindo (Denmark) by Odense Staalskibs. Converted in 2011 to Floating Storage Unit by ASRY (Arab Shipbuilding and Repair Yard) in Bahrain. Owned by ARAMCO (Saudi Arabia). The Big One of the quarter. Beached for demolition in Pakistan. 245 \$ per ton.



Gadani, March 2016 © Makhdoom Shoukat

*Kampos* (ex-Gaida, ex-Stavanger Ocean). IMO 9009138. Single hull tanker. Length 182 m, 8,223 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by World Tankers (United Kingdom). Sold as is in Singapore for demolition in Pakistan. 240 \$ per ton.



Singapore, March 2008 © Michael Klingsick





*Lavras*. IMO 8301826. Tanker. Length 173 m, 8,099 t. Deflagged from Brazil to Djibouti for her last voyage as *Avras*. Classification society Det Norske Veritas. Built in 1992 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Petrobras (Brazil). Sold for demolition in India.



*Lavras* from Brazil, Salvador (Brazil), July 2015  
© Armando Madeira



*Avras* from Djibouti, Alang, February 2016 ©

*Martha Petrol* (ex-*Rangoon*, ex-*World Sea*). IMO 8806199. Single hull tanker. Length 182 m, 8,074 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Mihara (Japan) by Koyo DY Co. Owned by Waruna Nusa Sentana Pt (Indonesia). On May 3, 2015, while waiting for her turn at Cilacap oil terminal (Indonesia) on Java southern coast, *Martha Petrol* ran aground on a reef in Penyu Bay, east of the terminal. She was carrying 24,000 t of oil for the Pertamina refinery. She remained stuck for a month. The ship-owner pretended only the ballast tanks had been damaged. However, 4,000 t of spilled oil hit the shorelines, the population mobilized for clean-up operations. The Association of Indonesian Fishermen asked the oil company Pertamina along with the ship-owner 2.8 millions de \$ as a compensation for the pollution. On February 21, 2016, *Martha Petrol* arrived for demolition in Bangladesh in tow of the *Atlas Harrier*.



© Radio Republik Indonesia



© Kompas/Gregorius Magnus Finesso



*Meridian* (ex-*Daifuku Maru n°7*). IMO 8004703. Tanker. Length 60 m, 671 t. Deflagged from Russia to Togo for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1980 in Mihara (Japan) by Kyoei Shipyard. Owned by East Fuel CO LLC (Russia). She left Vladivostok (Russia) on February 5 and was beached for demolition in Bangladesh.

Vladivostok (Russia), April 2015  
© Sergei Skriabin



*Nuevo Pemex IV*. IMO 8308240. Tanker. Length 202 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Veracruz (Mexico) by Astilleros Unidos de Veracruz. Owned by PEMEX (Mexico). *Nuevo Pemex IV* was the last of this single hulled-tankers series built in Mexico for the State-owned oil company. She is an exception to the general rule among Mexican tankers usually demolished in Asian shipbreaking yards : *Nuevo Pemex IV* ended up her life where she was born, in the ex shipbuilding yard Astilleros Unidos renamed TNG, Talleres Navales del Golfo.



At Lazaro Cardenas (Mexico), May 2011 © Jerzy Nowak

Not without difficulty. On February 20, 2016, she was being dismantled ; oily residues ignited in the engine room, the firefighters managed to control the fire but were not able to board the vessel because of toxic fumes. "There were no casualties nor water pollution". Air pollution is not taken into account.



© Videonotas Acp

See "[Shipbreaking # 37](#)", The true and the fake end of *Guadalupe Victoria II* and "[Shipbreaking #41](#)" p 25 *Nuevo Pemex II* and *III*, renamed *Eva II* and *Mex III* broken up in India in 2015.



*Sriracha Master* (ex-*Taiyoh I*) IMO 8920086. Tanker. Length 242 m, 14,225 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imari (Japan) by Namura. Owned by Nathalin Co Ltd (Thailand). Detained in 2009 in Dampier (Australia). Sold for demolition in Pakistan.



© Nathalin Group



## Chemical tanker

*Stolt Helluland*. IMO 8906925. Chemical tanker. Length 175 m, 8,942 t. Liberian flag. Classification society Det Norske Veritas. Built in 1990 in Floro (Norway) by Kleven Floro. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



*Stolt Helluland*, September 2015 entering Fos sur Mer (France) © **Pascal Bredel**



Alang, January 2016  
© **Sarvaiya Purvajitsinh**



Le Havre (France), November 2011 © **Erwan Guéguénat Shah**

*Stolt Sapphire*. IMO 8309531. Chemical tanker. Length 177 m, 11,483 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daeoo. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India. 260 \$ per ton.



© **Viral**

## Gas tanker

*Coniston*. IMO 9015759. Gas tanker. Length 100 m, 2,420 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imabari (Japan) by Asakawa. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in Bangladesh. 230 \$ per ton.



Waalsoorden (Netherlands), May 2004 © **Pascal Bredel**

## Bulk carrier

Bulkers carry dry bulk cargoes : grain, coal, ores such as iron ore or bauxite. Medium size bulkers are often built with cranes in order to be able to call at secondary and ill-equipped ports.

*Aarti Prem* (ex-*Vanessa Oldendorff*, ex-*Bela Mondo*, ex-*Lucida*). IMO 9087738. Bulk carrier. Length 225 m, 9,762 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Mercator Lines (Singapore). Detained in 2003 in Bunbury (Australia), in 2007 in Brindisi (Italy), in 2011 in Zhangjiagang (China) and in 2012 in Pyeongtaek (South Korea). Sold for demolition in Pakistan. 231 \$ per ton.



*Acacia Star* (ex-*Lisboa*, ex-*Jag Ravi*, ex-*Sea Satin*, ex-*Oriental Express*). IMO 9127631. Bulk carrier. Length 190 m, 7,833 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1997 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Way-East Shipping Agency Co (Taiwan). Detained in 2000 in Singapore, in 2005 in Mersin (Turkey) in 2013 in Zhenjiang (China) and in 2015 in Kochi (Japan). Sold for demolition in India.



*Agios Emilianos* (ex-*Sea Synergy*, ex-*El Famenco*). IMO 8802935. Bulk carrier. Length 225 m, 9,705 t. Cyprus flag. Classification society Bureau Veritas. Built in 1989 in Numakuma (Japan) by Tsuneishi. Owned by Ilios Shipping Co SA (Greece). Detained in 2003 in Amsterdam (Netherlands), in 2010 in Damietta (Egypt), in 2011 in New Orleans (USA) and in 2015 in Taizhou (China). Sold for demolition in India.



Along, March 2016 © Deepankar Jain



*Agios Nikolas* (ex-*Woody*, ex-*NST Challenge*, ex-*Asia Trader*, ex-*Scan Trader*, ex-*High Light*). IMO 8306802. Bulk carrier. Length 181 m, 6,561 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Muroran (Japan) by Hakodate Dock. Owned by Phoenix Shipholding Corp (Greece). Detained in 2002 in Karumba (Australia), in 2004 in Rostock (Germany), in 2011 in Cartagena (Spain), in 2012 in Novorossiysk (Russia), in 2013 in Alexandria (Egypt) and in 2015 in Las Palmas (Spain). Sold for demolition in India.



*AK Abba* (ex-*Olympic Merit*). IMO 8315217. Bulk carrier. Length 183 m, 6,656 t. Panamanian flag. Classification society Nippon Kaiji Kyokai jusqu'en 2015. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Ceren Denizcilik Sanayi (Turkey). Detained in 2009 in Murmansk (Russia). Sold for demolition in India. 251 \$ per ton.



AK Abba, August 28, 2014 © Marc Ottini



*Alianca River* (ex-*Yangtze River*, ex-*Gerdt Oldendorff*). IMO 9135913. Bulk carrier. Length 199 m, 9,318 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou International. Owned by MPC Munchmeyer Petersen Steamship GmbH & Co KG (Germany). Detained in 2000 in Vancouver (Canada). Renamed *Yangtze River*, she was beached for demolition in India.



*Alpena* (ex-*Grand Spring*). IMO 9162980. Bulk carrier. Length 186 m, 7,089 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Oshima (Japan) by Oshima Shipbuilding. Owned by Ocean Agencies Ltd (United Kingdom). Detained in 2002 in Mobile (Alabama, USA) and in 2006 in Gladstone (Australia). Sold for demolition in Bangladesh. 260 \$ per ton.



August 2014, in Constanta (Romania) © Sorin Titu

*Alpha Friendship* (ex-*Anangel Friendship*). IMO 9123374. Bulk carrier. Length 280 m, 19,642 t. Greek flag. Classification society American Bureau of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Amethyst Management Ltd (Greece). Detained in 2010 in Dampier and in Port Hedland (Australia) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh. 280 \$ per ton.



*Amina H* (ex-*Norsul Piacaguera*). IMO 7505217. Bulk carrier. Length 147 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Caneco. Owned by Arados Shipping Co Srl (Romania). Detained in 2009, 2011 and 2012 in Novorossiysk (Russia) and in 2013 in Batumi (Georgia). Sold for demolition in Turkey.



*Norsul Piacaguera*, in Belem (Brazil) © John Sins



*Amina H*, February 2016, in Aliaga © Selim San

*Amovita* (ex-*Kai Ming*, ex-*Golden Hope*, ex-*China Merchant*, ex-*Western Glory*, ex-*Sanko Gemini*). IMO 8309024. Bulk carrier. Length 180 m, 7,140 t. Panamanian flag. Classification society RINA. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Harmony Growing Ship Management Co Ltd (China). Detained in 2014 in Hazira (India). Sold for demolition in India. 230 \$ per ton.





*Anangel Legend* (ex-*Bavang*). IMO 9110652. Bulk carrier. Length 280 m, 19,993 t. Deflagged from Greece to St Kitts & Nevis for her last voyage as *Legend*. Classification society Det Norske Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Anangel Shipping Enterprises (Greece). Sold as is in Singapore for demolition in Bangladesh. 247 \$ per ton.



October 21 - 4 November 4, 2007, repair and grooming at Arno Shipyard in Dunkerque (France)  
© Robert Fournier



*Anassa* (ex-*Spiliani*, ex-*Gulf Globe*, ex-*Gulf Ranger*, ex-*Bunga Orkid Satu*). IMO 9070773. Bulk carrier. Length 185 m, 7,956 t. Delagged from Panama to Comoros for her last voyage as *Lass*. Classification society Bureau Veritas then Union Marine Classification Society in February 2016. Built in 1994 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Manila (Philippines), in 2011 in Lianyungang (China) and Albany (Australia), in 2014 in Cockatoo Island (Australia) and in 2015 in Guangzhou (China). Sold by her Greek ship-owner Perseas Shipping to St Kitts & Nevis-based Jupiter Shipping prior to her departure for demolition in India.



*Bunga Orkid Satu*, January 2001, Vancouver (Canada) © Rick Garcia



*Anatoli* (ex-*Pretty Source*). IMO 9138941. Bulk carrier. Length 190 m, 8,750 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Jinhae (South Korea) by Daedong Shipbuilding Co. Owned by Marmaras Navigation Ltd (Greece). Detained in 2005 in Portland (Oregon, USA), in 2010 in Antwerp (Belgium) and in 2015 in New Orleans (USA). Sold for demolition in Pakistan. 275 \$ per ton.



Loading in Garrucha (Spain), April 2013  
© Edmundo Dantes



*Anemone*. IMO 8821606. Bulk carrier. Length 274 m, 18,701 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Korea Line Corp (South Korea). Detained in 2014 in Newcastle (Australia). En route from Tocopilla (Chile) bound for Bayuquan (China), *Anemone* suffered an engine failure on November 12, 2015. She was towed to Busan (South Korea). She will not survive; she was beached in Pakistan on March 2. 240 \$ per ton.



