

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

45, from July 1 to September 30, 2016

November 2, 2016

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One that will never reach Alang

The true product of a Merchant Navy that is too mercantile to be humane. A Liberia-flagged freighter formerly flying the flags of China and Panama, a de facto Greek ship-owner with an ISM (International Safety Management) nowhere to be found whose single ship officially belongs to Fin Maritime Inc, a virtual company registered on a paradise island, a broken up Taiwanese and Filipino crew, the ex-*Benita*, stateless slave sailing the Pacific Ocean, North Seas, Indian Ocean, South Seas, and the Atlantic Ocean, detained in Australia and the United States of America, with approximately a hundred deficiencies reported in worldwide ports, with a varnished good reputé from a distinguished classification society, had everything to be where she is : 4,400 meters deep, 94 nautical miles off Mauritius. After her fantastic grounding in the midst of rocks near the lobster pots of an enchanting lagoon, the freighter headed towards Alang for demolition under tow of the Maltese *Ionian Sea Fos*.



© Five Oceans Salvage



Benita wreck site



© L'Express.mu

After a night of fighting on board, involving mainly mechanics and oilers, the *Benita*, with all of her engines shut off and sabotaged, crashed into Le Bouchon beach in Mauritius at 7:30 AM. The *Benita* was coming from Paradip in India and heading towards Durban in South Africa. Two hours beforehand, the ship had been evacuated, the chief engineer who had locked himself in the engine room had been arrested by the Mauritian police forces airlifted on the *Benita* and a seriously hurt crewmember had been sent off to the Island main hospital.



Le Bouchon, public beach, Mauritius © L'Express.mu

The fuel oil odour immediately swept over the area. Diving inspections confirmed that bunker tanks were cracked. Demex, an American company, was contacted. Demex is specialized in freeing grounded ships and platforms by excavating rocks from the ocean floor and digging artificial channels with explosives. This option was dropped to prevent further damage to the ship bottom - especially the rear part - and to the seabed.



© L'Express.mu

Five Oceans Salvage, a Greek company, was tasked with refloating the ship. It used *Ionian Sea Fos* which was stationed in Port-Louis, and *Coral Sea Fos*, which had rushed in from Fujairah (United Arab Emirates). Approximately 150 tons of heavy fuel oil were pumped and stored in containers on board; they were transferred onto land by helicopters flying back and forth to be recycled by Virgin Oil Company Mauritius. After several unsuccessful attempts, the *Benita* was finally refloated on July 23. Despite patching welding, the ship slowly sank by the stern. On July 29, nearly 100 miles off the Mauritian coast, the *Benita* definitively sank, depriving an Alang shipbreaking yard of 7,000 tons of scrap metal.



Fuel transfer, refloating operation and beginning of the sinking © Five Oceans Salvage

The 11 professional fishermen in the area may soon return to work after cleaning operation in the rocks and mangroves. They will get a daily compensation of 280 rupees (\$ 7.85 US). The situation is urgent. Families are in need and on the verge of having fights. "I don't do much in the daytime. I think my wife's had enough of seeing me, but fishing is the only thing I know how to do", laments Ranjeet Foolchand, the spokesperson for the fishermen. This lucid man added that the money problems won't be going away anytime soon: "People and shopkeepers will not be thrilled about seafood from polluted waters".

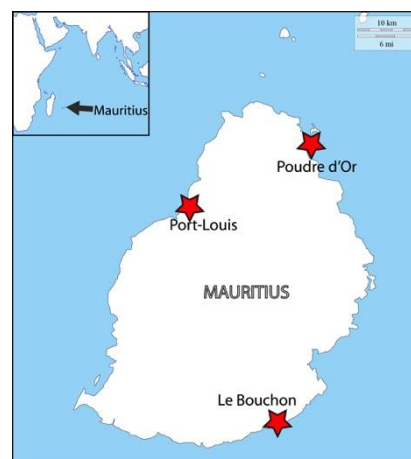


Cleaning operations © L'Express.mu

Mauritius is along major maritime routes that link Asia to Africa and Europe.

In August 2011, the Panamanian bulk carrier *Angel 1* ran aground on the reef of Poudre d'Or, northeast of the island after her engine broke down. She was carrying 30,000 tons of rice heading for the Ivory Coast, and 900 tons of propulsion fuel oil. Four months after her grounding *Angel 1* was freed and scuttled to a location approximately twenty nautical miles off the coast. She still had 20,000 tons of rice and tons of residual fuel oil on board.

In July 2013, the container ship *Hansa Brandenburg* suffered a toxic fire on her voyage from Singapore to Durban. She found refuge in Port Louis in northwestern Mauritius. Six months later, *Hansa Brandenburg* was sent to Pakistan for demolition (see "[Hansa Brandenburg, Another container ship riddled with problems](#)", September 30, 2013).



Considering the maritime risks, Vassen Kauppaymuthoo, a highly respected Mauritian oceanographer, would like a National Disaster authority to be set up. The immediate costs of the *Benita* case paid by Mauritius total over 15 million rupees (\$ 420,000 US). The Mauritian government hopes that the ship-owner and insurers will reimburse its expenses.

Ships which are more than ships

They drill, they store, they torch, they lift, they dredge, they accomodate, they process crude oil, they lay cables. They are tireless. Their average end-of-life age is 34 years. The average end-of-life age in "Shipbreaking # 45" is 25 years. These Hercules are full of asbestos, PCB and mercury.



1 *Armada Hawk* (p 59)



Ensco DS 1 (p 59)

2



3 *Agile* (p 58)



Lentera Bangsa (p 40)

4



5

Esso Geneva → *FPSO Falcon* (p 39)



6



7 *Hang Jun 5* (p 58)



North Sea Producer (p 40)

8

1 Michael Klingsick / 2 Craig-MarineTraffic / 3 Rogério Cordeiro / 4 Photoship / 5 Scott Vardy / 6 SBM Offshore / 7 Brian Crocker / 8 Offshore Technology

Offshore platforms: offshoring at all costs

Offshore platform dismantlement must at least comply with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, or its principles. For the moment, platforms at the end of their life cycle are crisscrossing the oceans without a green passport. This is alarming, as the radium scales that have accumulated in the piping and equipment should be considered and managed as radioactive waste. Norway has opened a storage site for radioactive material that has been removed from platforms. Countries demolishing platforms should have this type of facility. It is increasingly common for drilling platforms and vessels to end up in shipyards lacking means of diagnosis and storage facilities that are safe in terms of radioactivity, after hazardous sea trips covering thousands of miles.

The oil drilling platform *Transocean Winner* was built in 1983 in Arendal, Sweden, as *Treasure Saga*. It had always been operated in the North Sea oil fields. *Transocean Winner* had been awarded a drilling contract ending July 2016. According to the OSPAR Convention for the Protection of the Marine Environment of the North-East Atlantic, North Sea offshore infrastructures must be returned to land and dismantled at the end of their life. The old *Transocean Winner* platform had no future anymore. Its owner is Transocean Ltd, based in Geneva, Switzerland. This company has the largest platform fleet in the world and has sent off dozens of units for demolition since 2015. *Transocean Winner* was about to join them under tow of *Alp Forward*, from the North Sea to the Aliaga shipbreaking yards.



Alp Forward © William Scott

The convoy sailed around the western part of Scotland. On August 7, the towline broke. The closest salvage tugboat was based at Kirkwall in Orkney Island, north of the Scottish mainland. She arrived too late. *Transocean Winner* ran aground on the rocky coast of the Isle of Lewis, in the Outer Hebrides, near Dalmore Beach. This is a spot that local surfers love, and that is known for its brown crabs. Some of the 280 tons of diesel went off into the sea. Debris spread all over the coast and seabed. Residents are expecting the winter storms to bring the waste back on the shore.



© Mark McLeod

The platform was refloated on August 22 and put in a safe place for inspection on the eastern coast of the Isle of Lewis. Turkey was still its final destination. This time, a semi-submersible ship instead of a tugboat will have to deliver it to Turkey. On September 7, two months after the grounding, and after failed attempts and delays due to weather conditions, *Transocean Winner* was finally loaded onto the *Hawk*, which received the clearance for her departure on October 14. The convoy was to make a stop in Malta in order to remove equipment that could be further used on oil fields in the Mediterranean Sea. *Transocean Winner* would then be sent to Aliaga breakers.



© MCA

Loading *Transocean Winner* on the *Hawk*



© Iain Nicolson

After *Transocean Winner* left the Norwegian oilfields, it could have been demolished in Norway, or it could have gone to the Able shipbreaking yard in Hartlepool, which has experience in demolishing Brent field infrastructures. However, its ship-owner preferred the most paying and the most dangerous option.

The United Kingdom intends to become the expert in dismantling North Sea oilfield structures at the end of their life. The Royal Academy of Engineering estimates that the demolition and recycling market in the next decades for the British sector alone is worth 30 billion £.



See also [Shipbreaking # 40](#)", Alert : Enhanced Natural Radioactivity, p. 12-13 and ["Shipbreaking # 41"](#), Offshore platforms: radioactive alert p. 1-2-3

Who will succeed in breaking up *Sino 6*, and when?

Things come in threes. *Sino 6* is still resisting the call of shipbreaking yards. In 2013 already, she was announced for scrapping; her price was then of 431 US \$ per ton (Cf. ["Shipbreaking # 31"](#) p. 40 and [# 32](#), p. 6). 2 years later, in 2015, notification of death again, with a selling price down 386 US \$ (Cf. ["Shipbreaking # 40"](#), p. 62). Brokers say again today she is to be broken up, she would only be worth 290 US \$ per ton. In contrast to previous episodes, her official status is still "in service" but she never came as close to the blowtorches. On October 13, coming from Singapore, she arrives at Chittagong : Bangladeshi breakers start rubbing their hands, 4 days later *Sino 6* declares to be only bunkering !

VESSELS DUE AT OUTER ANCHORAGE: DATED: 13/10/2016:



THE CHITTAGONG PORT AUTHORITY (MARINE DEPARTMENT)

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

www.cpa.gov.bd

SL. NO.	NAME OF VESSELS	LENGTH	DRAFT	DATE OF ARRIVAL	L. PORT CALL	FLAG	LOCAL AGENT	LINE BELONG TO	CARGO CARRIED	TYPE OF CARGO
1	NING HAI TUO 6001	69.30	5.0	13/10/16	SING	CHINA	COSCOL	CHARTERED VESSEL	7420	P.CARGO
2	SHUN TONG	223.70	13.0	13/10/16	CAMPA	PANA	MADINA	CHARTERED VESSEL	68798	C.CLINK
3	SINO 6	246.88	6.0	13/10/16	SING	PANA	COSCOL	HONG KONG DE FENG	BALLAST	SCRAPPING



VESSELS DUE AT OUTER ANCHORAGE: DATED: 17/10/2016:

THE CHITTAGONG PORT AUTHORITY (MARINE DEPARTMENT)

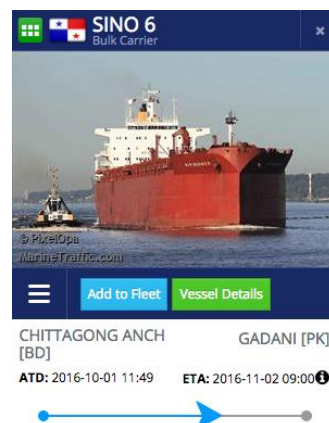
LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

www.cpa.gov.bd

SL. NO.	NAME OF VESSELS	LENGTH	DRAFT	DATE OF ARRIVAL	L. PORT CALL	FLAG	LOCAL AGENT	LINE BELONG TO	CARGO CARRIED	TYPE OF CARGO
1	NORD PEAK	199.99	12.9	17/10/16	-	SING	A&J	CHARTERED VESSEL	58965	Y.CORN
2	DENSA PANTHER	189.99	12.6	17/10/16	CAMPA	MALY	MMEL	CHARTERED VESSEL	54598	C.CLINK
3	JS POTOMAC	199.99	12.4	17/10/16	YUZH	SING	BASHUND	CHARTERED VESSEL	55000	WHEAT
4	SINO 6	246.88	6.0	17/10/16	SING	PANA	COSCOL	HONG KONG DE FENG	BALLAST	BUNKERING

The die has not yet been cast. She might after all be in "Shipbreaking # 46": she is said today to be heading for ... Gadani, Pakistan.

Sino 6 (ex-*Rip Hudner*, ex-*Sibonancy*). IMO 9077111. Bulk carrier. Length 247 m, 16,560 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsværft as combined carrier (OBO, Ore/Bulk/Oil). Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2014 in Tianjin (China) and in Zoushan (China).



Accidents

Ship demolition goes along with the handling of a variety of hazardous materials. It requires the most stringent regulatory framework. No one is immune to a tragedy.

Aces, ex-Federal I - Gadani

Federal I, ex super tanker *Mobil Flinders* built for Exxon Mobil in 1982 was converted to a Floating Storage and Offloading unit in 2007 (Cf. p 38). In August 2016, she was sold for demolition. She left Indonesia under tow flying the Indonesian flag and arrived at Gadani shipbreaking yards on October 18 renamed *Aces* and deflagged to Djibouti. Significant quantities of slops were still on board. The gas-free certification for ships arriving in Pakistan only concerns the safety of workers in the danger areas and is not compatible with hot works ("gas free for man entry only", no clearance for hot works is required).



1992, *Flinders* © John Spooner



2016, Gadani, *Aces* © Ahmar Siddique

On November 1, workers were blowtorching inside the ship. A blast thundered, fire erupted in the tanker. Dozens of workers were trapped inside the vessel; some managed to escape the flames by jumping into the ocean. A first assessment reported 18 fatalities but the death toll has kept rising. 59 injured workers were evacuated to hospital in Karachi, dozens of others are reported missing. Drums stored on the bridge have been feeding the fire.



Screenshot Dunya news



© Muhammad Bj

2 days earlier a protest had been held in Karachi by NTUF (National Trade Union Federation). Demonstrators claimed for specific safety and health measures to be implemented in shipbreaking yards. On October 21, a worker had fallen from a ship being broken up and died.



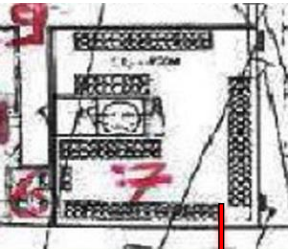
Screenshot Dunya news

Captain Tsarev

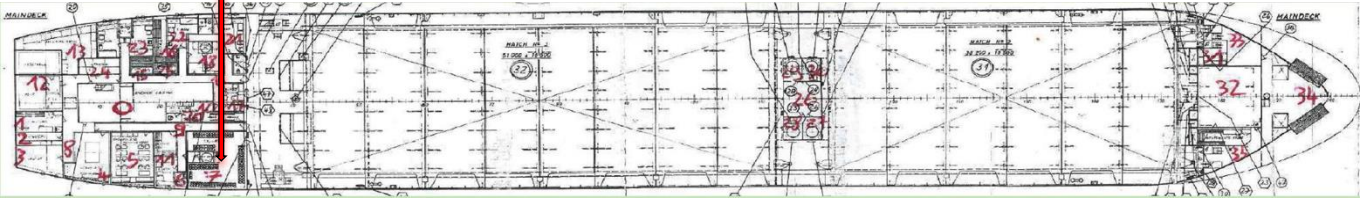


DR

CO2 room



Tragedy on August 12 at the *Captain Tsarev* demolition site in Brest. Firemen responded to an emergency in the afternoon but could only assess the death of the expert in charge of the supervision of dismantling operations. 3 other operators had to be taken to hospital. One of them was found unconscious near the oily sludge tank. CO2 poisoning. The inventory of potentially hazardous materials on board, updated in February 2016, listed 114 cylinders containing each 64.5 liters CO2, stored in a dedicated room on main deck.



N° local	Désignation local	Description du local/équipements présents :	Retour index			Inventaire des matières potentiellement dangereuses du Capitaine Tsarev								
Maindeck 7	CO2 room	local CO2				1. Matières et matériaux potentiellement dangereux incorporés dans la structure et l'armement du navire			2. Déchets d'exploitation				3. Stocks et provisions	
Cat. OMI	Localisation Emplacement	Type de matière	Quantité approximative	Rapport analyse	Observations	Cat. OMI	Localisation Emplacement	Type de matière	Quantité approximative	Cat. OMI	Localisation Emplacement	Type de matière	Quantité approximative	
B4	plafond	mercure dans tubes néons	14							C22		bouteilles CO2	114 bouteilles de 67,5 litres soit 7695 litres	
B1, B2, B3, B4	parois	peinture grise (m²)	107,8	AR-12-LK-035323-01										
B1, B2, B3, B4	Sol	peinture verte	-	AR-12-LK-035323-01										
A1	câbles électriques	AMIANTE mastic	0.2kg											
A1	collecteur	AMIANTE joint	10 kg											

Extracts from SOCOTEC report

(114 CO2 cylinders each containing 64.5 liters, i.e. 7695 liters)

CO2 is used aboard ships as a gaseous extinguishing agent. It can smother a fire, it can also asphyxiate humans. Seamen are aware of the threat, CO2 fire suppression system is manual. An investigation is carried out to clear out in which circumstances one hand in the upper deck was able to remove the pin of the valve lever, turn on the system and release the lethal gas while a team was down in the vessel's bottoms.



Activation procedure

In mid September, operations resumed. Other ships are awaiting their turn, starting with *Antigone Z*, unfortunate companion of *Captain Tsarev* at basin n°5. Immobilized since 2012 at Douarnenez and then at Brest, she is to be sold for demolition with a reserve price of 5000 €. She contains hazardous chilling gas.

Should all container ships be demolished?

The container world is caving in. The Everest has given birth to an abyss. Its 20 million containers are falling down like a house of gimmicked and rusty cards. Due to the bankruptcy of Hanjin, dozens of container ships built in Busan, South Korea will be beached in the Indian subcontinent. The overly vertical integration of the container industry has led to its downfall. Some bubbles have burst, while others continue to grow. On podiums in front of an audience of impressed novices and presidential sponsors, the surviving companies are still showcasing larger and larger ships that are built increasingly quickly, with more and more computers on board and on land, and with less and less sailors on board.

