Shipbreaking
Bulletin of information and analysis on ship demolition
# 47 from January 1 to March 31, 2017

May 5, 2017

Oasis, ex-Oasia, ex-Saga Ruby, ex-Caronia, ex-Vistafjord, April 2017, Alang. © Vaja Nilesh

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Alang, the lost one

"Welcome in my Backyard" (WIMBY) in India follows the “Not in my Backyard” (NIMBY) in the United States, the United Kingdom, France, Spain, Hong Kong and South Korea.

The first ship to be broken up arrived on the Alang-Sosiya beaches on February 13, 1983. It was the Kota Tanjong, a 151 m long general cargo carrier with a 10,400 t deadweight, built in 1956 by Deutsche Werft at Hamburg as the Norwegian Hoegh Cape. In 1967 she became the Hong Kong-flagged Eastern Cape and then in 1972 the Singapore-flagged Kota Tanjong owned by Pacific International Lines. She was delivered to the Alang breaker SS Jain & Co.

The section of shoreline designated as beaching area is 14 km long and covers 67 m2. It is divided into 110 plots, from 30 to 120 meters large and 50 to 240 meters long in the intertidal area. The ships are broken up parallel to each others.

Many factors contributed to the site selection:
- The Gulf of Cambay is generally spared by storms, even during the monsoon season. However, this does not exclude extreme weather conditions.
- The tidal range is deep, about 13 meters, and the intertidal zone may be used as a work and transit zone for the materials and waste from ship demolition.
- The coast is not silted, and sand covers a hard geological base that facilitates and stabilizes the grounded ships.
- There was a relatively small population on the spot at when this new activity started abruptly. The majority come from the Kolis community and were unable to resist through legal means or by rallying national or international public opinion.

In 1983, 5 ships were broken up on site, up to 361 in 1998. In 1984, the total lightweight of the destroyed ships was 259,000 tons, and in 1998 it was 3 million tons. In 2016 it was 3,2 million tons This swift colonization upset the local way of life, the terrestrial environment, and the marine ecosystem. Statistical and photographic data collected by State authorities on the disturbances and pollution of the environment are not accessible to the public. All the mangroves above the beach have disappeared in a handful of years. Eyewitness reports from inhabitants and elected officials are the only thing to show some of the truth. Twelve villages were directly affected. Hundreds of unauthorized dumps have appeared in the backcountry, on agricultural land or pastureland. This shift happened relatively easily; some farmers became daily workers at the demolition sites over time. Animals died after having eaten or walked on waste. Dairy and vegetable cooperatives and horticulture have disappeared little by little. The villagers complain of a horrible noise, respiratory and skin disease, and open air burning. Groundwater has been overused for the past 30 years because of the 20,000-30,000-person influx of immigrants working in the shipbreaking sites. Wells and drilling sites have been closed and freshwater has been degraded by saltwater. The groundwater table level was at 15 meters deep in 1983 – today it is at 120 meters deep. Like in other territories around the world brutally overwhelmed by a new and invasive industry, the neighboring lands have become less fertile and more expensive.
The impact on fishing communities and halieutic resources has been even more violent. 2,500 fishermen have been hit at full force. On fifty km of coastline, both east and west of the Alang and Sosiya demolition yards, shrimp and lobster catches, the most popular species at the local and Mumbai markets, fell in. This is shown by statistics. In Ghogha, from 1991 to 1995, shrimp offloading has dropped from 1 ton to 500 kg, and in Bhavnagar, lobster offloading have dropped from 3 tons to 100 kg. The same thing has happened to the Bombay duck (*Harpadon nehereus*), mullet and alose locally known as hilsa. Catfish have disappeared from the nets. The concentration of metallic micropollutants in seafood has risen so much that they are unfit for consumption but they are still eaten frozen or dried by fishermen, their families and shipbreaking yard workers.