*Annoula K* (ex-*Annoula*, ex-*Anangel Venture*, ex-*Channel Enterprise*). IMO 8715015. Bulk carrier. Length 225 m, 9,535 t. Sierra Leone flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tsu (Japan) by NKK Corp. Owned by Unimed Navigation SA (Romania). Detained in 2014 in Novorossiysk (Russia). Sold for demolition in Pakistan. 280 \$ per ton.



Arrival at Gadani © Murtaza Ali

*Aodabao* (ex-*Pruva*, ex-*Mustafa Nevzat*, ex-*Channel Fortune*). IMO 9086928. Bulk carrier. Length 225 m, 9,598 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tadotsu (Japan) by Hachihama Zosen. Owned by COSCO (China). Sold for demolition in India. 244 \$ per ton.

*Aqua Pearl* (ex-*Kiwi Arrow*, ex-*Kandy*, ex-*Sun Kobe*, ex-*La Estancia*). IMO 7909865. Bulk carrier. Length 183 m, 12,253 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej Shipyard. Owned by SMT Shipmanagement & Transport (Poland). Detained in 2009 in Jiangyin (China). Sold for demolition in India.



*Aquaria* (ex-*Castillo de Vigo*, ex-*Thalassini Niki*). IMO 9071832. Bulk carrier. Length 225 m, 10,592 t. Tuvalu flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kojima (South Korea) by Samsung. Owned by Gulf Rocks KSC (Koweit). Detained in 1999 in Mobile (Alabama, USA). Sold for demolition in India. 240 \$ per ton.



*Atlantic* (ex-*Atlantic Princes*). IMO 9135676. Bulk carrier. Length 225 m, 10,262 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1996 in (South Korea) by Hyundai. Owned by Transocean Maritime Agencies (Monaco). Detained in 2001 in Ghent (Belgium). Sold for demolition in Pakistan. 285 \$ per ton.



*Berge Matterhorn* (ex-*Cape Awoba*, ex-*Cape Acacia*). IMO 9113915. Bulk carrier. Length 289 m, 20,884 t. Isle of Man flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sakaide (Japan) by Kawasaki. Owned by Berge Bulk Maritime (Singapore). Detained in 2014 in Guangzhou (China). Sold for demolition in Bangladesh. 260 \$ per ton.



*Bold Challenger* (ex-Beate Oldendorff, ex-Kazusa, ex-Kazusa Maru). IMO 8602476. Ore carrier. Length 325 m, 27,621 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Chiba (Japan) by Mitsui. Owned by Oldendorff Carriers GmbH & Co KG (Germany). The *Bold Challenger* leaves Shanghai on February 6. She is expected in Pakistan. On March 1, she stops on her way and diverts herself towards Alang. She tries to jack up the price ; she remains in standby in the Indian waters until March 17. No buyer shows up and *Bold Challenger* leaves towards her initial destination, Gadani where she is beached on March 19.



February 6 – 19 March 19, *Bold Challenger* is hesitating. Positions AIS Marine Traffic

*Bosphorus Queen* (ex-Atlantic ID, ex-Atlantic Zeus, ex-Oriente Hope, ex-Humming Bird, ex-Honan Star). IMO 8517384. Bulk carrier. Length 174 m, 6,565 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Saiki (Japan) by Usuki Tekkosho. Owned by Kalamis Shipping Industry (Turkey). Detained in 2008 in Albany (Australia), in 2010 in New Orleans (USA) and in 2013 in Novorossiysk (Russia). Sold for demolition in India.



*Bravo John* (ex-Brave Wind). IMO 9162021. Bulk carrier. Length 225 m, 9,796 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura. Owned by P & P Shipping Co (Greece). Detained in 2008 in Qinhuangdao (China) and in 2012 in Brisbane (Australia). Sold for demolition in India. 265 \$ per ton including 500 t of bunkers.



*C Young* (ex-C. Young, ex-President G, ex-Sindia). IMO 8715314. Bulk carrier. Length 216 m, 9,979 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Tadotsu (Japan) by Hashihama Zosen. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2004 in Cartagena (Spain). Sold for demolition in Bangladesh.



*Cape Carmel* (ex-Pytchley, ex-SGC Capital). IMO 9119139. Bulk carrier. Length 290 m, 22,583 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by XT Management Ltd (Israël). Sold for demolition in Pakistan. 243 \$ per ton.



*Cape Century*. IMO 9253088. Bulk carrier. Length 289 m, 21,104 t. Deflagged from Singapore, to St Kitts & Nevis for her last voyage as *Century*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Tsu (Japan) by Nippon Kokan. Owned by Kumiai Senpaku Co Ltd (Japan). Sold for demolition in Bangladesh. 247 \$ per ton including 250 t of bunkers.



*Cape Jupiter*. IMO 9143087. Bulk carrier. Length 289 m, 21,297 t. Deflagged from Singapore to Niue for her last voyage as *Cape J*. Classification society American Bureau of Shipping. Built in 1997 in Tsu (Japan) by NKK. Owned by U-Ming Marine Transport Corp (Taiwan). Detained in 2003 in Las Palmas (Spain). Sold as is in Singapore for demolition in India. 232 \$ per ton including 850 t of bunkers.





*Cape Olive*. IMO 9125451. Bulk carrier. Length 290 m, 21,750 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chiba (Japan) by Mitsui. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2001 in Gladstone (Australia). Sold for demolition in Pakistan. 284 \$ per ton.



May 6, 2009 Montoir (France)  
© Erwan Guégéniat

*Cape Venus*. IMO 9127423. Bulk carrier. Length 289 m, 21,165 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1996 in Tsu (Japan) by NKK Corp. Owned by U-Ming Marine Transport (Taiwan). Sold for demolition in India. 239 \$ per ton.

*Captain Evangelos N.M. (ex-Menorca, ex-Oinoussian Legend)*. IMO 9122851. Bulk carrier. Length 224 m, 9,939 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Maizuru (Japan) by Hitachi. Owned by Chian Spirit Maritime Enterprise (Greece). Sold for demolition in India. 262 \$ per ton.



*Champel (ex-Ocean Crest, ex-Chihaya)*. IMO 9131840. Bulk carrier. Length 292 m, 21,686 t. Bermuda flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Koje (South Korea) by Samsung. Owned by Swiss Marine Services SA (Switzerland). Detained in 2004 in Shanghai (China), in 2011 in Ningbo (China) and in 2012 in Quebec City (Canada). Sold for demolition in Bangladesh. 241 \$ per ton.



*China Steel Developer*. IMO 9171424. Bulk carrier. Length 289 m, 23,088 t. Pavillon Taiwan. Classification society Lloyd's Register of Shipping. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by China Steel Express Corp (Taiwan). Detained in 2016 in Gladstone (Australia). Sold as is in Singapore for demolition in Pakistan. 260 \$ per ton including 450 t of bunkers.



*China Steel Developer*, El Ferrol (Spain), October 2010 © Romarin

*China Steel Investor*. IMO 9127277. Bulk carrier. Length 289 m, 22,746 t. Pavillon Taiwan. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by China Steel Express Corp (Taiwan). Sold as is in Singapore for demolition in Pakistan. 260 \$ per ton including 750 t of bunkers.

*China Steel Investor*, Newcastle (New South Wales, Australia) © **Thomas Steitz**



*Chollada Naree*. IMO 9127069. Bulk carrier. Length 145 m, 4,547 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ulsan (South Korea) by Cheunggu Marine Industry Co. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2013 in New Orleans (USA). Sold for demolition in India.



*Consul Poppe (ex-Nord Star, ex-Bara)*. IMO 9110212. Bulk carrier. Length 224 m, 9,789 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Sasebo (Japan) by Sasebo HI. Owned by Johann M K Blumenthal GmbH & Co KG (Germany). Detained in 2014 in Darwin (Australia). Sold for demolition in India. 280 \$ per ton.



*Corona Emblem*. IMO 9152167. Bulk carrier. Length 230 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Sakaide (Japan) by Kawasaki. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in China in Xinhui.



*Corozal (ex-Corazal, ex-Yucatan)*. IMO 7361532. Bulk carrier. Length 147 m. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Travemünde (Germany) by Schlichting. Owned by International Shipping Group (Turkey). Sold for demolition in Turkey.



*Corozal*, Bosphore, September 11 ; 2013  
© **Marc Ottini**



*CSK Radiance*. IMO 9222948. Bulk carrier. Length 289 m, 22,034 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2001 in Samho (South Korea) by Samho H.I. Owned by Tai Chong Cheang Steamship Co (China). Vendu pour une destination de démolition non spécifiée. 260 \$ per ton including 600 t of bunkers.



*Diamond Seas (ex-Sundance, ex-Panaxia, ex-Lake Harmony)*. IMO 9244219. Bulk carrier. Length 225 m, 10,020 t. Liberian flag for her last voyage as *Diamond*. Classification society Lloyd's Register of Shipping. Built in 2001 in Imari (Japan) by Namura. Owned by Oldendorff Carriers GmbH & Co (Germany). Detained in 2008 in Gladstone (Australia). Sold for demolition in India. 260 \$ per ton including 110 t of bunkers.





*Dona Maria* (ex-*Scoter*, ex-*Peonia*). IMO 8101941. Bulk carrier. Length 197 m, 8,082 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai (China) by Jiangnan. Owned by Narval Shipping Corp (Greece). Detained in 2005 in Quebec City (Canada). Sold for demolition in India. 278 \$ per ton, then finally 245 \$ after renegotiation from the shipbreaking yard.



*Dona Maria* leaving Rijeka, Croatia, June 2009 © **Dragec/Shipspotting**

*Drin*. IMO 9108312. Bulk carrier. Length 225 m, 10,741 t. Bahamian flag. Classification society RINA. Built in 1996 in Koje (South Korea) by Samsung. Owned by Gestion Maritime SAM (Monaco). Detained in 2014 in Geraldton (Australia). Sold for demolition in Bangladesh. 281 \$ per ton.



*Eirini K* (ex-*Glykofiloussa*, ex-*Arctic Navigator*). IMO 9083811. Bulk carrier. Length 188 m, 8,400 t. Maltese flag. Classification society Bureau Veritas. Built in 1996 in Split (Croatia) by Brodosplit. Owned by JME Navigation SA (Greece). Detained in 2009 in Fremantle (Australia) and in 2010 in Houston (USA). Sold for demolition in India. 242 \$ per ton.



*Elite* (ex-*Abyo Jennifer*, ex-*Leonardo Lembo*). IMO 9083548. Bulk carrier. Length 225 m, 11,617 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Castellammare (Italy) by Fincantieri Italiani for Deulemar, a company founded by three Naples families, the Della Gata, Iuliano and Lembo. Deulemar was declared bankrupt in 2012, its ships were sold, the 3 oldest ones were renamed *Abyo 1*, *Abyo 2*, *Abyo 3* and were broken up in Bangladesh, Pakistan and India in the summer 2014 (Cf. "[Shipbreaking #36](#)", p 48, "The clearance sale of the Deulemar fleet"). Owned by Sunrising International Ship Management Ltd (China). Detained in 1998 in Hamburg (Germany) and in 2013 in Melbourne (Australia). Sold for demolition in Bangladesh. 262 \$ per ton.



July 2008, *Leonardo Lembo* in the China Sea © **Marc Ottini**

*Emwika Naree*. IMO 9127083. Bulk carrier. Length 145 m, 4,570 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ulsan (South Korea) by Cheunggu Marine Industry Co. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2014 in Rotterdam (Netherlands). Sold for demolition in India.



*Era* (ex-*Perast*, ex-*Pelinovo*, ex-*Edo*, ex-*Fayrouz III*). IMO 8118138. Bulk carrier. Length 179 m, 7,373 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Gamma Shipping Transport & Foreign Trading Ltd (Turkey). Detained in 1998 in Mo i Rana (Norway), in 2010 in Rotterdam (Netherlands), in 2012 in Mersin (Turkey) and in 2015 in Ravenna (Italy). Sold as is in Kaohsiung (Taiwan) for demolition in Pakistan.