At the end of the decade, we will know more about the physical reliability and financial profitability of ULCVs (Ultra Large Container Vessels). For an NGO such as Robin des Bois that protects the sea and sailors, the question is whether these vessels will be broken up on the beaches—or like some accidents may forebode, whether they will break into two in the high seas.



June 2013, *MOL Comfort*, in the Indian Ocean
© Mumbai MRCC / IANS

During this anxious waiting time, groundings in harbor entrance channels all over the world are increasing. Pilots as well as insurers are starting to worry about the risks they and their pockets are bearing while operating and taking mammoths 400 meters long into ports that are never quite big and deep enough.



February 2016 : *CSCL Indian Ocean*, 399.60 m in length, 58.60 m in width, capacity 19,100 containers, grounded in the Elbe River downstream Hamburg (Germany) © **Havarie Kommando**

For the ports, the financial and environmental costs of dredging operations around the clock are like a salt tax from the Modern Ages. For ecosystems, they are like trench warfare.

The container ship traffic is controlled at the international level by a weak IMO convention which was adopted in 1972 and which entered into force in September 1977. The International Convention for Safe Containers (CSC) goes back to the time when containers were brand new and when mega container ships could carry 3,000 boxes. Although this convention is obviously outdated, its obsolescence is not planned. The convention only concerns the strength of the containers, and allows a handful of show-off ship-owners to impose their grotesque, dangerous, and suicidal vision of the sea trade.

Container ships are the leading category this quarter, representing 45% of the tonnage demolished. It is estimated that the fully loaded convoy of these broken up ships would stretch over 13 kilometers and transport 190,000 boxes - an average of 3,519 boxes per ship.

Overview July-August-September 2016

Tonnage recycled

- 1 : container ship, 858,000 t (45%)
- 2 : bulk carrier, 459,000 t (24%)
- 3 : tanker, 298,000 t (16%)
- 4 : general cargo, 106,000 t (6%).

Ship Category

- 1 : container ship, 54 (30%)
- 2 : bulk carrier, 49 (28%)
- 3 : general cargo, 21 (12%)
- 4 : tanker, 20 (11%)

42 container ships (80%) were over 200 meters long. 23 (43%) were built in South Korea by Hyundai, Hanjin, Samsung, and Daewoo, 21 (39%) in a country of the European Union.

34 (63%) belonged to European ship-owners, of which 26 (58%) to German companies. All these container ships were demolished in Asia. 31 of them (57%) were demolished in India. The average end-of-life age has dropped from 22 years in 2015 to 17 years. 22 (41%) container ships were 15 years old or less. *Viktoria Wulff* and *Hermann Wulff* were 10 years old.

Tonnage recycled

- 1 India 837,000 t (44%)
- 2 Bangladesh 491,000 t (26%)
- 3 Pakistan, 248,000 t (13%)
- 4 China, 157,000 t (8%)
- 5 Turkey, 49,000 t (6%)

Ships

- 1 India, 80 (45%)
- 2 Bangladesh 38 (21%)
- 3 Pakistan, 22 (13%)
- 4 China, 13 (7%)
- 5 Turkey, 12 (7%)

Lowest summer in a peak year

178 ships. As in 2015, the traffic leveled off during the summer. Units dropped by 34% compared to the previous quarter, and by 30% in terms of tonnage. In all demolishing countries, the tonnage was at least halved, with the notable exception of India, whose tonnage rose by 50%. Who will be the winner in 2016? That's anyone's guess. India has taken the lead again, ahead of Bangladesh and Pakistan for the quarter, and also for the year.

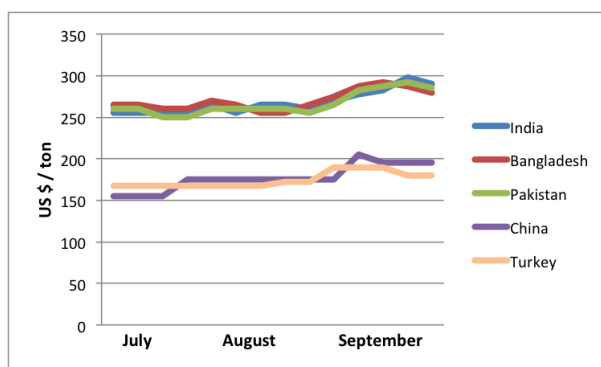
169 ships (95%) have been broken up in the Indian subcontinent, in China, and in Turkey. 51 of these 169 ships were built in Europe, and 70 belonged to ship-owners from the European Union or the European economic area.

The tonnage scrapped this quarter is 1.9 million tons. The total since the beginning of 2016 is 7.6 million tons, more than the 7 millions that were recycled in all of 2015. 2016 should move back to the 2014 level, around 1,000 ships.

The sales prices remained low at the beginning of the quarter. In September, they went back up. Shipbreakers' buying prices came close to \$ 300 per ton in the Indian subcontinent and \$ 200 in China.

Gas Jade, a LPG tanker, holds the record high for the quarter, with a price of \$ 472 per ton, due to her stainless steel tanks.

The price increase has enabled the upturn in activity. September harvested 44% of the tonnage sent off for demolition during the quarter



PALAU



At least 50 ships (28%) were deflagged prior to their departure for demolition. The rate is rising. Container ships are discreetly disappearing. Their deflagging rate has risen to 39%. Palau is a paradise for sharks - the world's first shark sanctuary was established there in 2009. In addition to protecting sharks, the country also protects ship-owners seeking impunity and unregulated conditions of demolition for their end-of-life ships: 18 ships have taken up the passport of this Micronesian archipelago. The usual funeral flags of the Comoros Islands and St. Kitts and Nevis have been relegated to 2nd place, with 7 ships each. Djibouti has achieved a breakthrough with 3 ships.

Following detention comes demolition

91% of the ships scrapped in July, August, and September 2016 were controlled by a classification society member of the IACS (International Association of Classification Societies). However, even with this label, there may still be deficiencies and detentions. At least 91 ships (51%) have been detained in ports worldwide. The detention rate prior to being sent off for scrapping is 76% for general cargo carriers and bulk carriers, 67% for passenger ships, 60% for car carriers and reefers, and 50% for chemical tankers.



With her 9 detentions, the general cargo carrier *Rio Tagus* wins the gold medal for substandard ships (p. 20). *Rio Tagus* has been discarded in Sète, France, since 2010. If *Rio Tagus* can be towed safely, she will be broken up in Spain. She beats two other cargo ships - *Thigayu* (7 detentions, p. 21), demolished in Bangladesh, and *Mina F* (6 detentions, p. 19), demolished in Turkey - and one bulk carrier, *Splendour* (6 detentions, p. 55), demolished in India.

Rio Tagus, at Sète (France) © Anthony Levrot

Years and meters

The age of scrapped ships runs from 10 years for the container ships *Viktoria Wulff* (34) and *Hermann Wulff* (p. 29), to 52 years for the livestock carrier *Omega Livestock* (p. 13). The average age is 25 years, but the actual age of the different ship categories varies greatly. 40 years for livestock carriers and passenger ships, 31 for all tankers, 23 for bulk carriers, and 17 for container ships.



Nerlandia (1964-1976), future *Omega Livestock* © Ulstein

53 ships are less than 150 meters long, 50 ships are between 150 and 199 meters long, and 65 ships are over 200 meters long. The convoy of ships demolished this quarter would stretch over 33 kilometers, as opposed to 51 kilometers in the preceding quarter.

The heaviest ship is the Floating Production Storage and Offloading unit *FPSO Falcon* (p. 39), the former *Esso Geneva*. She was built in Japan, converted in Singapore, and beached in India: 41 years old, 340 meters long, 297,355 deadweight tons, and 54,254 lightweight tons.



FPSO Falcon © Auke Visser



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.



Comoros

Flags of the last voyage



Congo



Djibouti



Equatorial
Guinea



Cook
Islands



Marshall
Islands



Liberia



Niue



Palau



Panama



St. Kitts &
Nevis



Sierra
Leone



Tanzania



Togo



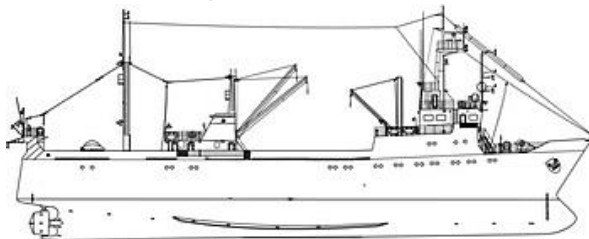
Tuvalu

Factory ship

Gorsk. IMO 8035037. Length 70 m, 1,568 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Klaipeda (Lithuania) par SSZ Baltiya. Number 53 of the 61 ships of the *Barentsevo More* class built from 1973 to 1983 for pelagic and ground



fishing and the production of salted or cooled fish, fish meal, fish-liver cans and fish-liver oil. *Gorsk* had been lengthened from 59 to 70 m and equipped with a freezing machinery. Owned by Arkhangelsk Trawl Fleet (Russia). Being broken up in Arkhangelsk (Russia).




© Russian Trawler.narod



Arkhangelsk, Northern Dvina River, October 1, 2016 © Vitaliy Vashutkin

Livestock carrier

★  *Lincoln Express* (ex-*Felicia*, ex-*Vanessa*, ex-*Leeward Express*, ex-*Vanessa*). IMO 8616611. Ex Ro Ro converted in 1996. Length 85 m, 1,466 t. Deflagged from Philippines to Panama for her last voyage. Classification society Bureau Veritas. Built in 1987 in Frederikshavn (Denmark) by Orskov Christensens; jumboized in 1990 and lengthened from 73 to 85 m. Owned by Livestock Express BV (Netherlands). Sold for demolition in Bangladesh. 235 US \$ per ton.



The converted livestock carrier *Lincoln Express* arriving Napier (New Zealand), June 6, 2005. © Brent

 *Omega Livestock* (ex-*Siba Geru*, ex-*Pezzata Rosa*, ex-*Pirholm*, ex-*Nerlandia*). IMO 6401218. Length 76 m. Deflagged from Cambodia to Togo in February 2016. Classification society Columbus American Register. Built in 1964 in Ulsteinvik (Norway) by Hatlo Verksted for Göteborg-based Rederi AB-Götha (Sweden).



The cargo ship *Nerlandia* © Kustvaartjr

In 1980, after 26 years as a standard cargo ship in Northern Europe and briefly in the Mediterranean, she was converted to livestock carrier. She collided with *Geota E* while carrying 15,000 sheep to Lybia. In 1986 she was acquired by another Italian company, Siba SpA, the world specialist in livestock transport, bovines, ovines or horses, and became *Siba Geru*. In 2000, she was sold again and was deflagged to Cambodia. Detained in 2000 in La Spezia (Italy), in 2002 in Dunkirk (France), in 2003 in Waterford (Ireland), in 2006 in Aqaba (Jordan) and in 2010 in Suez (Egypt). Her last known owner was Rexincorp Bay Inc (Romania). On September 19, 2016, she was beached for demolition in Aliaga, Turkey.

The livestock carrier *Omega Livestock* in Bosphorus Strait, Telli Baba, August 2014
© Marc Ottini



Ferry/Passenger ship



Lucky Star (ex-*Larks*, ex-*Larkspur*, ex-*Eurotraveller*, ex-*Sally Sky*, ex-*Viking 2*, ex-*Gedser*). IMO 7500451. Length 144 m, 6,450 t. Deflagged from Cyprus to Marshall Islands in June 2016.



Classification society Bureau Veritas. This ship built in 1976 by Schichau Unterweser, in Bremerhaven, started her career as the Danish *Gedser* on the Gedser (Falster Island, south of Denmark) - Travemünde (Lübeck outer harbour, Germany) line. She entered service in December 1976. In March 1977, she ran aground soon after departing Gedser and remained stuck for 12 hours before resuming crossing.



Gedser, departing Travemünde, June 19, 1984 © Simon WP

Sold in 1986 and renamed *Viking 2* (Bahamian flag), she was chartered to Sally Line on the Dunkirk-Ramsgate line; she carried on this service as *Sally Sky* in 1988. She was lengthened by 20,80 m in 1990 in Immingham (United Kingdom). In 1997, she was acquired by Holyman Sally Ferries, renamed *Eurotraveller* and operated between Ostend and Ramsgate, a service which ended up late 1998.



Viking 2 © Christoph Podlucky



Sally Sky, Dunkirk, September 1993 © Pascal Bredel

She was sold again in 1999 to the Slovenia-based shipping company Trans Europa Ferries and became *Larkspur*, still sailing on the Ostend-Ramsgate line. In 2011, she was reflagged from Bahamas to Cyprus. Trans Europa Ferries stopped its activities in April 2013 due to financial difficulties. *Larkspur* was acquired at the end of year 2013 by Oilchart International, based in Antwerp, and shortened to *Larks*. She resumed sailing for a few days in July 2014 for Egnatia Seaways between Igoumenista, Corfu and Brindisi, but suffered an engine failure and was immobilised.



Larkspur, Ostend (Belgium), September 2005 © Pascal Bredel

Sold to a Greek ship-owner in September 2014 and renamed *Lucky Star* under Cyprus flag, she could actually never resume sailing under her own power. In June 2015, she was towed to Adriatic Shipyard in Bijela (Montenegro). One year later, she was still lying there; she was sold to Palace Holding, based in the Marshall Islands and deflagged. She arrived for demolition in Aliaga on October 3, 2016. Detained in 2009 in Ostend (Belgium) and in 2015 in Igoumenitsa (Greece).



Lucky Star in Drapetsona, laid up, May 2015 © Marc Ottini



Aliaga © Selim San

New Imperial Star (ex-Royale Star, ex-Paloma I, ex-Dmitriy Shostakovich). IMO 7625794. Length 133 m, 8,162 t. Palau flag. Classification society International Register of Shipping. Built in 1980 by the Polish shipbuilding yard Stocznia Szczecinska as the Soviet *Dmitriy Shostakovich* for the Odessa-based Black Sea Shipping Company, this ship was originally a cruise ship and a ferry equipped with a garage deck. She was the second in a series of 7 built by the Polish yards between 1980 and 1986: *Georg Ots* (1980), *Dmitriy Shostakovich* (1980), *Lev Tolstoy* (1981), *Konstantin Simonov* (1982), *Mikhail Suslov* (1982), *Konstantin Chernenko* (1986) and *Mikhail Sholokov* (1986). *Georg Ots* was surreptitiously sold for demolition in China in 2014, Cf. "[Shipbreaking # 37](#)", p 57.



Dmitriy Shostakovich, September 25, 1985, Genoa, Italy © simon wp



After the fall of the USSR, *Dmitriy Shostakovich* was reflagged to Ukraine in 1991. Between 1993 and 1999, she was engaged in about 50 voyages from Odessa to Israel to allow the return of several thousand Jews to Israel. She was refitted several times to adapt to cruising ; in particular, in 2000 *Dmitriy Shostakovich* lost her garage deck, which was replaced by additional cabins. She was renamed *Paloma* flying the flag of St Vincent & Grenadines and chartered to German cruise operators. In 2003, acquired by the Italian Di Mayo & Partners, she became *Paloma I* still under the St Vincent & Grenadines flag. In 2007, she started a new career as a floating casino, first as *Royale Star* (St Vincent flag) based in Singapore, then in 2013, as *New Imperial Star* (St Vincent flag and then Palau flag in 2014) in Hong Kong. Her end of life was miserable: she was detained in Hong Kong in November 2015

with 27 deficiencies, her 46 Ukrainian, Burmese and Chinese crewmembers were abandoned for months with significant unpaid wages. Sold by the High Court of Hong Kong on August 30, 2016, she arrived at Alang on October 11, as *New* and still under Palau flag. Owned by Skywill Management Ltd (Hong Kong, China). Detained in 2003 in Lisbon (Portugal) and in 2013 and 2015 in Hong Kong.



Hong Kong, China, September 28, 2014 © Dirk Septer



Alang, October 2016 © Viral Shah



St. Joan of Arc (ex-*Superferry 5*, ex-*Aboitiz Superferry V*, ex-*Ferry Cosmo*, ex-*Ferry Hakozaki*). IMO 7314371. Length 139 m, 6,493 t. Deflagged from Philippines to Palau for her last voyage as *Joan*. Classification society American Bureau of Shipping. This ferry built in 1973 by Onomishi shipyard as the Japanese *Ferry Hakozaki* for Meimon Car Ferry has been mostly sailing on the Osaka / Moji service.

Japanese times © D Longly



In 1992 she was renamed *Ferry Cosmo*. In 1994 she was sold to the Filipino Aboitiz Shipping, she became *Aboitiz Superferry V*, then in 1996 *Superferry 5* and in 2012 *St. Joan of Arc*. Her main affectation was the Manila – Cebu – Iligan service. At the end of her career, she ensured temporary replacements or was laid-up. Sold by her Filipino owner 2GO Group Inc to Trio Maritime Ltd based in St. Kitts & Nevis prior to her departure for demolition in India; she was beached on October 2, 2016.



Superferry 5, Manila (Philippines), August 2011 © Fangedboy8

General cargo

Aggeliki (ex-Lillian, ex-Susanna, ex-Christina, ex-Hubert, ex-Gardazee, ex-Susanna). IMO 7637632. Length 81 m, 1,242 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in




(Waterhuizen) by Pattje. Owned by New Kronos Star Maritime Co SA (Greece). Detained in 1999 in Southampton (United Kingdom), in 2007 in New Ross (Ireland), in 2008 in Valletta (Malta), and in 2011 and 2012 in Pozzalo (Italy). Sold for demolition in Turkey.