On 14 km of beach, the intertidal zone sand serves as a sponge for heavy metals, hydrocarbons, polymers, and fecal coliforms. All these contaminants come from pumping of liquid waste, extracting engines, breaking down sewage networks, and cutting into slices and then into 2m x 2m x 1.5 cm sheets 100,000 square meters of metal, taking a 10,000 t hull as reference. This cocktail of pollutants from shipbreaking is consumed by the environment and workers in the form of dust, splashes, pools, and shredded fragments.

The Indian scientific reports on the chemical, biological and bacteriological condition of the Gulf of Cambay are only a few. It is not possible to define with accuracy the migration of the pollutants from the scrapping industry and the preferential areas where they are piling up. Meanwhile, from these studies, it emerges that at least along a 100 km long shoreline and up to 10 km off, the contamination is strong or very strong. On the global shipscrappping yard covering 67 km², the tidal sediments made up of fine and coarse sand grains are heavily burdened with pollutants originating from the breakage of ships built and painted and daubed between the years 1950 and 2000. If we refer to the French rules in the matter and truly they are not very stringent, all tidal sediments along the western coast of the Gulf of Cambay are likely to be considered as dangerous waste. Concerning mercury, zinc, nickel, copper, chromium, cadmium and lead, the grades are so high that in case of dredging Alang and off, the sand would have to be stored on earth in some water-tight pits. It is not useless to say that the available Indian reports don't waste time and lines on arsenic, PCB's and oil residue.

As the Indian Supreme Court order on the demolition of the *Blue Lady*, ex-*Norway*, ex-*France* stated in September 2007, “When a commercial business is in the general interest and benefits the whole population, the difficulties faced by a small number of people cannot be taken into account.”

In this context, it is vain to underline the sad fate of shrimps, lobsters and fish eggs.

![Google Earth Image](Alang, December 15, 2002 - Google Earth)
Alang and the Gulf of Cambay.

2017, drone view of Alang. © Sajjad Chowdhury

Alang, October 28, 2013 - Google Earth
Overview of the first quarter of 2017

Recycled Tonnage

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>719,000 t</td>
<td>31%</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>618,000 t</td>
<td>27%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>399,000 t</td>
<td>17%</td>
</tr>
<tr>
<td>China</td>
<td>301,000 t</td>
<td>13%</td>
</tr>
<tr>
<td>Turkey</td>
<td>108,000 t</td>
<td>5%</td>
</tr>
</tbody>
</table>

Ships

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>79,000 t</td>
<td>34%</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>47,000 t</td>
<td>20%</td>
</tr>
<tr>
<td>China</td>
<td>34,000 t</td>
<td>15%</td>
</tr>
<tr>
<td>Turkey</td>
<td>32,000 t</td>
<td>14%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>31,000 t</td>
<td>13%</td>
</tr>
</tbody>
</table>

240 ships. The convoy of ships to be broken up stretched for 42 kilometers (it was 39 km long the previous quarter). The total scrap tonnage was 2.3 million tons. The growth of the activity compared to the previous quarter is 7%. Despite the accident on January 9 of the Greek gas tanker *Gaz Fountain* (5 fatalities) and the beaching ban for all tankers, Pakistan's record has increased by 3% and it is staying at No. 3. Their prices are attractive; ships positioned in the Far East make the way to Gadani. India remains in first place this quarter, followed by Bangladesh.

225 ships (92%) were demolished on the Indian subcontinent, in China, and in Turkey. Of these 225 ships, 76 (32%) were built in Europe and 92 (38%) belonged to shipping companies established in the European Union or in the European economic region.

**Cash**

Prices by ton stayed stable during the first part of the quarter: around $300 US on the Indian subcontinent, $250 US in China, and $200 US in Turkey. From mid-February on, the rise was significant on the subcontinent, with certain ships reaching almost $400 US at the end of March. China and Turkey could not follow the rhythm of the trio India-Bangladesh-Pakistan. Purchase price is lower by 35% in China, by 55% in Turkey.