May 13, 2011, *Perast* on the Seine River (France)  
© Erwan Guéguénat

*Ever Mighty*. IMO 9128489. Bulk carrier. Length 225 m, 11,585 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Copenhagen (Denmark) by B&W Skibsværft. Owned by First Steamship Co Ltd (Taiwan). Detained in 2003 in Hong Kong (China) and in 2012 in Kwinana (Australia). Sold for demolition in Bangladesh. 245 \$ per ton including 200 t of bunkers.



July 2012, Bosphorus Strait (Telli Baba)  
© Marc Ottini

*Evertop* (ex-*Mass Enterprise*). IMO 9046904. Bulk carrier. Length 225 m, 9,765 t. Panamanian flag. Classification society RINA. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Fujian Hengfeng Shipping Co Ltd (China). Sold for demolition in India. 243 \$ per ton.

*Feng Shan Hai*. IMO 9055993. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Shanghai (China) by Jiangnan Shipbuilding. Owned by Cosco Bulk (China). Sold for demolition in Jiangyin, China.



February 2011, Tacoma (Washington State, USA) © Jason Reichert



*Fenghuan Shan* (ex-*Ruby Crest*, ex-*Halla Glory*). IMO 9137624. Bulk carrier. Length 225 m, 10,660 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Fujian Fenghuang International (China). Detained in 2004 in Gladstone (Australia), in 2008 in Newcastle (Australia) and in 2010 in Civitavecchia (Italy). Sold for demolition in Bangladesh. 234 \$ per ton.



*Fengli 9* (ex-*Golden Jasmine*, ex-*Clipper Jasmine*, ex-*China Hope*). IMO 9041021. Bulk carrier. Length 225 m, 12,201 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Shanghai (China) by Jiangnan. Owned by Glory Asia Ocean Shipping Lt (China). Detained in 2001 in Dampier (Australia), in 2007 in Bandar Khomeini (Iran) and Gladstone (Australia), in 2008 in Tyne (United Kingdom) and Murmansk (Russia) and in 2013 in Lisbon (Portugal). Sold for demolition in Pakistan. 272 \$ per ton including 600 t of bunkers.



*Flora* (ex-*Siam Topaz*, ex-*African Python*, ex-*Handy Islander*, ex-*Citrus Island*). IMO 8507339. Bulk carrier. Length 167 m, 5,618 t. Comoros flag. Classification society Bureau Veritas. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Zahra Maritime Services Co (Lebanon). Detained in 2009 in Grundartangi (Iceland) and in 2013 in Kandla (India) and Suez (Egypt). She left Iskenderun (Turkey) and was beached in Alang on March 17. 230 \$ per ton.



*Fonthida Naree* (ex-*Ocean Hope II*). IMO 9108594. Bulk carrier. Length 170 m, 6,326 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kawajiri (Japan) by Kanda Zosensho. Owned by Great Circle Shipping Agency (Thailand). Detained in 2015 in Mobile, (Alabama, USA). Sold for demolition in India.



*Fu Tian* (ex-*Sino Alliance*, ex-*Mitchell*). IMO 8514289. Bulk carrier. Length 114 m, 2,417 t. Hong Kong flag. Classification society China Classification Society. Built in 1986 in Hashihama (Japan) by Taihei Kogyo. Owned by Shenzhen Shekou Shipping (China). Detained in 2002 in Ishinomaki (Japan). Sold for demolition in India.



*Fu Tian*, Alang, February 2016 © Vaja Nilesh

*Gallant John* (ex-*Kater Wave*, ex-*Energy Pioneer*). IMO 8812708. Bulk carrier. Length 225 m, 9,245 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Owned by P & P Shipping Co (Greece). Detained in 2008 in Gladstone (Australia) and in 2010 in Shanghai (China). Sold for demolition in India. 265 \$ per ton.



*Gant Vision* (ex-*Lepta Venus*). IMO 9047049. Bulk carrier. Length 186 m, 8,144 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Anthony Giavridis Maritime Inc (Greece). Detained in 2011 in Tianjin (China) and in 2015 in Ningbo (China). Sold for demolition in India. 251 \$ per ton.



*Gao Zhou Hai*. IMO 9055967. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Shanghai (China) by Hudong. Owned by COSCO (China). Detained in 2008 in Newcastle (Australia). Sold for demolition in China.



*Goodwill*. IMO 9037745. Bulk carrier. Length 269 m, 17,006 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Koje (South Korea) by Samsung. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2005 in Gladstone (Australia) and in 2010 in Vancouver (Canada). Sold for demolition in Pakistan. 280 \$ per ton.



January 2015, Vancouver (Canada) © **ML Jacobs**



June 22, 2009 © **Marc Ottini**

*Great Loyalty*. IMO 9187758. Bulk carrier. Length 225 m, 9,731 t. Hong Kong flag. Classification society China Classification Society. Built in 1999 in Oppama (Japan) by Sumitomo. Owned by Sinotrans Ship Management Ltd (China). Detained in 2011 in Amsterdam (Netherlands). Sold for demolition in Jiangyin, China. 190 \$ per ton.



*Great Prosperity*. IMO 9187710. Bulk carrier. Length 225 m. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1999 in Oppama (Japan) by Sumitomo. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in China in Jingjiang.



January 2010, Elliot Bay Harbor, Seattle (USA) © **E. Quense**

*Great Wisdom*. IMO 9213545. Bulk carrier. Length 225 m. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2000 in Sasebo (Japan) by Sasebo H.I.. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2008 in Vancouver (Canada). Sold for demolition in China.



*Haj Walid (ex-Alam Gula, ex-Orchis Island)*. IMO 8505159. Bulk carrier. Length 156 m, 5,358 t. Tuvalu flag. Classification society Germanischer Lloyd. Built in 1985 in Uwajima (Japan) by Uwajima Zosensho. Owned by Stiga Shipping Co (Turkey). Detained in 2015 in Antalya (Turkey) and Kavkaz (Russia). Sold for demolition in India. 222 \$ per ton including 270 t of bunkers.



*Hanjin New Orleans*. IMO 9079133. Bulk carrier. Length 225 m, 9,997 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 275 \$ per ton.



*He Fu Star* (ex-Suzaku). IMO 9074145. Bulk carrier. Length 269 m, 17,880 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Koje (South Korea) by Samsung. Owned by Joymax Shipping Ltd (Hong Kong, China). Detained in 2011 in Newcastle (Australia), in 2012 in Dampier (Australia) and in 2016 in Tangshan (China). Sold for demolition in Bangladesh. 225 \$ per ton.



*Huitai* (ex-Yukon, ex-White Rose). IMO 9135640. Bulk carrier. Length 266 m, 18,232 t. Panamanian flag. Classification society China Classification Society. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Qingdao Huiquan Shipping Co (China). Sold for demolition in Bangladesh. 235 \$ per ton including 800 t of bunkers.



*John Oldendorff* (ex-Lowlands Prosperity, ex-Lowlands Prosperous). IMO 9225005. Bulk carrier. Length 289 m, 22,439 t. Deflagged from Malta to St Kitts & Nevis for her last voyage as *John*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Samho (South Korea) by Samho HI. Owned by Oldendorff Carriers GmbH & Co (Germany). Detained in 2011 in Port Kembla (Australia), in 2013 in Rotterdam (Netherlands) and in 2014 in Port Walcott (Australia). Sold for demolition in Bangladesh. 259 \$ per ton.



*John Oldendorff*, at Hamburg (Germany)  
© Rannug/ Vesseltracker



*KG Barito* (ex-Barito, ex-Lanzarote, ex-Maritsa N Pateras, ex-Hebei Prince, ex-Banya). IMO 9147899. Bulk carrier. Length 225 m, 12,415 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Shanghai (China) by Hudong Shipyard. Owned by KG Maritime Co Ltd (South Korea). Detained in 2009 for 12 days in Marseille (France) and for 35 days in Port Alfred (Canada) and in 2014 in Novorossiysk (Russia). Sold for demolition in India. 255 \$ per ton.



*Kholmsk* (ex-Bataliony Chlopskie). IMO 8502573. Bulk carrier. Length 195 m, 8,241 t. Belize flag. Classification society Panama Maritime Documentation Services. Built in 1988 in Szczecin (Poland) by A.Warskiego Szczecinska Shipyards. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2002 in Naples (Italy), in 2014 in Iskenderun (Turkey) and in 2015 in Venice (Italy). Sold for demolition in Bangladesh. 260 \$ per ton.



Docked at Montoir (France), March 24 2011, *Bataliony Chlopskie* – in honor of the Peasants' Battalions, a Polish World War II resistance organisation created in September 1940. © Erwan Guéguénat

*Kiana Pioneer* (ex-Cordelia, ex-Samsun Pioneer, ex-Angelina The Great N). IMO 8412065. Bulk carrier. Length 183 m, 7,098 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 2008 in Tianjin (China) and in 2015 in Lisbon (Portugal). Sold for demolition in India. 252 \$ per ton.




*Angelina The Great N*, Montoir (France), February 8, 2008  
© Erwan Guéguénat



*Kiana Pioneer*, Alang (India), February 5, 2016  
© Ezaz Dholia

*Kythnos Warrior* (ex-New Leader, ex-Minerva Island). IMO 9121924. Bulk carrier. Length 224 m, 9,617 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Maizuru (Japan) by Hitachi. Owned by Polembros Shipping Ltd (Greece). Detained in 2009 in Port Kembla (Australia). Sold for demolition in Bangladesh. 230 \$ per ton.



 *Lancelot V* (ex-St. Nicholas, ex-Tina Two, ex-Santa Rita). IMO 9128439. Length 186 m, 9,325 t. Panamanian flag, Comoros flag for her last voyage as *Fancy*. Classification society Union Marine Classification Society. Built in 1996 in Varna (Bulgaria) by Varna Shipyard. Detained in 2006 in Aliaga (Turkey), in 2010 in Kwinana (Australia) and in 2015 in Varna (Bulgaria) and Tauranga (New Zealand). Sold by her Greek ship-owner Throne Shipping SA to St Kitts & Nevis-based Murali Maritime prior to her departure for demolition in Bangladesh.



October 2011 anchored in the Dyck (off Dunkirk, France) © Marc Ottini

*Long Yuan*. IMO 8803886. Bulk carrier. Length 225 m, 9,822 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2005 in Port Hedland (Australia). Sold for demolition in India. 245 \$ per ton.





*Los Llanitos* (ex-Panamax Giant, ex-Transgiant)). IMO 9045912. Bulk carrier. Length 224 m, 9,977 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1993 in Maizuru (Japan) by Hltachi. Owned by Naviera Paramineral Sa De Cv (Mexico). Detained in 2010 in New Orleans (USA) and in 2013 in Dunkirk (France). On October 23, 2015, the *Los Llanitos* was affected by hurricane Patricia; she ran aground on the rocks of Barra de Navidad, in the State of Jalisco on the Mexican Pacific Coast. The crew was rescued and evacuated safely. The ship was empty. By request of the PROFEPA, Mexican environmental agency, pollution booms were installed and the fuel was extracted.



Praia Mole Coal Terminal (Brazil),  
May 2014 © **Rogério de Almeida Tristao**



November 2015, grounded and twisted  
© **PROFEPA**

At first, authorities were seriously considering having the wreck scuttled; the area is a touristic location, an artificial reef could be appreciated. November 2015, the ships condition had worsened; the hull was broken in two. Having the two separate pieces towed is out of the question. They risk dislocating. End of January 2016, the owner showed no more sign of life, the legal deadline he was given to have the wreck removed had expired. Most recent information has it that authorities have a preference for a voluntary dismantling in situ despite the difficulties that the site presents. Such an operation would cost a lot of time and money. (Cf. *Canadian Miner* "[Shipbreaking # 25](#)" p 2 et "[Shipbreaking # 38](#)" p 7). To be continued.