April 2012 in Valletta (Malta) © **Marc Ottini**

Bao Yue (ex-Overseas Neptune, ex-Neptune). IMO 8706181. Ex tanker converted to general cargo carrier in 2009. Length 186 m, 11,043 t. St. Vincent & Grenadines flag. Classification society Registro Italiano Navale. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by HTM Shipping Co Ltd (China). Sold for demolition in Pakistan. 286 US \$ per ton.

Chengtū (ex-Pacific Explorer, ex-Chengtū, ex-Asian Challenger). IMO 9007362. Length 185 m, 9,396 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Usuki (Japan) by Minami Nippon. Owned by The China Navigation Co Pte Ltd (Singapore). Detained in 2009 in Port Kembla (Australia) and in 2015 in Tauranga (New Zealand). Sold for demolition in India. 253 US \$ per ton.



 *Dream True* (ex-Captain Stamos, ex-X-Press Lhotse, ex-Esther Schulte, ex-X-Press Renown, ex-Esther Schulte, ex-Zim Mexico, ex-Esther Schulte, ex-Hispaniola, ex-Esther Schulte, ex-Lloyd Rio, ex-Esther Schulte, ex-Moana Pacific, ex-Esther Schulte). IMO 8126824. Length 135 m, 4,404 t. Deflagged from Cambodia to Togo in February 2016. Classification society Bulgarski Koraben Registar. Built in 1983 in Ulsan (South Korea) by Donghae SB Co. Owned by Unifleet Management Co (Lebanon). Detained twice in 2004 in Singapore and in 2010 and 2015 in Novorossiysk (Russia). Sold for demolition in India. 246 US \$ per ton.



Dream True, August 06, 2014 entering Odessa harbour, Ukraine © **vovashap**



Fiskela (ex-Agios Leontios, ex-African Trader, ex-Andromeda Star, ex-X-Press Resolute, ex-Andromeda Star). IMO 8126800. Length 135 m, 4,368 t. Palau flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Ulsan (South Korea) by Donghae SB Co. Sold to the Liberia-based Sea Rose Shipping Inc in May 2016. Detained in 2007 in Las Palmas (Spain). Sold for demolition in Pakistan.



Harefield. IMO 8308159. Length 187 m, 10,965 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Gearbulk Ltd (Norway). Sold for demolition in India. 270 US \$ per ton.



King Diamond (ex-*Envoyager*, ex-*Alps Maru*). IMO 8412900. Length 153 m, 7,581 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Maizuru (Japan) by Hitachi. Owned by Nanjing King Ship Management Co (China). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



Envoyager © Pascal Bredel

King Phenix (ex-*Delphine Delmas*). IMO 8325597. Length 176 m, 10,138 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1986 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Nanjing King Ship Management Co (China). *Delphine* won't join her sisters *Adeline*, *Blandine* and *Caroline*, all beached in India. She headed for Pakistan instead.



August 27, 2010, Mouth of the Seine River (France)
© Erwan Guéguénat







Lorcon Cagayan de Oro (ex-*Tanjung Perak*, ex-*Globe Diamond*). IMO 8512607. Length 115 m, 2,999 t. Deflagged from Philippines to Niue for her last voyage as *Cagayan*. Classification society Nippon Kaiji Kyokai. Built in 1986 in Ulsan (South Korea) by Hyundai. Sold by her Filipino owner Magsaysay Shipmanagement Inc to Elektrans Shipping based in Mumbai prior for beaching in India under careful observation from a cow.



Lorcon Cagayan de Oro, Alang, August 22, 2016 © Vaja Nilesh



★ ★ *Lucky Sea* (ex-*Slavutich-7*). IMO 8841486. Length 108 m, 1,312 t.   in Kiev (Ukraine) by Kiyevskiy SSZ. Owned by Stema Srl (Italy). Detained in 2000 in Ravenna (Italy) and in 2001 in Pula (Croatia). Sold for demolition in Turkey.



Mina F (ex-*Sonya*, ex-*Sandra*, ex-*Passat*, ex-*Alisio*, ex-*Elbemon*, ex-*Scheldemon*, ex-*Janni Trader*, ex-*Alisio*). IMO 7627613. Length 106 m, 1,810 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Meira (Spain) by Construcciones. Owned by Mina Shipping Co (Syria). Bronze-winning medalist of the substandard ship contest with 6 detentions in 1998 in Ceuta (Spain), in 2001 in Savona (Italy), in 2005 in Mersin (Turkey), in 2007 in Nikolayev (Ukraine), in 2013 in Antalya (Turkey) and in 2016 in Achladi (Greece). Sold for demolition in Turkey.  





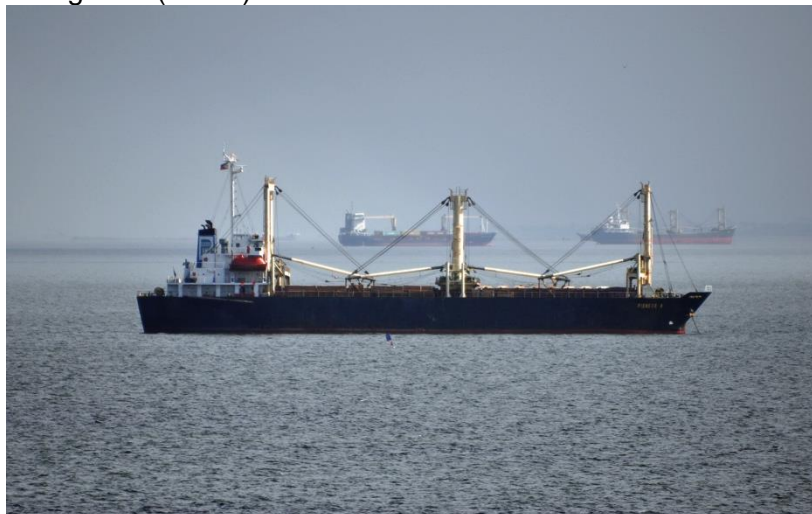
Janni Trader on Ems River, October 19, 1987.
© Frits Olinga



Mina F, Piraeus (Greece), March 30, 2016
© Sakis Antoniou

Mohammed H (ex-*Ha Dong*, ex-*Sirius*). IMO 8605193. Length 108 m, 2,519 t. Moldovan flag. Classification society Inclamar. Built in 1986 in Ulsan (South Korea) by Donghae SB Co. Owned by HMK Ships & Boats Trading Co (United Arab Emirates). Detained in 2008 in Bangkok (Thailand), in 2013 in Haldia (India) and in 2014 in Varna (Bulgaria). Sold for demolition in India. 235 US \$ per ton.  

Pioneer A (ex-*Chun Yeon*, ex-*Grace Luna*). IMO 9003586. Length 98 m, 2,450 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1990 in Imabari (Japan) by Higaki. Owned by Pioneer Logistics & Trading Co (Vietnam). Detained in 2015 in Guangzhou (China). Sold for demolition in India.  



Pioneer A, off Manila (Philippines), April 2016 © Gordon Dalzell

Rio Tagus (ex-Nadezhda, ex-Falcon, ex-Lady Aurora, ex-Falcon, ex-Lady

Aurora, ex-Tiffany, ex-Genca Sesto, ex-Wonder One, ex-Arago, ex-Ruca Challenge, ex-Argo Challenge). IMO 7435149. Length 80 m. St. Vincent & Grenadines flag. No classification society, The last known one was the venerable Lloyd's Register of Shipping. Built in 1979 in Salamis (Greece) by Argo Shipbuilding & Repair Co.

October 14, 1984, *Argo Challenge* at Southampton (United Kingdom) © **Brian Daniel**



November 2010 in Sète (France) © **Regis Zaia**

Gold-winning medalist in the substandard ship contest with 9 detentions in 1999 in Rijeka (Croatia), in 2004 in Bourgas (Bulgaria), in 2007 in Izmit (Turkey), in 2008 in Nikolayev (Ukraine), in 2009 for 193 days in Gibraltar (United Kingdom) then in Casablanca (Morocco) and in 2010 twice in Ashdod (Israel) and finally in Damietta (Egypt).

Rio Tagus, shortly released from her detention in Egypt, arrived in Sète on October 29, 2010, with a cargo of 2700 t urea. Crippled by a water ingress and an engine failure, she was never able to leave.



The crewmen from Guinea, Egypt and Ukraine only survived thanks to the solidarity of seamen's associations. They were officially abandoned in January 2011 by the obscure Panama-based American shipowner Zulworld Shipping Inc; they were repatriated after 4 months.



Capture d'écran 7L TV

From 2013 on, the ship was put up for sale at several auctions but all attempts failed ; the proposed price was then of 195,000 €. In August 2016, *Rio Tagus* developed a list, her holds were full of rainwater and had to be pumped. In autumn a new auctioning was less ambitious and Varadero, a Spanish company, bought the ship for 11,000 €. The wreck will be demolished in Barcelona or on the spot in Sète if towing turns out to be too dangerous or expensive.



© **Blog Fenêtre sur Rêves**



August 2016 © **Midi Libre**

Sea Amor (ex-Lady Bushra, ex-Mount Fuji, ex-Hero, ex-Mount Fuji). IMO 8319524. Length 148



m, 4,375 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo H.I.. Owned by MCD Shipping SA (Turkey). Detained in 2007 in Nikolayev (Ukraine), in 2012 in Novorossiysk (Russia) and in 2014 in Antalya (Turkey). Sold for demolition in India.



Sea Amore at Istanbul Anchorage (Black Sea) Turkey
November 04, 2014 © **Muhsin Hussein**

Sea Dragon (ex-Damar Wulan, ex-Asian Seaways, ex-Sea Cosmos, ex-Tropical Star, ex-Sun Lotus). IMO 8414221. Length 98 m, 2,174 t. Thai flag. No classification society according to the last Port State Control at Bintulu (Malaysia). Built in 1984 in Kochi (Japan) by Imai Zosen. Owned by Sinsimon Navigation Co Ltd (Thailand). Detained in 2001 and 2005 in Hong Kong (China) and in 2014 in Zhenjiang (China) and again in Hong Kong. Sold for demolition in Bangladesh.



Szymanowski. IMO 8821929. Length 170 m, 10,096 t. Cyprus flag.



Classification society Lloyd's Register of Shipping. Built in 1991 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Chipolbrok - Chinese-Polish JSC (Poland/China). Detained in 2006 in Newport (United Kingdom) and in 2009 in Tianjin (China). Sold for demolition in India.



Off Terneuzen, heading for Antwerp (Belgium) in August 2015 © **Marc Ottini**

Thigayu (ex-Yi Zhan, ex-Elite Leader, ex-Elite Grace I, ex-Elite Grace, ex-Cambridge, ex-Myran Star). IMO 8106666. Length 116 m, 2,888 t. Thai flag. No classification society according to the last Port State Control at Kuching (Malaysia). Built in 1982 in Shimonoseki (Japan) by Towa. Owned by Krung Dhana Nava Co Ltd (Thailand). Silver-winning medalist in the substandard ship contest with 7 detentions in 2000 in Hong Kong (China), in 2003 in Singapore, in 2008 in Pohang and in Pyeongtaek (South Korea), in 2011 in Tanjung Perak (Indonesia) and in Kota Kinabalu (Malaysia) and in 2015 in Labuan (Malaysia). Sold for demolition in Bangladesh.



Thai cargo anchored at Koh Si Chang transshipment area, Thailand, April 17, 2016 © **bs1mrc /Shipspotting**

Vanguard (ex-Aristoklis K, ex-Alara, ex-Lex Nogal, ex-Penalara) IMO 8216136. Length 124 m, 3,321 t. Sierra Leone flag. Classification society Polish Register of Shipping. Built in 1985 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Ruad Marine Services (Romania). Detained in 2003 in Saint-Nazaire (France) and in Bassens (France), in 2005 in Brindisi (Italy) and in 2007 in Bordeaux (France). Sold for demolition in India.



Aristoklis K, February 22, 2014 at Perama, Piraeus, Greece © Dennis Mortimer

Wieniawski. IMO 8821931. Length 170 m, 9,996 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Chipolbrok (Poland/China). Sold for demolition in India.



May 2011, *Winiawski*, arrival at Gdynia (Poland)
© Alex Guikalov



The sisterships *Wieniawski* and *Szymanowski* in Alang, September 2016 © Imran Mustufa Memon

Wooyang Glover. IMO 9033830. Length 94 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Tongyeong (South Korea) by Shin A SB Co. Owned by Woo Yang Shipping Co Ltd (South Korea). Detained twice in 2001 in Tokuyama (Japan) then in Osaka (Japan). Sold for demolition in Jiangyin, China



Eastbound in Kanmon Strait (Japan), March 8, 2014 © V Tonic

Container ship



Alexandra (ex-ANL Kiewa, ex-Alexandra P, ex-Kota Perabu, ex-Alexandra P, ex-OOCL Keelung, ex-Alexandra P, ex-Maersk Plymouth, ex-Alexandra). IMO 9225407. 2732 evp. Length 211 m, 13,062 t. Deflagged from Liberia to Palau for her last voyage as *Alex*. Classification society American Bureau of Shipping. Built in 2000 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Stefan Patjens GmbH & Co KG (Germany). Detained in 2010 in Xiamen (China). Sold as is in South Korea for demolition in India. 268 US \$ per ton including 200 t of bunkers.



Alexandra P, September 13, 2010 Ambarli, Turkey, chartered to IRISL © **Peter Fox**



ALM Dallas (ex-ER Dallas, ex-Maersk Dallas, ex-ER Dallas). IMO 9282950. 5043 evp. Length 294 m, 21,268 t. Deflagged from Cyprus to Palau. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2004 in Samho (South Korea) by Hyundai. Owned by Schulte Group (Germany). Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh. 307 US \$ per ton including 350 t of bunkers.



Anke (ex-CSAV Moema, ex-Norasia Makalu, ex-APL Portugal, ex-Antonia). IMO 9219367. 3108 evp. Length 220 m, 15,107 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2002 in Szczecin (Poland) by



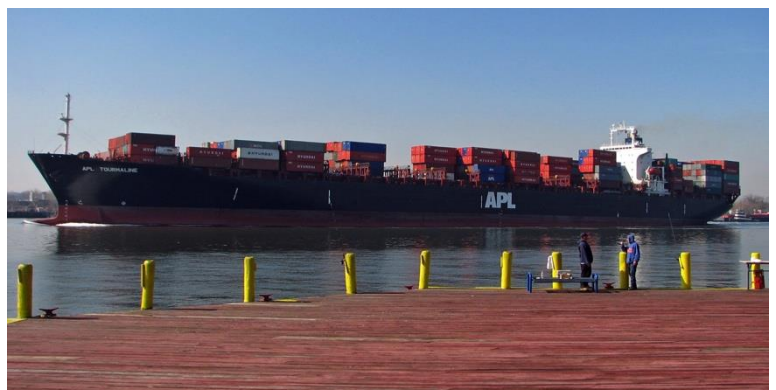
Szczecinska Porta. Owned by Peter Doehle Schiffahrts-KG (Germany). Sold for demolition in Bangladesh. 292 US \$ per ton.



Passing off Aberdeen (Lamma Channel, Hong Kong) in December 2004 © **Marc Ottini**

APL Tourmaline (ex-MOL Innovation, ex-APL Tourmaline, ex-MOL Innovation, ex-APPL Tourmaline, ex-NOL Tourmaline). IMO 9082336. 4434 evp. Length 294 m, 21,672 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1996 in Mihara (Japan) by Koyo Dockyard. Owned by Neptune Orient Lines Ltd (Singapore). Sold as is in Singapore for demolition in India. 270 US \$ per ton.

APL Tourmaline, Kill van Kull, Bayonne (New Jersey, USA) April 09, 2011 © **Joe Becker**



Container ship



APL Turquoise (ex-NOL Turquoise). IMO 9082348. 4434 evp. Length 294 m, 21,672 t. Deflagged from Singapore to Palau for her last voyage. Classification society American Bureau of Shipping. Built in 1996 in Mihara (Japan) by Koyo Dockyard. Owned by Neptune Orient Lines Ltd (Singapore). Detained in 2015 in Miami (Florida, USA). Sold as is in Singapore for demolition in India. 270 US \$ per ton.



Summer 2016, one of her last voyages, en route to Ningbo (China) © Stéphane Zunquin



Apulia (ex-CCNI Punta Arenas, ex-Amasia). IMO 9316323. 2764 evp. Length 208 m, 12,851 t. Deflagged from Liberia to Palau for her last voyage as *Apu*. Classification society Det Norske Veritas /Germanischer Lloyd. Built in 2005 in Gdansk (Poland) by Gdanska-Gdynia. Owned by Hammonia Reederei GmbH & Co KG (Germany). Detained in 2011 in Shanghai (China). Sold as is in Hong Kong (China) for demolition in India. 315 US \$ per ton including 250 t of bunkers.



AS Mars (ex-Mars, ex-Safmarine Emonti, ex-Mars, ex-Sea Viking, ex-Mars, ex-Sea Viking, ex-CMBT Mars, ex-CGM La Bourdonnais, ex-Mars). IMO 9127502. 1129 evp. Length 159 m, 6,756 t. Marshall Islands flag.



Classification society Det Norske Veritas /Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Detained in 2016 in Aqaba (Jordan). Sold for demolition in India.

AS Mars, departing from Split, Croatia on October 24, 2015 © Sinisa Aljinovic

Atlantic Concert (ex-Concert Express, ex-Atlantic Concert). IMO 8214164. Conro type ship, equipped with a ramp and garage decks, 2908 evp. Length 292 m, 28,567 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Malmo (Sweden) by Kockums MV ; jumboized in 1987 and lengthened from 249 to 292 m. Owned by Atlantic Container Line AB (USA). Sold for demolition in India.