The most expensive ship of the quarter was the *Pacific Stream*, a chemical tanker that was bought for $540 per ton by an Indian shipbreaking yard, a higher price than its sister ship, the *Pacific Lady*, ex-*Bow Eagle*, got the previous quarter (cf. "Shipbreaking # 46", p. 1 and 61). Stainless steel makes the difference.

**Flags of the last voyage**

At least 44 ships (18%) were deflagged just prior to their departure for scrapping. St. Kitts and Nevis and the Comoros archipelago respectively adopted 15 and 14 last minute nationals. Palau (5 ships), Togo (4 ships), and Niue (2 ships) stayed in the ranks of the welcoming countries. 62% of the ships fleeing regulatory constraints belonged to a ship-owner established in Europe.
After detention, demolition
80% of the ships demolished in the first quarter of 2017 were controlled by a classification society belonging to the IACS (International Association of Classification Societies). Despite this quality label, at least 133 ships (55%) were detained in ports worldwide. All categories of ships are struck by deficiencies. The detention rate prior leaving for demolition was 100% for livestock carriers, 82% for car carriers and general cargo carriers, 75% for reefers and cement carriers, 70% for bulkers, 44% for tankers, and 41% for container ships.

Three general cargo ships stand out for substandard ships. With 21 detentions in Mediterranean and Black Sea ports, the Noor S and the Piano, demolished in Turkey, both hold the record of detentions tracked by "Shipbreaking" for the last 11 years. They outdistanced the sulfurous Majesty, demolished in China, with 16 detentions, considered a black sheep by maritime security inspectors all over the world – from Liverpool (United Kingdom) to Vladivostok (Russia), and also Sète (France), Newport News (United States) and Alexandria (Egypt).

Four ships have been banned in recent years from European ports for chronic deficiencies and multiple detentions. The Atesbey (p 64), Trader (p41) and Sormovskiy-54 (p 40) were demolished in Turkey, and the gas carrier Maria (p 28) was demolished in India.

The demolition of this fleet of defective ships is good news for maritime safety.

Container ships

<table>
<thead>
<tr>
<th>recycled tonnage</th>
<th>ship</th>
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<tbody>
<tr>
<td>1 : container ship, 926,000 t (40%)</td>
<td>1 : container ship, 66 (28%)</td>
</tr>
<tr>
<td>2 : bulkers, 687,000 t (30%)</td>
<td>2 : bulkers, 53 (22%)</td>
</tr>
<tr>
<td>3 : tanker, 291,000 t (13%)</td>
<td>3 : general cargo, 45 (19%)</td>
</tr>
<tr>
<td>4 : general cargo, 173,000 t (7%)</td>
<td>4 : tanker, 25 (10%)</td>
</tr>
</tbody>
</table>

Container ships remains the number 1 category of scrapped ships. Their convoy would stretch out on 15 km and would carry 207,000 boxes. 42 (64%) were over 200 m long, 27 (41%) had a teu capacity over in
The deflagging rate among container ships is 38%. 42.5% are less than 20 years of age, 45.5% from 20 to 25 years, 12% over 25 years. Their average age is 20 years.

**Years and meters**

The age of scrapped ships ranges from 7 years for the container ship *Hammonia Grenada* (p 48) equalling the previous record with regard unplanned obsolescence set by the India Rickmers (Cf. "Shipbreaking #46", p) and 58 years for the ex Brazilian tanker *Presidente Juscelino* converted to FPSO P-34. The average age for all categories is 28 years.

90 ships are less than 150 m in length, 73 between 150 and 199 m and 77 over 200 m.