Google Earth - Screenshot Robin des Bois

*Luyang Star* (ex-Haina Wealth, ex-Greta R., ex-Achilles). IMO 8800303. Bulk carrier. Length 225 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Twila Shipping Inc (United Arab Emirates). Detained in 2009 in New Orleans (Louisiana, USA) and in 2011 in Portland (Oregon, USA). Renamed *Yang* and then *Lica III* prior to her beaching for demolition in India in February 2016.



*Mahmut Saka* (ex-*Argus*, ex-*Rosetta*, ex-*C. Brave*, ex-*Dimi P*, ex-*Crown Rose*, ex-*Atlantic Dream*). IMO 8323135. Bulk carrier. Length 175 m, 6,901 t. Turkish flag. Classification society Korean Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Vakif Finansal Kiralama AS (Turkey). Detained in 2002 in London (United Kingdom), in 2005 in Geraldton (Australia), in 2011 in Antwerp (Belgium) and in 2015 twice in Novorossiysk (Russia). Sold for demolition in India. 277 \$ per ton.



*Mahmut Saka*, Bosphore Strait (Telli Baba) © **Marc Ottini**

*Martha* (ex-*Arimathian*, ex-*Noble Dragon*, ex-*Mineral Dragon*). IMO 9039054. Bulk carrier. Length 270 m, 22,396 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Dalian (China) by Dalian New Shipbuilding HI Co. Owned by Johann M K Blumenthal GmbH & Co KG (Germany). Detained in 2005 in Dampier (Australia), in 2009 in Hay Point (Australia), in 2013 in Zhoushan (China) and in 2014 in Cabo Negro (Chile). Sold for demolition in Pakistan. 275 \$ per ton.



*Martha ex-Mineral Dragon*, August 1996 in Ijmuiden (Netherlands) © **Har**

*Mary* (ex-*Hai Bao*, ex-*Pacific Yuanli*, ex-*Cologne*, ex-*Yuan Li*, ex-*New Alcyon*). IMO 9035773. Bulk carrier. Length 271 m, 18,486 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Blumenthal JMK GmbH & Co KG (Germany). Bronze medallist at the substandard ships contest with 7 detentions in 2003 in Newcastle (Australia), in 2005 in Gladstone (Australia) and again in Newcastle, in 2008 and 2009 in Gladstone again, in 2013 in Boryeong (South Korea) and in 2015 in Rizhao (China). Sold for demolition in Pakistan. 243 \$ per ton.



*Hai Bao* docking in Quebec City on July 10th 2010. © **Jean Hémond**



*Mathawee Naree* (ex-Joy Victory, ex-Ocean Camelia). IMO 9145700. Bulk carrier. Length 169 m, 6,152 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2008 in Huanghua (China) and in 2011 in Kobe (Japan). Sold for demolition in India. 235 \$ per ton



*Mathawee Naree*, Amsterdam (Netherlands) July 2013  
© Nico Kemps

*Meng Hai*. IMO 8324191. Bulk carrier. Length 190 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Osaka (Japan) by Osaka Zosensho. Owned by Cosco Bulk (China). Sold for demolition in Jiangyin, China.

*Meynell* (ex-SG Universe). IMO 9112088. Bulk carrier. Length 292 m, 22,551 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Pakistan. 265 \$ per ton.



*Mighty Christos* (ex-Jia Ho). IMO 9134995. Bulk carrier. Length 224 m, 9,789 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ariake (Japan) by Hitachi. Owned by Arion Shipping Ltd (Greece). Sold for demolition in Pakistan. 257 \$per ton.



*Mighty Michalis* (ex-New Arising). IMO 9086710. Bulk carrier. Length 224 m, 9,965 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Arion Shipping Ltd (Greece). Sold for demolition in India.



*Mighty Pleiades* (ex-Pleiades). IMO 9172533. Bulk carrier. Length 225 m, 9,898 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Arion Shipping Ltd (Greece). Sold for demolition in Pakistan. 240 \$ per ton.



*Pleiades* eastbound for Pittsburg passing Martinez CA USA, March 2014 © Stan 56/shipspotting

*Mighty Pleiades*, Gadani March 2016 © Taimour Gee →





*Mineral Water (ex-Ingenious)*. IMO 9175066. Bulk carrier. Length 289 m, 20,297 t. Deflagged from Belgium to Niue for her last voyage as *Water*.

Classification society Bureau Veritas. Built in 1999 in Okpo (South Korea) by Daewoo. Detained in 2002 in Ijmuiden (Netherlands). Sold as is in Singapore by her Belgian ship-owner BOCIMAR (a subsidiary of Compagnie Maritime Belge) in Urizen Shipping Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh. 270 \$ per ton including 750 t of bunkers.



*Mona Linden*. IMO 9201736. Bulk carrier. Length 289 m, 20,558 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Kure (Japan) by Ishikawajima-Harima. Owned by Mitsui Osk Lines Ltd (Japan). Sold for demolition in India. 225 \$ per ton.



*MP Panamax 6 (ex-Magnus Stove, ex-Ocean Prelude)*. IMO 9111577. Bulk carrier. Length 225 m, 10,306 t. Singapore flag, Comoros flag for her last voyage as *Papa*.

Classification society American Bureau of Shipping. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by M Pallonji Shipping Pvt Ltd (India). Detained in 2008 in Port Kembla (Australia) and 2015 in Paradip (India). Sold for demolition in Pakistan. 256 \$ per ton including 200 t of bunkers.



*MP Panamax 6*, Singapore, March 2008  
© Michael Klingsick



*My Angel (ex-Angel IV, ex-Accord, ex-Royal Accord)*. IMO 9152416. Bulk carrier. Length 225 m, 10,243 t. Panamanian flag, Marshall Islands flag depuis le 1<sup>er</sup> November 2015. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura. Owned by Prosperity Bay Shipping CO LTD (Greece). Detained in 2009 in New Orleans, (Louisiane, USA). Sold for demolition in India.



*Naghmeh (ex-Apollo, ex-Destiny, ex-Iran Navab)*. IMO 8320145. Bulk carrier. Length 190 m, 9,480 t. Deflagged from Iran to Comoros for her last voyage as *Ocean Blessing*

1. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Iran Shipping Lines (Iran). Detained in 2003 in Vlissingen (Netherlands) and in 2013 in Kandla (India). Sold for demolition in India.



December 2009, in mer Rouge © Ali Hafezi

*New Fortune (ex-Atlantic Fortune, ex-Aqua Crest, ex-Halla Neptune)*. IMO 9082946. Bulk carrier. Length 187 m, 7,681 t. Marshall Islands flag. Classification society China Classification Society. Built in 1994 in Incheon (South Korea) by Halla. Owned by Transmar Shipping Co (Greece). Detained in 2005 in Vancouver (Canada), in 2007 in Woods Hole (USA), in 2010 in San Francisco (USA), in 2011 in Odessa (Ukraine) and in 2015 in Tanjung Priok (Indonesia). Sold for demolition in India. 222 \$ per ton.





*New Leon* (ex-*Leon Warrior*, ex-*NSS Advance*). IMO 9108283. Bulk carrier. Length 290 m, 21,846 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Sasebo (Japan) by Sasebo HI. Owned by New Shipping Ltd (Greece). Sold for demolition in Bangladesh. 219 \$ per ton.



*Leon Warrior* anchored at Cowichan Bay, British Columbia, Canada. © Richard Yaremko

*New Way 1* (ex-*Salus*, ex-*Emmanuela*, ex-*Selendang Kasa*). IMO 9129378. Bulk carrier. Length 175 m, 7,535 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Shanghai (China) by Hudong Shipyard. Owned by Jinkang Shipping Co Ltd (South Korea). Detained in 2004 in Vancouver (Canada), in 2008 in Darwin (Australia), in 2012 in Paradip (India) and in 2015 in Mumbai (India). Sold for demolition in India.



*Newforest* (ex-*SGC Foundation*). IMO 9114206. Bulk carrier. Length 292 m, 22,628 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 262 \$ per ton.



*Nicetec* (ex-*Pearl Venus*). IMO 9002178. Woodchip carrier. Length 227 m, 10,998 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by Shanghai Anrita Shipping Co Ltd (China). Detained in 1999 in Long Beach (USA) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh.



*Ocean Fortune* (ex-*Earnest*, ex-*Samsun Earnest*, ex-*Manila Sunrise*, ex-*Golden Hope*, ex-*Sanko Honesty*). IMO 8307533. Bulk carrier. Length 175 m, 6,853 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Hengfa Shipping Inc (China). Detained in 2006 in Darwin (Australia) and in 2015 in Kandla (India). Sold for demolition in Bangladesh. 236 \$ per ton.



#### Transport of logs around the world



*Manila Sunrise* going to load logs at Port Chalmers (Otago, New Zealand) © Wayne A Court



*Ocean Fortune* delivering in Shanghai (China) May 2015. © Vladimir Knyaz

*Ocean Pearl* (ex-*Abdul*, ex-*Lord P*, ex-*Atlantic Sapphire*, ex-*Mindanao Sampaguita*, ex-*Glory Belle*, ex-*Southern Belle*). IMO 8401250. Bulk carrier. Length 160 m, 5,377 t. Pavillon Iles Cook. Classification society Nippon Kaiji Kyokai. Built in 1985 in Usuki (Japan) by Minami-Nippon. Owned by Sun Seas Shipping (Lebanon). Detained in 2002 in Townsville (Australia), in 2006 in Bandar Abbas (Iran), in 2013 in Rijeka (Croatia) and in 2014 and 2015 in Iskenderun (Turkey). Sold for demolition in India.



*Ocean Queen* (ex-*Cape Clipper*, ex-*Grand Clipper*). IMO 9121326. Bulk carrier. Length 283 m, 21,051 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Samho (South Korea) by Halla. Owned by Leader Shipmanagement Llc (Ukraine). Detained in 2002 in Dampier (Australia) and in 2011 in Port Hedland (Australia). Sold for demolition in Pakistan. 270 \$ per ton.



*Oceanqueen* (ex-*Sanko Rejoice*). IMO 9074779. Bulk carrier. Length 185 m, 9,016 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Owned by Oceanstar Management In (Greece). Sold for demolition in India.



May 2015, Gibraltar. © JJ Fernandez



February 2016, Alang © Sajjad Chowdhury

*Orca K* (ex-*Master Walid*, ex-*Lito*, ex-*Luber*, ex-*Horizon I*, ex-*Karatachi Maru*). IMO 7429918. Bulk carrier. Length 132 m, 3,346 t. Panamanian flag. Classification society International Maritime Register. Built in 1975 in Hashihama (Japan) by Kurushima. Detained in 2002 in Vasto (Italy), in 2006 in Novorossiysk (Russia), in 2007 in Nikolayev (Ukraine) and twice in 2012 then once in 2013 in Novorossiysk. Sold for demolition in India.



*Orca K*, Bosphore, May 2011 © Marc Ottini

*Ore Itabira* (ex-*Yamato*). IMO 9001289. Bulk carrier. Length 290 m, 21,220 t. Liberian flag. Classification society Det Norske Veritas. Built in 1991 in Sakaide (Japan) by Kawasaki. Owned by Vale SA (Brazil). Sold for demolition in Bangladesh. 237 \$ per ton.

*Ore Timbopeba* (ex-*Berge Shan*, ex-*Chiribetsu*, ex-*Chiribetsu Maru*). IMO 8415964. Bulk carrier minéralier. Length 300 m, 24,286 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Vale SA (Brazil). Detained in 2012 in Yingkou (China). Sold for demolition in Bangladesh. 266 \$ per ton including 1000 t of bunkers.

