

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

46, from October 1 to December 31, 2016

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Bow Eagle: Killing a Killer

At 2 AM on Monday, August 26, 2002, the French fishing trawler *Cistude* hit the stem and bulb of an unidentified freighter, bounced twice on the port side bow, and broke up in 5 to 6 minutes. The blind and deaf freighter did not slow down. No alarm on board. Not even a projector or a flashlight to see what was happening on the left side. The collision occurred 135 km off the coast of Brittany, in the Exclusive Economic Zone of France. Seas were slight. Visibility was good. 3 fishermen immediately sank, after a few cries on the water's surface. 4 other fishermen clung to 2 lifebuoys. They didn't have time to grab the life jackets. They then called out for help. One of them was exhausted and let go after 4 hours. The 3 survivors were located after 10 AM, picked up by the *Silure*, another fishing boat, lifted out by the French Navy, and taken to the Brest hospital.



Cistude, chalutier, Length 22,60 m © BEA Mer



Bow Eagle, chimiquier, Length 172,42 m © Ria Maat

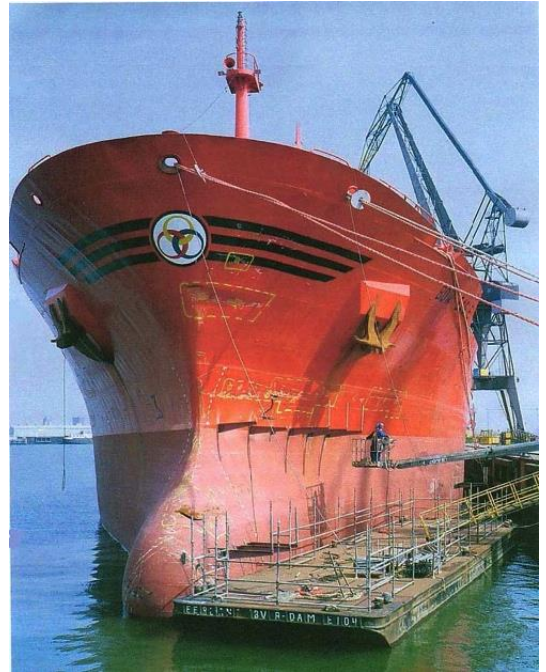
Around 4 PM the same day, the chemical tanker *Bow Eagle* reported to the Jobourg MRCC near Cherbourg (Maritime Rescue Coordination Center) a hole in her front port side, a water ingress, and the loss of 200 t of ethyl acetate, a product that is highly flammable and that may explode in contact with air. *Bow Eagle* was coming from Brazil and on her way to Rotterdam. There was a crack in another tank containing cyclohexane. In the event of a major leak, vapor 3 times denser than air would form a flammable and irritating gas cloud on the surface of the sea, according to the real-time assessment of 'CEDRE' (Centre of Documentation, Research and Experimentation on Accidental Water Pollution). *Bow Eagle* was transporting 7 other products, 2 of which are major pollutants, toluene and benzene. *Bow Eagle* was a floating bomb, a hit-and-run damaged ship. The investigation soon sped up and became clearer. The Norwegian shipowner Odfjell acknowledged that the chemical tanker was involved in the *Cistude* collision, and immediately condemned the irresponsible attitude of the Filipino officer on the watch at the time of the impact and afterwards.

On August 27, the Sables d'Olonne Court launched a preliminary investigation for manslaughter, hit-and-run, and failure to assist a person in danger. After diplomatic arrangements were made, the trial was moved to Norway. The trial should have taken place in France, or in Spain or Portugal, the home countries of the 4 *Cistude* crew members who died at sea.

BEA Mer

7 months later, on March 13, 2013, Ronnie Zape, the Filipino officer on watch aboard the *Bow Eagle* when the tragedy happened, was sentenced in Bergen, Norway, to 5 years' imprisonment for a single offense, failure to assist a person in danger after a shipwreck. The charges for manslaughter and hit-and-run were dropped.

During the trial, Redar Eggäs, the Norwegian captain of *Bow Eagle*, made it a point to say that on that fateful night, he went to bed at 1 AM [editor's note: 1 hour before the tragedy], and that he was under medication because he had a virus. His first mate Torfinn Olsen did not notice anything either. He was the only other Norwegian in the crew. In the witness box, he conveniently stated that Filipino sailors respect the hierarchical system except when it comes to information flows. It was the 25 Filipinos who were under a code of silence. The honor of the Norwegian merchant marine was intact. The ship-owner was not liable. The captain and his first mate were just short-sighted and tone deaf - rather regrettable when they are supposed to command a "Safety first cargo ship" transporting over 20,000 t of chemicals.



During the trial, Ronnie Zape repeated that on the radar screen, he had identified an approaching fishing boat on the port side, he did not see any sign of a crash with this ship, and continued to see its lights, and even its signature on the radar screen.

Experts consider that it is impossible that the intensity and the repetition of the impacts, the cracks in the double hull of *Bow Eagle*, the many alert messages broadcast during the night and the planes and helicopters flying over did not attract the attention of the look-out officer from midnight to 4 AM and the crewman who took over from 4 AM to 8 AM.

The 4 victims were Pascal Vassel (44 years old), Jose Baptista da Silva (56), Jose Solabarrieta Bengoechea (41), and Manuel Vasquez Martin (49).

After *levoli Sun* sank in 2000, the terrible *Bow Eagle* case confirmed that French ports on the Atlantic shoreline are not able to unload chemical tankers in distress or to repair them. After the ship was briefly immobilized in the Dunkirk waiting area on August 28, she was authorized to sail to Rotterdam at a slow speed and under escort.

During the night of September 13, after *Bow Eagle* was unloaded and repaired, she left the port of Rotterdam, heading for Gibraltar. As a matter of urgency, the investigating magistrate of Sables d'Olonne demanded her rerouting. He wanted to collect potentially incriminating evidence and interrogate the crew members. But yet again this time, no one heard the call.

When the accident happened, Dan Odfjell was operating over 60 chemical tankers and 3 harbour terminals in Rotterdam, Houston, and China. He was making contacts to build another chemical terminal in the French port of Le Havre.

She saved two whales and thawed the Cold War



Vladimir Arsenyev © Kyksin D - MarineTraffic

Nevis Pearl was beached at Alang for demolition on November 10, 2016. Her name is unknown to all the official maritime databases. She is actually the *Persian Pearl*, IMO n° 8624400. She was originally called *Vladimir Arsenyev*, an ex *Vitus Bering* Arctic Ro Ro cargo ship in the Soviet fleet, which were designed to break layers of ice up to 0.8 m thick at a speed of 1.5 knots.

In October 1988, *Vladimir Arsenyev* played a vital role in a historic rescue operation. The ship was named in honor of the Russian Far East explorer Vladimir Klavdievitch Arsenyev (1872-1930), author of *Dersou Ouzala*, which Akira Kurosawa adapted for film. With another Soviet icebreaker, *Admiral Makarov* (IMO 7347603), *Vladimir Arsenyev* helped to free 2 grey whales (*Eschrichtius robustus*) that were imprisoned in the ice. While they were leaving the Arctic waters heading to California, they were trapped by a cold snap in a lagoon near Point Barrow in northern Alaska. The cold snap set in, the whales could no longer break the ice. A whale calf died of hypothermia. The efforts of American scientists, local inhabitants, helicopters and tractors to save the survivors were in vain. There were not any American icebreakers available in the area. President Ronald Reagan intervened and requested assistance from his counterpart Mikhail Gorbachev. After 3 weeks of media frenzy, thanks to the intervention of the pair of Soviet ships, the whales were freed to the great displeasure of polar bears.



Caring for the prisoners
© NOAA Office of NOAA Corps Operations



Vladimir Arsenyev © Bill Hess

In 1998, *Vladimir Arsenyev* was sold to Singapore-based Keel Marine & Engineering Ltd, reflagged to Saint Vincent and Grenadines and renamed *Deepwater 2*. In 2005, she became *Persian Pearl* owned by Industrial Tools International from the United Arab Emirates. In 2016, *Persian Pearl* left Iran for demolition in India, towed by *Hurricane II*.

Maersk, the blue or dark ship-owner

40 billion US\$ in revenues in 2015

1,300 ships

89,000 sailors and employees ashore



1 - *North Sea Producer*

North Sea Producer was a Floating Production Storage and Offloading (FPSO) unit. She was located in the MacCulloch oil field, 250 km off Aberdeen (in Scotland, the United Kingdom). FPSO units are floating factories. At the end of the operation, oily sludge covers the walls and bottoms of the tanks, and radium scales stick to the piping elbows. This generation of FPSO units is equipped with PCB-cooled transformers and are lined with asbestos to reduce the thermal risks as much as possible. Selling this polluted facility to Chittagong breakers was a good deal for Maersk. At the time of the sale, Bangladesh shipbreaking yards were offering about 275 US\$ per ton. *North Sea Producer* was built in 1983 by order of Maersk and demolished in Bangladesh in 2016 by order of Maersk. She weighed about 25,000 tons. In 9 years, 161 workers were killed at Chittagong beaching plots. 200 other workers were seriously wounded. 23 of them died between January and October 2016. The pace does not weaken.

"You cannot stand on a pedestal demanding everything to be perfect from day one. We need to engage early and help improve things" according to Annette Stube, Head of Sustainability in Maersk Group. For the moment, Maersk makes things worse.



North Sea Producer in Chittagong © Gazette Live

2 - The *Maersk Shipper* and *Maersk Searcher* supply vessels

After having abandoned 517 containers fallen overboard the *Svendborg Maersk* on February 14, 2014 off Brittany, France, the Danish shipping company Maersk has been reoffending on December 22, 2016 with the wrecks of *Maersk Searcher* and *Maersk Shipper* while they were sailing in a convoy from Denmark towards the demolition yards of Aliaga, Turkey. The 2 offshore supply vessels were towed by the *Maersk Battler* which was also doomed to be demolished in Turkey. Once again, for profit, the world's leading maritime company preferred to send its end-of-life ships to a facility located outside the European Union. Turkish breakers buy scrap metal for 200-220 US\$ per ton, for 2 or 3 times more than in Europe.

Svendborg Maersk © Manuel Fernandez



3 days before the shipwreck, the European Union published its 1st list of approved ship recycling facilities in EU member states. The Grenaa and Esbjerg ship recycling yards in Denmark are listed. Fornaes Ship Recycling, founded in 1993 in Grenaa, and Smedegaarden AS, founded in 1962 in Esbjerg, have regularly been mentioned in the "Shipbreaking" bulletin regarding the demolition of ferries, cargo carriers and offshore supply ships. Other facilities are available in northern Europe for units of this size, in Belgium, France, the Netherlands, and the Baltic countries, for example.

The 2 hulls were towed side by side. *Maersk Searcher* sank in 140 m deep due to a water ingress. As a result, *Maersk Searcher* sank 5 hours later.

Maersk Battler initially reported that there was no risk of pollution and continued sailing towards Turkey. The day after the shipwreck, the documents provided by the shipowner Maersk Supply AS revealed the presence of unpumpable light products in the tanks, and 10 m³ of heavy fuel oil. On January 4, the oil residue soared to about a hundred cubic meters per hull according to a new account. *Maersk Battler*, the towing ship, arrived in Aliaga on January 5.



Maersk Searcher and Maersk Shipper © Inspektionsskibet Vestkysten



Maersk Battler © V.Aguete

In accordance with the International Convention on the Removal of Wrecks, which France and Denmark have signed, the French maritime authorities for the Atlantic ordered Maersk to conduct an extensive investigation of the two wrecks to determine the nature of the damage suffered and the condition of the wrecks, and requested the ship-owner to provide the towage certificates. The French Ministry of Ecology wrote to the Danish Minister responsible for the seas so that the French experts from BEA-Mer (Accident Investigation Office) could work with its Danish counterpart on the report. The NGO Robin des Bois, which publishes "Shipbreaking", filed suit for abandoning waste, water pollution, and endangerment. Wrecks are an additional risk for fishing activities.

These shipwrecks could have been avoided if Maersk had sent its end-of-life to nearby ship recycling facilities. The incriminated convoy left Denmark. Towing old ships to scrapyards often goes wrong. In 2012, *FAS Provence* sank south of Malta on her voyage under tow to Aliaga. In 2013, *Lyubov Orlova* vanished in the Atlantic after breaking her towline the day after departing from Canada. The same year, *Georg Büchner*, ex-*Charlesville* en route for demolition under tow from Rostock (Germany) to Klaipeda (Lithuania) sank off the coast of Poland. In 2014, the German training ship *Emsstrom* left Germany for the Turkish demolition yards and sank off the English coast. In 2016, Benita, which had been patched up after grounding, sank less than 200 km away from its departure point in Mauritius.

See also p. 25 the list of Maersk supply vessels sent to be broken up this quarter.

***Rio Tagus*, one towage too many?**

Rio Tagus has been derelict at Sète for more than 6 years due to her dilapidation, poor maintenance, repeating engine failures and water ingress. In the Mediterranean and the Black Sea, she was considered as a scarecrow and a menace. After a definitive stop at Sète and abandonment from her Panama-based US ship-owner, *Rio Tagus* has been let rusting and deteriorating at berth. She was acquired in autumn 2016 by the Spanish scrapper Varadero for 11,000 €. At the time of the sale, 2 options were proposed: 1) demolition at Vinaros, south of Barcelona, in a facility with no experience in ship demolition and which is not listed as an approved ship recycling facility by the European Union or 2) demolition on site at Sète if the towage operations are considered as impossible with regard to maritime safety and the protection of the environment.

© Philippe Lauga



Today, after a basic clean-up and the extraction of a small 20 m³ amount of polluted waters, she would be about to leave under tow, according to Sète Port management. Robin des Bois believes this risky towage would not comply with the European regulation and the precaution to be taken in order to prevent additional pollutions in the Mediterranean. The best solution in this case of absolute necessity is to demolish the *Rio Tagus* on site in an interim facility under environmental protection regulations in compliance with the French and European laws.

Spotlight on Gadani, province of Balochistan, Pakistan

- 50 km away from Karachi, 38 breakers operate 132 shipbreaking plots on a 10 km-long stretch of beach.
- 12,000 to 25,000 workers get paid 500 to 800 rupees (4.50 to 7.50 US\$) per day and are housed in makeshift huts. Most of them come from the poorest provinces, Khyber Pakhtunkhwa and Punjab. In addition to these domestic migrants, there are approximately 1,000 migrants from Burma and Bangladesh.
- Gadani is a global market. When the ships arrive, they fly flags of all countries (there were 19 flags in October-November-December 2016, in particular Germany, Malta, Norway, Portugal, and the United Kingdom).
- 800 fatalities since 1968, and 1,000 disabled or seriously wounded.
- Only 1 ambulance is available.
- There are usually 30-35 deaths per year. In 2016, there were at least 58 deaths.
- Gadani provided 30% of the ferrous metal and steel needs of Pakistan.
- 100 steel sites and 200,000 jobs rely on the scrap iron from ship demolition.

The fire on board the *Aces ex-Federal 1* on November 1, 2016 shed light on the dark side of the merchant ship demolition industry in Pakistan. "Shipbreaking" n°45 published on November 2, 2016, already mentioned that *Aces, ex-Federal 1* had been sold for demolition in Pakistan with a "significant" amount of hydrocarbons, intended exclusively for resale in Pakistan. The preliminary investigation published on November 11, 2016 pointed out that when *Aces, ex-Federal 1* was beached in Gadani, she was transporting 132 t of furnace oil, 1,100 t of oily sludge, 27 t of diesel fuel, and 30,000 t of lubricant. When *Aces, ex-Federal 1* was operated, she could store 140,000 tons of oil.



November 1, 2016, *Aces, ex Federal 1* disaster. © Dawn

Aces ex-Federal 1 arrived under tow from Indonesia. She was beached at plot 54. She did not need fuel or lubricant for her last voyage.

When the workers started to dismantle the *Aces ex-Federal 1* with a blowtorch following the yard orders, all the hydrocarbons had not been pumped out and extracted. Sparks started the fire and the illegal cargo caused the fire to spread immediately and to last several days. Officially, the human toll is 28 people dead, 56 burnt, and 3 reported missing. The National Trade Union Federation says that the human toll is probably much heavier. 200 workers were registered on the shipbreaking yard roll.

The environmental toll of the disaster is not known. There has been no air analysis or water analysis; tons of PCB, asbestos and other toxic and persistent pollutants are included in the ship's bulkheads, paint and electrical equipment. The total volume of the hydrocarbons that burned in the tanks of the *Aces ex-Federal 1* is the same as the volume in *Erika* when she sank off the coast of Brittany in December 1999.

According to the custom regulations in force in Pakistan and the recommendations for the dismantlement of ships, a ship may only carry the exact quantity of petroleum products required for its propulsion from the departure port to the beaching plot. It is an established fact that certain ships coming to Pakistan for demolition are used to carry and import oil or oily waste intended to be resold or refined, in violation of regulations. Some professionals in the sector and political personalities use the term "smuggling" to describe this. This business between Indonesia and Pakistan is firmly established. The *Maxus Widuri* FPSO unit came from Indonesia, just like *Aces ex-Federal 1*. When she arrived in Gadani in the spring of 2011, she was carrying 11,000 t of hydrocarbons. The quality of the fuel was questionable, and it seems that it was used to fuel furnaces in the steel factories around Gadani.

After the fire aboard the *Aces ex-Federal 1* and days of mourning, the activities in all the Gadani yards were temporarily shut down. They resumed on Monday, December 5, 2016, under pressure from two coinciding sources. Economic circles were worried about a metal shortage, Chinese imports, an increase in steel prices by 10,000 rupees per ton (94 US\$), a slowdown, and overbidding from the building industry that requires a large quantity of rebars. Trade unions were also demanding to return to work. They were alarmed about the thousands of workers on lay-off and the loss of income for their families.

After expressing some wishful thinking on the social welfare of the manpower, building dormitories, training schools and infirmaries, and some positive commitments from the province of Balochistan, the federal government, and employers, the business was back in full blast, to clear backlog.

Too fast, too soon. On December 22, a fire broke out on the Greek GPL tanker undergoing demolition *Gaz Fountain*, renamed *Rain*. According to official accounts, none of the workers were victims of this fire. This yard belongs to the chairman of the Pakistan Ship Breakers Association. On January 9, work resumed on this same ship. This time, 5 workers were burnt to death. The day beforehand, a young man was killed in another facility.



December 22, 2016 © Geo.tv

Gaz Foutain, "Rain"



January 9, 2017 © Dawn

Small and big greys

The procedure for demolishing old navy vessels are heterogeneous. Some examples of this quarter: Bangladesh and South Korea demolish by their own means veterans inherited from the United States and the United Kingdom and previously converted to museum ships, the United Kingdom and Spain sell to the highest bidders and of course are exporting their old hulls. France continues to demolish in Europe and Germany is setting about, at least hopefully, and renounced to its usual distant expedition to favour its Dutch neighbour.

Bangladesh

BNS Umar Farooq. Frigate F 16. Length 103 m, 2,101 t. Built in 1955 in Hebburn (United Kingdom) by Hawthorn Leslie & Co. In her early years, she was the frigate *HMS Llandaff* of the *Salisbury* class (or "Cathedral class" or type F 61). She met with a shaky start: on March 1, 1956, after breaking her moorings, she collided with the cruiser *Bermuda*, the frigate *Rusell* and a merchant ship before being taken under control. A total of seven F 61 vessels were built. The family quickly became obsolete with a top speed of 24 knots that did not allow her to escort aircraft carriers and *Leander* class frigates able to reach 30 knots. The frigates F 61 were then all sold for demolition or to foreign navies or again scuttled as targets during trainings. After a short career of 18 years for the Royal Navy, *HMS Llandaff* left for Bangladesh in 1976 and became the *BNS Umar Farook* F16.



The British *HMS Llandaff* © Solent Archives



BNS Umar Farooq © Bangladesh Navy

The Bangladesh Navy uses her for anti-piracy or anti-smuggling operations along the national coast. One of her last mission is the participation in May 2014 in the search operation of the wreck of flight MH-370 in Bay of Bengal. At the end of 2015, the frigate is decommissioned but does not appear to be scrapped: on December 31, 2015, she is even inaugurated as a museum ship in Chittagong. On June 27, 2016, the Ministry of Defence put her on sale for demolition "with accessories". She does not go far, she is beached in a shipbreaking yard at Chittagong on November 19 amid large merchant ships.



On Chittagong beach Collection *HMS Llandaff* Association

South Korea

The active career of *Gang Won DD922* has continued for 55 years. She was built as destroyer *William R Rush* in 1945 in Newark (New Jersey, USA) by Federal Shipbuilding, too late to participate in the Second World War. Length 119 m, 3,460 t. After a 33-year career with the US Navy, she was transferred to South Korea in 1978. Decommissioned in 2000, she became an attraction in the Changwon Marine Park at Jinhae near Busan. Entrance fee: 3,000 won (2.50 US\$).



William R Rush © Richard Leonhardt



turned to museum ship © Changwon Marine Park



December 3, 2016

The status of museum ship is not a guarantee of long life. In November 2016, the ex-destroyer was towed to Busan. She is undergoing a high-speed demolition.

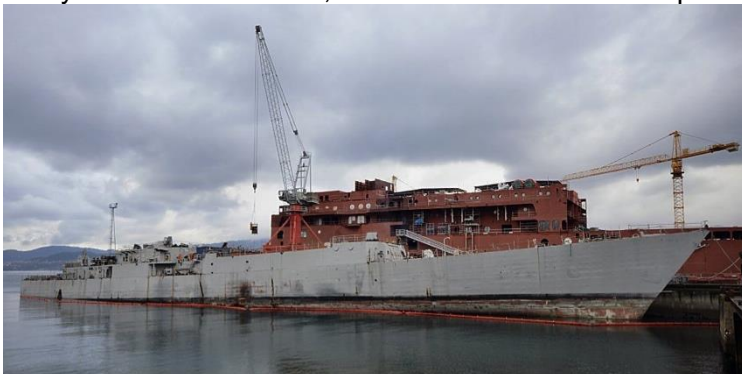


© Lappino

January 8, 2017

Spain

The Spanish frigates *Asturias F74* and *Extremadura F 75*, 134 m long, were built in 1972 by Bazan shipyard in El Ferrol. They were the last of the *Baleares* class, a series of 5 ships designed after the US Navy *Knox* frigates. They belonged to the Escort Squadron 31 based in El Ferrol. In 2005, the explosion of a boiler aboard the *Extremadura* killed two mariners and put an end to the operational career of the siblings. The *Andalucia* and *Catalunya* were scuttled off the Canary Islands as targets in live-fire training exercises in 2007 and 2008. It was considered to use the elder *Baleares* as an artificial reef off the Balearic Islands but the Spanish Ministry of Defence had in the end opted for her demolition. The contract was awarded in 2014 for € 350,075 to Actuaciones Navales Las Palmas, a Canary Islands-based firm, which sold her to Metalships & Dock yards located in Vigo.