Dunkirk (France), August 31, 2013 © Pascal Brede

Container ship



Bella (ex-*MSC Bellatrix*, ex-*Norasia Bellatrix*, ex-*Hanjin Pennsylvania*). IMO 9232096. 4389 evp. Length 281 m, 18,844 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2002 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Eastern Pacific Shipping Pte Ltd (Singapore). Detained in 2006 in Ambarli (Turkey) and in 2013 in Port Botany (Australia). Sold for demolition in Bangladesh 317 US \$ per ton.



At Port Phillip Bay (Australia), November 2013 © **A Mackinnon**

Box China (ex-*OOCL China*). IMO 9108178. 5344 evp. Length 276 m, 24,073 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Koje (South Korea) by Samsung. Owned by Allseas Marine SA (Greece). Detained in 2016 in Sydney (Australia) and Felixtowe (United Kingdom). Sold as is in Singapore to Avanti Services based in St. Kitts & Nevis prior to her departure for demolition in Pakistan. 285 US \$ per ton including 250 t of bunkers.



OOCL China, May 2009 at Modern Terminal in Hong Kong © **Marc Ottini**



Box ex Box China, September 2016, Gadani © **Walayat Khan**



Box Emma (ex-*MSC Emma*). IMO 9275646. 5060 evp. Length 294 m, 20,180 t. Deflagged from Marshall Islands to Comoros for her last voyage as *Roxy*.

Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Busan (South Korea) by Hanjin HI & Construction Co. Sold by her Greek shipowner Allseas Marine SA to Raoul Shipping based in St. Kitts & Nevis prior to her departure for demolition in India. 280 US \$ per ton



MSC Emma, Le Havre (France), September 10, 2012 © **Erwan Guéguénat**



Ex *Box Emma*, new *Roxy*, in Alang © **Jitendra Solanki Jays**

Container ship

Box Hong Kong (ex-OOCL Hong Kong). IMO 9108166. 5344 evp. Length 276 m, 24,061 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Koje (South Korea) by Samsung. Sold by her Greek shipowner Allseas Marine SA to Autumn Harvest Maritime Co based in Liberia prior to her departure for demolition in Pakistan. 285 US \$ per ton including 250 t of bunkers.



OOCL Hong Kong au Terminal conteneurs de Cagliari (Italy) in June 2013 © **Marc Ottini**



August 2016, Gadani © **Nomi Raheem**

Bu Yi He (ex-Chesapeake Bridge, ex-Bu Yi He). IMO 9139000. 3400 evp. Length 243 m, 13,915 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Koje (South Korea) by Samsung. Owned by COSCO (China). Sold for demolition in China.

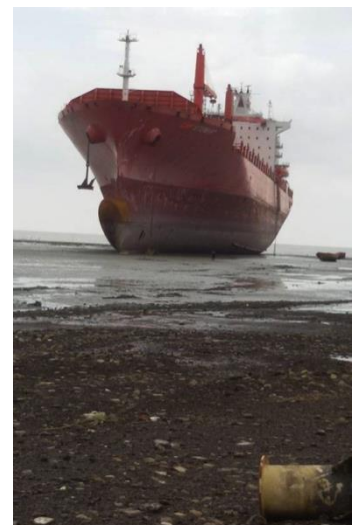


Bu Yi He and the pilot, Ningbo entrance channel (China) in June 2009 © **Marc Ottini**

Cap Stewart (ex-Cap San Lorenzo). IMO 9215684. 3799 evp. Length 257 m, 16,054 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Koje (South Korea) by Samsung. Owned by Seachange Maritime LLC (USA). Sold as is in Hong Kong for demolition in Bangladesh. 268 US \$ per ton.



Docked at Hong Kong (China), June 2008 © **Marc Ottini**



Chittagong
© **Ariful Hassan Nayan**

Container ship



Centurion. IMO 8203309. evp. Length 162 m, 7,256 t. Deflagged from Argentina to Palau for her last voyage as *Cent*. Classification society Bureau Veritas. Built in 1982 in Ensenada (Argentina) by AFNE. Owned by Maruba SCA Empresa (Argentina). She had been awaiting orders in the Rio Parana, she left on her own power towards the Indian shibreaking yards.

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



Chicago Bridge (ex-YM CDhicag, ex-Chicago Bridge). IMO 9247558. 5576 evp. Length 279 m, 24,080 t. Deflagged from Panama to Palau for her last voyage as *Chicago B*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Mihara (Japan) by Koyo Docks. Owned by Kawasaki Kisin Kaisha Ltd (Japan). Sold as is in Singapore for demolition in Bangladesh. 283 US \$ per ton and enough bunkers for the voyage.



Hong Kong Anchorage, June 2008. © **Marc Ottini**



CMA CGM Impala (ex-Semira, ex-P&O Nedlloyd Amado, ex-Semira, ex-CGM Sevilla, ex-Semira). IMO 9134646. 1730 evp. Length 185 m, 7,771 t. Deflagged from United Kingdom to Palau for her last voyage as *Impala*. Classification society Bureau Veritas. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by CMA CGM (France). Sold for demolition in India.



DS Patriot (ex-CSAV Puyehue, ex-Hyundai Patriot). IMO 9215866. 6479 evp. Length 304 m, 27,200 t. Deflagged from Liberia to Palau for her last voyage as *Rio*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2009 in Seattle (Washington, USA) and in 2013 in Shenzhen (China). Sold for demolition in India. 259 US \$ per ton.



Rio beached at Alang, August 2016 © **Viral Shah**



Container ship

E.R. Santiago (ex-Safmarine Nyanga, ex-E.R. Santiago, ex-CSAV Ningbo, ex-Copiapo, ex-E.R. Santiago). IMO 9160437. 2205 evp. Length 196 m, 10,708 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold for demolition in India. 280 US \$ per ton.



Ha Ni He. IMO 9139012. 3400 evp. Length 243 m, 13,915 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Kojé (South Korea) by Samsung. Owned by COSCO (China). Sold for demolition in China.

Leaving Durban (South Africa) in May 2011
© Marc Ottini



Hammonia Ionium (ex-Mare Ionium, ex-Tiger Star, ex-Mare Ionium, ex-Maersk Peterhead, ex-OOCL Harmony, ex-Mare Ionium). IMO 9143518. 2959 evp. Length 196 m, 11,132 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 295 US \$ per ton including a 46 t spare bronze propeller..



Beneath Hong Kong gantry cranes in June 2008
© Marc Ottini

Hammonia Thracium (ex-Maersk Thracium, ex-Maersk Petersburg, ex-Mare Thracium, ex-MSC Oregon, ex-Mare Thracium). IMO 9151527. 2959 evp. Length 196 m, 11,175 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Hammonia Reederei GmbH & Co KG (Germany). Detained in 2014 in Shenzhen (China). Sold for demolition in India. 297 US \$ per ton.



Keelung, Taiwan, November 2015 © Chun-Hsi





Heike P (ex-*Tiger Shark*, ex-*Heike P*, ex-*Kota Perwira*, ex-*Heike P*, ex-*OOCL Bangkok*, ex-*Heike*, ex-*Maersk Pelepas*, ex-*Safmarine Ibhayi*, ex-*Maersk Pelepas*, ex-*Heike*). IMO 9225419. 2732 evp. Length 211 m, 13,062 t. Deflagged from Liberia to Palau for her last voyage. Classification society American Bureau of Shipping. Built in 2000 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Stefan Patjens GmbH & Co KG (Germany). Detained in 2010 in Xiamen (China) and in 2015 in Shenzhen (China). Sold as is in Singapore for demolition in Bangladesh. 278 US \$ per ton including bunkers.



Hermann Wulff (ex-*Ibn Khallikan*, ex-*OOCL Energy*, ex-*Hermann Wulff*). IMO 9316373. 2732 evp. Length 211 m. Pavillon Allemagne. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2006 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Sold for an unspecified destination of demolition.



In Singapore Roads heading for Brani Terminal, June 2008 © **Marc Ottini**



HH North (ex-*Connorth*, ex-*Access D*, ex-*Access F*, ex-*Steamers Power*, ex-*Tiger Power*, ex-*Steamers Power*). IMO 9151876. 779 evp. Length 127 m, 4,198 t. St. Kitts & Nevis flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in



Nantong (China) by Jinling SY. Owned by Arka Global Marine Services (United Arab Emirates). Detained in 2008 and in 2012 in Marsaxlokk (Malta). Sold for demolition in India.



Berthed at Levante quay, Valencia Port on February 5, 2016. © **Manuel Hernandez Lafuente**

HS Beethoven ((ex-*APL Italy*, ex-*MSC Arizona*, ex-*HS Voyager*). IMO 9252266. 4350 evp. Length 282 m, 19,290 t. Maltese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2002 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold as is in Shanghai (China) for demolition in Bangladesh. 282 US \$ per ton.



HS Beethoven, on the Schelde River, May 13, 2012 © **Pascal Bredel**





HS Colon (ex-Maersk Dampier, ex-CMA CGM Neptune, ex-JS Colon). IMO 9248083. 4367 evp. Length 280 m, 19,259 t. Deflagged from Liberia to Palau for her last voyage as *Colo*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2002 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold as is in Malta for demolition in India. 278 US \$ per ton.



HS Colon, at berth in Fos sur Mer (France), August 22, 2015 © Pascal Bredel



HS Mozart (ex-APL Australia, ex-MSC Lausanne, ex-HS Explorer). IMO 9252254. 4350 evp. Length 282 m, 19,171 t. Deflagged from Malta to Togo for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Sistership of *HS Beethoven*, Built in 2002 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Hansa Shipping GmbH & Co KG (Germany). Detained in 2010 in Port Botany (Australia), in 2013 in Melbourne (Australia), in 2014 in Shenzhen (China) and in 2015 in Ningbo (China). Sold as is in Hong Kong for demolition in Bangladesh. 310 US \$ per ton including 500 t of bunkers.



Jing Po He. IMO 9139036. 3400 evp. Length 243 m, 13,915 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Kojé (South Korea) by Samsung. Owned by COSCO (China). Sold for demolition in China.

JPS Debussy. IMO 9235907. 6627 evp. Length 300 m, 26,353 t. Greek flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by J P Samartzis Maritime Enterprises Co SA (Greece). Detained in 2016 in Melbourne (Australia). Sold for demolition in the Indian subcontinent. 317 US \$ per ton.



Karmen (ex-Japan Sea, ex-Zim Japan). IMO 8906731. 3029 evp. Length 236 m, 10,500 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Kar*. Classification society American Bureau of Shipping. Built in 1991 in Kiel (Germany) by Howaldtswerke-DW. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in Bangladesh.



Kerstin S (ex-Valparaiso Express, ex-P&O Nedlloyd Pantanal, ex-Kerstin S). IMO 9153393. 2474 evp. Length 207 m, 10,590 t. Deflagged from Antigua and Barbuda to Palau for her last voyage shortened to *Stin*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Stralsund (Germany) by Volkswerft. Owned by H Schepers Bereederungs GmbH & Co KG (Germany). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 315 US \$ per ton including 200 t of bunkers.



Kerstin S, Le Havre (France), May 23 2008
© Erwan Guéguénat



Liwia P (ex-OOCL *Mumbai*, ex-*Liwia*, ex-*Safmarine Ikapa*, ex-*MSC Canada*, ex-*Liwia*). IMO 9232759. 2732 evp. Length 211 m, 13,062 t. Deflagged from Liberia to Palau for her last voyage as *Liwi*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Stefan Patjens GmbH & Co KG (Germany). Sold as is in South Korea for demolition in Bangladesh. 271 US \$ per ton including bunkers.



German containership *Liwia P* on charter to Maersk, loading containers for Asia at Napier, New Zealand, November 2015 © Brent



Mamitsa (ex-*Potsdam*, ex-*Kota Pelangi*, ex-*Potsdam*, ex-*Kota Pelangi*, ex-*Potsdam*, ex-*Ipex Emperor*, ex-*Sea Elegance*, ex-*Potsdam*). IMO 9121259. 2890 evp. Length 209 m, 11,850 t. Liberian flag. Classification society Registro Italiano Navale. Built in 1996 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Con Chart Commercial Inc (Greece). Detained in 2007 in Shenzhen (China) and in August 2016 in Antwerp for 15 days with 30 deficiencies. She was released and headed right away for Alang shipbreaking yards.



Mare Arcticum (ex-*APL Chile*, ex-*Mare Arcticum*, ex-*YM New York*, ex-*Trade Tesia*, ex-*Mare Arcticum*). IMO 9213284. 4038 evp. Length 261 m, 16,180 t. Gibraltar flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2002 in Singapore, in 2004 in Hong Kong (China) and in 2016 in Shanghai (China). Sold as is in Shanghai (China) for demolition in India. 301 US \$ per ton including 200 t of bunkers.



Meta (ex-*Maersk Perth*, ex-*Meta*). IMO 9232747. 2732 evp. Length 211 m, 13,016 t. Deflagged from Liberia to Palau for her last voyage as *Met*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Stefan Patjens GmbH & Co KG (Germany). Sold as is in Valencia (Spain) for demolition in India. 250 US \$ per ton including 150 t of bunkers.



Passing off Terneuzen (Netherlands), August 2015
© Marc Ottini



Alang, October 2016 © Viral Shah

Container ship

Michaela S (ex-*MSC Cristobal*, ex-*Maersk Nantes*, ex-*Michaela S*, ex-*Contship Spirit*, ex-*Michaela S*). IMO 9153381. 2474 evp. Length 207 m, 10,550 t. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Stralsund (Germany) by Volkswerft. Owned by Reederei Rudolf Schepers GmbH & Co KG (Germany). Sold for demolition in India. 308 US \$ per ton.



MOL Express. IMO 9251391. 4589 evp. Length 294 m, 21,615 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2003 in Kobe (Japan) by Mitsubishi. Owned by Seaspan Ship Management Ltd (Canada). Sold as is in Shanghai (China) for demolition in India. 276 US \$ per ton.

MSC Jilhan (ex-*Kapitan Kurov*, ex-*Contship Italy*, ex-*Red Sea Europa*, ex-*CGM Roussillon*, ex-*Sandra K*, ex-*Sea Merchant*, ex-*JSS Scandinavia*, ex-*Sandra K*). IMO 8502717. 1317 evp. Length 161 m, 5,936 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Travemünde (Germany) by Schlichting. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 2002 in Melbourne (Australia). Sold for demolition in India. 276 US \$ per ton.



Kapitan Kurov in Melbourne (Australia) in December 2004. © Marc Ottini



MSC Jilhan, mouth of the Elbe River in June 2010 : she has lost her 3 cranes. © Marc Ottini

MSC Manu (ex-*Victor*, ex-*Cap Victor*, ex-*Maersk Matane*, ex-*Margrethe Maersk*). IMO 8613322. 4437 evp. Length 294 m, 23,450 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Lindo (Denmark) by Odense Staalskibs. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



Nadir (ex-*Maersk Hong Kong*, ex-*Nadir*). IMO 9127784. 1647 evp. Length 178 m, 9,505 t. Marshall Islands flag. Classification society Det Norske Veritas /Germanischer Lloyd. Built in 1997 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Detained in 2008 in San Antonio (Chile). Sold as in Singapore for demolition in India. Shortened to *Dir* prior beaching.



Naxihe. IMO 9139024. 3248 evp. Length 243 m, 13,915 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Koje (South Korea) by Samsung. Owned by COSCO Container Lines Co (China). Sold for demolition in China.



Entering Durban (South Africa) in April 2006
© Marc Ottini

Container ship



Northern Endurance (ex-Cap Matapan, ex-Alianca Singapore, ex-Cap Matapan, ex-Northern Endurance, ex-Andhika Fatima). IMO 9230086. 2456 evp. Length 208 m, 10,882 t. Deflagged from Liberia to Palaos for her last voyage as *Endura*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Okpo (South Korea) by Daewoo. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold for demolition in India.



Aberdeen, Lamma Channel, Hong Kong in May 2009 © **Marc Ottini**



Northern Glory (ex-MOL Virtue, ex-APL Egypt, ex-Northern Glory). IMO 9196905. 4890 evp. Length 294 m, 20,046 t. Deflagged from Germany, to Comoros for her last voyage as *Fern*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Detained in 2013 in Shenzhen (China). Sold as is in Singapore by her German owner Norddeutsche Reederei H Schuldt GmbH & Co KG to Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition in India. 310 US \$ per ton including 350 t of bunkers.



Northern Grace (ex-APL Arabia, ex-MOL Vigilance, ex-Vantage, ex-MOL Vantage, ex-APL Arabia, ex-Northern Grace). IMO 9196890. 4890 evp. Length 294 m, 20,073 t. Deflagged from Liberia to Comoros for her last voyage as *Grace*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 295 US \$ per ton including enough bunkers for the voyage.



Primus (ex-Hanjin Salerno, ex-Genoa Senator, ex-Safmarine Letaba, ex-Primus, ex-CSAV Guayas, ex-Sea Parana, ex-Primus). IMO 9124380. 2080 evp. Length 188 m, 10,430 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Primus I*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold for demolition in India.



Off Terneuzen (Netherlands), April 2005
© **Marc Ottini**



Alang, August 2016 © **Vaja Nilesh**

Container ship

Santa Giuliana (ex-Delmas Bouake, ex-Clan Tangun, ex-Santa Giuliana, ex-P&O Nedlloyd Orinoco, ex-Nedlloyd Orinoco, ex-Santa Giuliana). IMO 9126481. 2061 evp. Length 182 m, 8,870 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Lubeck-Siems (Germany) by Flender. Owned by Reederei Claus-Peter Offin GmbH & CoKG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in India.



Clan Tangun © Roland Grard

Seaspan Efficiency (ex-MOL Efficiency). IMO 9251365. 4589 evp. Length 294 m, 21,501 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2003 in Kobe (Japan) by Mitsubishi. Owned by Seaspan (Canada). Sold as is in Singapore for an unspecified destination of demolition. 276 US \$ per ton.