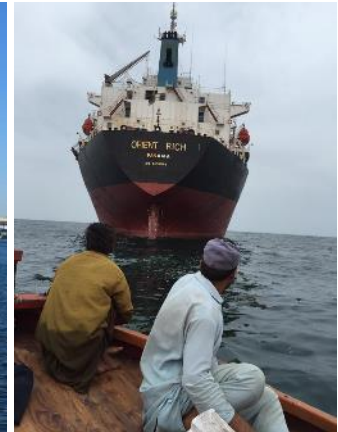




*Orient Rich* (ex-Apostolos, ex-Apostolos Andreas, ex-Stamford Trader). IMO 9105566. Bulk carrier. Length 225 m, 9,284 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1995 in Oppama (Japan) by Sumitomo. Owned by Tongli Shipping Co Ltd (China). Detained in 2009 in Oxelosund (Suède) and 2014 in Tarragone (Spain). Sold for demolition in Pakistan. 260 \$ per ton.



*Orient Rich*, Klaipeda (Lithuania), October 2014 © Gena Anfimov



Gadani © Rizwan Yaseen

*Orna* (ex-Moor Laker, ex-Handy Laker, ex-Asian Erie, ex-St Catharine's). IMO 8312162. Bulk carrier. Length 178 m, 6,565 t. Panamanian flag. Unknown classification society. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Sirago Shipmanagement (United Arab Emirates). Detained in 2010 in Vishakhapatnam (India).



May 2006, Welland Canal (Canada)  
© Paul Beesley



February 2013, laid-up in Oman  
© Andreas Schlatterer

On December 20, 2010, *Orna* was sailing off Somalia. She was heading towards India laden with 26,500 t of South African coal. Somali pirates hijacked the bulker and her 25 crewmembers - 18 Syrian nationals and 1 Sri Lankan. The ship was used as a floating base by the pirates before payment of the ransom. The *Orna* suffered another blow on June 15, 2011 : a fire blazed while she was anchored 18 km off the coast, the navigation and accommodation bridge suffered extensive damages. Ransom negotiation stalled several times. In summer 2012, the 1.2 million \$ payment arrived at Mogadisciu. After 21 months, the crew was free at last.

*Orna* had been laid up since at Salalah (Oman). More than 5 years after the hijacking, she left under tow and was finally beached for demolition in Pakistan on March 5.



March 2016, arrival at Gadani © Murtaza Ali



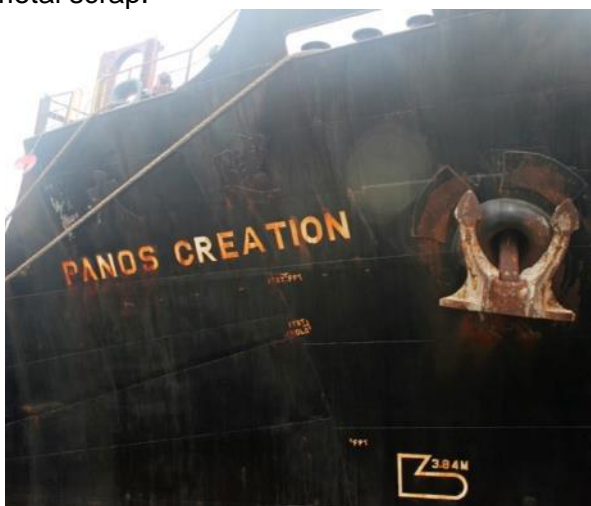
*Panos Creation* (ex-*Great Creation*). IMO 9175456. Bulk carrier. Length 175 m, 7,329 t. Marshall Islands flag, Comoros flag for her last voyage. Classification society Germanischer Lloyd. Built in 1998 in Shanghai (China) by Hudong Shipyard. Owned by Quantum Shipping Ltd (Greece). Detained in 2009 in St. Petersburg (Russia) in 2015 in New Haven (Connecticut, USA).



Savona (Italy), September 2005 © Federico Bolognini

End of October 2015, the *Panos Creation* suffered a main-engine failure off the coast of South Africa; she was towed to Durban. The crew was living in difficult conditions, there no longer was any power on board.

The ship-owner Quantum Shipping Ltd (Greece) was in financial trouble; its founder Dimitrios Konstantinides died in November 2015. The ship is definitively abandoned, the crew of 20 Filipinos and 2 Ukrainians has filed a complaint and asked the arrest of the ship over 225.000 \$ unpaid wages. Other creditors followed for a total claim of 600.000 \$ added to which the bank who had consented to a loan worth 3.75 million \$ to purchase the ship in 2013. On December 10, the High Court in KwaZulu-Natal ordered the ship to be sold. According to the condition survey preceding sale, the ship is an advanced state of degradation; several pieces of equipment no longer function, a portable generator was installed in a container on the maindeck. January 27, 2016, she was auctioned for 758.000 \$, that is 103 \$ per ton of metal scrap.



2016, as is in Durban. Photos from the catalog of Admiralty Ship Brokers & Consultants

After a quick step through the makeup department, the ex-*Panos Creation* became the Comorian *Bailey Taylor* and was towed off by the *CSC Nelson*, final destination Alang.

*Plana*. IMO 9004176. Bulk carrier. Length 169 m, 6,197 t. Maltese flag. Classification society Registro Italiano Navale. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2005 in Monfalcone (Italy) and in 2014 in Venice (Italy). Sold for demolition in India.





*Pos Ambition*. IMO 9037733. Bulk carrier. Length 269 m, 17,077 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Koje (South Korea) by Samsung. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2005 in Hay Point (Australia). Sold for demolition in Pakistan. 245 \$ per ton.



*POS Ambition*, transshipment of coal, November 2008 © Ahmet Emin Atalay

*Qi Yuan* (ex-*Atlantic Monterey*, ex-*Goldensari Indah*). IMO 8408715. Bulk carrier. Length 198 m, 7,933 t. Panamanian flag. Classification society RINA. Built in 1986 in Osaka (Japan) by Osaka Zosen. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2006 in Kwinana (Australia) and in 2012 in New Orleans (USA). Sold for demolition in Bangladesh.



*Quiet Lady* (ex-*White mlst*, ex-*Aromo*, ex-*Ocean Lucky*, ex-*Ocean Crown*). IMO 7821506. Bulk carrier. Length 160 m, 5,723 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by Metkar Shipping & Trading Co (Romania). Detained in 2006 in Lisbon (Portugal), in 2010 in Damietta (Egypt), in 2013 in Koper (Slovenia), in 2014 in Novorossiysk (Russia) and in 2015 in Damietta again. Sold for demolition in India.



*Quorn* (ex-*SG China*). IMO 9119141. Bulk carrier. Length 290 m, 22,586 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2016 in Tangshan (China). Sold for demolition in Bangladesh. 246 \$ per ton.



*Renate N* (ex-*Renata N*, ex-*New Frontier*, ex-*Nuri*, ex-*Argo Daphné*). IMO 9006851. Ore carrier. Length 327 m, 32,450 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Okpo (South Korea) by Daewoo ; ex tanker converted to bulk carrier in 2008. Owned by Neu Seeschiffahrt GmbH (Germany). Sold for demolition in Bangladesh. 230 \$ per ton.



April 2000, the tanker *Argo Daphne* after 8 years of operation. © Lennart Rydberg



The bulk carrier *Renate N*, Singapore, August 2012  
© Aquarius 78/Shipspotting

*Restorer* (ex-*Gang Rui*, ex-*Xi Rui*, ex-*Yong An 4*). IMO 9109732. Bulk carrier. Length 190 m, 8,480 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Pusan (South Korea) by Hanjin HI Co. Owned by SNP Shipping Services (India). Sold for demolition in Pakistan. 269 \$ per ton.

*Riruccia*. IMO 9153771. Bulk carrier. Length 225 m, 9,733 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1997 in Tadotsu (Japan) by Hashihama Zosen. Owned by Augustea Atlantica SpA (Italy). Detained in 2005 and 2010 in Newcastle (Australia). Sold for demolition in Bangladesh. 283 \$ per ton.



Arrival at Newcastle (Australia) © Rick Banyard



*Ronak* (ex-Anil, ex-Dandy, ex-Iran Eghbal). IMO 8320157. Bulk carrier. Length 191 m, 9,330 t. Deflagged from Iran to Comoros for her last voyage as *Sia*. Classification society Iranian Classification Society. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Iran Shipping Lines (Iran). Sold for demolition in India



*Rubin Oak*. IMO 9146948. Bulk carrier. Length 226 m, 10,431 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Sasebo (Japan) by Sasebo H.I.. Owned by Mitsui Osk Lines Ltd, MOL (Japan). Detained in 2006 in Newcastle (Australia). Sold for demolition in India.



*Rutland* (ex-SG Fortune). IMO 9112301. Bulk carrier. Length 291 m, 21,899 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Koje (South Korea) by Samsung. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 286 \$ per ton.



*RZS Harmony* (ex-Arethousa). IMO 9179579. Bulk carrier. Length 289 m, 22,362 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Stella Ship Management Pte Ltd (Singapore). Detained in 2016 in Hay Point (Australia). Sold for demolition in Pakistan. 280 \$ per ton.



*Samjohn Spirit*. IMO 9074676. Bulk carrier. Length 224 m, 9,996 t. Greek flag. Classification society American Bureau of Shipping. Built in 1994 in Maizuru (Japan) by Hitachi. Owned by Golden Flame Shipping SA (Greece). Detained in 2005 in Gladstone (Australia), in 2008 in Prince Rupert (Canada) and in 2014 in Shenzhen (China). Sold for demolition in Pakistan.



Port of Chiba (Japan), June 2010 © Paul Seward



*Samos Legend* (ex-Peoria). IMO 9105891. Bulk carrier. Length 225 m, 9,191 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Samos (Island) Maritime Co Ltd (Greece). Detained in 2013 in Paranagua (Brazil). Sold for demolition in Pakistan. 277 \$ per ton.





*Sanshu Maru*. IMO 8919996. Bulk carrier. Length 250 m, 11,000 t. Deflagged from Japan to Panama in August 2015. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by NYK Line (Japan). Detained in 2002 in Newcastle (Australia). Sold for demolition in India. 228 \$ per ton.



October 2014, inbound to Newcastle NSW.  
© BR\_Reef/Shipspotting



Alang, February 2016 © Viral Shah



*Saranya Naree* (ex-Diamond-A.). IMO 9020065. Bulk carrier. Length 169 m, 5,880 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imabari (Japan) by Imabari Zosen. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2011 in Nantong (China) and Kwinana (Australia) and in 2013 in Useless Loop (Australia). Sold for demolition in India. 251 \$ per ton including 250 t of bunkers.



*Sea Glory* (ex-Hai Chang). IMO 9162459. Bulk carrier. Length 175 m, 7,442 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Shanghai (China) by Hudong. Owned by Lihai International Shipping (Hong Kong, China). Detained in 2009 in Kwinana (Australia) and in 2013 in Zhenjiang (China). Sold for demolition in China. 135 \$ per ton.



*Sea Lord* (ex-Seaflower, ex-Safflower, ex-Rubin Safflower). IMO 9105231. Bulk carrier. Length 225 m, 9,726 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo DY Co. Owned by Athenian Ship Management (Greece). Detained in 2009 at Piraeus (Greece), in 2014 in Geraldton (Australia) and in 2015 and 2016 in Guangzhou (China). Sold for demolition in India.



*Sea Success*. IMO 9174816. Bulk carrier. Length 175 m, 7,475 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Shanghai (China) by Hudong. Owned by Lihai International Shipping (Hong Kong, China). Detained in 2009 in Gladstone (Australia) and in 2011 in Vungtau (Vietnam). Sold for demolition in Jiangyin, China. 145 \$ per ton.



*Sea Success*, May 2009, Bay Bell (Tasmania, Australia) © I.Baker

*Seacon Pride* (ex-*Vitapride*, ex-*East Fortune*). IMO 9074016. Bulk carrier. Length 225 m, 9,656 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Marugame (Japan) by Imabari Zosen. Owned by Seacon Shipping Group Ltd (China). Detained in 2001 in Newcastle (Australia), in 2009 in New Orleans (USA) and in 2014 in Taizhou (China). Sold for demolition in India.