Baleares, undergoing demolition in Vigo



© Revista Naval

Asturias and *Extremadura*



There remained *Asturias* and *Extremadura*. Old Navy campaigners tried but with no success to find funds and a host city to convert them to museums. In 2015, the Ministry of Defence called for tenders to scrap them; the reserve price of each vessel was € 560,000. In June 2016, the Spanish firm Desguaces Paris was awarded the contract for € 1.5 million for the whole lot. Desguaces Paris based in Lorqui, region of Murcia is specialized in car scrapping and resale of second-hand spares and has only demolished small twenty meters-long harbour tugboats. The company had in no way intended to demolish the 2 Navy vessels in a Spanish facility, "for reasons of cost and infrastructure" it said. Indeed, Desguaces Paris subcontracted to a Turkish facility; *Extremadura* and *Asturias* were beached in Aliaga on October 10 and 24, 2016.



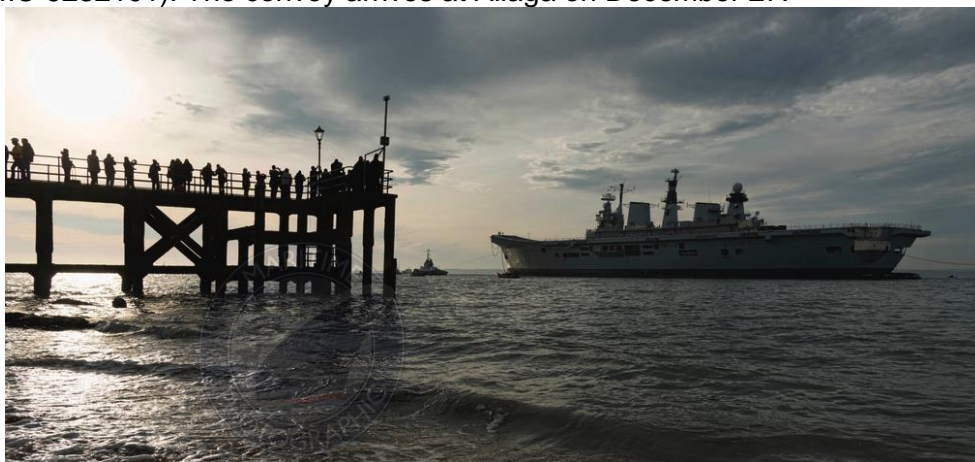
Aliaga © Selim San

United Kingdom

Business is going great for the DSA, the department of the British Ministry of Defence in charge of getting rid of army surplus in general and end-of-life ships in particular. The DSA may be delighted with the sale of the last active Royal Navy aircraft carrier, the *HMS Illustrious*, nicknamed *Lusty*.

HMS Illustrious. R06. Aircraft carrier. Length 209 m. Launched in 1977, completed in 1982 in Wallsend (United Kingdom) by Swan Hunters. She was the 2nd *Invincible* class aircraft carrier; *Lusty* entered service just after the end of the Falklands war; she replaced her elder *Invincible* for survey duties. She was decommissioned in August 2014. The Ministry of Defence agrees then to study proposals for the ship's preservation. There are many projects. The city of Hull wants to acquire the aircraft carrier to convert her to a maritime museum, Portsmouth businessmen would turn her into a conference center and a Southampton company would convert her into a super yacht. A rumor is even talking about a heliport project on the Thames River. None of these projects is proved to be serious or viable. In 2016, *Lusty* is officially for sale to be demolished; The deadline for submission of tenders is May 28. Time to think is short. On August 18, the Ministry of Defence announces that the contract has been awarded to Turkey-based Leyal shipbreaking yard, the almost exclusive scrapping yard of the Royal Navy. The main selection criterion is money. The Turkish shipyard offered £ 2.1 million (2.6 million US\$). It has already demolished the *Invincible* in 2011 and the *Royal Ark* purchased £ 3 million in 2013.

On December 7, *HMS Illustrious* leaves Portsmouth with the help of port tugs, and is taken under tow by the *Eraclea* (IMO 9232101). The convoy arrives at Aliaga on December 27.



December 7, 2016, departing Portsmouth, destination Turkey. © Gary Davies - Maritime Photos

France

The Belgian facility Galloo Recycling continues receiving navy vessels of the 7-unit bloc awarded in November 2015. After the *Jules Verne* and the *Rari* arrived in spring 2016, the Landing Platform Dock *Ouragan* just showed up at Ghent. Built in 1962 in Brest by DCN shipyards, the *Ouragan* entered service in 1965. In 2006, she was said to be sold to Argentina along with her sistership *Orage*. Argentinian mariners had been spending several months training on board. But after the Clemenceau episode, Navies were wary of asbestos and in 2007, the Argentinian Ministry of Defence announced to renounce to its purchase. The *Ouragan* is decommissioned in Toulon, waiting to be demolished. At the end of 2016, she was finally towed to Belgium.



L9021 *Ouragan* © Marine Nationale



January 8, 2017, at Galloo Recycling © Marc Ottini

The dismantling of the ex-helicopter carrier and training ship *Jeanne d'Arc* has just ended in the dry dock of the port of Bordeaux.

19,000 t: for the dismantling of the *Jeanne d'Arc* and the cruiser *Colbert*, the French Navy paid 11, 5 million euros to the demolition yard of Bordeaux, a cost of 648 US\$ per ton.

12,500 t: for the dismantling of the *HMS Illustrious* aircraft carrier, the Royal Navy received £ 2.1 million from the Turkish shipbreaking yard, a profit of US\$ 210 per ton.

Germany

FGS Köln. Frigate F 211. Length 130 m. Built in 1984 in Hamburg (Germany) by Blohm & Voss. *FGS Köln* was one of the 8 type 122 *Bremen* frigates of the German Navy which composed the 4th squadron (Fregattengeschwader) based in Wilhelmshaven. She was the first to be decommissioned on July 31, 2012. The German Navy is not dragging on, the F211 is auctioned in 2015. After having for a long time a faithful relation with the Turkish demolition yards, Germany opted this time for a nearby site, Hoebe RDM located in Kampen in the Netherlands. The notification for transboundary waste needed 6 months before the ship was allowed to leave Germany. In October 2016, the *Köln* was towed to Damen shipyard in Amsterdam to be lightered and get rid of bulky equipments and then to Kampen.

If all is running well, RDM Kampen plans to bid on the future calls for tenders from the German Navy for other ships of the decommissioned series. However, it would be necessary for the yard to be included in the list of ship recycling facilities approved by the European Commission.



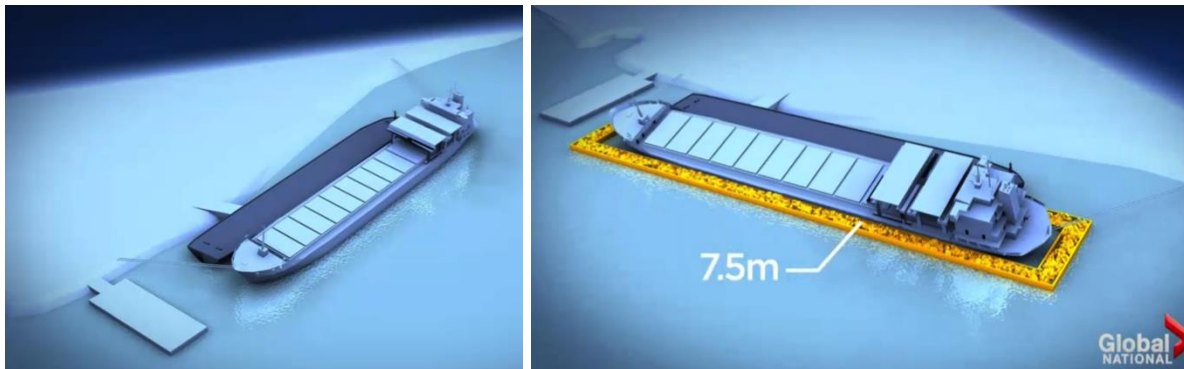
© Eunavfor



October 12, 2016, arrival at Amsterdam © Marcel & Ruud Coster

The final solution for the *Kathryn Spirit*

In Canada, the *Kathryn Spirit* soap opera is nearing its end. At last. Alongside with an old barge even older than her, she has been awaiting scrapping since 2011. Grounded on the bottom of the St. Lawrence, she is at threat to capsize. The Canadian Coast Guard had to intervene to stabilize her. In July 2016, the local and federal stakeholders working group recommended the construction of a dry dock by embankment and then the safe destruction of the wreck on site.



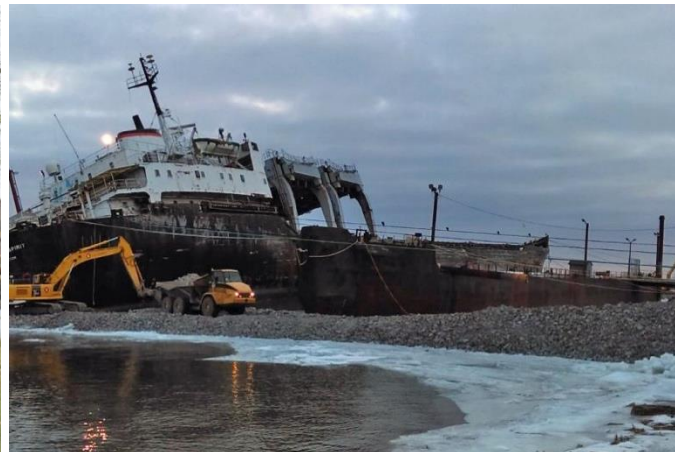
Screenshot Global National

There remained the problem of financing arrangements for the operations. In the case of the grounded and broken *Canadian Miner* on Scatarie Island, Nova Scotia, in September 2011, the federal government had left the Province with all technical and financial responsibilities. This time, it announced that it wanted to assume all the charges relating to the securing and demolition of the wreck. On November 10th, federal Transport Minister and former astronaut Marc Garneau announced that \$ 7,9 million had been budgeted to allow the first step to start as soon as possible: the *Kathryn Spirit* should not be caught in ice and deteriorate further during the winter. After a geological study of the bottom and banks of Lake Saint Louis, rockfill dam works began in January. The final dismantling phase is scheduled for next spring.

Paradox! The contract for the construction of the artificial dyke was awarded to the Saint-Pierre group, the same that had brought the *Kathryn Spirit* to Beauharnois with the intention of demolishing her afloat on the lake.



November 10, 2016, Minister's press conference
© Graham Hughes / La Presse Canadienne



January 2017, construction work in progress are including the old barge © Le Soleil de Châteauguay

***Kathryn Spirit* (ex-Menominee, ex-Holmsund). IMO 6717069. General cargo. Length 153.4 m. Canadian flag. Built in 1967 in Göteborg (Sweden) by Lindholmens Varv.**

Holmsund © Franck Först



Overview: 4th quarter of 2016

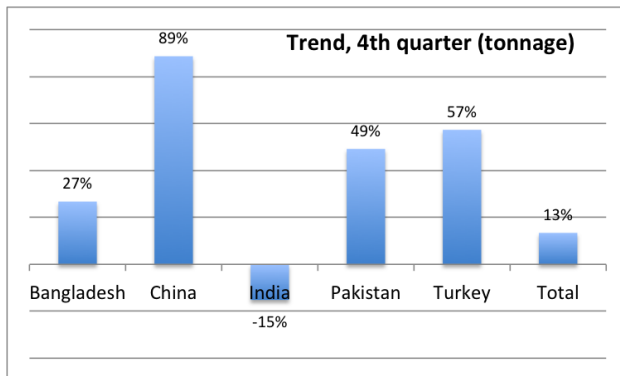
recycled tonnage

- 1 India, 710,000 t (33%)
- 2 Bangladesh, 623,000 t (29%)
- 3 Pakistan, 371,000 t (17%)
- 4 China, 296,000 t (14%)
- 5 Turkey, 77,000 t (4%)

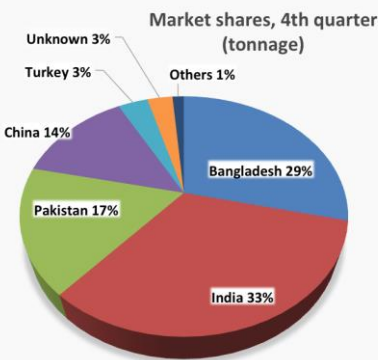
ships

- 1 India, 66 (29%)
- 2 Bangladesh, 48 (21%)
- 3 China, 33 (15%)
- 4 Pakistan, 29 (13%)
- 5 Turkey, 27 (12%)

224 ships. The convoy of the broken ones would stretch along 39 km (33 km in the 3rd quarter). The scrap tonnage is 2.2 million tons. Activity increased compared to the previous quarter (+ 13%) except in India, which has kept the leading position ahead of Bangladesh. Despite its breaking yards have remained closed for one month after the November 1, 2016 disaster, Pakistan still ranks 3rd.



Trend, in comparison with the 3rd quarter



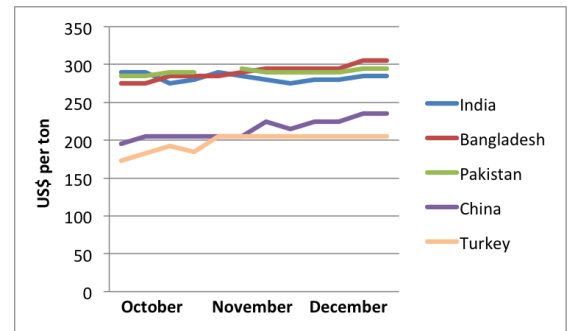
203 ships (91%) were demolished in the Indian subcontinent, China and Turkey. Of these 203 ships, 81 were built in Europe and 93 (42%) were owned by shipping companies established in the European Union or the European Economic Area.

Cash

Overall, the rise in prices in September continued at a moderate pace.

In China, the rise in prices was more noticeable. The price gap with the Indian subcontinent narrowed by the end of year.

In India, the surprise demonetization of the 500- and 1000-rupee banknotes resulted in a shortage of cash, disorganization and stagnation of the market.



The most expensive ship of the quarter is the sinister *Pacific Lady*, better known as *Bow Eagle* (see p 1 and 61): she was purchased 507 US\$ per ton by an Indian scrapyards due to her stainless steel tanks.

Flags of the last voyage

At least 43 ships (19%) were deflagged just prior to be scrapped. With 22 ships, the Comoros took the lion's share and a large advantage on the usual competitors Saint Kitts and Nevis (7 ships) and Palau (4 ships). Half of these vessels escaping social, technical and insurance rules belonged to a shipowner based in Europe. The rate of deflagging among container ships was 39%.



Container ships, in larger numbers, younger, bigger

recycled tonnage

- 1 : container ship, 912,000 t (42%)
- 2 : bulk carrier, 609,000 t (28%)
- 3 : tanker, 243,000 t (11%)
- 4 : general cargo, 178,000 t (8%)

Category of ships

- 1 : container ship, 59 (26%)
- 2 : bulk carrier, 54 (24%)
- 3 : general cargo 48 (21%)
- 4 : tanker, 17 (8%)

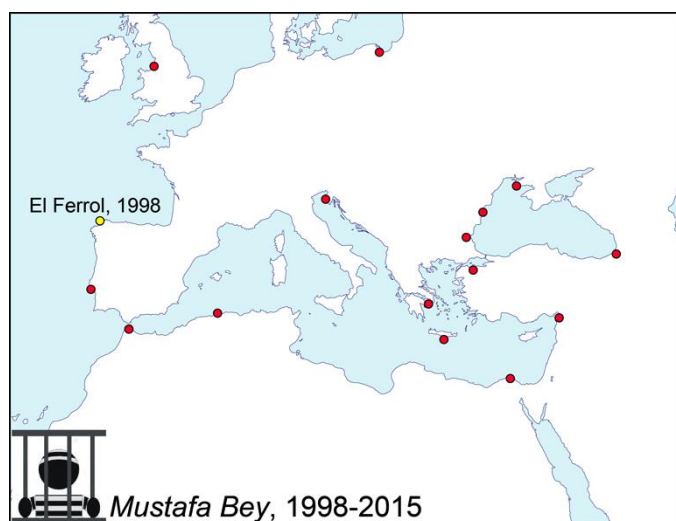
Since the 3rd quarter of 2016, container ships have become the No. 1 category of vessels to be demolished. The trend is confirmed, both in number and in tonnage. The convoy of container ships

demolished in the 4th quarter would stretch along 14 km and carry 202,000 boxes. 42 container ships (71%) were over 200 m long, 29 (49%) had a capacity of more than 4000 teu, 40 (68%) belonged to a European shipowner.

After detention, demolition

84% of ships scrapped in October, November, December 2016 were controlled by a classification society belonging to the International Association of Classification Societies (IACS). This label does not prevent deficiencies and detentions. At least 109 ships (48%) have been detained in ports worldwide. The detention rate prior to demolition was 81% for general cargo carriers, 65% for bulk carriers, 43% for car carriers, 36% for container ships and 24% for tankers.

The general cargo carrier category claimed an overwhelming success in the substandard ship contest this quarter. With 16 detentions, the *Mustafa Bey* (p 36), scrapped in India, and the *Pearl* (p 37) scrapped in Turkey won ex aequo the gold medal ahead of the *Goodwill* (p 33, 12 detentions). *Pearl* and *Goodwil* were both river and sea-going ships built in Slovakia on the Danube.



The detentions of *Mustafa Bey* © Robin des Bois



Mustafa Bey © N Umit Oner

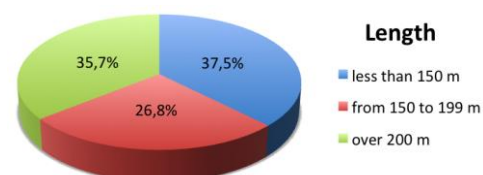


Goodwill © Mick Warrick

Years and meters

The age of the broken ones ranges from 57 years for the drillship *Energy Searcher*, former Swedish bulk carrier *Lappland* (p 21) to 7 years for the container ship *India Rickmers* (p 52). Unplanned obsolescence: the previous record was 10 years. The average age of all the discarded ships is 26 years but only 23 years for bulk carriers and 17 years for container ships.

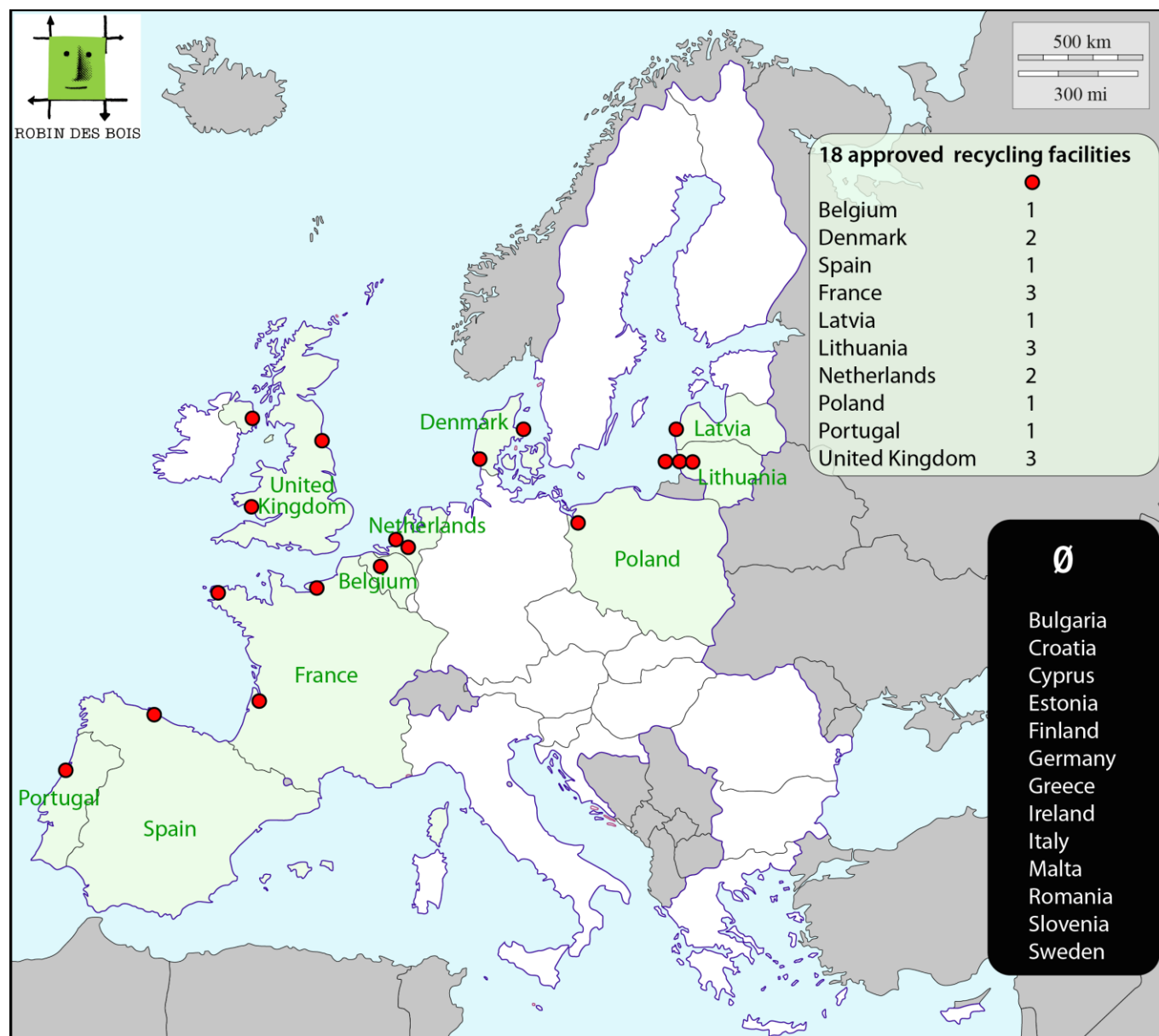
84 vessels are less than 150 m long, 61 are between 150 and 199 m and 80 over 200 m.



The heaviest of all is the supertanker *Progress* (p 60), ex *Orion Star*, built in Japan, beached in Bangladesh: 22 years old, 331 m long, 297,237 dwt, for a lightweight of 47,118 tons. (15.6 million US\$)

© Abdullah Y. Al-Dobais/Saudi Aramco World/PADIA

The approved ship recycling facilities within the European Union



The list of ship recycling facilities approved by the European Commission was published on December 19, 2016.

Notes:

Marked absence of facilities located in Member States on the Mediterranean Basin, in the Adriatic and Black Sea regions.

Absence of facilities in Germany.

Only 3 facilities may theoretically dismantle vessels over 300 m in length.