MOL Efficiency on Schelde River, December 16, 2013 © Pascal Brede



Seaspan Excellence (ex-MOL Excellence). IMO 9251377. 4589 evp. Length 294 m, 21,564 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2003 in Kobe (Japan) by Mitsubishi. Owned by Seaspan Corp (Canada). Detained in 2004 in Vancouver (Canada). Sold as is in Singapore for demolition in India. 280 US \$ per ton including 800 t of bunkers.



Seaspan Expedito (ex-MOL Expedito, ex-APL Expedito, ex-MOL Expedito). IMO 9251389. 4589 evp. Length 294 m, 21,563 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2003 in Kobe (Japan) by Mitsubishi. Owned by Seaspan (Canada). Sold as is in Singapore for demolition in India. 276 US \$ per ton.



MOL Expedito, on Schelde River, September 9, 2012 © Pascal Brede



Seaspan Expedito, in China © Stephane Zunquin

Container ship



Viktoria Wulff (ex-*MSC Firenze*, ex-*Maersk Dusseldorf*, ex-*Hijaz*, ex-*Maersk Diadem*, ex-*Viktoria Wulff*). IMO 9252101. 4546 evp. Length 292 m, 21,191 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2006 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Sold as is in Shanghai (China) for demolition in Bangladesh. Apart from casualties, she is the youngest ship to be broken up, she was completed in November 2006, less than 10 years ago. 303 US \$ per ton including enough bunkers for the voyage.



July 24, 2016 © Marc Ottini



Westphalia (ex-*Emirates Kabir*, ex-*APL Jakarta*, ex-*Julia*, ex-*Alessa*). IMO 9219408. 3108 evp. Length 220 m, 15,161 t. Deflagged from Liberia to Comoros for her last voyage as *Phalia*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Szczecin (Poland) by Szczecinska Nowa. Owned by Hammonia Reederei GmbH & Co KG (Germany). She left Cartagena, Colombia and crossed the Atlantic Ocean heading for the shipbreaking yards of the Indian subcontinent. 240 US \$ per ton. On October 20, she reached Port Louis (Mauritius) and announced to be on her way to Alang. On October 28, she called at Colombo (Sri Lanka) and was finally beached at Chittagong.



APL Jakarta beneath Botany Bay gantry cranes (Sydney, Australia) in December 2004 © Marc Ottini

Xibohe. IMO 9139048. 3248 evp. Length 243 m, 13,915 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Kojé (South Korea) by Samsung. Owned by COSCO (China). Sold for demolition in China.

Yu Gu He. IMO 9139050. 3400 evp. Length 243 m. Chinese flag. Classification society China Classification Society. Built in 1997 in Kojé (South Korea) by Samsung. Owned by COSCO (China). Sold for demolition in China.



Waiting in the bay of Jeddah (Saudi Arabia), July 2008 © Marc Ottini

Reefer



Aquamarine (ex-Sierra Gredos). IMO 7719595. Length 101 m, 1,641 t. Deflagged from Moldova to Palau for her last voyage. Classification society Ukraine Register of Shipping. Built in 1979 in Gijon (Spain) by Maritima del Musel; jumboized in 1986 and lengthened from 86 to 101 m. Owned by Portoflot Co Ltd (Ukraine). Sold for demolition in Turkey.



Sierra Gredos October 01, 1997, leaving IJmuiden Netherlands © Kees Heemskerk .



Aquamarine at Istanbul Turkey August 15, 2010 © Manoudakis Michael

Belgian Reefer (ex-Anne B.). IMO 8300365. Length 145 m, 6,760 t. Bahamian flag. Classification society Bureau Veritas. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Chartworld Shipping Corp (Greece). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in India.



February 1994, *Anne B*, Le Havre (France) © Pascal Bredele



June 2014, *Belgian Reefer*, in the Channel © Marc Ottini

Frio Atlantic (ex-Silver Statt, ex-Cape Cavo). IMO 8911487. Length 120 m, 4,302 t.

Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1991 in Shanghai (China) by Shanghai SY. Owned by Lavinia Corp (Greece). Sold for demolition in India. 275 US \$ per ton.



At Harlingen (Netherlands), January 14, 2013 © Ruud Burgers

Lapponian Reefer. IMO 8917534. Length 140 m, 4,959 t. Barbados flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Tonsberg (Norway) by Kaldnes MV. Owned by Holy House Shipping AB (Sweden). Detained in 2011 in Summerside (Canada). Sold for demolition in India.



Lapponian Reefer, in the Channel, February 16, 2016 © Erwan Guéguénat

Spring Bay (ex-*Apus*, ex-*Goyen*, ex-*Aven*, ex-*Royal Klipper*). IMO 8604606. Length 107 m, 2,367 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Capelle (Netherlands) by Ysselwerf. Owned by Aquaship Ltd (Latvia). Detained in 2000 in Taranto (Italy) and in 2001 in Palermo (Italy). Sold for demolition in India. 252 US \$ per ton including 150 t of bunkers.



Royal Klipper just north of Mona Passage between Puerto Rico and the Dominican Republic © Victor Reijnhout

On August 29, *Spring Bay* leaves Maputo (Mozambique) bound for Alang. In the evening, she reports an engine failure 175 km off the coast. A salvage operation is launched but in the morning, the ship comes as close as only 4 km from the shoreline. The Mozambican authorities have doubts about the reality of the failure. They suspect an insurance fraud: the shipowner would have intended to sink the ship to claim for 2 million US \$ from its insurer, that is nearly 4 times the scrap value. The 15 crewmen are disembarked. Unexpected development in mid September, *Spring Bay* managed to leave Mozambique under tow of an unidentified ship, pretending to be heading for a ship repair yard in Madagascar. The convoy remains away from radar screens for several weeks. On October 17, end of the story, the Tanzanian tug *Comarco Swift* delivers the *Spring Bay* to Alang breakers.



Comarco Swift, in Pemba (Mozambique), July 2013 © JJ Faria Nunes



Spring Bay in Luanda (Angola), December 2014 © Xeon/MarineTraffic

Tanker



Akamas (ex-*Jiwanat Qatar*, ex-*Sapphire River*). IMO 9018414. Length 182 m, 8,240 t. Deflagged from Singapore to Comoros for her last voyage as *Sam*. Classification society Lloyd's Register of Shipping. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by World Tankers Management Pte Ltd (Singapore). Detained in 2008 in Amsterdam (Netherlands), in 2012 in Chennai (India) and in 2013 in Haldia (India). Sold for demolition in Pakistan.



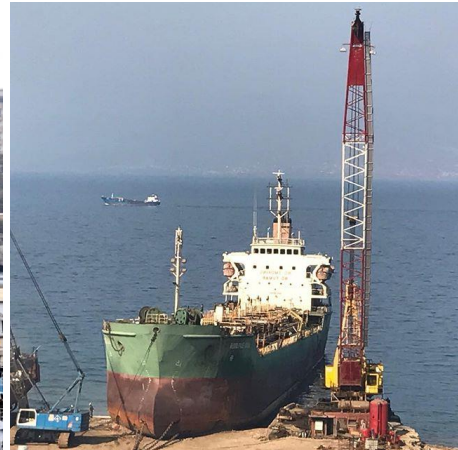
June 07, 2016 Singapore
© Vladimir Knyaz



AOG Explorer (ex-*Tradewind Explorer*, ex-*Uxmalex-Asean Princess*). IMO 9046057. Length 129 m, 2,774 t. Deflagged from Panama to Tanzania for her last voyage. Unknown classification society. Built in 1991 in Singapore by President Marine. Owned by Anyiam-Osigwe Group (Nigeria). Sold for demolition in Turkey.



AOG Explorer at Dakar, Senegal, February 9, 2011
© Ivan Meshkov



Aliaga © Selim San



Federal I (ex-*Navarino*, ex-*Flinders*, ex-*Mobil Flinders*). IMO 8021830. Ex supertanker converted in 2007 to FSO, Floating, Storage and Offloading unit. Length 290 m, 24,550 t. Deflagged from Indonesia to Djibouti for her last voyage as *Aces*. Classification society Bureau Veritas. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Sinar Mentari Prima Pt (Indonesia). Detained in 2000 in Port Stanvac (Australia) and in 2005 in Tuzla (Turkey). Sold as is in Jambi (Indonesia) for demolition in Pakistan. 205 US \$ per ton. On November 1, explosions and a raging fire devastated the ship. Dozens of workers were working on board. See the chapter "Accidents", p 7.



Mobil Flinders © Bruce Doleman



Tanker

FPSO Falcon (ex-*Amazon Falcon*, ex-*Geneva*, ex-*Esso Geneva*, ex-*Esso Al-Duriyah*, ex-*Al-Duriyah*, ex-*Esso Geneva*). IMO 7373092. Length 340 m, 54,254 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1975 in Sakaide (Japan) by Kawasaki.



Super tanker *Esso Geneva* © Auke Visser

converted to *FPSO Falcon* © SBM



Converted in 2002 for Single Buoy Moorings to FPSO, Floating Production, Storage and Offloading unit partly in Singapore by Keppel Shipyard and partly in Dubai; the cost of the conversion works is estimated at 100 million \$. From 2002 on, she was operated by an Exxon Mobil subsidiary on Yoho oilfield off Nigeria; her production capacity was 100,000 barrels of oil and 100,000 m³ of gas per day, her storage capacity, 2,2 million barrels. After her contract off Nigeria terminated in 2009, *FPSO Falcon* was towed to Singapore, where she has been waiting for another assignment, in vain. On October 2, 2016, she was beached for demolition in Alang.



Alang © Imran Mustufa Memon

FSU Soorena (ex-*Lanistes*). IMO 7379802. Length 344 m, 41,168 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Converted in 2000-2001 by Sembawang shipyard in Singapore to a « floating storage unit », *FSU Soorena* (Panama) was the former tanker *Lanistes*. She was built in 1975 by Mitsui, in Chiba (Japan) for Shell Tankers (UK) Ltd. From February 1983 to December 1985, she was decommissioned and laid up in Loch Striven, Scotland. In 1988, she became French for Société Maritime Shell, Shell Group French subsidiary; with her deadweight of 311,896 t, she has been for several years the biggest French oil tanker. She was reflagged to United Kingdom in September 1999, and later left for Singapore to become a floating storage. Works were ordered by Shell Explorations BV. *FSU Soorena* was used as a floating storage on Soroosh/Nowrooz offshore field in the Persian Gulf, operated by National Iranian Oil Company. Sold as is in Bushire (Iran) for an unspecified destination of demolition.



Lanistes and *FSU Soorena*

Collection Kees Helder

Tanker

Lentera Bangsa (ex-Afroditi, ex-British Strength, ex-Australian Achiever, ex-BP Achiever). IMO 7925730. Converted to floating storage in 2010. Length 261 m, 24,652 t. Indonesian flag. Unknown classification society. Built in 1983 in Hebburn (United Kingdom) by Swan Hunter for Thames Tankers Co Ltd, BP Australian subsidiary.



Australian Achiever © Bill Court

In 2010, *Lentera Bangsa* was acquired by Indonesia-based PT Trada Maritime and converted to floating storage by COSCO Guangdong shipyards. She entered service on Widuri oilfield in Java Sea. On September 23, 2011 a fire ravaged the engine room. The crew was evacuated; 4 seamen suffered severe burns, one was reported missing. *Lentera Bangsa* was withdrawn from operation and was never repaired. She remained laid-up in Indonesia. In 2016, she was finally towed for demolition in Pakistan. 169 US \$ per ton.



Lentera Bangsa © Photoship



Firefighting © kntrisulap111



North Sea Producer (ex-Dagmar Maersk). IMO 8124058. Ex tanker converted to FPSO in 1996. Length 236 m. Deflagged from United Kingdom to Liberia for her last voyage as *Producer*. Classification society Lloyd's Register of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs for Maersk Tankers.



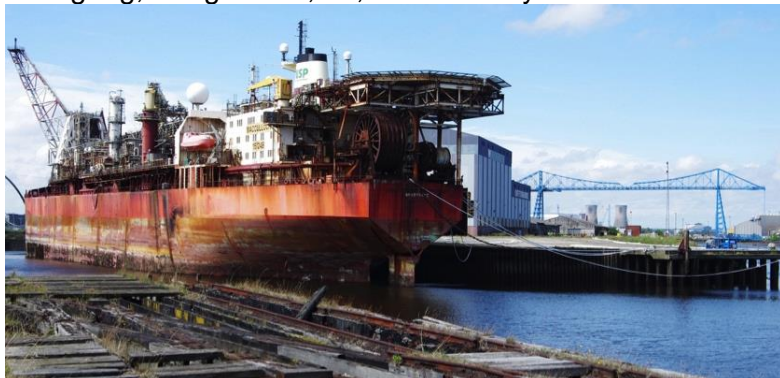
Dagmar Maersk © Pieter Melissen



Wallsend Dry Docks, début des travaux de conversion © North East Maritime

After only 12 years of operation as a tanker, she was converted to a FPSO unit by Wallsend shipyard in Northeast England. She was back in service for her owner Maersk Tankers FPSO (Denmark) and operated in the North Sea oilfields by North Sea Production Co Ltd, a joint venture between AP Moller Maersk and the Brazilian oil services company Odebrecht Oleo e Gas.

On August 18, 2015, she was laid-up in Middlesbrough, on the Tees River. She had not left the North Sea since her conversion. In 2016, she left under tow of *Terasea Hawk* and passed off Able UK shipbreaking yard in Hartlepool, at the mouth of the Tees. The former British *North Sea Producer*, Danish-owned, became the Liberian *Producer* and was beached for demolition far from Teeside, in Chittagong, Bangladesh, 20,000 km away.



On lay-by on the River Tees.
© Tony



Beached for demolition in Chittagong
© Gazette Live

Rakan I (ex-*Haci Ahmet Telli*, ex-*Pointe du Roc'h*). IMO 7389716. Length 86 m, 1,735 t. Panamanian flag. Classification society Bureau Veritas. This tanker was built in 1975 as *Pointe du Roc'h* by Kalmar shipyard (Sweden). She was operated successively by 3 French shipping companies, first Société Bretonne d'Armement Maritime (Bretam, groupe Transcaup), then in 1976 Société Finistérienne de Cabotage (subsidiary of Compagnie Générale Maritime which had taken over the Transcaup fleet) and finally in 1994, Navale Française, created through the merger of Navale de Transports Vinicoles Leduc and Finistérienne de Cabotage.



Pointe du Roc'h, registered in Brest (France)
Le Havre (France), April 1993



then in Nassau (Bahamas) © Pascal Brede!l

Meanwhile, *Pointe du Roc'h* was deflagged from France to Bahamas in 1993. She was sold in February 1998 to the Turkish ship-owner Jemiciler Denizcilik and was renamed *Haci Ahmet Telli* under Turkish flag. After another sale in 2010, she became the Panamanian *Rakan I* owned by Musandam Shipping, from Dubai. She was beached in Alang on September 9, 2016.



Rakan 1, Ajman (United Arab Emirates), July 2012 © Capt Arshad / Marine Traffic



Tove Knutsen. IMO 8715546. Length 243 m, 21,315 t. Deflagged from Norway to Comoros for her last voyage as *Dove*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Sestao (Spain) by Astilleros



Espanoles (AES). Sold by her Norwegian owner Knutsen Tankers AS to Ruyek Maritime Inc based in St. Kitts & Nevis prior to her departure for demolition in India.



Tove Knutsen in Fredericia, Denmark
© TSP /Shipspotting

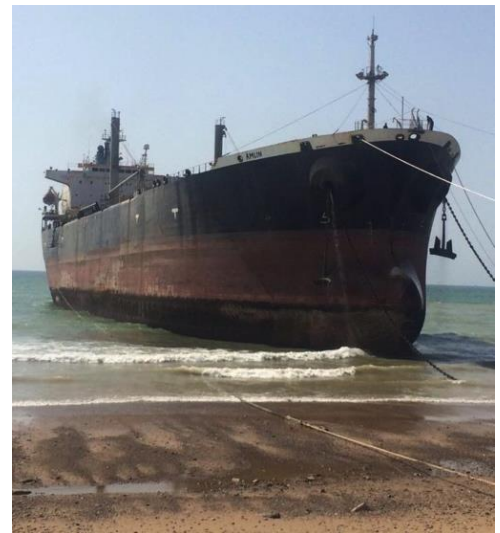
Zeta (ex-*Sea Queen*, ex-*Corinth*, ex-*Guangzhou*, ex-*Akebono*, ex-*Akebono Maru*). IMO 8706167. Length 181 m, 8,400 t. Liberian flag. Classification society Registro Italiano Navale. Built in 1988 in Numakuma (Japan) by Tsuneishi. Owned by Venous Ships Management & Operation LLC (United Arab Emirates). Detained in 2011 in Sarroch (Italy). Sold for demolition and beached in Pakistan as *Amlin*.



Sea Queen, Dubai © Capt Gadafi



Amlin, Gadani © Ovais Ki



Chemical tanker

Mitrope. IMO 9154294. Length 149 m, 6,575 t. Maltese flag. Classification society Polish Register of Shipping. Double hull ship built in 1999 in Szczecin (Poland) by Szczecinska. Owned by Polska Zegluga Morska PP, POLSTEAM (Poland). Sold as is in Colombo (Sri Lanka) for demolition in India. 285 US \$ per ton.



Mitrope, leaving the New Waterway on August 26, 2013, Maasvlakte, Rotterdam, Netherlands © Wil Weijsters



Siteam Anja (ex-*Team Anja*, ex-*Simunye*, ex-*Engin Simunye*). IMO 9111058. Length 182 m, 11,137 t. Deflagged from Marshall Islands to Congo for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Team Tankers Management A/S (Denmark). Detained in 2013 in Novorossiysk (Russia). In May 2016, the ship left San Lorenzo (Argentina) with a cargo of 26,000 t vegetable oil bound for Rio Grande (Brazil). On May 17, she suffered a blackout, went adrift and ran aground on the rocky shore of Islas de Lobos facing Punta del Este resort (Uruguay). Cracks in the hull and a water ingress were reported. Thanks to lightering operations, she was refloated, towed and anchored in safe conditions in the estuary of Rio de la Plata where the cargo was removed. *Siteam Anja* was the second oldest ship in the fleet of the Danish Team Tankers. The ship-owner was reluctant about the ship's future. Finally, she was sold as is in Uruguay, deflagged and towed for demolition to Turkey.