*Seward* (ex-*Zhong Ye 1*, ex-*Royal Ruby*, ex-*Gold Carrier*, ex-*Kavo Platanos*, ex-*Nordic Bulker*, ex-*Pactrader*, ex-*Hellespont Defiant*, ex-*Sanko Defiant*) IMO 8400232. Bulk carrier. Length 168 m, 5,672 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Great Sources Shipping (China). Detained in 2001 in Dampier (Australia), in 2003 in Hobart (Australia), in 2004 in Algeciras (Spain), in 2005 in Vancouver (Canada), in 2007 in Gladstone (Australia) and in 2015 in Shanghai (China). Sold for demolition in India.



*Sider Gladiator* (ex-*African Star*, ex-*Tzini*, ex-*Westeron OMG*, ex-*Western Bell*). IMO 8921834. Bulk carrier. Length 180 m, 6,644 t. Italian flag. Classification society Bureau Veritas. Built in 1991 in Oshima (Japan) by Oshima Shipbuilding. Owned by Sider Navi Spa (Italy). Detained in 2012 in Izmit (Turkey), in 2013 in Tianjin (China) and in 2015 in Novorossiysk (Russia). Sold for demolition in India.



*Silver Master* (ex-*Santa Isabel*). IMO 9120035. Bulk carrier. Length 280 m, 19,244 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2013 in Newcastle (Australia). Sold for demolition in Bangladesh. 290 \$ per ton including 1300 t of bunkers.



In Kanmon Straits (Japan), October 2011. © Lappino



Chittagong, February 2016 © Abser Asg

*Sofia* (ex-*Sofia 1*, ex-*Commander*, ex-*Green Saikai*). IMO 8204573. Bulk carrier. Length 148 m. Pavillon Sri Lanka. Classification society Nippon Kaiji Kyokai. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Ocean Ship Management Ltd (Sri Lanka). Detained in 2012 in Lumut (Malaysia). Sold for demolition in Bangladesh.



*Sofia*, docked at Lumut, Malaysia, August 2010 © Marine Traffic



*Spar Sirius* (ex-*Western Transporter*) IMO 9104615. Bulk carrier. Length 186 m, 7,779 t. Norwegian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by Spar Shipping AS (Norway). Detained in 2014 in Durban (South Africa). Sold for demolition in India. 263 \$ per ton.



*Spar Sirius* at Alang February 2016  
© Vaja Nilesh

*Starford 8* (ex-*Araucaria I*, ex-*Araucaria*, ex-*Asturias*, ex-*Atlantic Trader I*, ex-*Atlantic Trader*). IMO 8301321. Bulk carrier. Length 160 m, 5,893 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Guangzhou Seaway International Ship Management Co (China). Detained in 2003 in Houston (USA), in 2007 in New Orleans (USA) and in 2011 in Shenzhen (China). Sold for demolition in Bangladesh. 213 \$ per ton.



*Stark* (ex-*East Sunrise 28*, ex-*Armonikos*, ex-*Ocean Jade*, ex-*Ocean Trader*). IMO 8221442. Bulk carrier. Length 225 m, 11,044 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Ark Shipping SA (Greece). Detained in 2007 in Murmansk (Russia) and in 2011 in Yangjiang (China). Sold for demolition in India. 253 \$ per ton.



*Stark*, Istanbul, Turkey, June 2011, © Gerolf Drebes

*Suerte* (ex-*Anna*, ex-*Nordmax*). IMO 9081100. Bulk carrier. Length 225 m, 11,343 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Alexandria Shipping Hellas SA (Greece). Detained in 2013 in Amsterdam (Netherlands) and in Xiamen (China). Sold as is in Singapore for demolition in Pakistan. 260 \$ per ton



*Suerte*, June 2, 2006 © Marc Ottini

*Sunny Star* (ex-Cape America). IMO 8920517. Bulk carrier. Length 270 m, 18,448 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Qingdao Winning (China). Detained in 2001 in Aabenraa (Denmark), in 2005 in Newcastle (Australia) and in 2008 in Dampier (Australia). Sold for demolition in Pakistan. 230 \$ per ton.



*Sunny Voyager* (ex-Cape Oceania). IMO 9072032. Bulk carrier. Length 270 m, 18,884 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping Co Ltd (China). Detained in 1999 in Hamburg (Germany) and in 2001 and 2003 in Newcastle (Australia). Sold for demolition in Bangladesh. 246 \$ per ton including enough bunkers for the voyage.



*Cape Oceania*, January 4, 2011 in Montoir (France) © Erwan Guéguénat

*Taiho Maru*. IMO 9140358. Woodchip carrier. Length 209 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oshima (Japan) by Oshima Shipbuilding. Owned by Mitsui OSK Lines Ltd (Japan). Detained in 2003 in Geelong (Australia). Sold for demolition in Turkey.



*Tangshanhai 3* (ex-Tolhuaca, ex-Konamar, ex-Kayax, ex-J. Jessica). IMO 9000924. Length 180 m. Chinese flag. Classification society Det Norske Veritas. Built in 1991 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shanghai Yuhai Shipping Co (China). Sold for demolition in Jiangyin, China.



*Taroko* (ex-Graff, ex-Grafton). IMO 9105645. Bulk carrier. Length 266 m, 16,507 t. Maltese flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Leader Ship Management LLC (Ukraine). Detained in 2009 in Gladstone (Australia). Sold for demolition in India. 259 \$ per ton.



*Taroko*, Alang, February 2016  
© Viral Shah

*Tektoneos* (ex-Grand Festival). IMO 9047063. Bulk carrier. Length 186 m, 8,060 t. Marshall Islands flag. Classification society RINA. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Odysea Carriers SA (Greece). Detained in 2000 in Singapore, in 2001 in Incheon (South Korea), in 2011 in Durban (South Africa) and in 2013 in Novorossiysk (Russia). Sold for demolition in Pakistan.





*The Creator* (ex-CSK Unity). IMO 9077226. Bulk carrier. Length 224 m, 9,861 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Sasebo (Japan) by Sasebo H.I. Owned by SNP Shipping Services (India). Detained in 2002 in St. Petersburg(Russia). Sold for demolition in Pakistan. 260 \$ per ton.



Anchored at Tacoma, Washington, June 2006 © Thomas Labash



Mars 2016, Gadani © Amjad Ali

*The Opener* (ex-ID Red Sea, ex-Cedar 2, ex-Freyja Divine, ex-Endeavour II, ex-Delray, ex-Bulk Phoenix, ex-SD Triumph, ex-Fareast Triumph). IMO 9052604. Bulk carrier. Length 225 m, 12,126 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shanghai (China) by Hudong. Owned by SNP Shipping Services (India). Detained in 2009 in Dangjin (South Korea). Sold for demolition in India. 238 \$ per ton.



*Thor Dynamic* (ex-Asante, ex-Great Lake). IMO 8913526. Bulk carrier. Length 186 m. Singapore flag. Classification society Bureau Veritas. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Thoresen Shipping Sng Pte Ltd (Singapore). Detained in 2004 in Brisbane (Australia) and in 2015 in Crotone (Italy). Sold for demolition in Turkey.



*Tian Hua Feng*. IMO 9227687. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Marugame (Japan) by Imabari Zosen. Owned by China Shipping International Shipmanagement Co Ltd (China). Sold for demolition in Jiangyin, China.

*Trident Navigator* (ex-Conquistador, ex-Kookaburra). IMO 9206073. Bulk carrier. Length 225 m, 9,969 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Marine Managers Ltd (Greece).



On January 18, 2014, *Trident Navigator* was inspected by Coast guards and New-Orleans Port inspectors. Nothing. They came back the next day after 2 crew members denounced illegal discharge of oily bilge water in the American waters a month earlier via a hose destined to bypass the oily water separator. The Justice Department opened an inquiry. The ship-owner pleaded guilty and in October 2014 was sentenced to pay a 900.000 \$ fine.

In December 2014, it was the Greek chief engineer's turn, Matthaïos Fafalios, 64 year-old, to be convicted for having had the incriminated mechanism installed, for falsification of the oil record book, witness tampering and obstruction of justice. In March 2016, the Court of Appeals cancelled the Greek sailor's conviction and he was acquitted. Meanwhile, the *Trident Navigator* had been sold for demolition in Pakistan. 275 \$ per ton.



Port of Klaipeda (Lithuania) on February 2013. © Gena Anfimov

*Universe Forest* (ex-*Vinashin Iron*, ex-*Washington Rainbow II*). IMO 8323850. Bulk carrier. Length 157 m, 5,302 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Great Sources Shipping Consultants Ltd (China). Sold for demolition in India.



*Universe Forest*, in Taicang (China), August 2013  
© Vitaliy Kharchenko



At Alang, March 2016 © Viral Shah

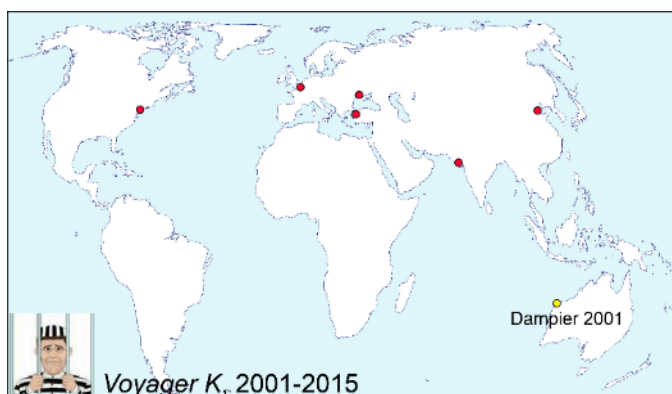
*Varva* (ex-*St. Vasilios*, ex-*Athena A*, ex-*Delray*, ex-*Lacerta*, ex-*Kiyoh*). IMO 9071600. Bulk carrier. Length 225 m, 9,917 t. Liberian flag. Classification society Bureau Veritas. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Unimor Shipping Agency (Ukraine). Detained in 2004 in Newcastle (Australia) and in 2012 in Vancouver (Canada). Sold for demolition in Pakistan. 225 \$ per ton.



*Voyager K* (ex-*Evangelos*, ex-*Sifnos Bay*, ex-*Nego Kim*, ex-*Maersk Cypress*, ex-*Teresa O*, ex-*Mashu*). IMO 8507535. Bulk carrier. Length 167 m, 5,616 t. Cambodian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hakodate (Japan) by Hakodate Dock. Owned by Trans Marine Co Ltd (Lebanon). Bronze medallist at the substandard ship contest with 7 detentions in 2001 in Dampier (Australia), in 2004 in Philadelphia (USA), in 2006 in Dnipro-Buzkyy (Ukraine), in 2007 in Antwerp (Belgium), in 2008 in Tianjin (China), in 2009 in Izmit (Turkey) and in 2015 in Kandla (India). Sold for demolition in India.



As *Nego Kim*, Otago port (New Zealand), December 2000 © Wayne ACourt



*Voyager K*, 2001-2015

The detentions of *Voyager K* © Robin des Bois

*Winning Friend* (ex-*Cape Europe*). IMO 9041215. Bulk carrier. Length 270 m, 18,538 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Qingdao Winning International Ship Management (China). Sold for demolition in Bangladesh. 232 \$ per ton.

Arriving at Anchor, Hay Point, Australia. March 2014.  
© Craig / Shipspotting





*Wu Zhou Yi Hao* (ex-Oinoussian Father). IMO 8412091. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by China Shipping Group Co (China). Sold for demolition in China in Xinhui.



East China Sea on December 9, 2007 © **Ivan Meshkov**

*Wugang Asia* (ex-Asian Jewel, ex-Helios Breeze). IMO 9008691. Ex supertanker converted in 2009 to ore carrier. Length 332 m, 36,819 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Tsu (Japan) by Nippon Kokan. Owned by Eastern Pacific Shipping (Singapore). Detained in 2011 in Ningbo (China). Sold for demolition in Bangladesh.