The maximum annual ship recycling authorized capacity is 900,000 t, i.e. about 10% of the global tonnage scrapped in India, Bangladesh and Pakistan in 2016.



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



Cook Islands



Liberia



Palau



DR Congo



St. Kitts & Nevis



St-Vincent



Tanzania



Togo

Ro Ro

Persian Pearl (ex-*Deepwater 2*, ex-*Vladimir Arsenyev*). IMO 8624400. Length 164 m, 10,059 t. St. Vincent & Grenadines flag. Unknown classification society. Built in 1987 in Kherson (Ukraine) by Khersonskiy SZ. The Ro Ro cargo icebreaker *Vladimir Arsenyev* distinguished herself during her Soviet life by taking part to the salvage of two Californian grey whales in Alaska (Cf. p 3). Detained in 2002 in Singapore. In 2016, she left Iran under tow of *Hurricane II* to be beached in Alang as *Nevis Pearl* on November 11.



Nevis Pearl being is towed out from Iran and is now on her final voyage towards India © F30 Offshore Services

Tychy (ex-*Ville de Lattaquie*, ex-*Tychy*). IMO 8302284. Length 147 m, 7,656 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1988 in Gdynia (Poland) by Komuny Paryskiej shipyards.



Owned by Reefer & General Ship-Management Co (Greece). Detained in 2009 in Castellon de la Plana (Spain) and Antwerp (Belgium) and in 2015 in Piraeus (Greece). *Tychy* left Jeddah (Saudi Arabia) announcing to be heading for Gadani but was finally beached in India. 320 US\$ per ton.



Tychy, September 4, 2008, Montoir (France)
© Erwan Guéguénat

Tug

Pacific Hickory (ex-*Atlantic Hickory*, ex-*Irving Miami*). IMO 7315777. Length 47 m. Domenica flag. Classification society American Bureau of Shipping. Built in 1973 in East St John (Nouveau-Brunswick, Canada) by Saint John Shipbuilding & Drydock. *Irving Miami* was designed to tow massive newsprint barges for the Canadian conglomerate JD Irving Ltd from New Brunswick to US East Coast ports. Her crow's nest was used to have a good visibility when she was pushing them in estuaries and rivers. In 1995, she was renamed *Atlantic Hickory*, resuming with the tradition of JD Irving tugs which were historically named for trees. She was assigned to cargo or oil barge towing operations as well as salvage missions in the Atlantic.



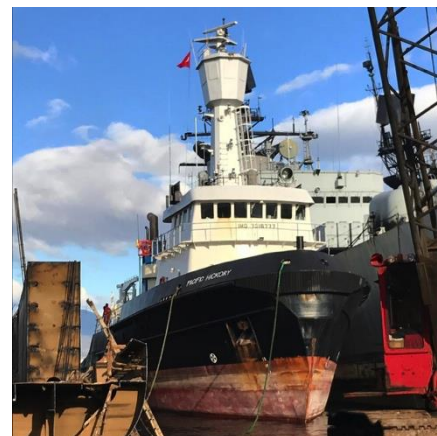
December 27, 1987, *Irving Miami* and barge © **Mac MacKay**



October 4, 2015, Vancouver © **csaba-Shipspotting**

In 2007, she was acquired by Vancouver-based Seabridge Marine Services Ltd (Canada) and left the Canadian East coast. She was renamed *Pacific Hickory* and was traded world-wide for long haul barge and oil rig tows. Detained in 2006 in Honolulu (Hawaii, USA) and in 2015 in Rotterdam (Netherlands). In November 2016, she was back on the East coast. Not for long, she only came to Montreal in order to take charge of the *Spirit of Shpongle*, ex *Atlantic Erié* which she delivered to the Turkish breakers on December 11. On December 12, it's her turn to be beached in another Aliaga shipbreaking yard.

(See p 64, *Atlantic Erié*)



Aliaga © **Selim San**

Salvage Challenger (ex-*Hyundai T n°1003*, ex-*Chung Ryong n°3*, ex-*Hyundai n°111*). IMO 7640263. Length 71 m. St. Vincent & Grenadines flag. Classification society Korean Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Asian Marine Co Ltd (Taiwan). Detained in 2005 in Vladivostok (Russia). Sold for demolition in China.



Tsavliris Unity (ex-*Seaways 5*, ex-*Deymos*). IMO 8119091. Icebreaking tug. Length 70 m, 2,710 t. Panamanian flag. Classification society Registro Italiano Navale.



Built in 1983 in Helsinki (Finland) by Wartsila. Owned by Tsavliris Salvage Ltd (Greece). Sold and beached in India as *Lira*.



In Seaways International times, as *Seaways 5*, December 2005 © **Reinier Meuleman**

The convicts of the oil industry

The offshore oil industry mobilizes a large variety of ships during the different exploration, building, maintenance and operational phases. They are not just means of shipping; depending on their duties, they may be equipped with sonars, diving saturation systems, cranes, helicopter platforms, derricks... The offshore oil industry loves chameleons; vessels are often transformed and converted. The offshore oil industry loves beasts of burden; vessels are often used to death.



1 *Bergen Surveyor*, p 19



Seismic research

2 *Hawk Explorer*, p 20



3 *Orelia*, p 27



Support

4 *Gulf Horizon*, p 24



5 *NSO Champion*, p 26



Supply

6 *King Fish*, future *Avant Garde*, p 22



7 *Helix 534*, p 21



Drilling

8 *Energy Searcher*, p 21

1-Livewire connection / 2- andytrask1968 / 3 and 5 Scott Vardy / 4-Marine Traffic / 6-Marine Editions / 7-Helix / 8- Ivan Meshkov

Offshore

Seismic research

Bergen Surveyor (ex-*Sub Surveyor*, ex-*Sub Surveyor One*, ex-*Kelt*, ex-*Ranger Calliope*) IMO 7102376. Ex fishing trawler converted for research. Length 66 m. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Lowestoft (United Kingdom) by Brooke Marine. In 1982, she was transformed for the first time, refitted and equipped as diving support vessel for subsea maintenance works on the offshore facilities. In 1997, she was converted to seismic research vessel and lengthened from 61 to 66 m; she was later upgraded in 2006.



' 80s
© Gary Markham



2003
© Arve Bukkøy



2011
© Ian Leask

Owned by Geofield Ship Management Services (France). In December 2016, she was announced sold for demolition. Her final destination is yet unknown; from the latest information, she was still laid up in Norway.



Greenland, July 26, 2010 © Marine Traffic

Dorado Discovery (ex-*Harmattan*, ex-*CGG Harmattan*). IMO 8715156. Length 95 m. United Kingdom flag. Classification society Bureau Veritas. Launched in 1990 as a trawler, completed as a research vessel in 1993 in Gdansk (Poland) by Gdanska. Owned by Hays Ships Ltd (United Kingdom). Sold for demolition in Turkey.



Dorado Discovery, April 15, 2015 © Pascal Bredel

Fairfield New Venture (ex-*New Venture*). IMO 8851522. Length 71 m. United States flag. Classification society American Bureau of Shipping. Built in Larose (USA) by North American SB. Owned by Fairfield Industries (USA). Sold for demolition in the United States.

Fairfield Pursuit (ex-*Beulah Chouest*, ex-*Bold Conquest*). IMO 8207678. Ex offshore supply tug converted in 1990. Length 55 m. United States flag. Classification society American Bureau of Shipping. Built in 1982 in Pascagoula (USA) by Sea-Fab. Owned by Fairfield Industries (USA). Sold for an undisclosed destination of demolition. She used to work in the Gulf of Mexico.

Beulah Chouest August 13, 1996 Great Yarmouth, United Kingdom © **stephen-s**



Hawk Explorer (ex-*Hogifossur*). IMO 8316857. Ex fishing trawler converted in Poland to seismic research vessel. Length 66 m. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1984 in Kragero (Norway) by Tangen Verft. In October, Seabird Exploration, Norway-based provider of seismic surveys, announced it has acquired the vessel - in its chartered fleet since 2006 - and its seismic equipment to save on lease costs; in the wake and as part of the effort to adjust the fleet to the market demand, the vessel is sold again but without her research equipment. The *Hawk Explorer* has left for the Bahamas. The destination of the bareboat is unknown.



Hogifossur, fishing days, 2001, Iceland
© **Capt. Hilmar Snorrason**



Hawk Explorer, oil exploration days, Rio de Janeiro, Brazil.
© **Edson de Lima Lucas**

Nanhai 502. IMO 7804807. Length 66 m. Chinese flag. Classification society China Classification Society. Built in 1979 in Yokohama (Japan) by Mitsubishi. Owned by China Oilfield Services Ltd (China). Detained in 2001 in Setubal (Portugal). Sold for demolition in China.



Nan Hai 502, September 29, 2008 © **eff.amin**

Drilling

Energy Searcher (ex-Svano, ex-Tiuri, ex-Trachodon, ex-Lappland). IMO 5203554. Length 186 m, 11,469 t. Liberian flag. Classification society Lloyd's Register of Shipping. She is the oldest ship in "Shipbreaking # 46". She was built as an ore carrier in 1959 in Göteborg (Sweden) by Eriksbergs Mekaniska Verkstad owned by the Broström Group; she was built for Ångfartygs AB Tirfing, the parent company of the Group.



1976, the ore carrier *Svano*, © Tapio Jouppila



2003, the drilling ship *Energy Searcher* © Frafo

In 1982, she was lengthened from 177 to 186 m and converted by United Dockyard in Hong Kong. After she has been working for about ten years off the western coast of Australia, she left under drilling contracts in Yemen, in Indonesia or in Vietnam. Her latest owner was Northern Offshore UK Ltd (United Kingdom). In May 2014, the *Energy Searcher* arrived on Oyo-8 oilfield off Nigeria under a one year firm contract and an additional 1 year option. The contract was prematurely cancelled in late 2014. The ship has since then been idle in Bahrain. In 2016, end of the game, she is stripped of her equipment and then towed and beached in India on November 7.



Helix 534 (ex-Discoverer 534). IMO 7403469. Length 163 m, 12,922 t. Deflagged from Bahamas to St. Kitts & Nevis for her last voyage as *Heli*. Classification society Indian Register of Shipping. Built in 1975 in Osaka (Japan) by Mitsui. After she was acquired from Transocean in 2012, her new owner Helix Energy Solutions Group Inc (USA) had the vessel refitted and equipped for well stimulation at Jurong shipyards in Singapore. Sold as is in Pascagoula (USA) for an undisclosed destination of demolition. At 198 US\$ per ton, this will not be carried out in the United States: deflagged and shortened, she left the US waters on December 30, and announced to be heading for Trinidad and Tobago. To be continued.



Jindal Discoverer (ex-Petrosaudi Discoverer, ex-Neptune Discoverer, ex-Discoverer 1, ex-Discoverer, ex-Essar Discoverer, ex-Interocean Discoverer). IMO 7506467. Length 116 m, 6,857 t. Deflagged from Singapore to Palau for her last voyage as *Discoverer*. Classification society International Register of Shipping. Built in 1977 in Tamano (Japan) by Mitsui. Sold for demolition in India.



Jindal Discoverer – Docked at Valletta, Malta, June 24, 2005. © Marc Ottini



Alang © Yuvrajsinh Zala

Supply

The supply vessel is a type of ship which emerged in the mid-50s with the development of offshore oil facilities in the Gulf of Mexico. The purpose of these vessels now operated on all offshore oil and gas fields worldwide is to provide support and supplies to drilling rigs or facilities (food for employees, equipment, drilling sludge, cement, etc.). They usually have a very clear deck where all kinds of loads including oversized ones can be stored.

While diversifying, the supply fleet has specialized in four main categories: the Platform Supply Vessel (PSV), offshore “truck” of the origins, the Anchor Handling Tug Supply (AHTS) vessel which in addition to its supply duties is also powerful enough to handle anchors for semi-submersible rigs and if necessary tow them to the drill site, the Inspection, Maintenance and Repair (IMR) vessel designed to carry out work on subsea facilities with, for instance, its cranes, and finally, the Fast Support and Intervention Vessel (FSIV), a fast boat meant to transport employees and urgently needed equipment.

The industry is getting rid of veterans. About 20 of these inexhaustible Sherpas that used to be operated by the offshore oil industry were sent for scrapping this quarter. Their average age was 31.

Avant Garde (ex-*Merou*, ex-*King Fish*). IMO 8107036. Length 60 m, 1,696 t. Pavillon Sri Lanka. Classification society Bureau Veritas. Built in Waterhuizen (Netherlands) by Pattje. Owned by Sri Lanka Shipping Company (Sri Lanka). Sold for demolition in India.



The *Avant Garde* had several lives. Built for Feronia International Shipping (FISH), a subsidiary of the Worms group, she was originally called *King Fish*. Early in her career, she was an offshore platform supply vessel. She was working hard from coast to coast, in Brazil, in Africa or in the North Sea. She was a multi purpose ship and carried out varied and complex missions beyond being a simple supply vessel such as the towing of the Floating Storage Unit *Serepca 1* in 1984 from Marseille to Cameroon (*Serepca 1*, 284 meters - 137,000 dwt, demolished in 2009 in China. See “[Shipbreaking #. 18](#)”, p. 10).

© Marine Editions

She also took part in the oil exploration in the Iroise Sea off Brittany in the 80s. Because of harsh sea conditions, the *King Fish* had to bring back to Brest harbour many broken anchors and chains that were used to secure the drilling rigs and that were endly stacked in the "Chain Park" past the end of Malbert wharf.

80s, Brest (France), Malbert wharf, supply vessel and storage of chains and beacons -
postcard Coll E Guéguénat



(Avant Garde, continued)

From 1986 on, she was chartered by the French Navy based in the Mediterranean Toulon harbour to perform salvage and anti pollution duties. She was renamed *Merou* in 1987. When FISH was sold to the American group Seacor in 1996, the *Merou* remained under French flag while chartered bareboat by Sermar (Société de Services Maritimes) and owned by SEACOR. In 2005, the French Navy modernized its fleet and the *Merou* was no more hired. The high sea salvage tug *Abeille Flandre* took her place. The ship was returned to Seacor, briefly flagged to Saint Vincent and the Grenadines and was subsequently sold to Indian Samson Maritime Ltd, a leading service provider to the oil industry off India. She kept her name *Merou*, with Mumbai as homeport.



Toulon, August 15, 2004 © Guillaume Rueda



Mumbai, December 28, 2010 © Brian Crocker

In 2014, The *Merou* was acquired by the Sri Lanka Shipping Company. She was chartered by Avant Garde Maritime Services (AGMS), a private Sri Lankan company that used her as a sea support for its anti piracy operations in the Red Sea; she was renamed *Avant Garde*. On September 10, 2015, she left Sudan, she was said to be bound for Colombo for maintenance work but when she arrived off Galle in the south of the country on October 6, the Sri Lankan Navy was on the look out. Some inspectors went on board the *Avant Garde* and laid hands on an arsenal of 549 T-56 assault rifles, 264 semi-automatic 84-S rifles and more than 200,000 ammunitions.

It is not easy to know who owns these weapons made in China. They would belong to the RALL (Rakna Arakshaka Lanka Ltd), another private security company under the Ministry of Defence supervision, which would have supplied them to AGMS. Are they destined for anti piracy operations or illegal trafficking? Have they been diverted? The Sri Lankan army uses the same Chinese patterns. According to the captain, the weapons were duly declared to a department of the Ministry of Defence, which would allow them to enter Sri Lankan waters. For the Navy who is not aware of such an authorization, they are illegal. Aggravating circumstance, some serial numbers have been erased, which prevents any traceability. AGMS would be close to some political staff. The arsenal on board the *Avant Garde* would be a donation. Smuggling, corruption, conspiracy? A fact finding commission was appointed. The vessel was seized and detained 12 miles off the port with her crew and then brought back into port. The captain was prosecuted and jailed in July 2016.

In November 2016, the ship was returned to Sri Lanka Shipping Company for a bail of 35 million rupees (230,000 US\$) and under the condition to be scrapped urgently. The *Avant Garde* arrived off Alang on December 19, she was beached on December 30th.



Avant Garde, arrival for demolition in Alang © Imroj Khan



© Jimit Shah



Bin Hai 292 (ex-Maersk Ranger). IMO 7814890. Length 67 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Lindo (Denmark) by Odense Staalskibs. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.



Bin Hai 292 off Shanghai in 1998.
© Angus M. Macleod

Bin Hai 293 (ex-Robert, ex-Robert Lemeur). IMO 8111374. Length 83 m, 2,163 t. Chinese flag. Classification society China Classification Society. Built in 1982 in North Vancouver (Canada) by Burrard Yarrows. Owned by China Oilfield Services Ltd (China). Sold for demolition in China. See more on the career of this ex Canadian and arctic exploration pioneer in the chapter The END p 79, "The incredible story of Robert Lemeur".

© China Oilfield Services Ltd



Drive Bonavista (ex-Maersk Bonavista, ex-Bonavista Bay). IMO 8203189. Length 72 m, 1,993 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Delta (British Columbia, Canada) by Vito Steel Boat and Barge Construction. Owned by Gaia Ship Management AS (Norway). Detained in 2013 in Kakinada (India). Sold for demolition in Bangladesh.



October 2010, *Drive Bonavista* in Singapore © Grenville Robert (Bob) Joshua

Gulf Horizon (ex-Precision Arrow, ex-Gulf Horizon, ex-Marsea 4, ex-Mousa). IMO 8318984. Length 61 m, 1,208 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Naruto (Japan) by Kanrei. Owned by Horizon Survey Co (United Arab Emirates). Sold for demolition in Pakistan.

Halani 2 (ex-Sea Icon, ex-Kaiji n°2, ex-Dos Amigos, ex-Ward Tide). IMO 7502459. Length 55 m. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Lockport (USA) by Halter Marine. Owned by Comacoe Ltd (India). Sold for demolition in Mumbai, India.



Huajen (ex-Balder Fosna). IMO 8008565. Length 65 m. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Tjorvaag (Norway) by Ulstein Smedvik. Owned by Shenzhen Huawei Offshore Shipping Transport Co (China). Sold for demolition in China.



Hong Kong, March 2009 © Ivan Meshkov

The Blue ones



Aliaga

Maersk Chancellor and Maersk Beater,



Maersk Battler © Selim San

Maersk Battler. IMO 9144330. Length 85 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Flekkefjord (Norway) by SIMEK. Owned by Maersk Supply Service AS (Denmark). Sold for demolition in Turkey.



Maersk Battler, September 26, 2016 Aberdeen, United Kingdom. © bobjak

Maersk Beater. IMO 9144342. Length 85 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Arendal (Norway) by Vindholmen. Owned by Maersk Supply Service AS (Denmark). Sold for demolition in Turkey.



Maersk Chancellor (ex-Oil Chancellor). IMO 8401975. Length 76 m. Canadian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Maersk Supply Service AS (Denmark). Sold for demolition in Turkey.



Maersk Searcher. IMO 9191369. Length 82 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Singapore by Keppel Marine. Owned by Maersk Supply Service AS (Denmark). Sunken on her last voyage towards Turkey.



Maersk Shipper. IMO 9169483. Length 82 m, 3,940 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Singapore by Keppel Marine. Owned by Maersk Supply Service AS (Denmark). Sunken on her last voyage towards Turkey.



© Sydney Sinclair

Maersk Supplier. IMO 9180683. Length 82 m, 4,397 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Singapore by Keppel Marine. Owned by Maersk Supply Service AS (Denmark). Sold for demolition in China.




Nan Ou (ex-Lady Penelope). IMO 8123810. Length 66 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Hong Kong (China) by Chung Wah. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.



Nand Heera. IMO 8219138. Length 59 m, 1,275 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo SB & HM. Owned by Tag Offshore Ltd (India). Sold for demolition in Mumbai, India.

Nand Heera approaching the stern of FPSO *Armada Sterling* at D1 Field, Bombay High OF, January 12, 2013.
© nmj/Shipspotting



 *NSO Champion (ex-Highland Champion, ex-Balblair, ex-Tender Champion)*. IMO 7905273. Length 81 m. Deflagged from Gibraltar to Cook Islands in March 2016. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1979 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by COG Offshore AS (Norway). Sold for demolition in Turkey.



Ocean West (ex-Siggbas, ex-West Plover). IMO 7368097. Length 59 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1974 in Waterhuizen (Netherlands) by Pattje; lengthened in 1978 from 54 to 59 m. Owned by Atlantic Offshore (United Kingdom). Sold for demolition in Grenaa, Denmark, by Fornaes Shipbreaking.



Ocean West, Great Yarmouth (United Kingdom), February 9, 2007. © John Soanes

Serpay (ex-Valerie Anne, ex-Willow River, ex-Caribbean Sentry, ex-Juanita Candies). IMO 8216461. Length 58 m. Turkmenistan flag. Classification society Bureau Veritas. Built in 1987 in Lockport (USA) by Halter Marine. Owned by Turkmen Marine Merchant Fleet (Turkmenistan). Sold for an undisclosed destination of demolition.



Willow River arriving in Valletta (Malta), 28 October 2009. © Robert Crosslan

Vos Commander (ex-*Dea Commander*, ex-*Normand Gard*, ex-*Normand Conger*, ex-*Normand Vibran*, ex-*Ocean Pilot*, ex-*Normed Vibran*). IMO 7404188. Length 59 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1975 in Lemmer (Netherlands) by Friesland. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Belgium.



VOS Commander entering Ghent Canal, December 19, 2016. © **Rinus Eversdijk**



Galloo Recycling yard, Ghent (Belgium), January 8, 2017. © **Marc Ottini**

Vos Dee (ex-*Dea Protector*, ex-*Scott Protector*). IMO 7396563. Stand-by safety vessel. Length 57 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1974 in Groningen (Netherlands) by Nieuw Noord Nederlandsche. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Ijmuiden (Netherlands).



Claymore A, North Sea, June 22, 2009. © **Marine Traffic**

Diving support vessel

Orelia (ex-*CSO Orelia*, ex-*Stena Orelia*, ex-*Orelia*). IMO 8208854. Length 126 m, 5,219 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Wallsend (United Kingdom) by Swan Hunter. Oldest ship in the Technip Uk Ltd fleet (United Kingdom). Sold for demolition in Turkey.



Orelia, Bergen, Norway, August 18, 2014 © **Alf Kåre Aasebø**

Ferry

Star Fighter (ex-*Ardenia*, ex-*Gardenia*, ex-*European Endeavour*, ex-*European Enterprise*). IMO 7711139. Length 118 m, 4,369 t. Cyprus flag. Classification society Bureau Veritas. This ship was delivered in 1978 by Schichau Unterweser, from Bremerhaven, as the United Kingdom-flagged *European Enterprise* and was operated in her early years on the Dover-Zeebrugge line by Townsend Thoresen Car Ferries.