February 2013 (Louisiana, USA) © **Foggy**



May 2016, grounding © **Marine Nationale de l'Uruguay**

Stolt Emerald. IMO 8309543. Length 177 m, 11,510t. Cayman Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Double bottom ship built in 1986 in Okpo (South Korea) by Daewoo. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



Passing off Terneuzen (Netherlands), May 2006
© **Marc Ottini**



Le Havre (France), September 2011
© **Pascal Breidel**

Stolt Jade. IMO 8320119. Length 177 m, 11,468 t. Cayman Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Olpo (South Korea) by Daewoo SB & HM. Owned by Stolt Tankers BV (Netherlands). Detained in 2016 in Rizhao (China). Sold for demolition in India.



Le Havre (France), October 2, 2011 © **Pascal Breidel**

Gas tanker

Angas (ex-*Sigas Centurion*, ex-*Kilgas Centurion*, ex-*Tarihiko*). IMO 8203232. Length 81 m. St. Kitts & Nevis flag. Classification society Bureau Veritas. Built in Troon (Scotland, United Kingdom) by Ferguson-Ailsa. Owned by Enegas Power Ltd (Nigeria). Detained in 2000 in Middlesbrough (United Kingdom). Sold for demolition in Turkey.



Leaving Antwerp (Belgium), May 18, 2004. © Pascal Bredel



In Azov sea © Yevanov S

Etagas. IMO 8712570. Length 135 m, 4,215 t. Curacao flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Bremerhaven (Germany) by Schichau Seebeck. Owned by Sloman Neptun Schiffahrts-Aktiengesellschaft



(Germany). Sold for demolition in India. 401 US \$ per ton including 619 t of stainless steel (4,4 % nickel).



Etagas, winter 1988-89, fitting out at Bremerhaven shipyard © Joerg Seyler

Gas Jade (ex-*Sigloo Moon*, ex-*Igloo Moon*, ex-*Gaschem Moon*). IMO 8501543. Length 142 m, 6,132 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in Emdin (Germany) by Thyssin Nordseewerke. Owned by Sinogas Management Pte (Singapore). Sold for demolition in India. 472 US \$ per ton including 1280 t of stainless steel, the highest rate this quarter.



Sigloo Moon, anchored off Dubai, February 24, 2007 © Reinier Meuleman



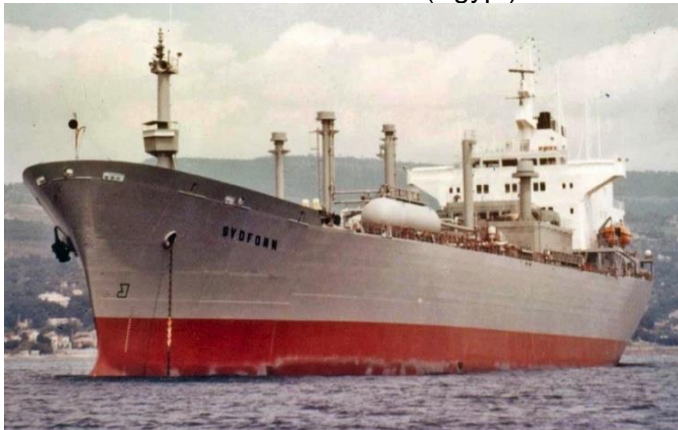


Gaz Fountain (ex-Joyama, ex-Joyama Maru). IMO 8406054. Length 225 m, 18,962 t. Deflagged from Panama to Comoros for her last voyage as *Rain*. Classification society Nippon Kaiji Kyokai. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Naftomar Shipping & Trading Co Ltd (Greece). Sold for demolition in Pakistan. 290 US \$ per ton.



Red Sea, March 29, 2013 © Vitatus/Marine Traffic

Gas Suez (ex-Clipper Sun, ex-Nuevo Laredo, ex-Sydfonn). IMO 7422221. Length 169 m, 8,975 t. Panamanian flag. Classification society Korean Register of Shipping. Liquid Petroleum Gas tanker with a 22,182 m³ capacity built in 1978 by Chantiers Navals de La Ciotat as the Norwegian *Sydfonn* for Sigval Bergesen. Sold in 1979 to Petroleos Mexicanos (Pemex) and renamed *Nuevo Laredo* under Mexican flag. In 2000, she became the Norwegian *Clipper Sun* owned by Solvang. Acquired in 2007 by the Greek group Benelux Overseas, based in Athens, owner of about 15 gas tankers and renamed *Gas Suez* under Panamanian flag. Detained in 2010 and in 2011 in Suez (Egypt). Beached on July 31, 2016 in Alang. 285 US \$ per ton.



Sydfonn © Jean-Claude Rihal



Gas Suez, March 30, 2010 © Bahaa Fatima



Guaruja. IMO 7921875. Length 110 m, 3,962 t. Deflagged from Brazil to Djibouti for her last voyage as *Aruja*. Classification society American Bureau of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Owned by PETROBRAS (Brazil). Sold for demolition in India.



© skipslistene



Alang, waiting for demolition © Pankaj Sahani

Bulk carrier

Alianca Sky (ex-*Oak 2*, ex-*Atlas Amelia*, ex-*Lady Z*, ex-*Santa Rosa*). IMO 9128441. Length 186 m, 9,486 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Varna (Bulgaria) by Varna Shipyard. Owned by Samos Island Maritime Co Ltd (Greece). Detained in 2009 in Qingdao (China). Sold for demolition in Pakistan.



Santa Rosa © B A Krohn Johansen



Alianca Sky in Gadani © Ovais Ki

An Fu Star (ex-*First Endeavour*, ex-*Lord Fortune*, ex-*Laut Fortune*, ex-*West Fortune*). IMO 9087855. Length 225 m, 9,911 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mihara (Japan) by Koyo DY Co. Owned by Hongda Ship Management Co Ltd (China). Detained in 2006 in Gladstone (Australia). Sold for demolition in Bangladesh. 255 US \$ per ton.



Apisara Naree (ex-*Saltnes*, ex-*Apisara Naree*). IMO 9127045. Length 145 m, 4,423 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Ulsan (South Korea) by Cheunggu Marine Industry. Owned by Precious Shipping PCL (Thailand). Detained in 2014 in Montreal (Canada). Sold for demolition in India. 265 US \$ per ton.



August 2015, San Nicolas, on the Rio Parana, Argentina © **Maxi Alonso**

Benita (ex-*New Rainbow*, ex-*Star Sea Rainbow*). IMO 9172961. Length 181 m, 7,586 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Unit Maritime Inc (Greece). Detained in 1999 in Portland (Oregon, USA), in 2009 in Townsville (Australia) and in 2015 in Novorossiysk (Russia). Grounded on a reef south-east of Mauritius on June 17. Sold for demolition in Alang but she sank on August 1. See "The one that will never reach Alang", page 1.



Grounding on Mauritius © L'Express.mu

Bolkar (ex-Dorine). IMO 9133783. Length 187 m, 9,706 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Varna (Bulgaria) by Varna Shipyard. Owned by Sarioglu Denizcilik (Turkey). Sold for demolition in Bangladesh.



Bussara Naree (ex-Solnes, ex-Bussara Naree). IMO 9127057. Length 145 m, 4,445 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ulsan (South Korea) by Cheunggu Marine Industry Co. Owned by Precious Shipping (Thailand). Detained in 2003 in Tokuyama (Japan). Sold for demolition in India. 265 US \$ per ton.



Santos, Brazil, May 2012 © Ingomar Lochschmidt

C. Iris (ex-Claret). IMO 9135365. Length 225 m, 10,205 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Imari (Japan) by Namura. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2014 in Venice (Italy). Sold for demolition in Bangladesh. 290 US \$ per ton.



May 2005, Newcastle (Australia) © John Wrightson



Cemtex Diligence. IMO 9179787. Length 225 m, 11,763 t. Deflagged from Taiwan to Palau for her last voyage as *Tex*. Classification society American Bureau of Shipping. Built in 1999 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Detained in 2005 and 2016 in Newcastle (Australia). Sold for demolition in India. 258 US \$ per ton, including enough bunkers for the voyage.



Cemtex Diligence entering Newcastle Harbour, Australia, June 04, 2015 © Nakorog

Chalothorn Naree (ex-*Tulum*, ex-*J.Michelle*). IMO 9125449. Length 164 m, 6,040 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Shimonoseki (Japan) by Mitsubishi. Owned by Precious Shipping PCL (Thailand). Detained in 2005 in Nantes (France) and Ambarli (Turkey) and in 2014 in Venice (Italy). Sold for demolition in India. 253 US \$ per ton.



Chalothorn Naree off Anadolu Kavagi (Turkey), June 2006 © **Marc Ottini**

Chang Ming Sheng (ex-*Energy*, ex-*Energy Explorer*). IMO 9052862. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Marugame (Japan) by Imabari Zosen. Owned by Tianjin Changming Shipping Group (China). Sold for demolition in China.



Energy, March 25, 2008, at Montoir (France) © **Erwan Guéguénat**



CSK Beilun (ex-*Pierre LD*). IMO 9165528. Length 289 m, 21,000 t. Deflagged from Singapore to Comoros for her last voyage as *Sun*. Classification society Bureau Veritas. Built in 1999 in Tadotsu (Japan) by Hashihama Zosen; completed by Tsuneishi. Owned by Tai Chong Cheang Steamship Co (Singapore). Sold as is in Singapore for demolition in Bangladesh. 279 US \$ per ton including 800 t of bunkers.



Istanbul (Turkey), heading to the Black Sea, June 2006
© **Marc Ottini**



Singapore April 2007 © **Hajo Schaefer**

Bulk carrier

Deep True (ex-*Inspiration I*, ex-*Island of Luck*, ex-*Jupiter Bright*, ex-*Chip Bulker*, ex-*Altamonte*). IMO 8508577. Length 167 m, 5,666 t. Tuvalu flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Hakodate (Japan) by Hakodate Dock. Owned by Stiga Shipping Co (Turkey). Detained in 2000 in Tokuyama (Japan) and Albany (Australia), in 2008 in Silvertown (United Kingdom), in 2011 in Huelva (Spain) and in 2016 in Mersin (Turkey). Sold for demolition in India. 267 US \$ per ton.



Alang © Vaja Nilesh

Delta Pride. IMO 9012381. Length 186 m, 8,034 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Kwangyang Marine Co Ltd (South Korea). Detained in 2001 in Long Beach (California, USA). Sold for demolition in Pakistan. 278 US \$ per ton.



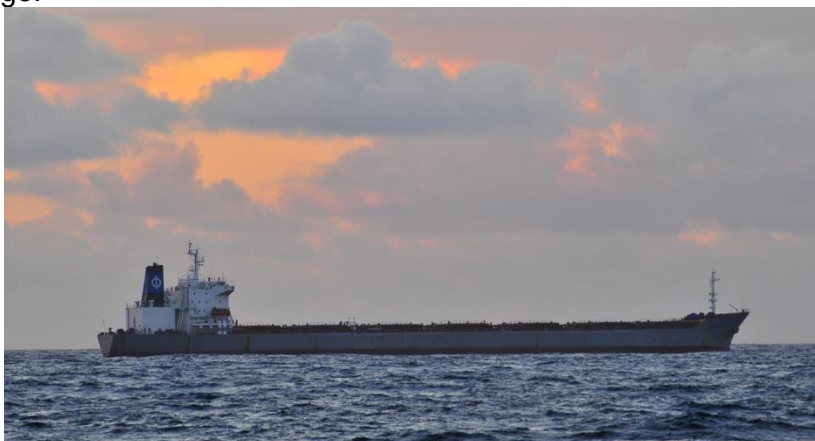
Vancouver (Canada), December 2015
© Rick Voice



Gadani, August 2016 © Walayat Khan



Despina (ex-*Pacific Brilliance*). IMO 9034339. Length 225 m, 11,610 t. Deflagged from Greece to Palau for her last voyage as *Espina*. Classification society American Bureau of Shipping. Built in 1993 in Shanghai (China) by Jiangnan. Owned by Fafalios Shipping SA (Greece). Sold as is in Fujairah for demolition in India. 255 US \$ per ton including enough bunkers for the voyage.



In the Channel, August 2010 © Marc Ottini

DST Drammen (ex-Lopi Z, ex-Searex Nova, ex-Sincere Nova). IMO 9155004. Length 225 m, 9,792 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Onishi (Japan) by Shin Kurushima. Owned by Atlantica Shipping AS



(Norway). Detained in 2012 in Guangzhou (China), in 2015 in Aghinish (Ireland) and in March 2016 in Nantes (France) for 21 days. Sold for demolition in Pakistan.

DST Drammen, Montoir (France), April 12, 2016. After loading a cargo of grain at Montoir Agro, her departure was delayed. Pending a dispute could be solved, she was forced into exile at the coal terminal.

© Erwan Guéguénat

Evelyn Hayne (ex-Chang Sheng, ex-Ocean Glory, ex-Fearless I, ex-Fearless). IMO 9136060. Length 229 m, 10,566 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Hayne Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.

March 29, 2015, loading at the CBH bulk grain terminal, Kwinana (Australia). © hansfair



Ever Blossom. IMO 9159529. Length 225 m, 10,105 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Sasebo (Japan) by Sasebo H.I.. Owned by First Steamship Co Ltd (Taiwan). Detained in 2009 in Newcastle (Australia) and in 2010 in Esperance (Australia). Sold for demolition in Bangladesh. 278 US \$ per ton.



Ever Excellent (ex-Bruno Salamon, ex-DS Excellent, ex-Ever Excellent). IMO 9182174. Length 225 m, 9,750 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by First Steamship Co Ltd (Taiwan). Sold for demolition in Pakistan. 288 US \$ per ton.



Ever Excellent, inbound to Muchke Bay. Vanino, Russia
March 2, 2016 © andy.ru73

Fareast Sunny (ex-Amalia, ex-Goldin Pegasus, ex-Goldin Wing). IMO 8819201. Length 180 m, 6,506 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by Jiangsu Fareast Shipping Co Ltd (China). Detained in 2002 in Jacksonville (Florida, USA), in 2003 in Batangas (Philippines) and in 2009 in Mourilyan (Australia). Sold for demolition in Bangladesh. 260 US \$ per ton.



Farouk (ex-Amira Mariam, ex-Makaria, ex-Urana Naree, ex-Handy Light, ex-Ambrose Light, ex-Ocelot). IMO 8123236. Length 184 m,

7,618 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Usuki (Japan) by Minami Nippon. Owned by Mercator Marine Ltd (Greece). Detained in 2005 in Immingham (United Kingdom) and in 2015 in Constanta (Romania). Sold for demolition in Pakistan.



Farouk, in sunset light while moored at Constanta (Romania), July 02, 2015 © **Sorin Tițu**

Fengi (ex-Goldin Jade, ex-Clipper Jade, ex-China Spirit). IMO 9041019. Length 225 m, t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Shanghai (China) by Jiangnan. Owned by Arka Global Marine Services (United Arab Emirates). Detained in 2001 in Ningbo (China) and in 2011 in Port Arthur (Texas, USA). Sold for demolition in Pakistan.



Goa. IMO 8511665. Length 193 m, 10,958 t. Indian flag. Classification society Indian Register of Shipping. Built in 1998 in Visakhapatnam (India) by Hindustan. Owned by SCI – Shipping Corporation of India (India). Detained in 2010 in Tangshan (China) and in 2014 in Vostochny (Russia). Sold for demolition in India.



Leaving Durban (South Africa), May 2011 © **Marc Ottini**

Green Arrow (ex-Trinity Sierra, ex-Asirat, ex-Mira, ex-Krapanj, ex-Celeconbus). IMO 8313063. Length 155 m, 6,045 t. Deflagged from

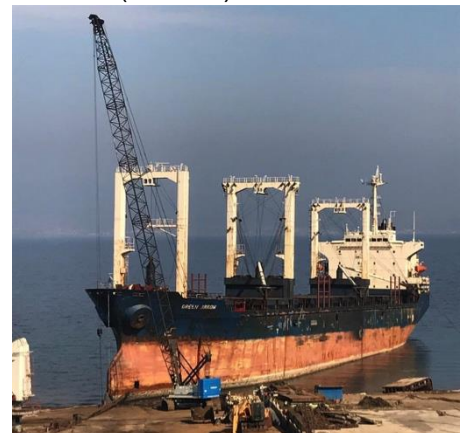
Panama to Sierra Leone for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Strand Management SA (Greece). Detained in 2002 in Jacksonville (Florida, USA), in 2006 in Savannah (Georgia, USA) for 110 days, in 2007 in Ponta Delgada (Azores, Portugal) for 114 days, in 2011 in Police (Poland) and in 2012 in Rio Grande (Brazil). Auctioned in Eleusis (Greece) for demolition in Turkey. 170 US \$ per ton.



At Klaipeda (Lithuania), November 2011 © **Gena Amfinov**



At Aliaga © **Selim San**





Green Season (ex-Raicho II). IMO 9002532. Woodchip carrier. Length 200 m, 9,518 t. Deflagged from Panama to St. Kitts & Nevis for her last voyage shortened to *Son*. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Shipfin SA (Suisse). Sold for demolition in India.



Green Season, October 31, 2015, Malaga, Spain © **Salvador de la Rubia**



Son, Alang © **Sajjad Chowdhury**

Hibari (ex-Haramachi Maru). IMO 9142203. Length 240 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Nippon Yusen Kabushiki Kaisha - NYK Line (Japan). Detained in 2003 in Qinhuangdao (China) and in 2013 in Newcastle (Australia). Sold for demolition in Xinhui, China



Hua Shan Hai. IMO 9160293. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Sold for demolition in China.