The tanker *Asian Jewel* © **Auke Visser**



The bulker *Wugang Asia*, Rio de Janeiro Bay (Brazil), July 2013 © **Edson de Lima Lucas**

*Wugang Orient* (ex-Orient Jewel, ex-Nichiyo, ex-Goho, ex-Sea Duchess). IMO 9002685. Ore carrier. Length 326 m, 37,940 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ariake (Japan) by Hitachi ; ex tanker converted to bulk carrier in 2008. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 234 \$ per ton.



*Xing Min Da* (ex-Theareston, ex-Torm Marina). IMO 8901107. Bulk carrier. Length 225 m, 9,460 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen. Owned by Hong Sheng Da Shipmanagement Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 270 \$ per ton.



*Theareston*, Vancouver (Canada), May 2011 © **Ray J Ordano**

*Zhang Hong No 2* (ex-Ever Glory n°2, ex-Nosco Peace, ex-Maritime Peace, ex-Maritime Phuket, ex-Maritime Associate, ex-Tonic Venture). IMO 8312617. Bulk carrier. Length 160 m, 5,829 t. Panamanian flag. Classification society Panama



Maritime Documentation Services. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Zhang Hong Shipping SA (Taiwan). Detained in 2002 in Dampier (Australia), in 2008 in Tangshan (China), in 2012 in Humen (China) and in 2014 in Taizhou (China). Sold for demolition in India.

*Zhang Hong No 2*, beached in Alang, February 2016  
© Jimit Shah

*Zheng Bang* (ex-Pride of Indore, ex-Hainan, Ex-Luigi d'Amato). IMO 9086057. Bulk carrier. Length 221 m, 11,585 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1996 in Marghera (Italy) by Fincantieri Breda. Owned by Fujian Ocean Shipping Co Ltd (China). Detained in 2012 in Melbourne (Australia). Sold for demolition in Bangladesh.



*Zheng Tai* (ex-Global Triumph, ex-Maratha Mighty). IMO 9118666. Bulk carrier. Length 225 m, 10,658 t. Panamanian flag. Classification society RINA. Built in 1996 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Zheng Tong Shipping Group Ltd (Hong Kong China). Detained in 2002 in Hay Point (Australia) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh.



*Zolotaya Kolyma* (ex-Necat A, ex-Bronson, ex-Federal Elbe). IMO 7906966. Bulk carrier. Length 200 m, 9,045 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Wismar (Germany) by Mathias-Thesen ;



jumboized in 1981 and lengthened from 176 to 200 m. Owned by North Eastern Shipping Co Ltd (Russia). Detained in 2010 in Tianjin (China) and in 2011 in Nantong (China). Sold for demolition in India.

Docked at Slavyanka, Primorye krai, Russian Far East  
© Mikhail/MarineTraffic

*Zosco Zhoushan* (ex-Goldstar, ex-Cape Iris). IMO 9075656. Bulk carrier. Length 270 m, 18,148 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Zhejiang Ocean Shipping Co Ltd - ZOSCO (China). Sold for demolition in Bangladesh. 274 \$ per ton.

## Cement carrier

*Mariana III* (ex-Jui Ho, ex-Tung Ho, ex-Geranium). IMO 8018235. Cement carrier. Length 148 m. Singapore flag. Classification society Det Norske Veritas. Built in 1981 in Takamatsu (Japan) by Shikoku. Owned by Jebsen Skipsrederi AS (Norway). Sold for demolition in Turkey.



*Shetland Cement* (ex-Cem Press, ex-Cem Express, ex-Frima Star, ex-Avebe Star, ex-Star). IMO 7813406. Ex general cargo carrier converted in 1986 to cement carrier. Length 63 m. Bahamian flag. Classification society Bureau Veritas. Built in 1978 in Soby (Denmark) by Soby M&S. Owned by Jebsen Skipsrederi AS (Norway). Sold for demolition in Denmark.





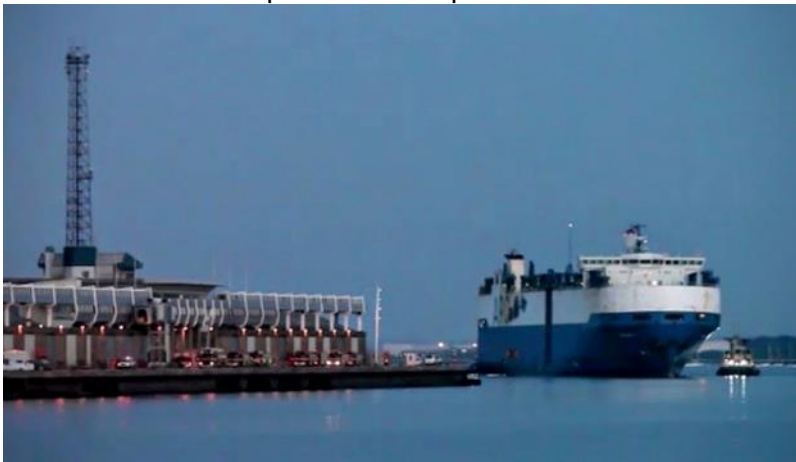
## Car carrier

*Courage* (ex-*Aida*). IMO 8919922. Car carrier. Length 200 m. USA flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Maizuru (Japan) by Hitachi. Owned by American Roll-on Roll-off Carrier LLC (USA).

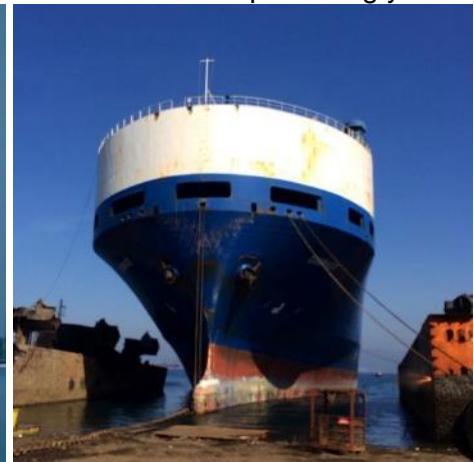


*Courage*, April 2013 © **Marc Ottini**

In June 2015, the ship left Bremerhaven (Germany) heading for Baltimore (USA). She was carrying a mix of commercial and military vehicles among which 461 cars and household goods belonging to US army service members. She suffered a fire off the English coast. The crew tackled the fire with the inbuilt CO2 system. No casualty was reported. *Courage* took shelter in Southampton and sailed back to Bremerhaven 10 days later. She had been waiting there to be eventually repaired. In February 2016 ARC announced the ship was to be replaced and sold for demolition to a Turkish shipbreaking yard.



Arrival at Southampton after the blaze © **G Captain/You Tube**



and in Aliaga © **Selim San**



*Hyundai n°103* (ex-*Nora Rickmers*). IMO 8517944. Car carrier. Length 184 m, 12,230 t. Deflagged from Panama to St Kitts & Nevis for her last voyage. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Sold for demolition in Bangladesh.



*Hyundai 103* : docked at Le Havre (France), February 10, 1995 © **Pascal Brede**



Passing off Walsoorden bound for Antwerp, June 4, 2000 © **Pascal Brede**

*Marine Reliance*. IMO 8600179. Car carrier. Length 174 m, 9,612 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Cido Shipping (Hong Kong, China). Detained in 2010 in Iquique (Chile) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh. 283 \$ per ton.



*Morning Marvel* (ex-Patriot, ex-Fidelio, ex-Skaukar, ex-Nosac Skaukar). IMO 8602775. Car carrier. Length 191 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Oshima (Japan) by Oshima SB. Owned by Eukor Car Carriers Inc (South Korea). Sold for demolition in Turkey.



*Fidelio* in Walsorden (Netherlands) ; July 24, 1994  
© Pascal Brede!



*Morning Marvel*, in Aliaga, February 2016  
© Selim San

*Morning Melody* (ex-Phoenix Diamond). IMO 8708907. Car carrier. Length 180 m, 12,948 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Excel Marine Co (Japan). Detained in 2006 in Koper (Slovenia), in 2008 in San Francisco (USA) and in 2009 in Fremantle (Australia). Sold for demolition in India. 260 \$ per ton.



*Morning Melody* entering Le Havre (France), June 9, 2011 © Pascal Brede!



Along, February 11, 2016 © Vaja Nilesh



Robin des Bois

*NOCC Coral* (ex-Hyundai n°206, ex-Oriental Beauty, ex-Hyundai n°206). IMO 8709157.



Car carrier. Length 184 m, 12,417 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Norwegian Car Carriers (Norway). Detained in 2009 in Portland (USA). Sold for demolition in India.

Leaving Le Havre (France), May 26, 2002  
© Pascal Brede!



*Petra* (ex-Cygnus, ex-Toyofuji n°10, ex-Emas Bintang). IMO 8412986. Car carrier. Length 190 m, 10,631 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Sallaum Lines DMCC (United Arab Emirates). Detained in 2009 in Portland (Oregon, USA). Sold for demolition in Bangladesh. 250 \$ per ton.



*Petra*, August 2011 © **Marc Ottini**



*Tancred* (ex-Nosac Sea, ex-Nosac Tancred) IMO 8605167. Car carrier. Length 190 m, 15,100 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Wilhelmsen Lines Shipowning AS (Norway). Sold for demolition in Jiangyin, China.



3 May 1997, upstream the Seine River © **Pascal Bredel**

*Tranon* (ex-Nosac Star). IMO 8520680. Car carrier. Length 190 m, 15,196 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Wilhelmsen Lines Shipowning AS (Norway). Sold for demolition in Jiangyin, China.



November 2000, Le Havre (France) © **Pascal Bredel**

*Trinidad* (ex-Nosac Sky). IMO 8602579. Car carrier. Length 190 m, 15,100 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Wilhelmsen Lines Shipowning AS (Norway). Detained in 2009 in Auckland (New Zealand). Sold for demolition in Jiangyin, China.



*Triton Highway*. IMO 8612263. Car carrier. Length 180 m, 13,025 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in India.

## Ro Ro

*Maestro Ocean* (ex-Mar Caribe, ex-Seaboard Ocean, ex-Mercandian Ocean) IMO 8222745. Ro Ro. Length 161 m. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Maestro Shipping SA (Switzerland). Detained in Egypt in 2009. Sold for demolition in Turkey.



November 2010, departing Valencia (Spain)  
© Manuel Hernandez Lafuente



March 2016, Aliaga © Selim San

## Ferry

*Palladio*. IMO 8705694. Ferry. Length 123 m. Italian flag. Classification society Registro Italiano Navale. This ferry has always had the same name and was built in 1989 in Ancona by Fincantieri, for Adriatica Company, from Venice. She had been designed as an economical ship, set with basic interior equipment and a low maximum speed of 17 knots so has to save on operational costs. 2 sister ships were built, the *Sanseverino* and the *Laurana* still in service.



Adriatic and Aegean ferries.com/ Commis's collection,



During the first part of her career, she ran various lines in the Adriatic Sea with departures from Trieste, Venice, Ancona towards Croatia, Albania or Greece. During the Kosovo war, she was used from April 2 to 7 by NATO to transport vehicles, emergency equipment (generators, purifiers and water tanks) and Barilla pasta to Albania.

Transferred in 2004 to Siremar (Sicilia Regionale Marittima), Sicilian regional company, she was especially operated on the routes between Empedocle (Sicily) and the Linosa Islands and Lampedusa. In March 2010, as she was preparing to dock in Porto Empedocles, the stern ramp opened and sank between the dock and ferry. The ship hadn't suffered any other damages, no passenger or crew member was hurt.

She suffered an engine room fire on February 6, 2013. She never resumed service and was beached for demolition in Aliaga on March 11, 2016.



In Naples, August 2005 © Marius Esman



In Aliaga, March 2016 © Selim San



*Sorrento* (ex-*Eurostar Valencia*). IMO 9264312. Ferry. Length 186 m, 9,370 t. Italian flag. Classification society Registro Italiano Navale. This ship was built in 2003 by Visentini, at Donada (south of Venice), as *Eurocargo Valencia* for Grimaldi Lines, from Naples. She was at first operated on the Salerno/Valencia line or on the Palermo/ Tunis service.