European Enterprise © Fotoflite



European Endeavour, Calais April 1992 © Andreas Wörteler

In 1987, her ship-owner was acquired by P&O European Ferries. The vessel was renamed *European Endeavour* and kept sailing across the Channel, on some periods on the Dover-Calais service. In 1998, her capacity was increased by Cammel Laird shipyard, in Birkenhead, and she was thereafter operated by P&O Irish Ferries on the Cairnryan (Scotland)-Larne (Northern Ireland) service. Sold in July 2002 to Trans Europa Ferries, she was renamed *Gardenia* under Cyprus flag and from January 2003 on, she was serviced on the Ostend-Ramsgate line after some refit works. In 2013, following Trans Europa Ferries bankruptcy, she was acquired by the Belgian company Oilchart International and her name was altered to *Ardenia*.



Gardenia sailing across the Channel in Transeuropa Ferries livery, October 4, 2010 © Marc Ottini



Star Fighter, May 20, 2015, laid-up in Denia, Spain
© Manuel Hernández Lafuente

She remained laid up in Belgium until April 2014, then left for Piraeus (Greece) and was renamed *Star Fighter* owned by Kosilio Shipping, still under Cyprus flag; since then, she has only been short-term chartered. Detained in 2014 in Piraeus (Greece). She was finally sent to be broken up in Alang on December 6, 2016.

European Enterprise was the last in a series of four ferries - mainly used to carry cargo - built in Bremerhaven for Townsend Thoresen. The first ones, *European Gateway* and *European Trader* (1975) were respectively broken up in Aliaga in 2013 and in Alang in 2006. The third one in the series, *European Clearway* (1976), is still in service as *Via Mare* (Sierra Leone flag) and operated by the Turkish company Akgünler from Tasucu (South Turkey) to Girne (North Cyprus) or Tripoli (Lebanon).



Star Fighter © Manoj Kumar

General cargo

Abbay (ex-*Abbay Wonz*, ex-*Mengistu HM*). IMO 8303018. Length 137 m, 5,689 t. Ethiopian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Ethiopian Shipping & Logistics (Ethiopia). Detained in 2000 in Hamburg (Germany). Sold as is in Sharjah (United Arab Emirates) for an undisclosed destination of demolition. 230 US\$ per ton.



Abbay Wonz passing Zeedorp on 20,09,2006. © Frank Behrends

Almajed (ex-*Carla*, ex-*Al Najwa*, ex-*Talea*, ex-*Helena*, ex-*Whitegate*). IMO 7228364. Length 87 m, 1,015 t. Tanzanian flag. Unknown classification society. Built in 1972 in Waterhuizen (Netherlands) by Van Diepen. Owned by Jawharat Al Khaleej Shipping (United Arab Emirates). Detained in 2000 in Sevilla (Spain) and Marina di Carrara (Italy) and in 2006 in Kandla (India). Sold for demolition in India.



Amal Star (ex-*Adelaide*, ex-*Leo Schroder*). IMO 7229758. Length 125 m, 2,645 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1972 in Kiel (Germany) by Lindenau. Owned by ISM Group Inc (Lebanon). Detained in 2001 in Hamburg (Germany), in 2004 in Nantes (France) and Lisbon (Portugal), in 2006 in Lisbon again, in 2009 in Szczecin (Poland) and in 2015 and 2016 in Antalya (Turkey). Sold for demolition in India.



Amal Star © Marc Ottini



Alang, India. © Hiren Shah

Anette. IMO 9279094. Length 180 m, 8,275 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by MST Mineralien Schifffahrt Spedition und Transport GmbH (Germany). Detained in 2003 in Dalian (China). Sold for demolition in India. 290 US\$ per ton.

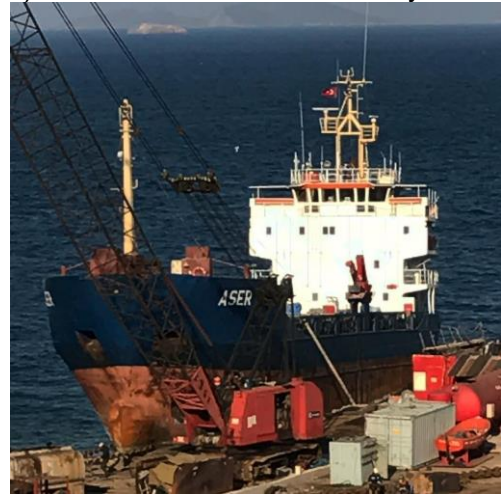


Anette, July 05, 2016, Quebec, Canada. © Marc Boucher

Aser (ex-Marina, ex-Ville de Mina Qaboos, ex-Ville d'Alexandria, ex-Cintra, ex-Ville du Mistral, ex-Cintra, ex-Adils, ex-Seevatal, ex-Eco Mira, ex-Seeveta). IMO 7601059. Length 72 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hamburg (Germany) by Norderwerft. Owned by Al Sami Maritime SA (Honduras). Detained in 2013 in Pula (Croatia). Sold for demolition in Turkey.



Arriving at Alexandria, Egypt, on May 25, 2013 © Wil Weijsters



Aliaga © Selim San

Atlantic Navigator (ex-Lykes Energizer, ex-Thorsriver, ex-Elan Vital, ex-Kovrov). IMO 8902292. Length 173 m, 9,210 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by JSC Baltic Mercur (Russia). Detained in 2016 in Baltimore (Maryland, USA). Sold for demolition in Bangladesh. 293 US\$ per ton.



Kovrov leaving Le Havre, France, in August 1993.
© Pascal Brede



Atlantic Navigator upbound on the St. Lawrence River
off Verchères, Canada, on September 8, 2015.
© Marc Piché

Aydin (ex-Jasmine, ex-Voskhod, ex-Ivan Kolyshkin). IMO 7620184. Length 114 m. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1975 in Rybinsk on the upper Volga (Iaroslav Oblast, Russia) by Volodarskiy. Owned by Te Trade & Supply Co (Turkey). Detained in 2007 in Nikolayev (Ukraine), in 2008 in Temryuk (Russia) and Mersin (Turkey), in 2009 in Rostov-on-Don (Russia), in 2010 in Iskenderun (Turkey) and Kherson (Ukraine), in 2011 in Gemlik (Turkey) and in 2016 in Tuapse (Russia) and Canakkale (Turkey). Sold for demolition in Turkey.



Bangkachai (ex-Mostearn Ace, ex-Taiyo, ex-Taiyo Maru). IMO 8114766. Length 106 m, 2,092 t. Thai flag. No classification society according to the last Port State control in Penang (Malaysia). Built in 1981 in Imabari (Japan) by Nishi Zosen. Owned by Wong Samut Navigation Co Ltd (Thailand). Detained in 2011 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh.



Camelia (ex-Fatima-A, ex-Mustafa F, ex-Huseyin Kalkavan, ex-Emin, ex-Dimtris). IMO 7638947. Length 106 m, 2,120 t. Togolese flag. Classification society



International Naval Surveys Bureau. Built in 1977 in Imabari (Japan) by Higaki. Owned by Bisso & Ostah Shipping Co (Lebanon). Detained in 1997 in London (United Kingdom), in 2002 in Aveiro (Portugal), Sevilla (Spain) and Livorno (Italy), in 2005 in Novorossiysk (Russia) and Izmit (Turkey), in 2008 in Damietta (Egypt) and in Novorossiysk again, in 2011 in Nea Moudhania (Greece), in 2012 in Damietta again and in 2014 in Alexandria (Egypt). Sold for demolition in India.

The Togolese *Camelia* in Derna (Libya), May 18, 2013
© **Muhsen Hussein**

Chief Ahmad (ex-Cpt. Ahmad 1, ex-Talavera, ex-Ivon, ex-Nirikos, ex-Ivon, ex-Kings Star). IMO 7113715. Length 93 m, 1,268 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1971 in Tjorvaag (Norway) by Smedvik. Owned by Royal Prince Shipping (United Arab Emirates). Sold for demolition in Pakistan



Cpt Ahmad 1, port of Mersin (Turkey), June 20, 2010 © **Marc Ottini**

Damas (ex-Lady Shaimaa, ex-Lady Shaimma, ex-Rasimo, ex-Gerasimos K, ex-Dimarco, ex-Assia, ex-Brigitte, ex-Phaedra, ex-Hanseatic). IMO 7129776. Length 104 m. Moldovan flag. Unknown classification society. Built in 1972 in Rostock (Germany) by Neptun VEB. Owned by Safety Management-ISM Srl (Romania). Detained in 2002 in Gallipoli (Italy) in 2005 twice in Izmit (Turkey) and in 2009 in Constanta (Romania). Sold for demolition in India.



Dubai Castle (ex-Arundel Castle, ex-Meghna Pride, ex-Syrena, ex-Seaboard Syrena, ex-Syrena). IMO 9102485. Length 200 m, 12,724 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1997 in Gdansk (Poland) by Gdanska. Owned by Navalmar (United Kingdom). Detained in 2011 in Haldia (India) and Fangcheng (China), in 2013 in Klaipeda (Lithuania) and Marina di Carrara (Italy) and in 2015 in Shanghai (China). Sold for demolition in Pakistan.



Arundel Castle on the St-Lawrence river near Sorel, Canada, on February 28, 2015. © **Jack 2**



Dubai Castle, Gadani, December 2016 © **Nomi Raheem**



Efstratios (ex-Nordsee, ex-Seaboard Clipper, ex Nordsee). IMO 7726940. Length 89 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1978 in Hamburg (Germany) by Norderwerft. Owned by Sea Current NE (Greece). Sold for demolition in Turkey.



Efstratios leaving Altsi Quarry in Sitia, Crete, April 15, 2016
© D173457Q Brian/Shipspotting

Era Iris (ex-Jindal Varuna, ex-Py Harmony). IMO 9411458. Length 104 m, 2,254 t. Indian flag. Classification society Indian Register of Shipping. Built in 2007 in Qingdao (China) by Qingdao Heshun SY Co. Owned by Era Shipping Pvt Ltd (India). Detained in 2016 in Colombo (Sri Lanka). Sold for demolition in India.



Port Blair, India, December 2012 © Johnmary

Era Iris, Alang © Khanna Agarwal



Friendship (ex-Viola III, ex-Seinehaven, ex-Oued Ziz, ex-Taurus II, ex-Traverway Express, ex-Nattco Carrara, ex-Taurus II, ex-Taurus, ex-Widukind, ex-Zim Constantza, ex-Widukind). IMO 7029201. Length 88 m, 1,406 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1970 in Neuenfelde (Germany) by Sietas. Owned by Ghandour Smn (Lebanon). Detained in 2009 in Novorossiysk (Russia), in 2012 in Novorossiysk again then in Sochi (Russia) and in 2015 in Eleusis and Thessaloniki (Greece). Sold for demolition in India.



June 13, 1983, *Widukind* Nieuwe Waterweg
© Simonwp



August 16, 2015, *Friendship* at Elefsis, Greece.
© Dennis Mortimer

Frosina (ex-Vanna, ex-Fjord Pearl, ex-Sidergemma). IMO 7125196. Length 90 m. Albanian flag. Classification society Albanian Register of Shipping. Built in 1972 in Livorno (Italy) by Orlando. Owned by Albartin Shipping Co (Albania). Detained in 1998 in Sevilla (Spain), in 1999 in La Spezia (Italy) and in 2007 in Izmir (Turkey). Sold for demolition in Turkey.





Goodwill (ex-*Vornaks*, ex-*Aleksa*, ex-*Santa Elena*, ex-*Dakota*, ex-*Cherokee*, ex-*Volgo-Balt 161*). IMO 8867428. Length 114 m.

Deflagged from Cambodia to Democratic Republic of Congo in May 2016.

Classification society Ukraine Register of Shipping. Built in 1972 in Komarno (Slovakia) by ZTS Yard. Owned by Marine Standard Ltd (Ukraine). Bronze medallist in the substandard ship contest with 12

detentions in 2000 in Azov (Russia), in 2005 in Sète (France), in 2006 in Gaeta (Italy), in 2007 in Izmit (Turkey) and Aliaga (Turkey), in 2010 in Nikolayev (Ukraine), in 2012 in Bandirma (Turkey), in Ereğli (Turkey) and in Mersin (Turkey), in 2013 in Yeysk (Russia), in 2014 in Aliaga again and in 2016 in Kocaeli (Turkey). Sold for demolition in Turkey.



Goodwill, March 02, 2016 port of Bartin, Turkey

© Babür Halulu

Hidasse (ex-*Abyot*). IMO 8303020. Length 138 m, 5,689 t. Ethiopian flag.

Unknown classification society. Built in 1985 in Southwick (United Kingdom)

by Austin & Pickersgill. Owned by Ethiopian Shipping & Logistics (Ethiopia).

Detained in 2009 in Yokohama (Japan) and in 2011 in Mumbai (India). Sold for an undisclosed destination of demolition. 230 US\$ per ton.



Hijau Semangat (ex-*Sky Treasure*, ex-*Tian Fu*). IMO 9141091. Length 132 m, 3,926 t.

Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1997 in

Oldenburg (Germany) by Neue Brand Werft. Owned by Salam Pacific Indonesia Lines

(Indonesia). Sold for demolition in Bangladesh. 270 US\$ per ton.



Hong Tiger (ex-*Eurus Oslo*, ex-*Thorstream*, ex-*HSH Kusu*, ex-*Cast Wolf*, ex-*Norasia*

Singa). IMO 8716083. Length 201 m, 10,882 t. St. Vincent & the Grenadines flag.

Classification society Registro Italiano Navale. Built in 1989 in Kiel (Germany) by

Howaldtswerke-DW. Owned by Hongyuan Marine Co Ltd (China). Detained in 2012 in Bandar Abbas

(Iran) and in 2013 and 2016 in Bandar Khomeini (Iran). Sold for demolition in India.



November 1992, Le Havre (France), *Norasia Singa* under repair in drydock 7 after hitting the south dike.

© Pascal Bredel



July 22, 1997, *Cast Wolf* entering Le Havre.

Jari Star (ex-*Log-In Manaus*, ex-*Frotamaneus*). IMO 9051038. Length 133 m, 4,790 t. Unknown flag.

Classification society Bureau Veritas. Built in 1994 in Rio de Janeiro (Brazil) by Verolme-Ishibras. Owned

by Frota Oceanica e Amazônica (Brazil). Sold for an undisclosed destination of demolition.

Jia Xing (ex-*Bao Zheng*). IMO 8821955. Length 170 m, 9,929 t. Hong Kong flag. Classification society China Classification Society. Built in 1992 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Chipolbrok (China/Poland). Sold for demolition in Pakistan. 280 US\$ per ton.



Jia Xing – upbound in Schelde River, October 7, 2006.

© Marc Ottini



Gadani © Sajjad Chowdhury

King Fortune (ex-*Ottawa Princess*, ex-*Wedellsborg*, ex-*Tasman Voyager*, ex-*Johanna Oldendorff*, ex-*Tasman Voyager*, ex-*T.A. Voyager*, ex-*Johanna Oldendorff*, ex-*Begona*, ex-*Johanna Oldendorff*). IMO 8503046. Length 187 m, 8,779 t. St. Vincent & the Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Southwick (United Kingdom) by North East SB. Owned by Nanjing King Ship Management Co (China). Detained in 2002 in Auckland (New Zealand). Sold for demolition in India. 296 US\$ per ton.



King Success (ex-*Caribe Maiden*, ex-*Frijsenborg*, ex-*Tasman Explorer*, ex-*TA Explorer*, ex-*Dietrich Oldendorff*). IMO 8503034. Length 187 m, 8,779 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Southwick (United Kingdom) by North East SB. Owned by Nanjing King shipmanagement (China). Sold for demolition in Pakistan. 277 US\$ per ton.



King Success at Jiangyin, China, April 10, 2015

© Vitaliy Kharchenko



Lady Nour (ex-*Onego Pride*, ex-*Capitaine Cook*, ex-*Carina I*, ex-*Carina Smits*, ex-*Cathalina Smits*). IMO 8002822. Length 113 m, 3,025 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Mamari Shipping Co SAL (Lebanon).



Detained in in 2004 in Newcastle (Australia), in 2005 in New Orleans (Louisiana, USA), in 2007 in Leixoes (Portugal), in 2009 in Aliaga (Turkey), in 2014 in Kalamata (Greece), in 2015 in Valletta (Malta) then in Marsaxlokk (Malta) and in 2016 in Kocaeli (Turkey). Sold for demolition in Turkey.



Lady Nour – Northbound in the Bosphorus, May 23, 2011 © Marc Ottini

Lamar (ex-Wael-F, ex-Petunia, ex-Apollonia Nobility, ex-Nemo, ex-Mouna, ex-Bravoexporter). IMO 7638959. Length 106 m, 2,063 t. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1977 in Imabari (Japan) by Higaki.



Detained in 1998 in Antwerp (Belgium), in 2001 in Aveiro (Portugal), in 2005 in Koper (Slovenia), in 2007 in Casablanca (Morocco) and Aliaga (Turkey), in 2011 in Marina di Carrara (Italy) and in 2012 in Mersin (Turkey) and Novorossiysk (Russia). Sold for demolition in India.

Lamar, southbound in the Bosphorus, August 22, 2014 passing Rumeli Kavagi © **Marc Ottini**

Lime Bell (ex-Rainbow Spirit, ex-Kai Manu). IMO 8415275. Length 117 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Kochi (Japan) by Imai Zosen. Owned by Dong Won Shipping Co Ltd (South Korea). Detained in 2000 in Incheon (South Korea). Sold for demolition in South Korea.



Lime Bell at Busan, Korea (South), November 27, 2016
Her breaking up going on at Gamcheon port in Busan.
© **Iappino**



Magway (ex-Magwe). IMO 8406808. Length 149 m, 5,550 t. Deflagged from Malaysia to St. Kitts & Nevis for her last voyage as *Mag A*. Classification society Lloyd's Register of Shipping. Built in 1985 in Bremerhaven (Germany) by Seebeckwerft. Detained in 2003 in Singapore and in 2005 in Kobe (Japan). Resold by her Malaysian ship-owner to the India-based Prayati Shipping prior to her beaching... in Bangladesh. 278 US\$ per ton.



Mansour M (ex-Harmony, ex-Zim Espana, ex-West Moor, ex-Westermoor, ex-Essex Courage, ex-Westermoor). IMO 7600586. Length 97 m, t. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1977 in



Neuenfelde (Germany) by Sietas. Propriétaire Lulu Shipping Co SA (Lebanon). Detained in 2009 in Douarnenez (France), in 2010 in El Ferrol (Spain), in 2011 in Eleusis (Greece), in 2012 in Antalya, in 2013 in Koper (Slovenia) and Gemlik (Turkey), in 2014 in Rhodes (Greece) and in 2015 in Beirut (Lebanon). Sold for demolition in India.

Mansour M unloading salt in Rijeka (Croatia), October 18, 2012. © **A J de Graaf**

Musi River (ex-Island Chief, ex-Spear, ex-Spirit, ex-Spear, ex-Edel Sif, ex-Lampung Bay, ex-Salif Bay, ex-Edel Sif, ex-Pegasus Progress, ex-Edel Sif, ex-Pegasus Progress, ex-Edel Scheel). IMO 8131178. Length 115 m, 2,594 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Frederikshavn (Denmark) by Orskov Christensens; lengthened in 1989 from 102 m to 115 m. Owned by Meratus Line PT (Indonesia). Sold for demolition in India.



Mustafa Bey (ex-Amal Moon, ex-Master Fawaz, ex-Anastasia, ex-Atlantic Mercado, ex-Eliza, ex-Rijpgracht). IMO 7519921. Length 80 m, 1,817 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Shimizu (Japan) by Miho. Owned by IMS Hellenic Co (Greece). Gold medallist in the substandard ship contest with 16 detentions in 1998 in El Ferrol (Spain), in 2001 in Gdansk (Poland), in 2002 in Lisbon (Portugal), in 2003



in Liverpool (United Kingdom), Constanta (Romania) and Ceuta (Spain), in 2005 in Ambarli (Turkey), in 2006 in Nikolayev (Ukraine), in 2008 in Algier (Algeria) and Iskenderun (Turkey), in 2010 in Gemlik (Turkey) and Koper (Slovenia), in 2011 in Eleusis (Greece), in 2013 in Kalimenes (Greece), in 2014 in Damietta (Egypt) and in 2015 in Bourgas (Bulgaria). Sold for demolition in India.



Mustafa Bey, June 16, 2015, Istanbul, Turkey © Gerolf Drebes

Nasos (ex-Capt Lekkas, ex-Saranda). IMO 8880339. Length 69 m. Honduras flag. Unknown classification society. Built in 1986 in Durres (Albania) by Durres KD. Officially owned since 2007 by a mysterious Panama-based Purity Shipping. Detained in 1998 and 1999 in Patras (Greece), in 2000 in Brindisi (Italy), in 2001 in Molfetta (Italy), in 2003 in Ortona (Italy), in 2004 four times in Barletta (Italy) and in 2007 in Cagliari (Italy). Derelict since June 2013 in Las Palmas (Canary Islands, Spain) and finally demolished on the spot.



2008 Bosphorus
© Wil Weijsters



2014
© Marius Esmann



Las Palmas 2016
© Patalavaca

Nawal III (ex-Karim H, ex-Arwad, ex-Viggo Scan). IMO 7206378. Length 80 m, 1,599 t. Tanzanian flag. Unknown classification society. Built in 1972 in Busum (Germany) by Busumer. Owned by Jubba General Trading Co LLC (United Arab Emirates). Detained in 2003 and 2006 in Constanta (Romania), in 2007 in Alexandria (Egypt) and Ereğli (Turkey), in 2009 in Novorossiysk (Russia) and in 2010 in Damietta (Egypt), Suez (Egypt) and Thessaloniki (Greece). Sold for demolition in India.



Nerey (ex-Modisk 1, ex-STK-1022). IMO 8620040. Length 82 m. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1986 in Rosslau (Germany) by Elbewerften. Owned by Niesco Shipping Co (Ukraine). Detained in 1999 in Hull (United Kingdom) and Vejle (Denmark), in 2007 in Izmit (Turkey), in 2008 in Kdz Ereğli (Turkey) and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.



Nerey. Black Sea. Odessa. Ukraine. January 30, 2011 © Oleksiy Puzyr





Nova Cura (ex-Sambre). IMO 9166479. Length 107 m. Deflagged from the Netherlands to Togo for her last voyage as *Nova*. Classification society Bureau Veritas. Built in 1999 in Drobeta-T.S. (Romania) by Severnav. Owned by Nova Sea Transport (Netherlands). Detained in 2009 in Mersin (Turkey). On April 20, 2016, the *Nova Cura* and her crew of 7 men ran aground on Lamna reef near Lesbos Island (Greece). She was carrying steel pipes and coils from Eregli on the Black Sea to Aliaga. On April 26, heavy weather was expected and the crew was evacuated. Smit Salvage and the Greek company Megalohori were in charge of the oil pumping operations, cargo transshipment and refloating of the wreck. "A slight pollution is spotted". On May 9, the *Nova Cura* was towed to Piraeus. On October 17, she was beached for demolition in Aliaga.