Mekong (ex-Kesari Prem, ex-YK Taurus, ex-Maersk Taurus). IMO 9130963. Length 225 m, 10,134 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Tadotsu (Japan) by Hashihama Zosen. Owned by Asiatic Maritime Pte Ltd (Singapore). Detained in 2005 in Gladstone (Australia), in 2008 in Dangjin (South Korea), in 2009 in Hay Point (Australia), in 2011 in Guangzhou (China) and in 2013 in Tianjin (China). Sold for demolition in Pakistan. 295 US \$ per ton.



Mevlana (ex-Fatih Sultan Mehmet, ex-Aquadance, ex-Nemtas, ex-Telina, ex-Amaryllis, ex-Sanko Amaryllis). IMO 8308874. Length 185 m, 7,527 t. Deflagged from Malta to Cook Islands in January 2016. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Emiroglu Deniz Nakliyat (Turkey). Detained in 2006 in Odessa (Ukraine), in 2007 in Pyeongtaek (South Korea), in 2014 in Safaga (Egypt) and in 2016 in Constanta (Romania). Sold for demolition in Pakistan. 255 US \$ per ton.



September 14, 1997 *Nemtas* leaving Amsterdam Netherlands © **Kees Heemskerk**



August 2016, *Mevlana*, beached in Gadani © **Hanif Pathan**

Moonvasz (ex-Halla Pioneer, ex-Admiral, ex-Beau Admiral, ex-Admiral C, ex-Progressus). IMO 8209004. Length 160 m, 5,586 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Jiangsu Marine Shipping Co (China). Detained in 2009 in Yeosu (South Korea). Sold for demolition in Bangladesh. 250 US \$ per ton.



Moonvasz, November 28, 2009, loading on the Yangtze River © **Valeriy Balalaev**

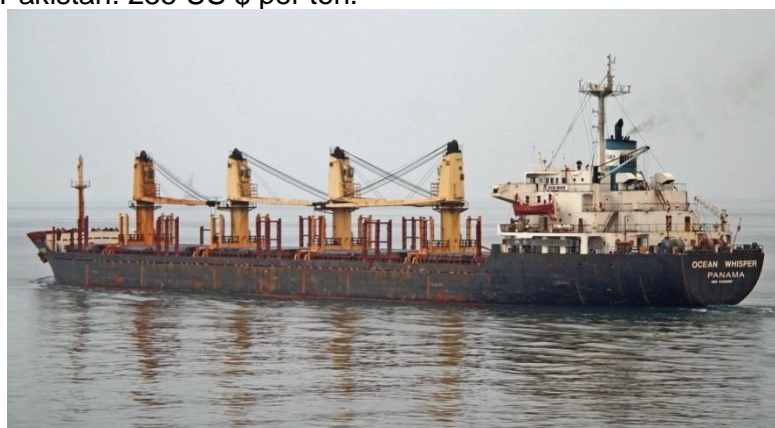
New Horizon. IMO 9048108. Length 186 m, 8,030 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Kwangyang Marine Co Ltd (South Korea). Detained in 2008 in San Francisco (California, USA). Sold for demolition in Bangladesh.



Ocean Armonia (ex-Taxiarhis P, ex-Florida Rainbow). IMO 8407515. Length 181 m, 7,015 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Cassiopeia Seaway Inc (Greece). Detained in 2011 in Ashdod (Israel). Sold for demolition in Pakistan. 298 US \$ per ton.



Ocean Whisper (ex-Siam Sapphire, ex-African kalahari, ex-Handy Ruby, ex-Sunrise Ruby, ex-Ticao Sampagueta, ex-Glory Star, ex-Sanko Star). IMO 8400567. Length 165 m, 5,903 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Cassiopeia Seaway Inc (Greece). Detained in 2011 in Bandar Khomeini (Iran) and Beihai (China), in 2013 in Havana (Cuba) and Paranagua (Brazil) and in 2015 in Bari (Italy). Sold for demolition in Pakistan. 255 US \$ per ton.



Ocean Whisper August 29, 2013, in Malacca Strait © **nmj/Shipspotting**

Parinda Naree (ex-Cynthia Hope). IMO 9113862. Length 150 m, 5,012 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Toyohashi (Japan) by Kanasashi. Owned by Precious Shipping (Thailand). Detained in 2013 in Vishakhapatnam (India). Sold for demolition in Mumbai, India.



Power Ranger (ex-Cape Recife). IMO 9123740. Length 189 m, 8,200 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1996 in Keelung (Taiwan) by Taiwan Shipbuilding Corp. Owned by Enterprises Shipping & Trading SA (Greece).



Detained in 2000 in Savona (Italy) and in 2012 in Sept-Iles (Canada). Sold for demolition in India. 301 US \$ per ton.

Power Ranger at Valencia, Spain, February 27, 2011
© Agustin Alapont Castilla

Qinfa 10 (ex-Ipanema, ex-Seamusic III, ex-Pacific 3). IMO 9036375. Ex double hull tanker converted to bulk carrier in 2009. Length 225 m, 11,725 t. Chinese flag. Classification society China Classification Society. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen. Owned by China Qinfa Group Ltd (China). Sold for demolition in Xinhui, China

Richmond (ex-Pierre, ex-Rialto). IMO 9109483. Length 225 m, 9,106 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Hong Kong Continue Shipping Co (China). Detained in 2001 in Dampier (Australia). Sold for demolition in Bangladesh. 275 US \$ per ton.



As *Pierre* in Montoir (France), 30 January 2008 © Erwan Guéguénat



Samudera Bangsa (ex-Mercury K). IMO 9159517. Length 225 m, 10,201 t. Deflagged from Singapore to Djibouti for her last voyage as *Samudera*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Sasebo (Japan) by Sasebo H.I.. Owned by Trada Maritime PT (Indonesia). Detained in 2006 in Bunbury (Australia), in 2007 in Gladstone (Australia), in 2011 in Novorossiysk (Russia) and again in Gladstone and in 2012 in Weipa (Australia). Sold for demolition in Bangladesh. 254 US \$ per ton.



Loaded with Canadian grain, ready to sail Vancouver, Canada, September 05, 2014
© Rick Voice



Sanmar Paragon (ex-Avalon). IMO 9112325. Length 225 m, 10,749 t. Deflagged from India to Cook Islands for her last voyage. Classification society Indian Register of Shipping. Built in 1996 in Koje (South Korea) by Samsung. Owned by Sanmar Shipping Ltd (India). Detained in 2015 in Gdynia (Poland). Sold as is in Singapore for demolition in Bangladesh. 279 US \$ per ton.



Sea Wave (ex-Gulluk, ex-Al Safi, ex-Trans Friendship, ex-Gazania). IMO 8009557. Length 148 m, 4,677 t. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1980 in Takamatsu (Japan) by Shikoku. Owned by Al Ryadh Trading FZCO (United Arab Emirates). Detained twice in 2003 then in 2007 in Castellon de la Plana (Spain) and in 2012 in Asaluyeb (Iran). Sold for demolition in Pakistan.



Sea Wellington (e-TPC Wellington, ex-Triumph, ex-Multi-Purpose 5, ex-Goldin Lady, ex-Skautop, ex-Western Skautopp). IMO 8921822. Length 180 m, 6,750 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1990 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2002 in Newcastle (Australia), in 2011 in Kandla (India), in 2012 in Auckland (New Zealand) and in 2014 in Nantong (China). Sold for demolition in Bangladesh.



TPC Wellington leaving Tauranga harbour (New Zealand) with a cargo of logs, April 4, 2012 © David Pratt

Sing Fu Star (ex-Cape Stork, ex-Lowlands Rose). IMO 9136577. Length 289 m, 19,992 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by China Shipping Group Co (China). Detained in 2002 in Newcastle (Australia). Sold for demolition in Bangladesh. 284 US \$ per ton.



Sireen B (ex-Zenobia, ex-Eco Champion, ex-Mar Grande, ex-Planica, ex-Pacific Auk). IMO 8214906. Length 153 m, 5,214 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Owned by Bayazid Shipping Co (Australia). Detained in 2000 in Brisbane (Australia) and in 2015 in Novorossiysk (Russia). Sold for demolition in Pakistan.



Splendour (ex-Natcha Naree, ex-Twilight Success, ex-Harbor Breeze, ex-Orange Breeze). IMO 8408014. Length 156 m, 5,192 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosen. Owned by Adoniss Ltd (China). Detained in 2004 in Incheon (South Korea), in 2006 in Bristol (United Kingdom), in 2010 in Lianyungang (China) and Tianjin (China), in 2011 in Bandar Abbas and in 2013 in Mangalore (India). Sold for demolition in India. 273 US \$ per ton.



Star Monisha (ex-Iron Beauty, ex-Thalassini Avra). IMO 9212101. Length 288 m, 23,954 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2001 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Star Bulk Shipmanagement Co (Cyprus). Sold for demolition in Bangladesh. 288 US \$ per ton.




The Forgiven (ex-*Pioneer Pacific*, ex-*Dawn Voyager*, ex-*Endurance II*, ex-*Estepona*, ex-*Bulk Patriot*, ex-*CIC Horizon*, ex-*Fareast Victory*). IMO 9055620. Length 225 m, 12,153 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shanghai (China) by Hudong Shipyard. Owned by SNP Shipping Services Pvt Ltd (India). Detained in 2003 in Geraldton (Australia), in 2008 in Bunbury (Australia), in 2009 in Rizhao (China) and in 2010 in Portland (Oregon, USA). Sold for demolition in Pakistan. 302 US \$ per ton.



Thor Endeavour (ex-*Royal Sea*, ex-*Sanko Resource*). IMO 9074793. Length 185 m, 9,016 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Namura (Japan) by Imari. Owned by Thoresen Shipping (Singapore). Sold for demolition in Bangladesh. 308 US \$ per ton including 800 t of bunkers.



 *Tivoli* (ex-*Bering ID*, ex-*Pitt Island*, ex-*Citrus Island*). IMO 9146807. Length 172 m, 6,633 t. Deflagged from Panama to Niue for her last voyage from Batam (Vietnam) under tow of *Miss Gaunt*. Classification society Bureau Veritas. Built in 1997 in Setoda (Japan) by Naikai. Owned by Athenian Shipping SA (Greece). Detained in 2011 in Melbourne (Australia). On March 29, 2016, *Tivoli* ran aground in Balabac Strait (Philippines); she was heading for Ho Chi Minh City (Vietnam) with a cargo of logs loaded at Port Moresby, Papua New Guinea. *Tivoli* was salvaged and refloated by teams of Five Oceans Salvage. On September 1, the ship was beached for demolition in Bangladesh; she was sold for 160 US \$ per ton.



Rosario (Argentina), March 20, 2010 © M4xim Marine Traffic

Tong Ying (ex-*Cemtex Hunter*). IMO 8712477. Length 230 m, 12,243 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Ever Gain Shipping SA (China). Detained in 2000 and 2003 in Newcastle (Australia) and in 2016 in Tianjin (China). Sold as is in Singapore for demolition in the Indian subcontinent. 284 US \$ per ton.



True Brothers (ex-*Federal Agno*, ex-*Federal Asahi*). IMO 8316522. Length 183 m, 6,645 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Island-Star Maritime (Lebanon). Sold for demolition in India. 253 US \$ per ton.



On St Lawrence River off Sorel-Tracy (Canada) on November 3, 2010 © Marc Piché

Car carrier

Hercules Highway. IMO 8612316. Length 180 m, 13,928 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Taiyo Nippon Kisen Co (Japan). Detained in 2009 in Townsville (Australia). Sold for demolition in India.



JK Tai Shan (ex-Nosac Tai Shan). IMO 8513560. Length 190 m, 13,703 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by JK Maritime Inc (South Korea). Detained in 2014 in Royal Portbury (United Kingdom). Sold for demolition in Bangladesh.



Chittagong beach © **Sajjad Chowdhury**

Medea. IMO 8016550. Length 200 m, 16,927 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Malmö (Sweden) by Kockums MV. Owned by Wallenius Line AB (Sweden). Sold for demolition in Jiangyin, China



Heat haze in Dubai in 2008 © **Marc Ottini**

Modern Express. IMO 9231688. Length 164 m, 10,818 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 2001 in Tongyeong (South Korea) by ShinA SB Co. Owned by Cido Shipping Co Ltd (Hong Kong, China).

See the Chapter The END, *Modern Express*, wrecked, salvaged, demolished and presumed smuggler, p 63.

29 July 2014, repairing in Brest (France) © **Erwan Guéguénat**



Sapphire Ace. IMO 9051806. Length 188 m, 12,574 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Usuki (Japan) by Minami Nippon. Owned by Mitsui OSK Lines Ltd (Japan). Detained in 2000 in Nagoya (Japan). Sold for demolition in India. 220 US \$ per ton.



Cable layer



Agile (ex-C.S.S *Agile*, ex-*Lin Speer*, ex-*Stakhanovets Kotov*). IMO 7616767. Ex heavy load carrier converted to cable layer in 1998 and fitted with an helicopter deck by Scheldepoort shipyard (Netherlands). Length 139 m, 6,264 t. Deflagged from Barbados to St. Kitts & Nevis for her last voyage nicknamed *Gil*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1978 in Rauma (Finland) by Hollming. Owned by McDermott International Inc (USA). Sold as is in South Africa for demolition in India



Heavy load carrier *Stakhanovets Kotov* entering Le Havre (France), December 3, 1993 © **Pascal Brede**



Agile, Guanabara Bay anchorage area, Rio de Janeiro, Brazil October 12, 2013 © **Rogério Cordeiro**

CS Wave Venture (ex-*Wave Venture*, ex-*Kraka*, ex-*Mercandian Governor*, ex-*Governor*, ex-*Mercandian Governor*). IMO 8027810. Ex Ro Ro converted to ferry in 1988 then to cable layer in 2000. Length 141 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1982 in Frederikshavns (Denmark) by Frederikshavns Vft; lengthened in 2000 from 132 to 141 m. Owned by Global Marine Systems Ltd (United Kingdom). Detained in 2012 in Portland (Oregon, USA). In September 2016, she was located in Victoria (British Columbia, Canada), about to leave for demolition in China.



Dredger

Hang Jun 5 (ex-*Pao 118*). IMO 7412329. Length 70 m, 1,351 t. Thai flag. Classification society China Classification Society. Built in 1975 in Tokyo (Japan) by Ishikawajima Ship. Owned by Changjiang Wuhan Waterway Engineering (China). Detained in 2007 in Penang (Malaysia) and Kuala Terengganu (Malaysia). Sold for demolition in Bangladesh.

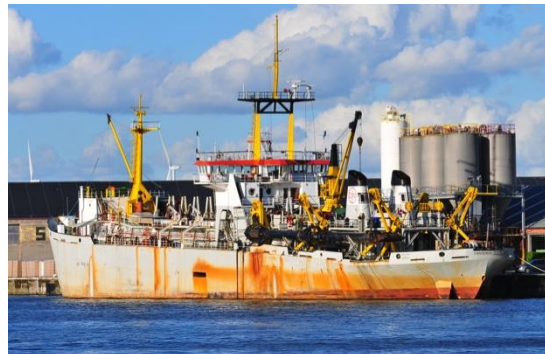


Dredging in Bangkok (Thailand), September 9, 2008 © **Geir Vinnes**

Sanderus. IMO 6829795. Length 103 m. Mauritius flag. Classification society Bureau Veritas. Built in 1968 in Sliedrecht (Netherlands) by De Klop. Owned by Jan De Nul Nv (Belgium). Sold for demolition in Belgium.



Sanderus, February 22, 2000 in Le Havre entrance channel. (France) © **Pascal Brede**



At Galloo Recycling in Ghent (Belgium), August 10, 2016 © **Marc Ottini**

Offshore

Drilling ship



ENSCO DS-1 (ex-Pride Africa). IMO 9193630. Length 207 m, 22,112 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as *Lads-1*. Classification society Det Norske Veritas/Germanischer Lloyd then International Register of Shipping in July 2016. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by ENSCO (United Kingdom). The drilling ship is an additional victim of the cost cutting policy of the offshore oil company: 6 drilling platforms have already been broken up this year (Cf ENSCO 56, beached in Pakistan, "[Shipbreaking # 44](#)", p 15). *ENSCO DS-1* was lately operated off West Africa, she was sold for demolition in India



Pride Africa, offshore Angola, June 8, 2006 © Bjørn Poulsen



Beached in Alang © Mustufa Saiyed



ENSCO DS-2 (ex-Pride Angola). IMO 9193642. Length 204 m, 21,777 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as *Lads-2*. Classification society Det Norske Veritas/Germanischer Lloyd then International Register of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai Mipo. Owned by ENSCO (United Kingdom). Beached for demolition in India. ENSCO diversifies destinations. The 2 drilling ships travelled all the way from West Africa to India. Platforms *ENSCO 6003* and *6004* were beached in Turkey.



Crane ship



Armada Hawk (ex-Acery Hawk, ex-Seaway Hawk, ex-Pacific Constructor). IMO 7725336. Length 94 m, 3,681 t. Deflagged from Panama to Palau for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1978 in Kobe (Japan) by Mitsubishi. Owned by Bumi Armada Offshore (Malaysia). Sold as is in Labuan (Malaysia) for demolition in India. 230 US \$ per ton.



Saigon River (Vietnam) on June 23, 2007 © Ivan Meshkov

Offshore service vessel

Cyclone (ex-*Martial*, ex-*Pacific Lance*, ex-*Odys Delta*, ex-*Pacific Lance*). IMO 8029595. Offshore supply tug. Length 58 m. Panamanian flag. Classification society American Bureau of Shipping. Built in Nandan (Japan) by Teraoka. Owned by Hakvoort Transport Shipping BV (Netherlands). Detained in 2014 in Richards Bay (South Africa). Sold for demolition in Turkey.