*Eurostar Valencia* heading for Tunis, November 2004 © **Gerolf Drebes**

In January 2005, she inaugurated the “Motorway of the seas” between Toulon and Civitavecchia (Port of Rome) for GLD Lines, a joint ferry operation between Grimaldi and Louis Dreyfus Armateurs. The service included 3 round trips per week, the ship carrying the passengers and their vehicles, trucks and new cars.

In November 2006, the ship was re-named *Sorrento*. But because unprofitable, despite the public aid received, the line was interrupted end of February 2009. The *Sorrento* therefore returned to the Grimaldi lines (Tunisia, Spain or Brindisi/Patras).

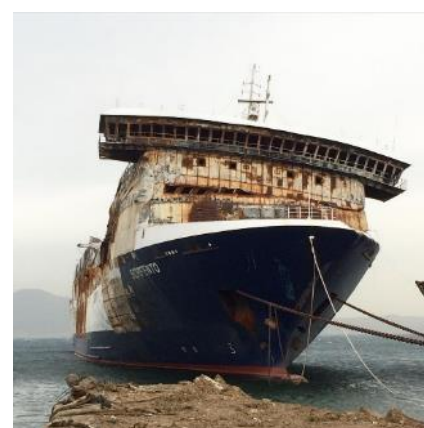


June 28, 2010 © **Marc Ottini**

From March 2014 on, she was serviced by the Spanish company Transmediterranea that scheduled her to the line between Valencia and Palma de Majorca. It is shortly after departure from Palma on 28 April 2015 that a fire broke out on board; the 156 passengers and crewmembers were evacuated. The ship was towed to Sagunto on May 6 2015. She was towed from that port on March 14, 2016 under the “name” *Rento* and Togolese flag to a demolition yard in Aliaga (Turkey); she was beached on March 23.



Arrival at Sagunto, May 2015 © **Manuel Hernandez Lafuente**



Aliaga © **Selim San**

*Sorrento* was a sister-ship of *Norman Atlantic*, that also suffered a fire, on December 28, 2014 (11 fatalities and 18 missing), the wreck is still in the port of Bari.

## The END

### Italy is breaking up migrant carriers

Calls for tenders were issued at the end of 2015. They were not all successful, they have been re-issued in early 2016. In particular, they concern the demolition of *Fedel Moon*, *Captain Samin*, *Merkur 1* and *Tiss*. Specification imposes a local recycling in Italy under control of the Customs Office. Ships are disposed of by way of donation. The prior diagnosis spots asbestos in the floor tiles of the engine room and of some accommodation spaces and in the insulation materials. The breaker pays for the towing costs. Shipbreaking yards can sell the scrapped materials. Demolition is an urgent need to avoid further vandalism, robbery of spare parts and shipwreck at wharf.

In Sicily, framework agreements will award demolition contracts for all seized smuggler crafts ; the first batch listed 142 small steel, wooden, resin or rubber boats, from 3 to 32 m in length.

December 31, 2014, *Blue Sky M*, 796 migrants.

Moldovan flag. IMO 7510690. Ex *Bushra Pride*, ex-*Jorund*, ex-*Sefalke*. Built in 1976 in Hamburg (Germany). Detained in 2010 in Constanta (Romania), in 2012 in Sochi (Russia) and in 2013 in Aliaga (Turkey).



December 2014 © Luxemburger Wort



December 2015, departure towards Taranto © Italian Coastguards

*Blue Sky M* has already been broken up. On December 21, 2015, less than a year after her arrest, she left Gallipoli, Puglia region, under tow for a short voyage towards Taranto about 100 km away. She has been demolished by Al.Mer srl, a specialist in end-of-life car and truck scrapping.

*Fedel Moon*. April 2011 and January 2013. 35 and 28 migrants.

Panamanian flag. IMO 7639599. Ex-*Fort Agnes*, ex- *Agnes*, ex-*Nemo*, ex-*Sunnanhav*. Built in 1977 in Matsuura (Japan). Detained in 2009 in Castellon de la Plana (Spain) and Setubal (Portugal) and in 2011 in Porto Nogaro (Italy) and Koper (Slovenia).



April 2011, Porto Nogaro  
(Friuli-Venezia Giulia region)



January 2013, Reggio di Calabria  
Photos Strettoweb



March 2016, Reggio di Calabria  
The ship developed a list after unloading

*Fedel Moon* is a repeat offender. In the night of April 20 to April 21, 2011, she stopped her engine prior to her scheduled arrival at Porto Nogaro, Friuli-Venezia Giulia region, dropped a lifeboat into the water and disembarked illegally 35 immigrants from Egypt and Libya. They had boarded in Damietta, Egypt, at a cost of 4-6000 € each. They got arrested in town. The ship was detained in the Friulian port by request of the Udine prosecutor. The captain and one officer were held in detention, convicted in December to a 2 year-imprisonment sentence for illegal immigration facilitation, partly conditional, and released afterwards. As early as June 2011, the Appeal Court of Gorizia had allowed the departure of the ship, as asked by the ship-owner, the Lebanese Tripoli-based Feniz Maritime SA. Due to technical deficiencies, the cargo ship was retained until July. After 96 days of detention, she left Italy and resumed



her ordinary traffics in the Mediterranean. She was seen in November 2011 in Koper (Slovenia) where she was detained for 3 days, then in Saida (Lebanon), Alexandria (Egypt) and Vasto (Italy) in 2012.

In January 2013, *Fedel Moon* was back in the Italian waters. She was spotted by aerial means : she was anchored off Brancalone south of the Peninsula, saying she was waiting for good weather conditions to transit through Messina Strait between Sicily and continental Italy. She was targeted by the Financial Guard for presumed illegal trafficking in light of her maritime routes and her past. Inspectors boarded the ship and found migrants packed in a hold. *Fedel Moon* was towed to Reggio di Calabria and immobilized for real. In November 2015, the Italian justice officially confiscate the ship, this is the pre-condition to her demolition.

In March 2016, the salt cargo carried along with the migrants was unloaded to enable easy visits of the potential breakers. Her stability has been restored, the ship is now under surveillance. A call for tender for her demolition has been issued, the contract has not been awarded yet.

October 2014. *Tiss*, 323 migrants.

Moldovan flag. IMO 8138839. Ex-*Nota*, ex-*Valery*, ex-*Barka*, ex-*Yildizli-I*, ex-*Kaptan Kazim*. Built in 1980 in Istanbul (Turkey). Detained in 2002 and 2004 in Eleusis (Greece) and in 2009 in Limassol (Cyprus).



*Tiss*, port of Catania, Sicily, September 2015 © Matt Barnette

November 2014, *Captain Samin*, 600 migrants.

Togolese flag. IMO 7612280. Ex-*Albatoul*, ex-*Jamileh F*, ex-*Cristina K 1*, ex-*Shalom*, ex-*Pinguin*, ex-*Pinguin Ocean District*, ex-*Mekong Venture*, ex-*Pinguin*, ex-*Barbara Chris*. Built in 1977 in Wewelsfleth (Germany). Detained in 2001 in Lake Charles (USA), in 2002 in Miami (USA), in 2004 in Port Everglades (USA), in 2005 in Canakkale (Turkey), in 2006 in Constanta (Romania) and Mersin (Turkey), in 2007 in Constanta and in Mersin again then in Novorossiysk (Russia), in 2008 in Iskenderun (Turkey), in 2010 in Novorossiysk (Russia) again and in 2011 in Damietta (Egypt).

Time is running out : after an intruder attempted to steal the sea-locks, the engine room was flooded, the ship took on a list.



*Captain Samin*, Augusta © Sicily Customs Directorate

December 22, 2014, *Merkur 1*, 611 migrants.

Moldovan flag. IMO 7413634. Ex *Merkur*, ex-*Carolyn*, ex-*Dori Bres*. Built in 1974 in Neuenfelde (Germany). Detained in 2007 in Les Sables d'Olonne (France), in 2008 in Ereğli (Turkey), in 2010 in Hamburg (Germany) and at Piraeus (Greece), in 2013 in Rotterdam (Netherlands), Belfast (United Kingdom) and Kos (Greece) and in 2014 in Alexandria (Egypt).



Merkur 1, Augusta © Sicily Customs Directorate

January 2, 2015, *Ezadeen*, 360 migrants.

Sierra Leone flag. IMO 6614279. Ex-Joudi S, ex-Al Haj Ossman, ex-Antares, ex-Danesea, ex-Antares 1, ex-Tantzen. Built in 1966 in Bardenfleth (Germany). Detained in 2002 in Novorossiysk (Russia), in 2004 twice in Constanta (Romania), in 2008 in Iskenderun (Turkey), in 2009 in Alexandria (Egypt) and in Patras (Greece).

To our knowledge, there has been no call for tender yet for the demolition of the grim livestock carrier *Ezadeen*. She too nearly sunk early March 2016 at the port of Corigliano Calabro; her list reached 40°. The cracked hull has been patched up and the bilge water pumped.



January 2015 © La Stampa



Corigliano Calabro

March 2016 © RTS



**Sources:**

*Admiralty Shipbrokers & Consultants ; Adriatic and Aegean Ferries.com ; Alaska Dispatch News ; Aliaga Denizcilik ; American Bureau of Shipping ; American Roll On Roll Off Carrier Group (ARC) ; Auke Visser.nl ; Austral Fisheries Ltd ; Black Sea Memorandum of Understanding ; Boat International ; Bureau Veritas ; Campania & Calabria Interregional Customs Directorate ; China Post (the) ; Chittagong Port Authority (the) ; Despertar de Tamaulipas ; Det Norske Veritas ; Educacao.uol ; Equasis ; European Maritime Safety Agency ; Fairplay ; Ferry van Eeuwen website ; Fleetmon ; G Captain ; Gazzetta Siracusana (la) ; Gazzetta del Sud (la) ; Germanischer Lloyd ; Global Marketing Systems ; Grieg Star AS ; Gujarat High Court of Justice ; Ifremer ; Indian Ocean Memorandum of Understanding ; Kompas ; KwaZulu Natal High Court of Justice ; Lecce Prima ; Levante, El Mercantil Valenciano ; Lintas 24 ; Lion Shipbrokers ; Lloyd's List ; Lloyd's Register of Ships ; Malaysia Maritime Safety Agency ; Marin (le) ; Marine Traffic ; Maritime Executive (the) ; Maritime News ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Merdeka.com ; Mexico News Daily ; Milenio.com ; Miramar Ship Index ; My Metro ; National Business Review ; News Sicilia ; Nippon Kaiji Kyokai ; Oil-electric.com ; Optima Shipbrokers ; PEW ; Port to Port ; Practicos de Valencia, the blog of Valencia pilots ; Puglia & Mare ; Radio Republik Indonesia (RRI) ; Repubblica (la) ; Reuters ; Rigzone ; Robin des Bois, personal sources and archives ; Roose + Partners ; Royal Navy ; Russian Maritime Register of Shipping ; Shipspotting ; Sibarinet ; Sicily Customs Directorate ; Somalia Report ; Southern Daily Echo (the) ; Splash 247 ; Stars and Stripes ; Stella Maris TV ; Stuff.co.nz ; Taipei Times (the) ; Tempo Stretto (il) ; Tokyo Memorandum of Understanding ; TR News ; Trade Winds ; Tugfax ; US Department of Justice ; United States Coast Guard ; US Navy ; Vessel Finder ; Vessel Tracker ; World Maritime News ; Xinhua.*

**Editors and artistic directors:** Christine Bossard, Jacky Bonnemains  
**Documentation and illustrations :** Christine Bossard, with Deborah Paduano,  
Tamara Vilarins, Charlotte Nithart and correspondents  
**Translation:** Laurence de Bodinat, Christine Bossard, Emilie Courtin  
and Jacky Bonnemains  
**Director of publication:** Jacky Bonnemains  
  
**In collaboration with Gérard Cornier, maritime journalist and historian**