Nova Cura waiting at Salamina Shipyards (Greece) on June 24, 2016. © Marc Ottini



Pearl (ex-Nomad Eagle, ex-Volgo-Balt 150). IMO 8883886. Length 114 m. Deflagged from Sierra Leone to Tanzania in March 2016. Classification society Overseas Marine Certification Services. Built in 1971 in Komarno on the Danube River (Slovakia) by ZTS Yard. Owned by River Technical Trading Inc (Ukraine). She shares the Gold medal in the substandard ship contest with *Mustafa Bey* (previous page) with 16 detentions in 2000 in Mönsterå (Sweden), in 2005 in Canakkale (Turkey), in 2006 in Izmit (Turkey) and Novorossiysk (Russia), in 2007 in Novorossiysk again, in 2008 in Iskenderun (Turkey), in 2010 in Constanta (Romania), Yeysk (Russia), Azov (Russia) and Antalya (Turkey), in 2011 twice in Kherson (Ukraine), in 2012 in Rostov-on-Don (Russia) and in 2016 in Nikolayev (Ukraine), in Yeysk again then in Kocaeli (Turkey). Sold for demolition in Turkey.



As *Nomad Eagle*, September 22, 2014 Istanbul, Turkey © Frank Behrends

Rasha D (ex-Yousef S, ex-Sulina, ex-Hiba K, ex-Biga, ex-Uralar Septimo). IMO 8322179. Length 91 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Zumaya (Spain) by Balenciaga. Owned by ISM Group (Turkey). Detained in 2008 in Antalya (Turkey), in 2010 in Damietta (Egypt), in 2011 in Midia (Romania) and in 2016 in Tripoli (Lebanon). Sold for demolition in Turkey.



Russa (ex-Baltiyskiy-110). IMO 7612527. Length 95 m, 1,388 t. Deflagged from Russia to St. Vincent & Grenadines for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Laivateollisuus. Owned by Baltrechflot Ltd (Russia). Detained in 2006 in Rouen (France), in 2010 in Falmouth (United Kingdom) and in 2014 in Dunkirk (France). Sold for demolition in Turkey.



Sa Ja Bong (ex- *Kan Baek San*, ex-*Gan Baek San*, ex-*Ryong Nam Sam*). IMO 8826046. Length 127 m. North Korean flag. Classification society Korea Classification Society. Built in 1985 in Wonsan (North Korea) by Wonsan SY. Owned by Kim Chaek Fishery Co (North



Korea). Detained in 2003 in Zhuhai (China), in 2004 in Hong Kong (China) and in 2009 in Kandla (India). Sold for demolition in China.



Sa Ja Bong, March 2, 2010 © **Thanachon**



Sagaing. IMO 8406793. Length 149 m, 5,550 t. Deflagged from Malaysia to St. Kitts & Nevis for her last voyage as *Saga G*. Classification society Lloyd's Register of Shipping. Built in 1985 in Bremerhaven (Germany) by Seebeckwerft. Detained in 2001 in Singapore, in 2003 in Singapore again then in Yokohama (Japan) and Hong Kong (China), in 2006 in Yokohama again and in 2011 in Yangzhou (China). Sold by her Malaysian owner Myanma Five Star Line to St. Vincent & the Grenadines-based Taymouth Ltd and handed over to Prayati Shipping for her last voyage towards demolition in Bangladesh.



Sama (ex-*Arktouros*, ex-*Sunstar*, ex-*Tegesos*, ex-*Tervate*, ex-*Maldis Skreya*).

IMO 7642584. Length 89 m. Panamanian flag. Classification society International Maritime Register. Built in 1977 in Drobeta. (Romania) by Drobeta-T.S.. Owned by El Moez Maritime (Egypt). Detained in 2012 in Al Adabiyah (Egypt). Sold for demolition in Turkey.



As *Maldis Skreya*, August 16, 1988, Maassluis, Rotterdam, Netherlands. © **Mick Warrick**

Sevgi (ex-*Pop Reefer*, ex-*Cygna*, ex-*Galina*, ex-*Kapitan Palkin*, ex-*ST-1333*). IMO 8897045. Length 87 m. Sierra Leone flag. Unknown classification society. Built in 1988 in Volgograd (Russia) by Volgogradskiy SZ. Detained in 2002 and 2004 in Patras (Greece) and in 2007 in Drepano Riou (Greece). Sold for demolition in Turkey.



Sevgi, Sea of Marmara road in Istanbul, July 27, 2015. © **evgenii 10**

Shuttle 1 (ex-*Sabin*, ex-*Dalhem*, ex-*Vento di Ponente*, ex-*Dalhem*, ex-*Sabine D*, ex-*Gustav Behrmann*, ex-*Contship Two*, ex-*Gustav Behrmann*). IMO 7633399. Length 88 m. Lebanese flag. Classification society Venezuelan Register of Shipping. Built in 1977 in Hamburg (Germany) by Norderwerft. Owned by Faros Shipping Co (Lebanon).



13 December 1995, canal de Kiel, Germany. © **hanswesthoff**



Dalhem, laid up at Falkenberg, October 10, 2009. © **Tom Jones**

Shuttle 1 was a survivor: on December 13, 1995, she suffered a rudder failure, collided with the *Baltic Champ* in the Kiel canal and capsized. She was refloated and resumed service. Detained in 1997 in Antwerp (Belgium), in 2002 twice in Dublin (Ireland), in 2004 in La Spezia (Italy), in 2010 in Larnaca (Cyprus) and Alexandria (Egypt) and in 2015 in Damietta (Egypt) and Kalilimenos (Greece). Sold for demolition in Turkey.

2016, Aliaga. © **Selim San**



Smart Sail (ex-*Gant Star*, ex-*Maria Bonita*). IMO 8315152. Length 155 m, 5,850 t. St. Vincent & Grenadines flag. Classification society Registro Italiano Navale. Built in 1986 in Kobe (Japan) by Mitsubishi. Owned by Translory Shipping Co Ltd (China). Detained in 2009 in Shanghai (China), in 2012 in Bandar Khomeini (Iran) and in 2015 in Hong Kong (China). Sold for demolition in India.



Smart Sail, May 23, 2011, Port of Odessa, Ukraine. © **Igor Opruzhak**

Sunny Napier 2. IMO 9059119. Length 168 m, 6,282 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Imabari (Japan) by Imabari Zosen. Owned by Mitsui OSK Lines Ltd (Japan). The *Sunny Napier* devoted her entire life to the transport of logs and timber from New Zealand to Asia, mainly Japan. Sold for demolition in China. 260 US\$ per ton.



The *Sunny Napier II* departing Napier (New Zealand) September 6, 2005.
© Tony des Landes



Sunny Napier II. Early morning arrival by the long-serving woodpulp carrier at Napier New Zealand, June 11, 2016.
© Brent

Ul Ji Bong (ex-*Dou An*, ex-*Sailing n°2*, ex-*Core n°7*, ex-*Daifuku*, ex-*Daifuku Maru n°11*). IMO 8214516. Length 71 m. North Korean flag. Classification society Korea Classification Society. Built in 1983 in Saiki (Japan) by Honda. Owned by Korea Uljibong Shipping Co (North Korea). Detained in 2000 in Yokohama (Japan), in 2002 in Tokuyama (Japan), in 2003 in Umeji (Japan), in 2006 in Tsuruga (Japan) and in 2010 in Dandong (China). Sold for demolition in Jiangyin, China.



Ul Ji Bong 2 (ex-*Hua Jie 3*, ex-*Seiun Maru n°18*). IMO 8035788. Length 69 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in Namikata (Japan) by Yamanaka. Owned by Korea Uljibong Shipping Co (North Korea). Sold for demolition in Jiangyin, China.

Vijitra Naree (ex-*Tiger Falcon*). IMO 9159347. Length 172 m, 6,598 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Setoda (Japan) by Naikai. Owned by Precious Shipping PCL (Thailand). Detained in 2009 in Brisbane (Australia) and in 2012 in Napier (New Zealand). Sold for demolition in Pakistan.



Vijitra Naree anchored at Sorel, Quebec, Canada, March 19, 2014. © foggy


Container ship

Amazon (ex-*Mekhanik Moldovanov*, ex-*Nordisle*, ex-*Maersk Asia Octavo*, ex-*Nordisle*, ex-*TSL Bravo*, ex-*Nordisle*). IMO 9004190. 1167 teu. Length 157 m, 6,668 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built



in 1991 in Wismar (Germany) by Mathias Thesen Werft. Owned by Salam Pacific Indonesia Lines (Indonesia). Detained in 2008 in Seattle (Washington State, USA). Sold for demolition in Bangladesh. 282 US\$ per ton.

May 13, 2006, *Mekhanik Moldovanov* at Lyttelton Harbour (New Zealand © **Wayne ACourt**


 *Anika Oltmann* (ex-*MSC Caracas*, ex-*Montebello*, ex-*Anika Oltmann*, ex-*Montebello*, ex-*Anika Oltmann*). IMO 9138288. 2470 teu. Length 207 m, 10,550 t. Deflagged from Germany to Liberia for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Wismar (Germany) by Aker MTW. Owned by Schiffahrtsgesellschaft Oltmann mbH & Co KG (Germany). Detained in 2012 in Valparaision (Chile) and in 2013 in Cortes (Honduras) and Montreal (Canada). Sold for demolition in India.



Anika Oltman, ultimate bunkering in Gibraltar, October 2016 © **Pascal Breidel**



Along, *Anika Oltmann* after beaching © **Viral Shah**

 *APL Agate* (ex-*MOL Freedom*, ex-*APL Agate*, ex-*NOL Agate*). IMO 9139713. 5020 teu. Length 275 m, 22,965 t. Deflagged from United States to Comoros for her last voyage as *Gale*. Classification society American Bureau of Shipping. Built in 1997 in Kojé



(South Korea) by Samsung. Owned by Wilmington Trust Co (USA). Detained in 2011 in Marsaxlokk (Malta) and in 2013 in Singapore. Sold for demolition in India. 276 US\$ per ton including enough bunkers for the voyage. Sistership of *APL Coral*, *APL Cyprine* and *APL Pearl* below.

Port of Savannah (USA), July 30, 2010
© **Stephen Morton**



APL Cyprine (ex-NOL *Cyprine*). IMO 9139725. 5020 teu. Length 275 m, 22,977 t. Deflagged from Singapore to Comoros for her last voyage as *Cyprus*. Classification society American Bureau of Shipping. Built in 1997 in Koje (South Korea) by Samsung. Owned by Neptune Orient Lines (Singapore). Detained in 2002 in Long Beach (California, USA). Sold as is in Singapore for demolition in India. 281 US\$ per ton and enough bunkers for the voyage.



APL Cyprine – Arrival at Fos-sur-Mer terminal (France), May 8, 2004. © **Marc Ottini**



APL Iolite (ex-*MSC Hudson*, ex-*APL Iolite*, ex-NOL *Iolite*). IMO 9144756. 4918 teu. Length 272 m, 23,648 t. Deflagged from Singapore to Comoros for her last voyage as *Maple*. Classification society Lloyd's Register of Shipping. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Detained in 2013 in San Francisco (California, USA). Sold by her owner Neptune Orient Lines (Singapore) to Linus Maritime Inc based in St. Kitts and Nevis prior to her departure for demolition in India. Sistership of *APL Iris* below



APL Iolite departing Zeebrugge (Belgium), June 8, 2005. © **Marc Ottini**



APL Iris (ex-*Iris*, ex-*APL Iris*, ex-NOL *Iris*). IMO 9144768. 4918 teu. Length 272 m, 23,541 t. Deflagged from Singapore to Comoros for her last voyage as *Eros*. Classification society Lloyd's Register of Shipping. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by Neptune Orient Lines (Singapore). Sold for demolition in India.

Iris. Arriving at Le Havre (France), April 20, 2008. © **Marc Ottini**



APL Pearl (ex-NOL Pearl). IMO 9139737. 5020 teu. Length 275 m, 23,071 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1998 in Koje (South Korea) by Samsung. Owned by Neptune Orient Lines (Singapore). Detained in 2012 in Singapore. Sold for demolition in India.



November 7, 1998, *NOL Pearl*



Le Havre (France)

June 13, 1999, *APL Pearl*

© Pascal Brede!l

AS Tamina (ex-SCT Peru, ex-Boxford, ex-CSAV Peru, ex-NYK Esperanza, ex-Laura S, ex-Lykes Innovator, ex-TMM Manzanillo, ex-Laura S, ex-Thea S). IMO 9158501. 2474 teu. Length 207 m, 10,612 t. Liberian flag.

Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Stralsund (Germany) by Volkswerft. Owned by Ahrenkiel Shipmanagement GmbH & Co KG (Germany). Detained in 2010 in Mersin (Turkey) and in 2012 in Antwerp (Belgium). Sold for demolition in Bangladesh. 290 US\$ per ton.



NYK Esperanza in Terneuzen (Netherlands), May 24, 2003 © Pascal Brede!l



Boxford, Europe Terminal, Le Havre (France), October 15, 2012 © Marc Ottini



AS Venus (ex-Venus, ex-Dal Karoo, ex-Venus, ex-CMBT Encounter, ex-Venus). IMO 9127514. 1129 teu. Length 159 m, 6,757 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Sold for demolition in India.



AS Venus, southbound in the Bosphorus, August 21, 2014. © Marc Ottini



November 2016, *Venuss*, plot 21 at Alang © HG Meghani



Auguste Schulte (ex-CMA CGM *Claudel*). IMO 9231169. 2602 teu. Length 210 m, 11,478 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Korean Register of Shipping. Built in 2002 in Jinhae (South Korea) by STX Shipbuilding, this container ship entered service as *CMA CGM Claudel* but was not owned by CMA CGM. She was only chartered. She was built for the Greek shipowner Efshipping and flagged to Cyprus and later acquired in 2003 by the German company Bernard Schulte and reflagged to Liberia. Her chartering to CMA CGM, usually on the Europe-South America service ended



up in 2007 and she was then renamed *Auguste Schulte*. Detained in 2002 in Hamburg (Germany). Sold as is in Singapore, she was delivered to the Bangladeshi breakers on December 22, 2016. 295 US\$ per ton including enough bunkers for the voyage.



April 2003, the almost brand new *CMA CGM Claudel* at Le Havre (France). © **Marc Ottini**

Ayse A (ex-Bernard A, ex-Vento di Meltemi, ex-Bernard A, ex-Vento di Meltemi, ex-Bernard A, ex-Buxbeach, ex-Hornteam, ex-Buxbeach, ex-P&O Nedlloyd Mombasa, ex-Buxbeach, ex-Independent Pioneer, ex-Kariba, ex-Contship Europe, ex-Bold Eagle). IMO 8415639. 1022 teu. Length 147 m. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Arkas Konteyner Tasimacilik AS (Turkey). Sold for demolition in Turkey.



Contship Europe entering Le Havre, France, February 1992. © **Pascal Bredel**



Ayse A in the Bosphorus, October 5, 2014. © **Marc Ottini**

Baghira (ex-APL *San Jose*, ex-*Baghira*, ex-*Anibal*, ex-SCM *Olympos*, ex-*Anibal*, ex-*Asia Feeder*). IMO 9114270. 584 teu. Length 122 m, 4,021 t. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Tuzla (Turkey) by Sedef Gemi Endustrisi. Owned by GRS Rohden Shipping GmbH & Co KG (Germany). Detained in 2012 in Cortes (Honduras), in 2013 in Miami (Florida, USA) and in 2016 in Algeciras (Spain). Sold for demolition in Turkey.



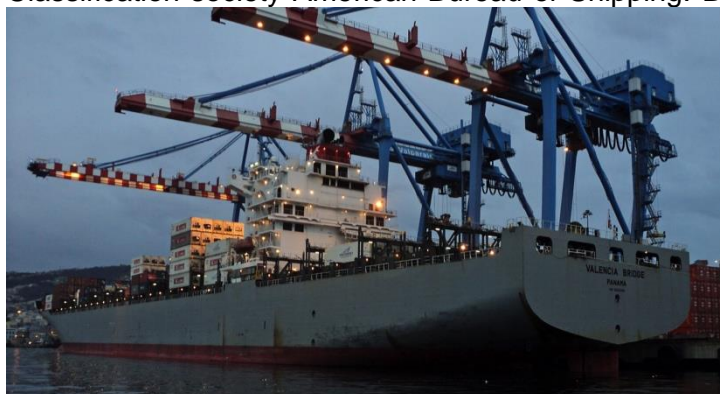
Baghira, Lisbon, Portugal, October 10, 2016, chartered by Maersk Line. © **Pedro Amaral**



Baghira, Aliaga. © **Selim San**



Bear Hunter (ex-*Valencia Bridge*). IMO 9292254. 4738 teu. Length 294 m, 21,500 t. Deflagged from Hong Kong to Comoros for her last voyage shortened to *Bear*. Classification society American Bureau of Shipping. Built in 2004 in Ulsan (South Korea) by



Hyundai. Owned by Bocimar (Belgium). Sold as is in Hong Kong for demolition in Bangladesh. 300 US\$ per ton including a 71 t bronze propeller.

Bear Hunter, Port of Valparaíso, Chile, August 6, 2011. © Juan Carlos C



Belgica (ex-*Emirates Rafiki*, ex-*Belgica*, ex-*Cap Egmont*, ex-*Cap Norte*, ex-*Santos Express*, ex-*Sea Ocelot*, ex-*Transroll Argentina*, ex-*Cap Norte*, ex-*Impala*, ex-*Brasil Star*, ex-*Impala*). IMO 9149304. 2469

teu. Length 206 m, 10,500 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Elgi*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Hammonia Reederei GmbH & Co KG (Germany). Detained in 2016 in Lisbon (Portugal). *Belgica* left Singapore to be beached for demolition in India. 302 US\$ per ton.



Belgica, Leaving Le Havre (France), April 10, 2014. © Marc Ottini



Bella (ex-*CSCL Jakarta*, ex-*Bella*). IMO 9228526. 2681 teu. Length 208 m, 12,651 t. Deflagged from Antigua & Barbuda to Saint Kitts-et-Nevis for her last voyage as *Bella 1*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Sold by her German ship-owner Hansa Shipping GmbH & Co KG to the Indian brokers Hermes Maritime Services just prior to her departure for demolition in India. Sistership of *Bonny* and *Bravo* below.



Bonny (ex-*CSCL Barcelona*, ex-*Bonny*). IMO 9228514. 2681 teu. Length 208 m, 12,612 t. Deflagged from Antigua & Barbuda to Togo for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001




in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold as is in Hong Kong for demolition in Bangladesh. 306 US\$ per ton including 200 t of bunkers.

CSCL Barcelona – upbound in the Schelde River, passing Terneuzen (Netherlands), June 7, 2006. © Marc Ottini

Box Kingfish (ex-CMA CGM *Kingfish*). IMO 9330991. Length 294 m, 20,560 t. Liberian flag. Classification society Bureau Veritas. This container ship with a 5095 teu capacity was built in 2007 by the South Korean shipyard Hyundai Mipo for CMA CGM as *CMA CGM Kingfish* (United Kingdom flag) and was one in a series of 12 units. She was mainly operated on the Asia-North America service. In 2011, CMA CGM sold her to Box Ships Inc, the company of the Greek ship-owner Michael Bodourolou. The ship was reflagged to Liberia but still chartered to CMA CGM. She was renamed *Box Kingfish* in fall 2016. Sold for demolition in Bangladesh. 285 US\$ per ton.




CMA CGM Kingfish at Yangshan, China July 03, 2016. © Viktor

 *Box Marlin*. IMO 9330989. 5095 teu. Length 294 m, 20,639 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Bureau Veritas. *CMA CGM Marlin* was part of the same series as *CMA CGM Kingfish*, was also built in 2007 and had a parallel career. She too was mainly operated on the Asia-North America service and was sold in 2011 to Box Ships Inc, deflagged from United Kingdom to Liberia but still chartered to CMA CGM. Detained in 2012 in Houston (Texas, USA). Renamed *Box Marlin* late 2015, She arrived on December 24, 2016 in Chittagong with her name slightly modified to *Box Marlin 1*. 285 US\$ per ton.



Chittagong. © Baldev Raj Kapoor

 *Box Queen* (ex-Maersk *Diadema*, ex-*MSC Siena*, ex-Maersk *Diadema*, ex-*Charlotte Wulff*). IMO 9252096. 4546 teu. Length 286 m, 21,510 t. Deflagged from Liberia to Togo and then to Comoros for her last voyage as *Bangsa*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2006 in Gdynia (Poland) by Gdynia Stocznia. Owned by Allseas Marine SA (Greece). Sold as is in Hong Kong for demolition in India.



Box Queen outbound Hamburg, Germany, December 16, 2014. © Andreas Hoppe



Bravo (ex-CSCL Genoa, ex-Bravo). IMO 9222091. 2681 teu. Length 208 m, 12,603 t. Deflagged from Antigua & Barbuda, to Comoros for her last voyage as *Brave*. Classification society Det Norske



Veritas/Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Detained in 2003 in Port Botany (Australia). She left Singapore to be beached in Bangladesh. 290 US\$ per ton.

CSCL Genoa, Le Havre, June 3, 2008.
© Erwan Guéguénat



Bull Hunter (ex-Virginia Bridge). IMO 9292242. 4738 teu. Length 294 m, 21,500 t. Deflagged from Hong Kong flag to Comoros for her last voyage as *Bull*. Classification society Nippon Kaiji Kyokai. Built in 2004 in Ulsan (South Korea) by Hyundai. Owned by Bocimar (Belgium). Sold for demolition in Bangladesh. 300 US\$ per ton including a 71 t bronze propeller.



Chiswick Bridge. IMO 9224544. 5610 teu. Length 285 m, 24,298 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Kawasaki Kisen Kaisha Ltd (Japan). Sold for demolition in Pakistan. 325 US\$ per ton including a 99 t bronze propeller and 450 t of bunkers.

The Chiswick Bridge drops the pilot at Victoria before sailing to Japan, April 08, 2016.

© Dennis J. Dubinsky



Conti Madrid (ex-Hanjin Madrid). IMO 9248150. 5752 teu. Length 279 m, 24,205 t. Deflagged from Portugal (Madeire) to Comoros for her last voyage as *Uma*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Sold as is in Jebel Ali (United Arab Emirates) for demolition in Pakistan. 308 US\$ per ton including enough bunkers for the voyage.



January 2015. © Lim Hock Wu



Gadani © Taimour Shiekh

container ship

COSCO Ran (ex-*River Nereides*). IMO 9247869. 542 teu. Length 138 m. Panamanian flag. Classification society China Classification Society. Built in 2001 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in China.