Port of Colon, Panama, April 2015 © **Pascal Brede**



Aliaga, Turkey © **Selim San**

Grampian Otter (ex-*Johnshaven*, ex-*Stirling Elf*). IMO 8303068. Ex supply converted to standby-safety vessel in 2006. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in Bromborough (United Kingdom) by Mc Tay Marine. Owned by Craig Group Ltd (United Kingdom). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



Grampian Otter, North Sea, September 27, 2013
© **Allan Flett**

Malaviya Two. IMO 8301711. Offshore supply tug. Length 57 m, 898 t. Indian flag. Classification society Indian Register of Shipping. Built in Nandan (Japan) by Teraoka. Owned by Gol Offshore Ltd (India). Sold for demolition in Mumbai, India.

Putford Apollo (ex-*Mansal 23*, ex-*Mohamed*, ex-*Rig Mate*). IMO 7393626. Offshore supply tug. Length 56 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Fosnavaag (Norway) by Voldnes. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



Putford Apollo, North Sea, September 11, 2012 © **Scott Vardy**

Putford Puffin (ex-*Dawn Patrol*, ex-*Smit Barracuda*, ex-*Barracuda*). IMO 7014385. Standby-Safety vessel. Length 45 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1970 in Foxhol (Netherlands) by Bodewes Volharding. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa, Denmark.

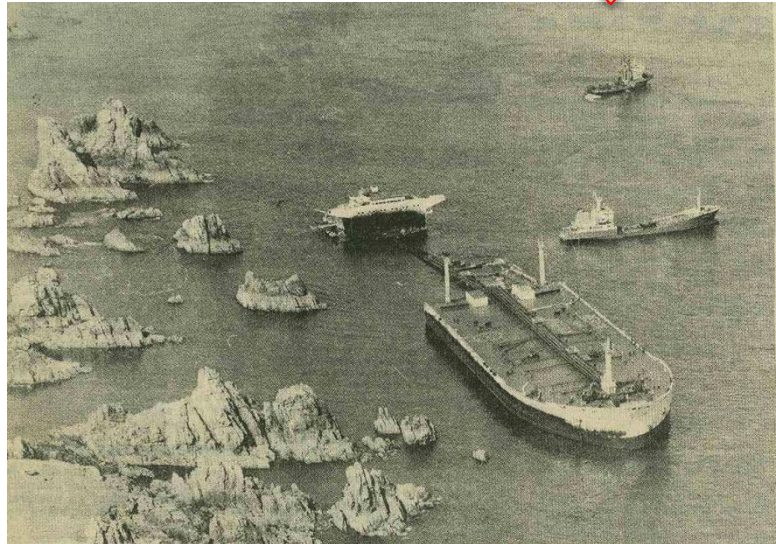


Barracuda, Zeebrugge, Belgium, January 1, 1984
© Yvon Perchoc



Putford Puffin, May 30, 2016 Ijmuiden, Netherlands
© Erwin Willemse

Putford Puffin distinguished herself at the tip of Brittany as *Barracuda*. On January 24, 1976, the oil tanker *Olympic Bravery*, brand new but jobless, left Brest heading for a Norwegian fjord, at the time the preferred lay-up area for unemployed vessels. The super tanker suffered several blackouts, went adrift, and finally ran aground on the northern coast of Ushant Island. Negotiations for a contract on the removal of bunkers and the salvage of the ship dragged on and on. On March 13, the *Olympic Bravery* broke in 2 parts. She was not transporting any cargo but was carrying 1,200 t of bunker fuel which were spilled on the rocky coastline. In May, the *Barracuda* teams were tasked with the operation of pumping out the residual fuel, 400 t. The *Olympic Bravery* wreck remained on site, in December 1976 the aft section finally sank in a water depth of 40 m as a result of winter storms. Fuel recovered and polluted materials from the cleaning operations on the coast were provisionally stored in 2 pits on the upper beach at Pors Yuzin. In April 1977, prior to the tourist season, the pits were emptied and the waste incinerated in two boilers especially shipped to Ushant.



Olympic Bravery disaster : cleaning and pumping operations in Ushant. *Barracuda* is on the upper right corner
© Le Marin / Noel Guiriec

Samudrika-3 (ex-*Sam 3*, ex-*Samudrika-3*). IMO 8311704. Offshore supply tug. Length 55 m, 977 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Goa (India) by Vasco de Gama. Owned by Shipping Corporation of India (India). Sold for demolition in India in Mumbai, India.



Seahorse Spirit (ex-*British Viking*, ex-*Balder Hudson*). IMO 7623904. Offshore supply vessel. Length 72 m, 1,798 t. Deflagged from Australia to Tuvalu for her last voyage. Classification society Bureau Veritas. Built in 1980 in Marystown (Canada) by Marystown SY. Owned by DMS Maritime (Australia). Sold for demolition in Mumbai, India.

The Odyssey (ex-*Gulmar eagle*, ex-*DP Eagle*, ex-*Anfitrite*, ex-*Seaway Eagle*, ex-*Seaway Trias*). IMO 7407752. Offshore supply tug. Length 63 m, 1,637 t. Panamanian flag. Unknown classification society. Built in 1975 in Harstad (Norway) by Kaarbos. Owned by Dulam International Ltd (United Arab Emirates). Detained in 2000 in Helsingborg (Sweden). Sold for demolition in India.



1977, *Seaway Eagle* inbound at Great Yarmouth (United Kingdom) © Gary Markham



October 7, 2004, *DP Eagle* can also fight fires © Marine Traffic

The Responder (ex-*Dulam Responder*, ex-*Mermaid Responder*, ex-*Sea Tiger*, ex-*Bulan Malai*). IMO 8304919. Offshore Service Vessel. Length 56 m, 1,175 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1983 in Singapore by Maroil. Owned by Dulam International Ltd (United Arab Emirates). Sold for demolition in India.

Typhoon (ex-*Veesea Typhoon*, ex-*Java Sea*). IMO 7514830. Standby-safety vessel. Length 56 m. Cayman Islands flag. Classification society American Bureau of Shipping. Built in 1976 in Rockport (USA) by Rockport Yacht. Owned by Seacor Marine (United Kingdom). Sold for demolition in Grenaa, Denmark.



Tug



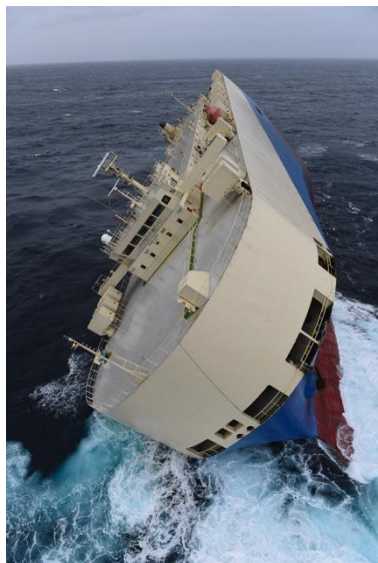
Jedana (ex-*Indus*, ex-*Tempest*, ex-*Smitwijs Tempest*, ex-*Tempest*). IMO 7515377. Tug. Length 48 m, 1,711 t. Deflagged from Panama to Equatorial Guinea in January 2016. Classification society Lloyd's Register of Shipping. Built in 1977 in Alblasterdam (Netherlands) by Van der Giessen-de Noor. Owned by Jampur International FZE (United Arab Emirates). Sold for demolition in Mumbai, India.



Ijmuiden, November 12, 2010. Gale Force 9 Bft. © Peter Beentjes

The END

***Modern Express*, wrecked, salvaged, scrapped and suspected smuggler**



Distress © Marine Nationale

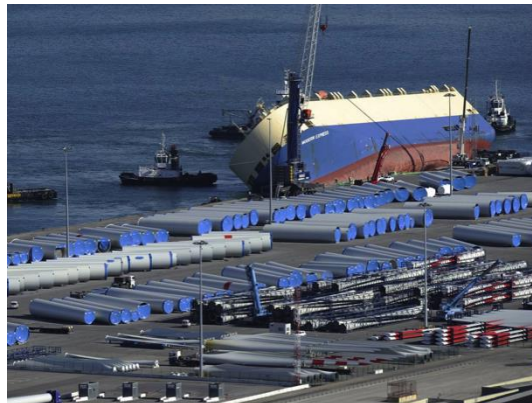
Public opinion did not voice much concern when *Modern Express* sent an automatic distress call in the Bay of Biscay 500 kilometers off the French Coast on January 26, 2016. The NGOs Mor Glaz and Robin des Bois, based in Brest and Paris, were the only ones to understand the danger. If not captured quickly, the *Modern Express* would have been drifting on the beaches or rocks of southwestern France, or in northern Spain within a few days.



Demolition © Selim San

The French Navy also understood this. It nearly torpedoed and sank the shipwreck, which the crew had left. However, it did not pull the trigger, as it did not have the immediate technical resources to do this safely. This also prevented exposing the French government to legal proceedings and a wave of protests for not assisting a ship in distress, and not enforcing the European directive on places of refuge.

The Dutch salvage teams captured the *Modern Express* just before she could invite herself to France, on a beach in the Department of Landes where anti-pollution booms were being deployed. Seven tugboats then escorted her to Bilbao, where she was docked. A big thanks goes out to Bilbao, the port of refuge which has partly washed up the *Prestige* tanker mishap: instead of being taken to a safe area, the tanker was brutally towed off the Portuguese coast, until she died and caused an enormous oil spill.



Arrival and berthing at Bilbao © Luis Calabor-Fernando Gómez / Deia-Noticias de Bizkaia



February 8, 2016 © Hubert Savatier

After eight months of technical recovery, assessment, unloading operations and investigations in Gabon, Belgium, and Panama, Spain parted with *Modern Express*. The car carrier left Bilbao for Aliaga on September 20, towed away by *VB Hispania*. Cido, the Chinese Hong Kong-based owner of *Modern Express*, opted for her demolition. The convoy arrived in Turkey on October 10. *VB Hispania*, owned by Vicente Boluda, had a Cuban crew and experience in transoceanic towing. *VB Hispania* has previously towed the *Peter*, former *Peter R Cresswell*, a Great Lakes bulk carrier, from Montreal, Canada up to Aliaga, Turkey. This adventure was at risk and lasted two months.



Departing Bilbao © Naucher Global

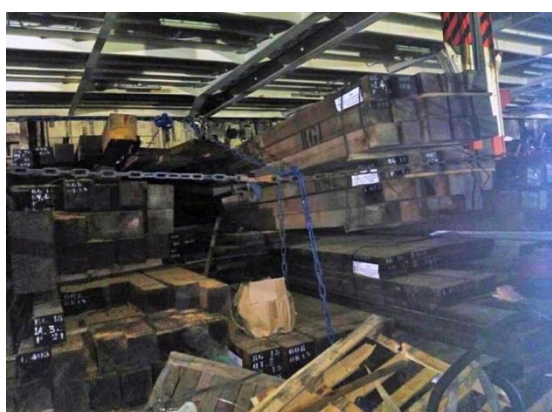


Jose Manuel Chaviano Izaguirre, *VB Hispania* master
© Naucher Global



VB Hispania © Boluda

The reasons for the disastrous list of *Modern Express* are still unknown. The automatic distress call sent by the car carrier to the Falmouth Coastguard station (United Kingdom) was not of course explanatory. The Spanish rescue forces evacuated the Filipino crew up by helicopter. The men were then dispersed and sent back to Asia in no time. There have been many theories regarding the cause: a ballasting mistake, slipping of part of the cargo, a blackout due to mechanical issues or to the fuel switch upon approaching a SECA (Sulphur Emission Control Area). We do not know if the list caused the blackout, or if the blackout caused the list. The report of the flag State, Panama, should clear up things. The French marine casualties investigation board, 'BEA Mer', is also involved in this report. The safety of ro-ro ships, car carriers, and even car ferries - and thus crew and passenger safety - partly depends on this French-Panamanian report.

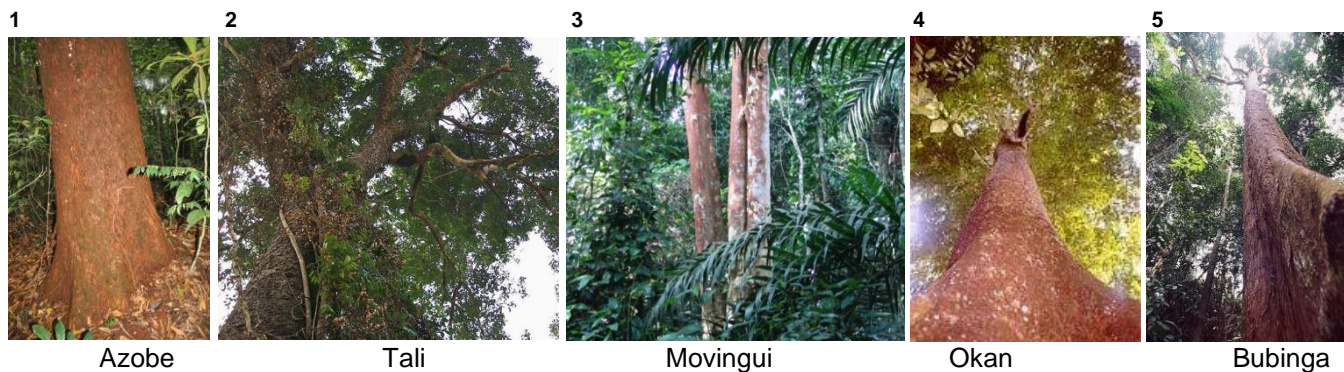


April 2016, inspection de la cargaison du *Modern Express* © Víctor Morín / El Correo

In any case, right from the beginning, Robin des Bois suspected that wood smuggling was behind this peril of the sea. Bundles of rainforest wood had been loaded onto *Modern Express* in Owendo, Gabon. The volume is up for debate—3,600 tons, 4,000 tons or more. No one really knows.

At the end of November 2015, Water and Forestry provincial administrators, one advisor to Ali Bongo, Chinese expatriates, Gabonese operators, and timber truck drivers were arrested, questioned, dismissed from their duties or sanctioned for having conspired and cut trees under allowed diameters specifications like tali, or of a completely protected species in Gabon, like bubingas, which have just been listed in Appendix II of CITES (Convention on International Trade in Endangered Species of Wild Fauna and Flora). The EU timber regulation in force since 2013 states that timber that is harvested in contravention to the regulation and controls of the country of harvest must be considered as illegal.

European Ro Ro Lines is the Belgian charterer of *Modern Express*. In its press release on February 5, 2016, the agency of European Ro Ro Lines in Le Havre, France, asserted that the car carrier was carrying 3,600 tons of sawn wood, composed of four species: okan (*Cylicodiscus gabunensis*), azobe (*Lophira alata*), movingui (*Diste monanthus*), and tali (*Erythrophleum suaveolens*). On February 3, the Gabonese Minister of the Economy stated that a total of 4,089 tons of wood were loaded in Owendo. The Spanish shipping press reported that the wood cargo weighed 1,000 more tons than the weight indicated on the manifest of the *Modern Express*. A manifest is a document for administrative and customs controls; it details all the cargo in a ship for a given trip. The undeclared volume would have raised the center of gravity of the cargo, biased the car carrier stability calculations and worsened the list of the ship after the casualty or the initial unlashing.



From the beginning to the end, there has been a total lack of transparency along with uncertainties regarding the wood tonnage and the species transported. The French, Belgian, and Spanish authorities have remained silent on this issue. Until proven otherwise, this leads Robin des Bois to believe that the *Modern Express* is a smuggler. Between 2013 and 2015, *Modern Express* has called at Le Havre 17 times on a return voyage from Gabon. On the outbound journey, she transported used cars and trucks, which atomize the anti-pollution standards required in Europe. On the inbound journey, she transported fine wood.



Calling at Le Havre (France), April 22, 2014 © Pascal Bredel

See also :

[The solitary journey of the *Modern Express*](#), February 1.

[Where is she going?](#), February 1.

[Modern Express : Are there any stowaways on board ?](#), February 3.

[Modern Express : Specious woods](#), February 5.

[Modern Express : The burden of timber](#), February 8.

[Modern Express. Uprighted but not right](#), March 2.

Sources:

Aliaga Denizcilik; American Bureau of Shipping; Auke Visser's International Esso Tankers site; BBC; Black Sea Memorandum of Understanding; BRGM; Bureau Veritas; Business Media; Chittagong Port Authority (the); CIRAD; Correo (El); Dawn; Deia - Noticias de Bizkaia; Det Norske Veritas; Dunya News; EFE; Equasis; European Ro Ro Lines; European Maritime Safety Agency; Tribune (the); Faro de Vigo; France 3; G Captain; Gazette live; Germanischer Lloyd; Global Marketing Systems; Guardian (the); Indian Ocean Memorandum of Understanding; Info Réunion.net; Jakarta Globe; Jeune Afrique; Journal de l'Environnement (Le); Keppel Corporation; L'Express.mu; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime News; Marseillaise (La); Mauricien (Le); Mauritius Broadcasting Corp; Mediterranean Memorandum of Understanding; Mer et Marine; Midi Libre (Le); Miramar Ship Index; Naucher Global; Nippon Kaiji Kyokai; Offshore Technology; Oil & Gas UK; Optima Shipbrokers; Ouest-France; Pakistan Today; Periodico (El); Port to Port; Rigzone; Robin des Bois, personal sources and archives; Roose & Partners; Royal Academy of Engineering; Russian Maritime Register of Shipping; SBM Offshore; Ship & Bunker; Shipspotting; Splash 24/7; Sud-Ouest; Sunday Times; Télégramme (Le); Tokyo Memorandum of Understanding; Tyne Built Ships; Ulstein; United States Coast Guard; Vessel Tracker; World Maritime News

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Documentation and illustrations : Christine Bossard avec Charlotte Nihart
Translation: Jacky Bonnemains, Christine Bossard.
Director of publication: Jacky Bonnemains

In collaboration with Gérard Cornier, maritime journalist and historian