Novorossiysk (Black Sea, Russia), the model harbour

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

The Top 5 of Ports

Gladstone (Australia) - 16 detentions
Newcastle (Australia) - 16 detentions
Vancouver (Canada) - 10 detentions
Dampier (Australia) - 9 detentions
Shenzen (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).

Ships aground and cargoes adrift

The two are irrecoverably 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)


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.
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.

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)**


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.
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.

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.

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.
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 Salvamento Maritime / 2 OTAN / 3 PROFEPA / 4 Cilacak 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 Guégueniat

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 scattered, 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.

Robin des Bois - 6 - Shipbreaking # 43 – April 2016
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.

119 minesweepers of the Ton class were built between 1953 and 1960 for the Royal Navy; initially, they wore 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.
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.

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”.

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.
Dynamite in Indonesia

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.

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.

© Tentara Nasional Indonesia
© Indonesian Navy

© Maritime Affairs and Fisheries Ministry
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 capsize 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.

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 1st place from the Comoros Archipelago; Niue (4 ships) settles down on the 3rd step. On its side, the International Maritime Organisation has decided to support the devopment 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 detainedin theworld 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.

**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.
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 McMeekan

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.

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

**Reefer**


*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).

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 gas field in the Tasman Sea, off the North Island, the biggest gas field 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.

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.

© Biggles Maindonald
Drilling off New Plymouth (New Zealand)

© James Mason
Near grounding

© Tod Hall
Exploration in Alaska

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

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 25,0000 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.
Offshore Supply


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 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.

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 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.

Candido Rondon

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


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

Demolition in Alang, February 2016 © Vaja Nilesh


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


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.


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

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


Setubal (Portugal) © Jorge Manuel Pires

Aliaga © Selim San

January 2011, Vancouver (Canada) © Malcolm Millar


Changsha, ex-Pacific Mariner © Captain Ted


Dahiatul Kalbi © Zafer Deniz Akcabal


Eurasia © Gokay K


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 Kaisi 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


**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 “conbulkers”, 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 Guéguénéiat

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.


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.

At the crash © Turkish Coast Guard

Robin des Bois - 24 - Shipbreaking # 43 – April 2016
**Med Glory** (ex-Osama 1, ex-Byault, ex-Guepard, ex-St. Christoph, ex-Christiane, ex-Cairnem). 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.


**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.** 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.

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


*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*)

*Open hatch bulker Conventional bulker*

© 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.


Robin des Bois

- 27 -

Shipbreaking # 43 – April 2016
**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


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


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?

At Newcastle (New South Wales, Australia), July 2012 © Thomas Steitz
After Alice, Andre, Andreas, the parade of Rickmers Taiwanese sisters goes on. Next to come, Alexandra, Patricia and Willi?


**Arnold Schulte** (ex-APL Amman, ex-Mol World, ex-APL Amman, ex-ANL Emblem, ex-CMA CGM 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.


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


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-CSA V 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 Schifffahrt 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…


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


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.

Mol Volta, June 2011 © Marc Ottini 3 years later, June 2014, Em Ithaki © D6flag/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 Walsoorden (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 Walsoorden (Netherlands) © Pascal Bredel

*Grandeur, June 15, 2008 © Marc Ottini*


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

**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 4th 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 Koje (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 Guéguéniat

March 23, 24 hours of hesitancy and drift off Malaga

Positions Marine Traffic

March 30, wandering off Piraeus

Robin des Bois - 37 - Shipbreaking # 43 – April 2016
**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.

![MOL Advantage at Lazaro Cardenas](image1) © 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](image2) © 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](image3) © Hannes van Rijn

![Alang, March 2016](image4) © 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.

---

**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 Bredel*

**Santa Giovanna (ex-CMA CGM Tema, ex-Santa Giovanna, ex-P&O Nedlloyd Amazonas, ex-Santa Giovanna, ex-P&O Nedlloyd Amazonas, ex-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 Bredel*

**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

Ville de Tanya. 1998, Hamburg (Germany) © Sheyun/Marinetraffic

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.

Zim Europa © Sheyun/Marinetraffic


Zambia © Sheyun/Marinetraffic


Ville de Tanya. 1998, Hamburg (Germany) © Sheyun/Marinetraffic

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

Alang, February 2016 © Pankaj Sahani


Zambia © Sheyun/Marinetraffic


Ville de Tanya. 1998, Hamburg (Germany) © Sheyun/Marinetraffic

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

Alang, February 2016 © Pankaj Sahani


Zima © Sheyun/Marinetraffic

Tanker


**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.

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 Cilakap 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.***

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.

Robin des Bois - 43 - Shipbreaking # 43 – April 2016
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 shibuilding yard Astilleros Unidos renamed TNG, Talleres Navales del Golfo. 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.

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.

Chemical tanker


Gas tanker

Bulk carrier

Bulk carriers 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.


**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.

![Anangel Legend](Image)

October 21 - 4 November 4, 2007, repair and grooming at Arno Shipyards 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.

![Anassa](Image)

**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 Jinhai (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.

![Anatoli](Image)

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.


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). Le 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


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](image)


**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 Investor. IMO 9127277. Bulk carrier. Length 289 m, 22,746 t. Pavilion 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


Corozal, Bosphore, September 11 ; 2013 © Marc Ottini


**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](image1)


![Drin](image2)


![Eirini K](image3)

**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 Deiulemar, a company founded by three Naples families, the Della Gata, Iuliano and Lembo. Deiulemar 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 Deiulemar 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.

![Elite](image4)

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 Ravena (Italy). Sold as is in
Kaohsiung (Taiwan) for demolition in Pakistan.

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

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

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.

**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.


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


**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.


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 Guéguénié

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

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


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.

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

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 Hitachi. 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 © Rogerio 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.


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.


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


![Leon Warrior anchored at Cowichan Bay, British Columbia, Canada. © Richard Yaremko](image1)


Transport of logs around the world

![Manila Sunrise going to load logs at Port Chalmers (Otago, New Zealand) © Wayne A Court](image2)

![Ocean Fortune delivering in Shanghai (China) May 2015. © Vladimir Knyaz](image3)


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.

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.

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.


*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 Zosenho. 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.


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

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


**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.


October 2014, inbound to Newcastle NSW. © BR_Reef/Shipspotting

Alang, February 2016 © Viral Shah


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


**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.

![Spar Sirius at Alang February 2016](image1)


![Stark, Istanbul, Turkey, June 2011, © Gerolf Drebes](image2)

**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 HL. 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](image3)


Anchored at Tacoma, Washington, June 2006 © Thomas Labash


**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, Matthaios 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.

In December 2014, it was the Greek chief engineer’s turn, Matthaios 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


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


Cement carrier

Car carrier


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.

*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.
**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](image)


![Morning Melody](image)


![Leaving Le Havre (France), May 26, 2002](image)

Petra, August 2011 © Marc Ottini


3 May 1997, upstream the Seine River © Pascal Bredel


November 2000, Le Havre (France) © Pascal Bredel


Ro Ro


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.

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.
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.

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).

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.

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.
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.

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).

*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).

*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 traffic 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 Brancaleone 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.

October 2014. Tiss, 323 migrants.

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 Novorosiysk (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.

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 Eregli (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).
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.
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); Despertsar de Tamaulipas; Det Norske Veritas; Educacao.uol; Equasis; European Maritime Safety Agency; Fairplay; Ferry van Eeuwen website; Fleetmon; G Captain; Gazette 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, personnal 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 (II); 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; Xinhhua.