Kanmon Strait on August 15, 2007 © **Ivan Meshkov**



COSCO Sakura (ex-*River Aquamarine*). IMO 9247857. 542 teu. Length 138 m. Panamanian flag. Classification society China Classification Society. Built in 2001 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in China in Jiangmen.

CS Discovery (ex-*Norasia Balkans*, ex-*Norasia Taurus*, ex-*APL Mexico*, ex-*Katjana*). IMO 9219355. 3108 teu. Length 220 m, 15,041 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Szczecin (Poland) by Szczecinska Porta. Owned by Peter Doehle Schiffahrts-KG (Germany). Detained in 2012 in Singapore and in 2016 in Novorossiysk (Russia). Sold for demolition in India. 330 US\$ per ton.



December 14, 2014, Saint-Nazaire (France) © **Erwan Guéguénat**

 *DS Republic* (ex-*CSAV Petorca*, ex-*Hyundai Republic*). IMO 9215830. 6479 teu. Length 304 m, 27,216 t. Deflagged from Liberia to Palau for her last voyage as *Public*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2012 and 2013 in Shenzhen (China). Sold for demolition in India.



DS Republic © **Viral Shah**

Era Majestic (ex-Gati Majestic, ex-Jacqueline, ex-Delmas Kaveri, ex-Jacqueline, ex-Safmarine Wami, ex-Maersk Zanzibar, ex-Malaysia Star, ex-Shantung, ex-Melanesian Chief, ex-Shantung). IMO 9106754. 844 teu. Length 130 m, 4,313 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Shimizu (Japan) by Miho. Owned by Era Shipping Pvt Ltd (India). Sold for demolition in Bangladesh.







Jacqueline – Off Singapore, June 25, 2008
© Marc Ottini

Guang Yi (ex-Happy Cloud, ex-ACX Ehime, ex-OOCL Ehime, ex-Golden Bay). IMO 8717776. 316 teu. Length 108 m. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Busan (South Korea) by Daedong SB Co. Owned by Fujian Quanzhou Fengze Shipping Co (China). Sold for demolition in China.

Happy Cloud Fu Xing container terminal (China), June 20
2008 © Marc Ottini



 *Hammonia Internum* (ex-Mare Internum, ex-Maersk Pittsburg, ex-Mare Internum). IMO 9175975. 2959 teu. Length 196 m, 11,275 t. Deflagged from Liberia to Comoros for her last voyage as *Monia*. 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 2000 in Genoa (Italy). Sold as is in Singapore for demolition in Bangladesh. 288 US\$ per ton.  

Hanjin Geneva (ex-Cosco Tianjin, ex-Hanjin Geneva, ex-Conti Porto). IMO 9215646. 5612 teu. Length 279 m, 24,063 t. German flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). She was one of the container ships chartered to Hanjin Shipping. She was handed over back to her ship-owner after the bankruptcy of the Korean company and immediately headed for the Pakistani shipbreaking yards as *Eva*. 306 US\$ per ton. 

Hanjin Geneva leaving Le Havre (France),
May 9, 2002. © Pascal Bredele



Early 2014, Hanjin had planned to get rid of 15 container ships mainly operated on the transpacific service (cf. "[Shipbreaking #35](#)"). At the time, their selling price was 470 US\$ per ton. Hanjin Los Angeles and Hanjin Paris official status was "to be broken up" but they actually escaped scrapping.



Hanjin Los Angeles. IMO 9128130. 4024 teu. Length 289 m, 18,991 t. Deflagged from South Korean to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin Heavy Industries & Construction Co. Owned by Hanjin Shipping Co Ltd (South Korea). She left Singapore, was deflagged, shortened to *Jin L* and beached for demolition in Bangladesh. 289 US\$ per ton including 400 t of bunkers.

Information	Since
IMO number :	9128130
Name of ship :	HANJIN LOS ANGELES (since 01/09/1997)
Call sign :	3FWO2
MMSI :	352950000
Gross tonnage :	51754 (during 1997)
DWT :	62799 (during 1997)
Type of ship :	Container Ship (during 1997)
Year of build :	1997
Flag :	Panama (since 01/07/2009)
Status of ship :	To Be Broken Up (since 06/02/2014)
Last update :	11/02/2014



Hanjin Los Angeles in the Red Sea, July 3, 2008 © **Marc Ottini**



Hanjin Paris. IMO 9128128. 5302 teu. Length 279 m, 25,864 t. Deflagged from South Korean to Comoros for her last voyage as *Jin P*. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin Heavy Industries & Construction Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 294 US\$ per ton including 200 t of bunkers



Information	Since
IMO number :	9128128
Name of ship :	HANJIN PARIS (since 01/07/1997)
Call sign :	3FVC3
MMSI :	357539000
Gross tonnage :	65643 (during 1997)
DWT :	67266 (during 1997)
Type of ship :	Container Ship (during 1997)
Year of build :	1997
Flag :	Panama (since 01/08/2009)
Status of ship :	To Be Broken Up (since 06/02/2014)
Last update :	25/02/2014

Hanjin Paris leaving Le Havre (France), November 11, 2000 © **Pascal Breidel**

Hansa Calypso (ex-Maersk Piraeus, ex-Hansa Calypso, ex-CMA Hakata, ex-Hansa Calypso). IMO 9152612. 1645 teu. Length 168 m, 6,900 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 295 US\$ per ton including 200 t of bunkers.



Hansa Calypso leaving Antwerp, Belgium, on June 10, 2006 © **Marc Ottini**

Hansa Castella (ex-Damaskus, ex-CMA Mersin, ex-Hansa Castella). IMO 9152595. 1601 teu. Length 168 m, 6,897 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hanjin HI Co. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 308 US\$ per ton.



Hansa Castella at Abidjan, Côte d'Ivoire. © Roland Grard



Henriette Schulte (ex-Cap Rojo, ex-Henriette Schulte, ex-P&O Nedlloyd Lome, ex-Fesco Voyager, ex-Henriette Schulte, ex-CSAV Brasilia, ex-Henriette Schulte). IMO 9130171. 1684 teu. Length 179 m, 7,462 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Henrie*. Classification society Korean Register of Shipping. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Hanseatic Unity Chartering (Germany). Detained in 2007 in Mersin (Turkey). Sold for demolition in India. 265 US\$ per ton.



April 18, 2016 Valletta, Malta. © Emmanuel L

Henrie, Alang © Alap Ghia



HS Caribe (ex-Maersk Drammen, ex-CMA CGM Mercure, ex-HS Caribe). IMO 9248095. 4367 teu. Length 280 m, 19,146 t. Liberian 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 for demolition in India. 306 US\$ per ton including 500 t of bunkers.



July 6, 2016 © Pascal Bredel

India Rickmers (ex-*Hanjin Newport*, ex-*India Rickmers*). IMO 9404194. 4250 teu. Length 261 m, 17,550 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2009 in Jingjiang (China) by Jiangsu New Yangzijiang. Owned by Rickmers Group (Germany). Detained in 2015 in Melbourne (Australia). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 325 US\$ per ton. 7 years old, the new record for a container ship to be broken up.



February 28, 2016, *Hanjin Newport*, in Melbourne (Australia), © **Nicole Pike**



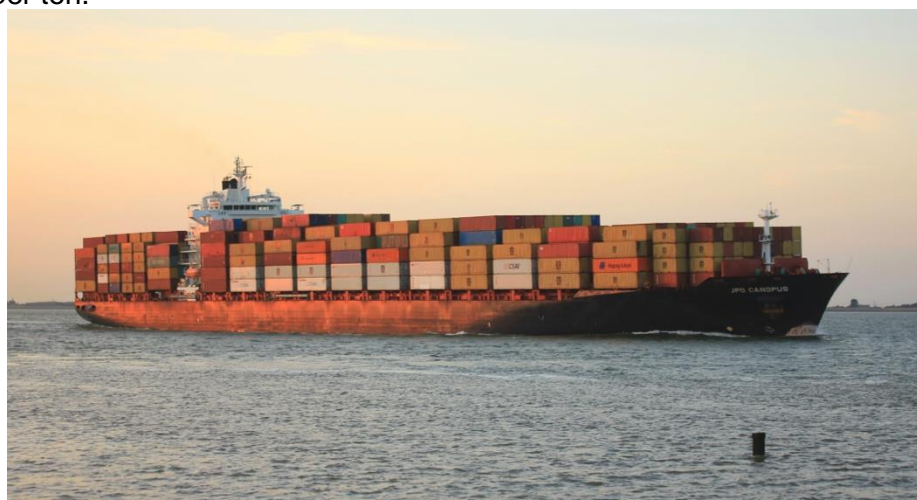
India Rickmers at Alang © **Pankaj Sahani**

Jing He. OMI. 5446 teu. Length 280 m, 24,621 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Sakaide (Japan) by Kawasaki. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in Jiangyin, China.

Jin He, Valencia, Spain, March 25, 2009
© **Agustin Alapont Castilla**



JPO Canopus (ex-*JPO Cancer*, ex-*Maersk Dabou*, ex-*Seattle Express*, ex-*Maersk Dabou*, ex-*P&O Nedlloyd Cardenas*, ex-*JPO Cancer*). IMO 9295402. 4132 teu. Length 264 m, 17,059 t. Deflagged from Liberia to Comoros for her last voyage as *Opus*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2005 in Samho (South Korea) by Hyundai. Owned by Schiffahrtsgesellschaft Oltmann mbH & CoKG (Germany). Sold for demolition in India. 302 US\$ per ton.



July 6, 2015 © **Pascal Bredel**

Jumme Trader (ex-Monteverde, ex-Jumme Trader). IMO 9158496. 2474 teu. Length 207 m, 10,539 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Stralsund (Germany) by Volkswerft. Owned by Liberty Blue Shipmanagement GmbH & Co KG (Germany). Detained in 2015 in Guangzhou (China). Sold for demolition in India. 296 US\$ per ton.

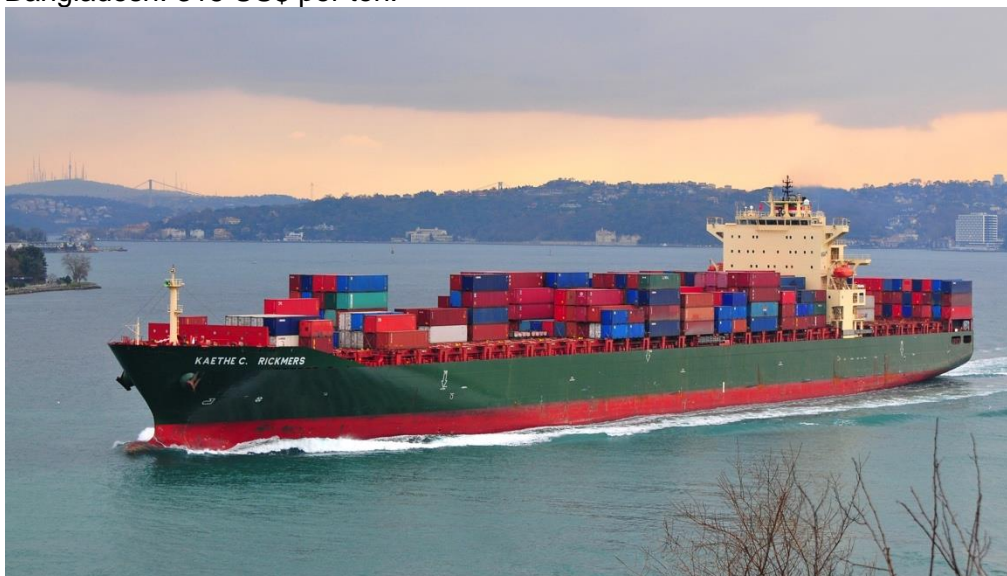


Jumme Trader leaving from Valencia Port, Spain, on April 11, 2012. © Manuel Hernández Lafuente



Jumme Trader © Viral Shah

Kaethe C Rickmers (ex-Maersk Djibouti, ex--Maersk C Rickmers). IMO 9287912. 5060 teu. Length 294 m, 20,018 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2004 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Rickmers (Germany). Sold for demolition in Bangladesh. 315 US\$ per ton.



Kaethe C. Rickmers passing Rumeli Kavagi northbound in the Bosphorus, January 10, 2012. © Marc Ottini



Katharina S (ex-CSAV Paranagua, ex-Norasia Everest, ex-APL Venezuela, ex-Carolina). IMO 9219343. 3108 teu. Length 220 m, 15,041 t. Deflagged from Antigua & Barbuda to Comoros for her last voyage as *Rina S*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Szczecin (Poland) by Szczecinska Porta. Owned by Reederei Rudolf Schepers GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 288 US\$ per ton including enough bunkers for the voyage.



Lu He. IMO 9120748. 5446 teu. Length 280 m, 24,621 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Sakaide (Japan) by Kawasaki. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in China.

Luo Ba He. IMO 9139062. 3248 teu. Length 243 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Kojé (South Korea) by Samsung. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in China.

2 separated sisterships

Mare Atlanticum (ex-*MSC Scandinavia*, ex-*Donau Bridge*, ex-*Mare Atlanticum*). IMO



9213272. 4038 teu. Length 261 m, 16,180 t. Antigua & Barbuda flag. Classification society DNV-GL. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Sold as is in Shanghai (China) for demolition in Bangladesh. 301 US\$ per ton including 200 t of bunkers.



Arriving at Bougainville quay, Le Havre (France), September 25, 2009. © **Pascal Brede**

Mare Phoenicium (ex-*Ems Bridge*, ex-*Mare Phoenicium*). IMO 9193226. 4038 teu. Length 261 m, 16,089 t. Gibraltar flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 315 US\$ per ton



including enough bunkers for the voyage. She was finally beached in Alang mid-January.



Bluff, New Zealand December 27, 2013. © **Chris Howell**

MSC Carole (ex-*Maersk Moncton*, ex-*MSC Ancona*, ex-*Maersk Moncton*, ex-*Mathilde Maersk*). IMO 8618308. 4437 teu. Length 294 m, 23,080 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Lindø (Denmark) by Odense Staalskibs. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 2007 in Constanta (Romania). Sold for demolition in India. 295 US\$ per ton. Sistership of *MSC Leanne* below.



MSC Carole at Le Havre (France), November 14, 2014. © **Erwan Guéguénat**

MSC Leanne (ex-York, ex-Cap York, ex-Maersk Marystown, ex-Maren Maersk). IMO 8618310. 4437 teu. Length 294 m, 23,451 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Lindo (Denmark) by Odense Staalskibs. Owned by MSC Mediterranean Shipping Co (Switzerland). Sold for demolition in India. 295 US\$ per ton.



February 1993, *Maren Maersk* entering Le Havre, France. © **Pascal Brede**



January 11, 2016 *MSC Leanne* off Colon, Panama © **Gerolf Drebes**

MSC Panama (ex-Zim Panama). IMO 9231781. 4839 teu. Length 294 m, 19,831 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2015 in Melbourne (Australia). Sold for demolition in Pakistan.



Msc Panama, arrival at Fos-sur-Mer (France), September 15, 2015 © **Pascal Brede**

MSC Perle (ex-Corona, ex-Nautic I, ex-City of Dublin, ex-City of Antwerp, ex-City of London, ex-Pacific Span, ex-Incotrans Pacific, ex-Scandutch Arcadia, ex-Korean Senator, ex-Corona, ex-Atlantic Corona, ex-Corona, ex-Scandutch Corona). IMO 8209729. 1282 teu. Length 166 m, 7,566 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Emden (Germany) by Thyssen Nordseewerke. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 295 US\$ per ton.



MSC Perle, bay of Fos-sur-Mer (France), May 8, 2004 © **Marc Ottini**



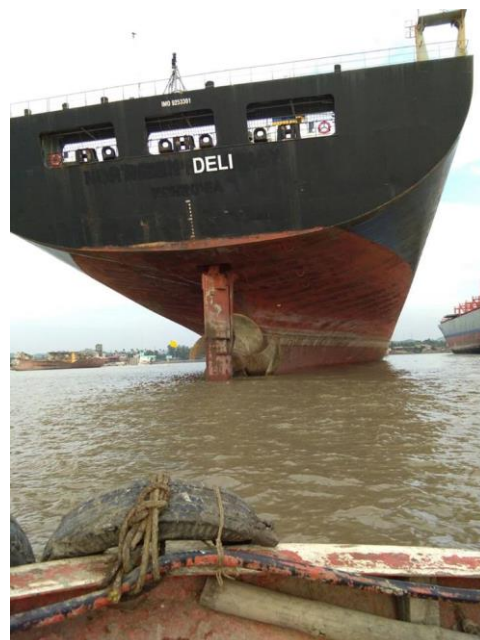


Northern Delicacy (ex-*MSC Prague*, ex-*Northern Delicacy*, ex-*Barcelona Bridge*).

IMO 9253301. 4000 teu. Length 260 m, 16,121 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Deli*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 307 US\$ per ton including enough bunkers for the voyage.



Northern Delicacy entering the port of Timaru, New Zealand, December 20, 2013. © **Matthew Gray**



At Chittagong © **Viral Shah**

RT Aegir (ex-*Austria*, ex-*CSAV Chicago*, ex-*Maersk Freeport*, ex-*Liberta*, ex-*Liberta*, ex-*Montebello*). IMO 9149316. 2468 teu. Length 208 m, 10,462 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by OSM Shipping GmbH & Co KG (Germany). Sold for demolition in India. 315 US\$ per ton.



Thomas Mann (ex-*TS Tokyo*, ex-*Thomas Mann*). IMO 9248667. 2586 teu.

Length 213 m, 10,562 t. Deflagged from Malta to Comoros for her last voyage as *Thom*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Singapore by Jurong Shipyard. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2013 in Shenzhen (China). Sold for demolition in Bangladesh.



Thomas Mann berthing at Wellington Container Terminal, September 2, 2014. © **John WH/Shipspotting**

container ship

Wan He. IMO 9120774. 5446 teu. Length 280 m. Chinese flag. Classification society China Classification Society. Built in 1997 in Sakaide (Japan) by Kawasaki. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in China.

Wan He at Valencia, Spain, August 25, 2011.

© Agustin Alapont Castilla



Westerham (ex-*Cala Paradiso*, ex-*Dal Karoo*, ex-*Westerham*, ex-*Actor*, ex-*Westerham*). IMO 9137698. 2072 teu. Length 188 m, 10,688 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hans Peterson & Soehne GmbH & Co KG (Germany). Sold for demolition in India. 320 US\$ per ton.



July 25, 2016, *Westerham* passing Terneuzen (Netherlands), under MSC chartering. © Marc Ottini

Willi (ex-*Willi Rickmers*, ex-*Sea Puma*, ex-*Crowley Lion*, ex-*CSAV Boston*, ex-*Willi Rickmers*). IMO 9160413. 2210 teu. Length 196 m, 11,400 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Uniteam Marine Shipping GmbH (Germany). Sold as is in Singapore for demolition in India. 300 US\$ per ton including enough bunkers for the voyage.



Willi at Manila, Philippines, October 21, 2014. © Viktor



Xin Qiu He (ex-*Qiu He*). IMO 9036973. 1328 teu. Length 171 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Flensburg (Germany) by Flensburger. Owned by Pingtan Jinyuan Shipping (China). Sold for demolition in China in Xinhui.

Qiu He, China sea, May 24, 2009
© Marc Ottini



YM Los Angeles. IMO 9387102. 4923 teu. Length 294 m, 22,002 t. Marshall Islands flag. Classification society Nippon Kaiji Kyoka. Built in 2006 in Mihara (Japan) by Koyo DY Co. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2010 in Busan (South Korea). Renamed *Angeles* in October 2016 at the end of her chartering to the Taiwanese Yang Ming and sold as is in Colombo, she was finally beached in Alang on November 24. 300 US\$ per ton.



Ym Los Angeles, San Pedro Harbor, Los Angeles, United States May 19, 2013
© George.Schneider



Angeles, in Alang © Vaja Nilesh

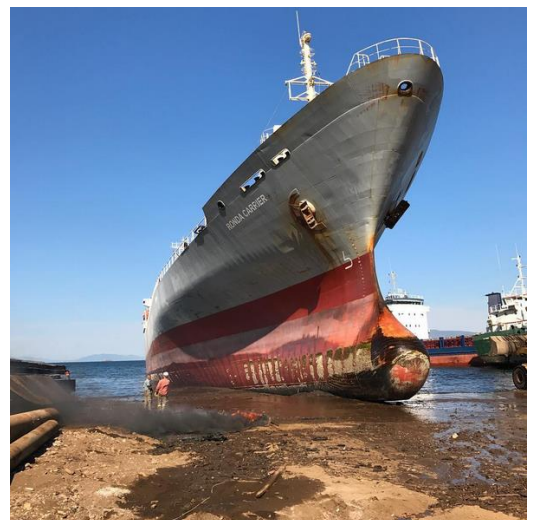
Reefer

Ronda Carrier (ex-*Global Harvest*). IMO 9072501. Length 144 m, 5,056 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Iwagi (Japan) by Iwagi Zosen. Owned by Norbulk Shipping (United Kingdom). Detained in 2010 in Woods Hole (USA), twice in 2013 and then in 2014 in Philadelphia (Pennsylvania, USA). Sold for demolition in Turkey.



Ronda Carrier on Delaware River Philadelphia, United States on September 07, 2015 © shipjohn

Beached in Aliaga. © Selim San



Tanker



Andhika Larasati (ex-Olympic Faith). IMO 8913954. Single hull ship converted to double hull in 2009. Length 274 m, 23,537 t. Deflagged from Indonesia to Comoros for her last voyage as *Larasati*. Classification society American Bureau of Shipping. Built in 1991 in Chita (Japan) by Ishikawajima-Harima. Owned by Adhyana PT (Indonesia). Sold as is in Singapore for demolition in Bangladesh. 305 US\$ per ton.

Crete. IMO 8806371. Length 176 m, 7,694 t. Liberian flag. Classification society Bureau Veritas. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Marvel Maritime Ltd (Greece). Detained in 2007 in Long Beach (California, USA).



Captain Martin seen here off Sullivans Cove (Tasmania, Australia) heading for Selfs Point
© Rex Cox - coll Glenn Towler

The Liberian tanker *Crete*, arrived in Chittagong on 14 December. She was the former French tanker *Captain Martin* of the Le Havre-based company Services et Transports. She was the first in a series of three product tankers Services and Transports chartered to Total for its transport in the Pacific. At the end of September, she left Lagos (Nigeria), called at Port Louis (Mauritius), announced to be heading towards Singapore but was finally beached for demolition in Chittagong on December 14.

Captain Martin became in 2002 the Panamanian *Greta*, then in 2005 the Liberian *Crete*. Her two sister-ships, *Captain Helen* and *Captain Ann*, were sold in 2003; they are still operated as the Panamanian *Interim* and *Huascar*.



Crete, in Chittagong, December 2016
© Asif Evane



Durgandini. IMO 9044487. Length 180 m, 8,519 t. Indonesian flag. Classification society Registro Italiano Navale. Built in 1993 in Toyohashi (Japan) by Kanasashi. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Sold for an undisclosed destination of demolition.

Durgandini, May 21, 2016 Balikpapan, Indonesia © Husni Ibrahim Nasution

tanker

Potengi. IMO 8421169. Length 218 m. Brazilian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Niteroi (Brazil) by CCN Maua. Owned by Transpetro (Brazil). Sold for demolition in India.

Potengi , February 5, 2011, Salvador, Brazil © **Thiago Sales**



Progress (ex-New Progress, ex-Spartan Warrior, ex-Orion Star). IMO 9030993. Length 331 m, 47,118 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Single hull ship built in 1994 in Tsu (Japan) by NKK Corp then converted in 2010 to double hull. The biggest ship of the quarter. Sold for demolition in Bangladesh.

Prudent (ex-Doubtless, ex-Izmaylovo). IMO 8913588. Length 183 m, 8,768 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Incheon (South Korea) by Halla. Detained in 2004 in Corpus Christi (Texas, USA) and in 2012 in Bandar Abbas puis in Chah Bahar (Iran). Sold by her Indian owner Seven Islands Shipping Ltd to Marshall Islands-based Advanced Distribution Co prior to her departure from Mumbai (India) for demolition in Pakistan. 300 US\$ per ton.



December 2015, Gadani © **Nomi Raheem**

Xin Hua Sheng Hai (ex-Xin Tong Yang, ex-An Qing, ex-Good Hope, ex-Hope, ex-Panagia, ex-Sea Giant, ex-JPC Koruna, ex-Moreni). IMO 8318001. Length 228 m. Chinese flag. Classification society China Classification Society. Built in Mangalia (Romania) by 2 Mai Mangalia. Ordered in 1985, she was to be delivered to Czech Ocean Shipping in settlement of the debt of the Romanian State. Due to serious delays, the ship was delivered in 1996 but acquired in the meantime by the Greek company Blue Flag Navigation. Detained in 2000 in Quebec (Canada) and in Eleusis (Greece). Owned by Fujian Shipping Co (China). Sold for demolition in Zoushan, China.



Xin Ping Yang (ex-Formosapetro Discovery). IMO 9198329. Double hull ship. Length 330 m, 38,181 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2001 in Kure (Japan) by Ishikawajima-Harima. Owned by COSCO Shipping Tanker (China). Sold for demolition in China.

Zoja I (ex-Don). IMO 8814158. Length 179 m, 9,732 t. Tanzanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1988 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Ship & Shore Services Ltd (Nigeria). Sold as is in Lagos (Nigeria) for demolition in India. 210 US\$ per ton including 500 t of bunkers.

Zoja II (ex-Kmir). IMO 8819108. Length 179 m, 9,732 t. Tanzanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1988 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Ship & Shore Services Ltd (Nigeria). Sold as is in Lagos (Nigeria) for demolition in India. 210 US\$ per ton including 650 t of bunkers.

Zoja II, February 23, 2010 © German Iluhin



Chemical tanker

Charleston (ex-SR Charleston, ex-Exxon Charleston). IMO 8109668. Length 194 m, 14,772 t. United States flag. Classification society American Bureau of Shipping. Built in 1983 in Avondale (USA) by Avondale Shipyard. Owned by USS Vessel Management (USA). Sold for demolition in India.



Charleston outbound Delaware River July 25, 2012. © shipjohn

Pacific Lady (ex-Bow Eagle, ex-Northern Eagle, ex-Mangueira). IMO 8112914. Length 172 m, 7,835 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sestao (Spain) by AESA. Owned by Salhus Shipping AS (Norway). Detained in 2012 in Rotterdam (Netherlands) and in 2014 in Incheon (South Korea). Sold for demolition in India. 507 US\$ per ton with 800 t of stainless steel tanks. The ex *Bow Eagle* has a sinister reputation (see p 1).



Saehan Sulphur (ex-Yamabishi Maru n°5). IMO 9003627. Length 73 m, 964 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Kure (Japan) by Imamura. Owned by Ocean Rex Korea Co Ltd (South Korea). Sold for demolition in China. 222 US\$ per ton.

Saehan Sulphur at Dalian, China
August 4, 2013 © Munjib



Gas tanker

Amanah (ex-Koho Maru n°12, ex-Koyo Maru). IMO 8022028. Length 71 m. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Mukaishima (Japan) by Sanyo. Owned by Samudera Shipping Services Pt (Indonesia). Sold for demolition by a local Indonesian scrapyard.

BW Havfrost (ex-Havfrost). IMO 8814768. Length 205 m, 16,015 t. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Govan (United Kingdom) by Kvaerner Govan. Owned by BW Gas AS (Norway). Sold for demolition in India. 275 US\$ per ton.



Havfrost loading propane at Le Havre, France, February 24, 1994. © **Pascal Bredel**



Bw Havfrost passing under the Second Bosphorus bridge on June 21, 2013. © **Cavit Ege Tulça**

Gas Ice (ex-Cap Anne, ex-Tarquin Glen). IMO 9008469. Length 88 m. Maltese flag. Classification society Registro Italiano Navale. Built in 1991 in Appledore (United Kingdom) by Appledore SB. Owned by Brave Maritime Corp (Greece). Detained in 2013 in Runcorn (United Kingdom). Sold for demolition in Turkey.



Gas Ice in the Bosphorus, outbound from the Black Sea, May 5, 2011 © **Marc Ottini**



Beached in Aliaga © **Selim San**

Nichiyuh Maru. IMO 8718469. Length 230 m, 16,367 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by JX Ocean Co Ltd (Japan). Sold for demolition in India.



Nichiyuh Maru, Durban, South Africa, March 3, 2016 © **Peter Christener**

Bulker

Agia Markella (ex-*Oinoussian Lion*). IMO 9122849. Length 224 m, 9,498 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Maizuru (Japan) by Hitachi. Owned by Samios Shipping Co SA (Greece). Detained in 2014



in Kwinana (Australia). Sold for demolition in Bangladesh. 301 US\$ per ton.



Oinoussian Lion, June 25, 2010 © Erwan Guéguénat

Al Ain (ex-*St Paul*, ex-*Odigitria*, ex-*South Cros*, ex-*Sea Orchid*, ex-*Captain Nicholas I*, ex-*Captain Nicholas*). IMO 9044281. Length 186 m, 9,597 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Varna (Bulgaria) by Varna Shipyard. Owned by IPC Marine Services (United Arab Emirates). Detained in 2000 and 2002 in Antwerp (Belgium), in 2003 in Townsville (Australia), in 2006 in Onahama (Japan), in 2007 in Liverpool (United Kingdom), in 2009 in Bunbury (Australia) and in 2011 in Tianjin (China). Sold for demolition in Pakistan. 325 US\$ per ton.



St Paul, at Ancona (Italy), 3 March 2003 © Giovagnoli



St Paul © Marqdoyon

Al Mukhtar (ex-*Sea Grace*, ex-*Alberto Topic*, ex-*Eline*). IMO 8913538. Length 186 m, 8,207 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Tadotsu (Japan) by Hashihama Zosen. Owned by Island-Star Maritime (Lebanon). Detained in 2002 in Hamburg (Germany), in 2007 in Odessa (Ukraine) and in 2016 in Constanta (Romania). Sold for demolition in Pakistan. 299 US\$ per ton.



Sea Grace, October 30, 2010 on the Seine River, France © JP Thorel



Algosoo. IMO 7343619. Self-unloading bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Collingwood (Ontario, Canada) by Collingwood SB Co. Owned by Algoma Central Corp (Canada). *Algosoo* spent the 2015 winter lay-up in Toronto. During the year 2016, she was a reserve ship but did not resume service unlike other idle vessels that were enlisted after the grain season. On October 2, 2016, she left Toronto and sailed up the Welland Canal on her own power bound for International Marine Salvage shipbreaking yard at Port Colborne. The *Algosoo*, which had kept the same name throughout her career was the last laker built in the traditional design with a forecastle and a aft castle.



Algosoo, 6 May 2014 while she was sailing downbound in the Welland Canal at Port Robinson, Ontario, Canada destined for Hamilton, Ontario with a cargo of coal. © Jeff Cameron

Amir H (ex-Siam Jade, ex-African Karoo, ex-Handy Emerald, ex-Handy Torm, ex-Handy Emerald, ex-Pacific Emerald, ex-Luzon Sampaguita, ex-Glory Spirit, ex-Sanko Spirit). IMO 8400555. Length 165 m, 5,903 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Arados Shipping Co Srl (Romania). Detained in 2006 in Gove Harbour (Australia) and in 2009 in Newcastle (Australia). Sold for demolition in Pakistan. 288 US\$ per ton.



Siam Jade, Singapore, March 29, 2011
© MG Klingsick



Amir H, Gadani © Sajjad Chowdhury

Anita (ex-CSL Atlas). IMO 8704171. Length 227 m, 16,406 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Jacuacanga (Brazil) by Verolme do Brasil. Sold in April 2016 by her Canadian owner Canada Steamship Lines to Panama-based Cullan Maritime SA. Sold as is in Turkey for demolition in India. She was finally beached in Bangladesh early January 2017. 260 US\$ per ton.



CSL Atlas alongside the NS Power coal dock after finishing discharging her cargo.
Point Tupper N.S. Canada, February 3, 2016 © Jack Ronalds



Atlantic Erie (ex-Hon. Paul Martin). IMO 8016639. Length 224 m. Deflagged from Canada to St. Vincent & the Grenadines for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1985 in Collingwood (Canada) by Collingwood Shipbuilding Co for Canada Steamship Lines as a Great Lakes and ocean class vessel.



Atlantic Erie is transiting upbound Welland Canal on December 7, 2005 © **Vedran Mlacic**

Sold for demolition in Turkey in October 2016. On November 4, she left Montreal under tow of *Pacific Hickory* as *Spirit of Shpongole*. Another high-risk towage. The *Pacific Hickory*, built in 1973, 3600 bhp, flies the Dominica flag, in the Top 5 of the black list. She was detained in January 2015 in Rotterdam, Netherlands; on October 23, 2016, prior to her departure from Montreal, she totalled 17 deficiencies. The ex *Atlantic Erie* was beached in Aliaga on December 11.

The *Pacific Hickory* was also destined for demolition, she was beached the following day in another Turkish scrapyard. (cf. p 17).



Spirit Of Shpongole, formerly the *Atlantic Erie*, downbound on the St. Lawrence River off Verchères being towed to Aliaga for scrapping on November 4, 2016.

© **Marc Piché**



December 2016, Aliaga © **Selim San**

Bei Lun Hai 18 (ex-Golden Glory, ex-Clipper Glory, ex-China Glory). IMO 8800107. Length 226 m, 11,622 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Shanghai (China) by Jiangnan Shipyard. Owned by Ningbo Longsheng Shipping Co Ltd (China). Detained in 2007 in Hamburg (Germany) and Liverpool (United Kingdom). Sold for demolition in Jiangyin, China.



Bei Lun Hai 18, Keelung (Taiwan) on September 9, 2007 © **Ivan Meshkov**

Berge Atlantic. IMO 9164184. Length 292 m, 26,176 t. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Berge Bulk AS (Norway). Sold for demolition in Pakistan. 339 US\$ per ton.



Berge Atlantic transitting in the Strait of Dover, October 22, 2008 © Marc Ottini

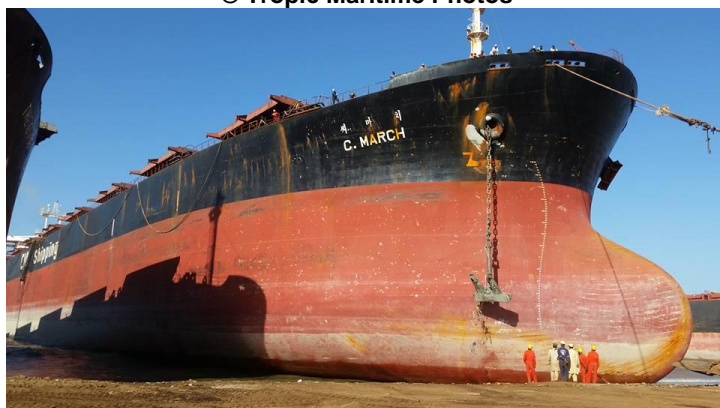
Blue Eternity (ex-New Eternity, ex-Eternal Fortune). IMO 9087647. Length 186 m, 7,440 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hachihama Zosen. Owned by Rev Maritime Ltd (Greece). Detained in 2001 and 2004 in Hachinohe (Japan) and in 2014 in Whyalla (Australia). Sold for demolition in Bangladesh. 300 US\$ per ton.



C. March (ex-Marina, ex-Bulk Hellas, ex-Royal Eternity). IMO 9102227. Length 273 m, 17,731 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Sakaide (Japan) by Kawasaki. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2008 in Hay Point (Australia). Sold for demolition in Pakistan. 323 US\$ per ton.

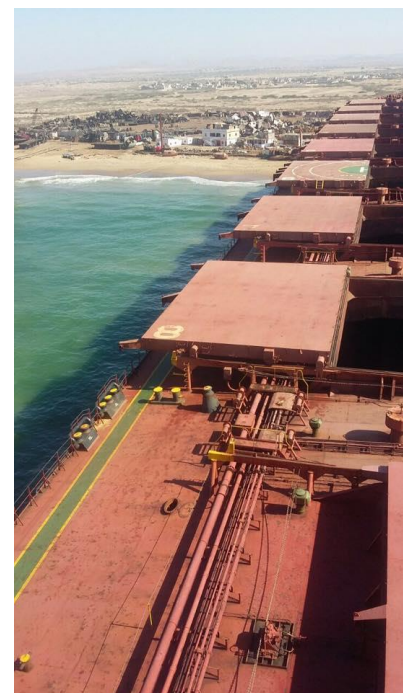


June 8, 2015 departing Hay Point (Australia), after loading coal
© Tropic Maritime Photos



© Ayan Khan

C. March crashing in Gadani



© Ovais KI

Confignon (ex-Orchid River). IMO 9143051. Length 289 m, 21,327 t. Bermuda flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Mihara (Japan) by Koyo DY Co. Owned by Swiss Marine Services SA (Switzerland). Detained in 2013 in Quebec (Canada). Sold for demolition in Pakistan. 341 US\$ per ton including 500 t of bunkers.



Coral Ace. IMO 9176266. Length 186 m, 7,033 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Oshima (Japan) by Oshima SB. Owned by Kawasaki Kisen Kaisha Ltd (Japan). Sold as is in Oman for demolition in India. 240 US\$ per ton.



Coral Ace seen approaching the harbour at Civitavecchia, Italy, May 25, 2012. © Don Fraser



Coral Ace, beached in Alang © Viral Shah

COS Cherry. IMO 9117404. Length 187 m. Singapore flag. Classification society China Classification Society. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Singapore (Singapore). Sold for demolition in China.

Crown H (ex-Lubna, ex-Delmore, ex-Captain Aysuna, ex-New Venus, ex-Helm Star, ex-Liberty Star). IMO 8515843. Length 168 m, 5,822 t. Cambodian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Saiki (Japan) by Usuki Tekkosho. Owned by Unifleet Management Co SA (Lebanon). Detained in 2010 in Immingham (United Kingdom) and in 2015 in Limassol (Cyprus). Sold for demolition in Pakistan.



El Hadjar (ex-Mariposa, ex-Sanggumay, ex-Orion Maru). IMO 8103585. Length 228 m, 12,200 t. Algerian flag. Classification society Bureau Veritas. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen. Owned by CNAN Group (Algeria). Detained in 2001 in New Orleans (Louisiana, USA) and in 2006 in Genoa (Italy). The ship had been laid up in Labuan (Malaysia) since 2015. Following a dispute between the ship-owner and the lay-up site manager, the High Court of Kuala Lumpur ordered the sale of the vessel on August 1, 2016. The public auction was set for November 23 and subject to a reserve price of 2,1 million US\$. The ship was sold for 3,48 million US\$, i.e. 285 US\$ per ton. She left under tow of Jaya Crystal, destination Chittagong.



Moored off Muscat, Oman on November 25, 2010 © Wil Weijsters

Eleni P (ex-Glorious Wind). IMO 9128025. Length 225 m, 9,505 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1997 in Maizuru (Japan) by Hitachi. Owned by Eurobulk Ltd (Greece). Sold for demolition in Bangladesh. 300 US\$ per ton.



Fu Hua. IMO 9154103. Length 225 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO HK Shipping Co Ltd (Hong Kong, China). Sold for demolition in China.

bulker

Gang Qiang. IMO 9123635. Length 187 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Hong Kong (China). Sold for demolition in Jiangyin, China.

At the port of San Antonio, Chile. © Tomislav Raymondi



Gaspar (ex-Linda Leah, ex-Denak-C, ex-Panthea, ex-Halla Ace). IMO 9122667. Length 225 m, 10,673 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1997 in Samho (South Korea) by Halla. Owned by AM NomikosTransworld Maritime Agencies SA (Greece). Detained in 2008 in Gladstone (Australia) and in 2011 in Kavkaz (Russia). Sold for demolition in Pakistan. 308 US\$ per ton.



Giorgos B (ex-TK Gloria). IMO 9100293. Length 186 m, 7,527 t. Maltese flag. Classification society Bureau Veritas. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by AB Maritime Inc (Greece). Detained in 2002 in Quebec (Canada), in 2004 in San Diego (California, USA), in 2010 in Novorossiysk (Russia), in 2011 in Koper (Slovenia) and in 2015 in Szczecin (Poland). Sold for demolition in Pakistan. 289 US\$ per ton.



Giorgos B at Rotterdam, the Netherlands, April 2007
© Dave van Spronsen



Gadani © Nomi Raheem

Hawk (ex-Clio Horizon, ex-Tidal Ranger, ex-Texas Rainbow II). IMO 9104483. Length 188 m, 7,733 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Ranger Marine SA (Greece). Detained in 2005 in Bell Bay (Tasmania, Australia) and in 2009 in Murmansk (Russia). Sold for demolition in Bangladesh. 295 US\$ per ton.



Hawk at Silopor Trafaria's Terminal, Lisbon, Portugal, August 28, 2013 © Pedro Amaral

bulker

Hua Run Chuang Ye (ex-New Eminence). IMO 9100401. Length 190 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Mihara (Japan) by Koyo DY Co. Owned by China Resources Power Shipping (China). Detained in 2009 in Port Kembla (Australia). Sold for demolition in Jiangyin, China.




Jin Hai Kun (ex-Bright Star, ex-Peng Lai, ex-Caribbean Bulker, ex-Pan Trader, ex-Hudson Trader). IMO 8817320. Length 177 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by Fujian Shipping Co (China). Detained in 2004 in Napier (New Zealand). Sold for demolition in China.




Jin Hai Kun April 12, 2016, Zhangzhou, China © **Vladimir Knyaz**

Jumana (ex-Skye, ex-Rogue, ex-Mary, ex-Oceanic Success). IMO 8915720. Length 180 m, 6,531 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Oshima (Japan) by Oshima Shipbuilding. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2006 in Taranto (Italy) and in 2013 in Gibraltar (United Kingdom). Sold for demolition in Pakistan. 300 US\$ per ton.



 *Keoyang Majesty*. IMO 9131072. Wood chip carrier. Length 221 m, 11,289 t. Deflagged from South Korea to Comoros for her last voyage as *Gems*. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Detained in 2003 in New Orleans (Louisiana, USA). Sold as is in Galveston (Texas, USA) for demolition in India. 210 US\$ per ton.



 *Keoyang Noble*. IMO 9131084. Woodchip carrier. Length 221 m, 11,284 t. Deflagged from South Korea to Palau for her last voyage as *Anke*. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold as is in Cadiz (Spain) for demolition in Pakistan. 240 US\$ per ton.



Keoyang Noble, inbound on the New Waterway Rozenburg, Rotterdam, Netherlands on June 12, 2014 © **Wil Weijsters**

renamed *Anke* in Gadani © **Viral Shah**



bulker

Martha (ex-*Nena J*, ex-*Pacific Master*). IMO 9087245. Length 185 m, 7,971 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Taunus Shipping SA (Switzerland).



Detained in 2012 in Mourilyan (Australia), in 2013 in Gwangyang (South Korea) and in 2016 in Tianjin (China). Sold for demolition in Bangladesh. 280 US\$ per ton.

Passing Portishead for Royal Portbury Dock (United Kingdom) with animal feed stuffs from Port Kelang, Malaysia, June 15, 2013. © **Huw Gibby**

Mighty Royal (ex-*Emperor*, ex-*Pacoecean*, ex-*Dianthus*, ex-*Sanko Dianthus*). IMO 8315009. Length 180 m, 7,162 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Vanguard Maritime Ltd (Bangladesh). Detained in 2000 in Vancouver (Canada) and in 2014 in Nantong (China). Sold for demolition in Bangladesh.



New Katerina (ex-*Katerina Warrior*, ex-*Golden Wing*, ex-*Mellow Ocean*). IMO 9138953. Length 289 m, 20,416 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo HI. Owned by New Shipping Ltd (Greece).



Katerina Warrior, October 7, 2012, laid up in Eleusis Bay (Greece). © **Marc Ottini**

On February 25, 2016, the *New Katerina* was sailing in a convoy southbound in the Suez Canal. She suffered a rudder failure, the captain deliberately ran aground to avoid a collision with another ship. *New Katerina* had left the port of Yuzhnyy in Ukraine with an iron ore cargo and was heading for Qingdao (China). A 12 m long crack below the waterline caused a water ingress. The fore part of the bulk carrier settled down. The grounding occurred at km 63 north of Ismailia. Traffic was temporarily interrupted and then resumed. The Suez Canal Authority is pleased that the traffic was not affected thanks to the expansion of the canal and the separate northbound and southbound waterways. The transshipment of the cargo required several days. The breaches were temporarily patched, the vessel was refloated, towed and secured for extensive investigation.

In October, she was sold and towed for demolition in Pakistan. 311 US\$ per ton.

© **News Maritime.com**



Nouria (ex-Mastro Giorgis II). IMO 9101065. Length 216 m, 13,630 t. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1995 in Nikolayev (Ukraine) by Okean. Owned by Saqr Logistics (United Arab Emirates). Detained in 2006 in Samcheonpo (South Korea). Sold for demolition in Pakistan.



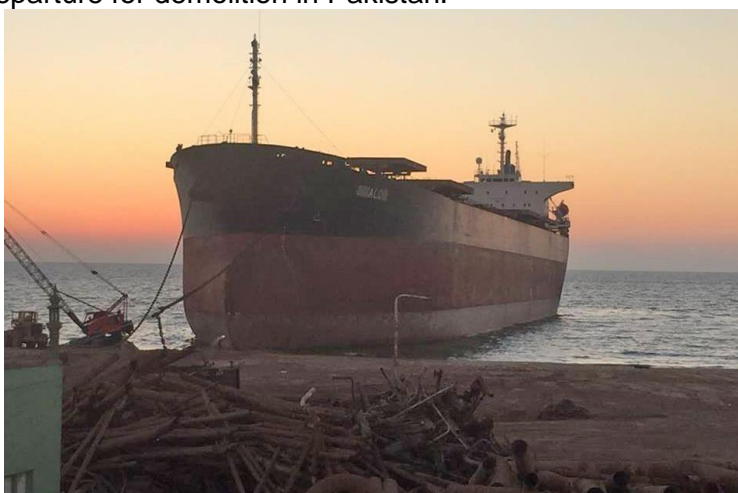
NPS Orana (ex-Orana, ex-Stellar Andes). IMO 8916217. Woodchip carrier. Length 200 m, 9,054 t. Thai flag. Classification society Bureau Veritas. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by National Power Supply PCL (Thailand). Sold for demolition in India. 299 US\$ per ton.



Ocean Vanguard. IMO 9064889. Length 311 m, 26,389 t. Deflagged from South Korea to Comoros for her last voyage as the simple *Ocean*. Classification society Korean Register of Shipping. Built in 1994 in Koje (South Korea) by Samsung. Owned by Pan Ocean Co Ltd (South Korea). Detained in 2013 in Gladstone (Australia). Sold as is in South Korea for demolition in Bangladesh. 310 US\$ per ton including 400 t of bunkers.



Okialos (ex-Sun Sea, ex-Ji Mei Hua, ex-Tamu, ex-Equator Explorer). IMO 9105243. Length 225 m, 9,700 t. Deflagged from Marshall Islands to Palau for her last voyage shortened to *Alo*. Classification society Registro Italiano Navale. Built in 1994 in Marugame (Japan) by Imabari Zosen. Sold by her Greek ship-owner Floral Shipping Ltd to the India-based Prayati Shipping prior for her departure for demolition in Pakistan.



© Viral Shah

Orchid Dragon (ex-Mary G). IMO 9116735. Length 190 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Hayne Shipping Co Ltd (South Korea). Sold for an undisclosed destination of demolition.


Ore Brucutu (ex-Arcturus, ex-Port Hedland Maru). IMO 8516691. Ore carrier. Length 325 m, 29,122 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Tsu (Japan) by Nippon Kokan. Owned by Vale SA (Brazil). Detained in 2015 in Tangshan (China). Sold for demolition in Bangladesh. 338 US\$ per ton. She left China but actually extended her voyage up to India.



© Auke Visser

Pacific Pioneer (ex-Tiyaga, ex-Maersk Tiyaga). IMO 9074482. Length 225 m, 10,041 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by ATL Shipping Ltd (China). Detained in 2008 in Vancouver (Canada) and in 2010 in Geraldton (Australia). Sold for demolition in Bangladesh. 280 US\$ per ton.



 *Piri Reis* (ex-Amar Meray, ex-Diamond Glory). IMO 9146998. Length 172 m, 6,295 t. Deflagged from Panama to Congo for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Numakuma (Japan) by Tsuneishi. Owned by Vera Shipping



Import & Export Ltd (Turkey). Detained in 2001 in New Orleans (USA) and in 2016 in Tilbury (United Kingdom) and La Rochelle (France). Sold for demolition in Bangladesh.




Piri Reis, March 29, 2016, Escombreras, Cartagena, Spain. © Carlos Vadir Goñiz Fariñas

Primrose. IMO 9248899. Length 225 m. Italian flag. Classification society Registro Italiano Navale. Built in 2001 in Shanghai (China) by Hudong Shipyard. Owned by d'Amato di Navigazione SpA (Italy). Detained in 2009 in Port Kembla (Australia), in 2010 in Gladstone (Australia), in 2014 in Nantong (China) and in 2015 in Hay Point (Australia). Sold for an undisclosed destination of demolition.



Rui Fu Ocean (ex-Zenovia, ex-Orient River II). IMO 9047037. Length 186 m, 8,085 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Rui Fu Ship Management Co Ltd (China). Detained in 2007 in Whyalla (Australia). Sold for demolition in Bangladesh. 270 US\$ per ton



 *Sanmar Phoenix* (ex-Sanmar Symphony, ex-Torm Thyra). IMO 8320523. Ex chemical tanker converted in 2009. Length 199 m, 13,025 t. Deflagged from India to Comoros for her last voyage as *Phoenix*. Classification society Indian Register of Shipping. Built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Sanmar Shipping Ltd (India). Detained in 2013 in Zhanjiang (China) and in 2014 in Gladstone (Australia). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 296 US\$ per ton.



Chemical tanker *Torm Thyra* upbound on the St. Lawrence River off Verchères on September 3, 1989. © Marc Piché



Seatrials after conversion, China sea, August 17 2009. © Crew/Marine Traffic.com

Shan Hai. IMO 9155339. Length 190 m, 9,034 t. 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. 210 US\$ per ton.

Shan Hai February 14, 2014 off Davant, Plaquemines, United States © **Captain Ted**



Sino 6 (ex-*Rip Hudner*, ex-*Sibonancy*). IMO 9077111. Length m 247 , 17,031 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Guangzhou Kuifenghang Shipping Co (China). Detained in 2014 in Tianjin puis in Zoushan (China). Beached for demolition in Pakistan.



Snowdon (ex-*SG Creation*). IMO 9112313. Length 292 m, 21,742 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Koje (South Korea) by Samsung. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Pakistan. 310 US\$ per ton.



Star Despoina (ex-*Lowlands Beilun*). IMO 9172208. Length 289 m, 21,472 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1999 in Samho (South Korea) by Halla. Owned by Star Bulk Shipmanagement Co (Cyprus). Detained in 1999 in Brindisi (Italy), in 2013 in Rotterdam (Netherlands) and in 2015 in Dampier (Australia). Sold for demolition in Bangladesh. 315 US\$ per ton including 1,200 t of bunkers.



Lowlands Beilun, January 30, 2015 at IJmuiden (Netherlands). © **Erwin Willemse**

The Guide (ex-*Rubin Power*). IMO 9124902. Length 225 m, 10,296 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by SNP Shipping (India). Detained in 2006 in Imabari (Japan). Sold for demolition in Pakistan. 310 US\$ per ton.



Gadani, November 2016 © **Ayan Khan**

Thor Energy (ex-Athena Sea, ex-Sanko Request). IMO 9074781. Length 185 m, 9,016 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Owned by Thoresen Shipping (Singapore). Sold for demolition in India.



Koper, Slovenia, August 13, 2016
© Marjan Stropnik

Top Wing. IMO 9156773. Length 187 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Fairweather Steamship Co Ltd (Hong Kong, China). Sold for demolition in China.

Victory Union (ex-Irenes Vigor, ex-Global Vigor, ex-Irenes Vigor, ex-Oakby, ex-Continental Reliance). IMO 8028060. Length 224 m, 11,910 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Jaya Samudra Karunia Pt (Indonesia). Detained in 2000 in Hamburg (Germany) and in 2005 in Bristol (United Kingdom). Sold for demolition in Bangladesh. 278 US\$ per ton.



Victory Union, August 27, 2016 Tanah Merah, Indonesia. Domestic service for Indonesian Power plants © Husni Ibrahim Nasution



Vinalines Global (ex-Jag Akshay, ex-Maritime King, ex-Marime OMI). IMO 9050668. Length 225 m, 10,356 t. Vietnamese flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oshima (Japan) by Oshima Shipbuilding. Owned by Vinalines Shipping Co (Vietnam). Detained in 2009 in Tampa (Florida, USA), in 2010 in Gunsan (South Korea) and in 2011 in Geraldton (Australia). Sold as is in Kakinada (India) for demolition in Bangladesh. 280 US\$ per ton.



Vinalines Global passing Schwartenbek eastbound in Kiel Canal, September 3, 2011 © Arne Luetkenhorst

Vola 1 (ex-*Vola*). IMO 9044700. Length 168 m, 6,370 t. Maltese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Varna (Bulgaria) by Varna Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 1999 in Quebec (Canada), in 2000 in Albany (USA) and in 2004 in Montreal (Canada). Sold for demolition in Bangladesh.



Yang Hai. IMO 9162447. Length 190 m, 9,014 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Shipyard. Owned by Cosco Bulk (China). Detained in 2008 in New Orleans (Louisiana, USA). Sold for demolition in Jiangyin, China.



The Chinese bulker *Yanghai* en route to Antwerp. August 8, 2006 © Marc Ottini

Zen Vibe (ex-*Stheno*, ex-*Mariella*, ex-*Claudia M*, ex-*Claudia I*, ex-*Claudia Smits*). IMO 8002781. Ex general cargo carrier converted in 2006.



Length 84 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1981 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by San Nikolla Shipmanagement SA (Greece). Detained in 2006 in Castellon de la Plana (Spain), in 2007 in Constanta (Romania), in 2010 in Porto Torres (Italy), in 2013 in Civitavecchia, in 2014 twice in Vasiliko (Cyprus), in 2015 in Vasiliko again twice then in Ashdod (Israel) and in 2016 in Ashdod again. Sold for demolition in Turkey.

Aliaga © Selim San



Zulal (ex-*Zulal N*, ex-*Abeer*, ex-*DD Trader*, ex-*Lady P*, ex-*Ocean Atlas*, ex-*Polillo Sampaguita*, ex-*Diamond Cyclamen*, ex-*Sanko Cyclamen*). IMO 8309139. Length 160 m, 5,332 t. Comoros flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Zahra Maritime Services Co (Lebanon). Detained in 2001 in Kobe (Japan) and in 2009 in Silvertown (United Kingdom). Sold for demolition in Pakistan. 290 US\$ per ton.



Gadani, December 2016 © Murtaza Ali

Car carrier

Atlas Highway. IMO 8612251. Length 180 m, 13,048 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in Sakaide (Japan) by Kawasaki. Owned by Fukunaga Kaiun KK (Japan). Sold for demolition in India.

City of Tokyo (ex-NOCC *Caspian*, ex-*Morning Mermaid*, ex-*Hyundai n°205*, ex-*Eurasian Beauty*, ex-*Hyundai n°205*). IMO 8709145. Length 184 m, 12,430 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Atlantica Shipping AS (Norway). Detained in 2015 in Vancouver (Canada) and Seattle (USA). Sold for demolition in Bangladesh. 305 US\$ per ton. The *City of Tokyo* sails with panache.



Hyundai n°205 docked at Le Havre (France), January 28, 1995. © **Pascal Brede**



City of Tokyo, at Koper, Slovenia, September 4, 2015. © **Marjan Stropnik**

DR Ace (ex-*Takara*, ex-*Nosac Takara*). IMO 8506749. Length 190 m, 13,734 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by Doriko Ltd (South Korea). Sold for demolition in Bangladesh.

© **Pascal Brede**



Falstaff. IMO 8320767. Length 199 m, 16,870 t. Swedish flag. Classification society Lloyd's Register of Shipping. Construit 1985 in in Innoshima (Japan) by Hitachi. Owned by Wallenius Lines AB (Sweden). Sold for demolition in Jiangyin, China. 215 US\$ per ton.



Sydney Harbour (Australia), January 5, 2007
© **Mick Prendergast**

Morning Mercator (ex-Hual Tricorn, ex-Hual Champ, ex-Auto Champ). IMO 8608078. Length 199 m, 14,224 t. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1988 in Okpo (South Korea) by Daewoo SB & HM. Owned by Hoegh Autoliners AS (Norway). Detained in 2016 in Jacksonville (Florida, USA). Sold for demolition in Jiangmen (China) by Zhong Xin Shipbreaking & Steel Co. 218 US\$ per ton.



Auto Champ

© Pascal Bredel



Morning Mercator, June 5, 2010

Salzgitter (ex-Freccia, ex-Kassel). IMO 8508917. Voiturier. Length 172 m, 11,246 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Pula (Croatia) by Uljanik. Owned by Wilhelmsen Ship Management (Malaysia). Detained in 2010 in Port Kembla (Australia). Sold for demolition in Bangladesh. 248 US\$ per ton.



Salzgitter in Zeebrugge (Belgium), February 20, 2009. © Pascal Bredel

Straits Voyager (ex-Columbia Leader, ex-Green Bay). IMO 8613188. Length 182 m, 10,291 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Wilhelmsen Ship Management (Malaysia). Sold for demolition in Bangladesh.



Straits Voyager, at Laem Chabang (Thailand), 6 July 2014 © Geir Vinnest

Cement carrier

Asia Cement n°2. IMO 8611439. Length 131 m, 4,009 t. Taiwanese flag. Classification society China Corporation Register of Shipping. Built in 1987 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Sold for demolition in China. 201 US\$ per ton.



February 2, 2012, arriving at Keelung (Taiwan) © Chun-Hsi

Cable layer

Heimdal (ex-Mercandian Admiral II, ex-Ferryman I, ex-Mercandian Admiral II. IMO 8207393. Ex Ro Ro cargo converted in 1989 to ferry then in 2000 to cable layer by Ørskov Christensens Staalskib in Denmark. She was used by Alcatel Lucent to lay optic fiber cables. Length 132 m, 5,401 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Frederikshavn (Denmark) by Frederikshavns Verft. Owned by Seacor Offshore Ltd (USA). Sold for demolition in India.



Mercandian Admiral II Hull, United Kingdom July 15, 1984 © simonwp/Shipspotting



Heimdal departing Gamcheon port, Busan, after repairs at Orient shipyard March 12, 2016 © lappino



The END. The incredible story of *Robert Lemeur* lately known as *Bin Hai 293*



Coll. Jan van der Doe.

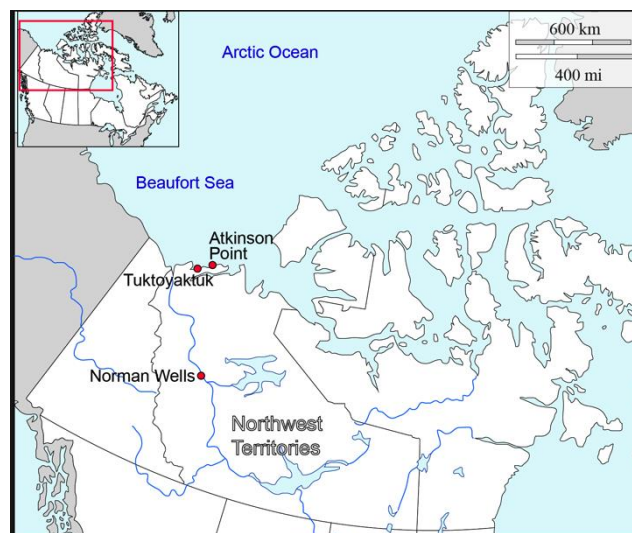
The offshore supply tug *Bin Hai 293* has been sold for scrapping. She was one among dozens of ships bearing this Chinese prefix meaning "sea shore", hardly distinguished by an ID number. Most of them have been or are still operated by the offshore oil industry. At China Oilfield Services Ltd, owner of *Bin Hai 293*, the 600 series aggregates tankers, the 500 series seismic research vessels and the 200 series tugs, supply vessels or anchor handling vessels.

The humble *Bin Hai 293* had not always a number among others. She was born *Robert Lemeur* on September 24, 1982 at Burrard Shipyard in North Vancouver, Canada. She was one of the last ships delivered by the British Columbia historical shipyard established by Alfred Wallace in 1906 on the North shore of Burrard Bay. She was born as an innovative and experimental vessel.

Burrard shipyard, North Vancouver
© Royal Canadian Air Force



At this time, Canada intended to develop its oil and gas industry in the Northern Territories. The existence of oil fields is well known through local practices. For ages, local populations in the Mackenzie basin have been using a mixture of tar collected from natural seeps and resin to caulk their canoes. Imperial Oil, founded in the Province of Ontario, started drilling in the Norman Wells area in 1919. In the 60s, exploration moved north to the Arctic territories. In 1969, Imperial Oil made the first discovery of oil at Atkinson Point on Tuktoyaktuk peninsula.



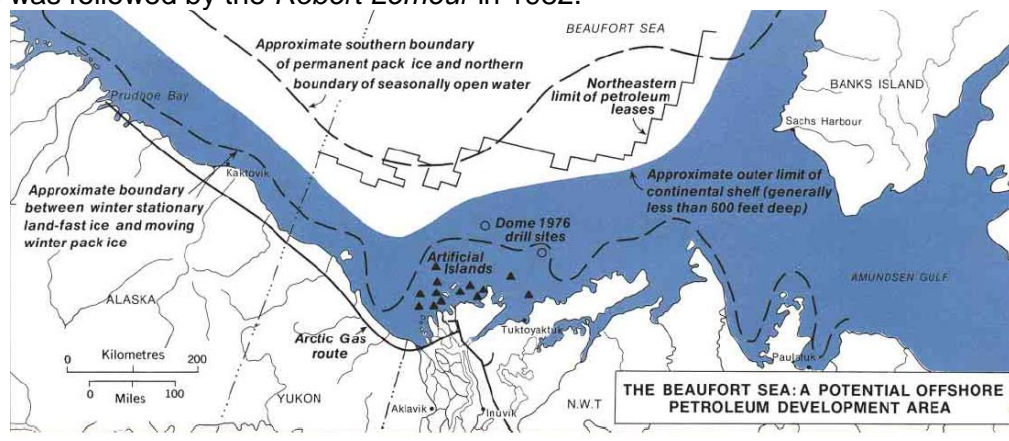
After the oil crisis in the 70s, the Federal Government established financial incentives to develop the prospection of natural resources in the Arctic, and as a result, many other exploratory drillings followed in the Mackenzie Delta.



Artificial drilling island in the Beaufort Sea © J Inglis

In the early years, prospection work began in shallow waters from artificial islands built in the coastal waters of the Delta. However, geologists estimated that $\frac{3}{4}$ of the potential hydrocarbon reserves are located offshore in the Beaufort Sea.

In 1976, Dome Petroleum, another Canadian oil company, established in Calgary, Alberta, and its subsidiary CANMAR (Canadian Marine Drilling Ltd) carried out their first deepwater drilling operations from ships in the area located between the permanent polar pack ice and the winter land-fast ice. In this shear zone, adrift floes are a hazard for ships; drilling can only take place during summer and early autumn. In order to extend the exploration season, CANMAR decided to built innovative and powerful icebreaking supply tugs, able to break the large floes. The first ship, the *Canmar Kigoriak*, was delivered in 1979. She was followed by the *Robert Lemeur* in 1982.



Report of the Mackenzie valley pipeline enquiry-Thomas R Berger

Dome Petroleum had established its terrestrial base in Tuktoyaktuk, nicknamed "Tuk" by the locals. The company named its second experimental ship after father Robert Le Meur (1920-1985), a missionary of the Oblate Congregation, arrived in 1946 from Finistère, Brittany, on the arctic shores of Tuktoyaktuk.



Father Robert Le Meur, Tuktoyaktuk mission
© Alberta Provincial Archives



Tuktoyaktuk Roman Catholic church
© Anglican Church of Canada

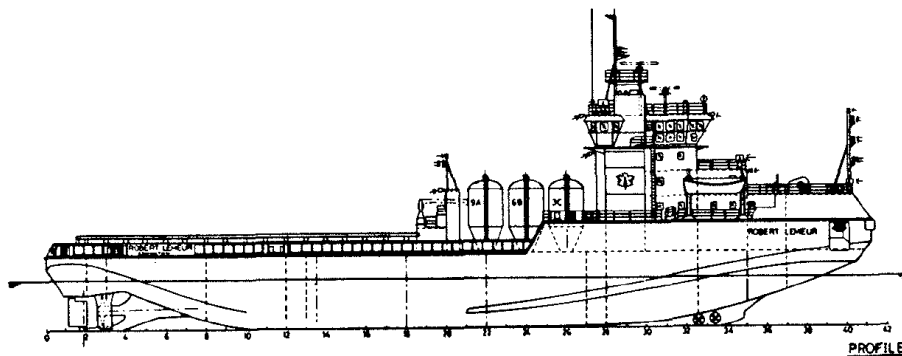
Father Le Meur built the church with the help of the village Chief, shared the life of the local communities, and founded Tuk radio station where he used to host a daily program in Inuit language; he was awarded the membership of the Order of Canada in 1983. He is buried in Tuk, next to the *Our*

Lady of Lourdes, the mission ship which had transported the building materials of the church from Hershel Island.



Tuktoyaktuk, the main street, the *Our Lady of Lourdes* and the grave of father Le Meur © Chris Hoefliger

The mission of the *Canmar Kigoriak* and *Robert Lemeur* working as a team was to run supplies to the prospection facilities and to defend the drillships against the ice floes.



Robert Lemeur © Marine Technology, Vol. 21



Robert Lemeur © STX Marine

The spoon-shaped bow was designed to break ice with a minimal resistance and reduce the risk of being trapped. A suite of innovative equipments reduced friction between the hull and the ice and made icebreaking operations easier: pumps and a hull water wash system at the bow, air bubblers below the waterline, low-friction and solvent free epoxy coating resistant to ice abrasion and impact.



The *Robert Lemeur* is opening the way
© Supply operations in ice conditions



Drillship and its support fleet
Pack Ice Management on the Grand Banks - Noble Denton Canada Ltd

The working season of the *Robert Lemeur* used to start in May. The first task was to run supplies to the offshore prospection artificial islands which have been operated in winter with helicopter support only. The second one, late June-early July, was to get the drillships on station to the exploration site. During the drilling campaign, the *Robert Lemeur* and her partners alternate the standard supply routine and the defence against ice floes threatening the operation until the return of the drillships late November and final supply runs to the islands in December.

Oil and gas industry did not develop as expected in the Canadian Arctic. Pipeline projects met with population opposition, oil prices fell in the 1990s and did not stimulate investments in offshore facilities complex and costly to operate.

Dome Petroleum sold its 2 icebreaking supply vessels in 1997. The *Robert Lemeur* left for China and became the *Bin Hai 293* with Tianjin as homeport. She had been operated by the State-owned group China National Offshore Oil Corporation, CNOOC, to supply and secure offshore platforms in the Bohai Sea northeast of China, a shallow bay where the sea often freezes in its northern part.



Today China Oilfield Services Ltd, a service provider to the offshore oil industry founded in 2001 and subsidiary of CNOOC, is upgrading its fleet. It took delivery of 6 supply vessels and 9 anchor handling tugs in 2015. Another 15 supply vessels including icebreakers are under construction and are to be delivered in 2016-2017 pushing the *Bin Hai 293*, ex-*Robert Lemeur* towards the end.

Bin Hai 293, March 2009, in Tianjin (China)
© Andreas Schlatterer

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In collaboration with Gérard Cornier, maritime journalist and historian