The heaviest ship this quarter is the *Marlim Sul* (p 21), ex- *Alexander S Onassis* built in Saint-Nazaire (France): 40 year-old, 343 m in length, 297,237 DWT, for a lightweight of 53,000 t after conversion to FPSO. She is awaited in Alang.
The European failures

Norway. This Arctic country, member-State of the EFTA (European Free Trade Association) was the first one to ratify the Hong Kong Convention on the recycling of ships. This did not discourage the Eide Group from a low-class double deflagging to Comoros and then Palau with the complicity of a cash buyer/broker specialized in the acquisition of end-of life ships and to let the Harrier, ex-Tide Carrier, ex-Eide Carrier, ex-Hickory, ex-Gaysin, ex-Ernesto Che Guevara leave from Storasant (Norway) with a crew of 20. The barge carrier, 263 m in length, 29 years of age, suffered an engine failure in bad sea conditions in late February and was rescued and salvaged by the Norwegian coast guard. The investigation shows that the Norwegian ship-owner produced a fake repair contract by an Oman yard to justify her departure. In fact, the ex-Eide Carrier was heading on her own power to Pakistan to be broken up instead of using the services of nearby facilities established in the United Kingdom, the Netherlands or Belgium.

In Spain, the ex Russian factory ship Obva was derelict in the port of Las Palmas, Canary Islands. Port State control inspectors assessed her condition enabled her voyage outside the Archipelago but did not choose to favour the only approved Spanish ship recycling facility on the European list, Gijon-based DDR Vessels on the Atlantic Coast. The Obva was towed to Vinaros on the Mediterranean coast, in an unapproved shipbreaking yard which is fond of derelict ships sold out through ante mortem auctions; on 3 October 3, 2016, this same scrap dealer bought the wreck of Rio Tagus to date still immobilized in Sète and which, in Robin des Bois’ opinion, should be demolished on the spot (Cf. "Non à l’expulsion du Rio Tagus").

In France-Denmark. Ship-owners are not the only ones to promote the flight of end-of-life ships towards Asia. Justice does too. The Court of Brest just closed the complaint from Robin des Bois, editor of "Shipbreaking", against Maersk responsible of the shipwrecks of Maersk Searcher and Maersk Shipper on December 16, 2016 off Brittany (Cf. "Shipbreaking # 46" p 4-5). The prosecutor considered that the pollution was unintentional, that the negligence if there was any was slight and that Maersk agreed to implement long term monitoring requirements and other measures as requested by the maritime authorities.

![Map of approved ship recycling facilities in the European Union](image_url)

The approved ship recycling facilities in the European Union

No approved facilities in the Mediterranean. Maximum annual capacity, 900,000 t. January-February-March 2017, less than 7,000 tons recycled, 4 ships demolished plus one in an unapproved yard.
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.

Single hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Ship and crew detained in a port for deficiencies.

Flags of the last voyage

Djibouti  Liberia  Mongolia  Niue  Palau  Panama  St. Kitts & Nevis  Tanzania  Togo

Heavy load carrier


Throughout her 35 year-long career, the _Tern_ has transported a large variety of heavy loads. She was a semi-submersible unit. With her 5 ballast pumps with a 1000 and 500 m³/hr capacity she was able to lower her well deck below the water's surface and load offshore rigs, vessels or barges and many other bulky loads. The effective cargo length was 126 m with a more or less unlimited width as the transported pieces might go over each side.
For her very last mission, the *Tern* arrived at Rotterdam Europoort in the early morning of January 6. She remained there for 3 weeks in order to load the offshore supply tug *Smit Orca* and then the crane barge *Taklift 6* that are to be delivered to the Turkish shipbreaking yards.

Early February, she left the harbour to be anchored off Scheveningen. On February 26 the convoy finally left, heading towards Aliaga.

The two-in-one and even three-in-one deliveries to shipbreakers enable to spare on transport and crew costs. After the disastrous venture of the *Maersk Battler/Maersk Shipper/Maersk Searcher* which ended up with the sinking of the 2 towed ships (cf. "Maersk keeps on getting rid of its garbage off Brittany", December 22, 2016), it turned out that the *Tern* was also to be broken up. This time, the voyage was carried out with no trouble. The carrier and its cargo were delivered to in ŞİMŞEKLER shipbreaking yard Aliaga on March 14.
Livestock carrier


As Ro Ro ship, February 2, 2008, the O'Shea Express in Saint-Nazaire (France). © Erwan Guéguéniat


© Pascal Bredel

Michlifen, unloading fruit at Le Havre (France), May 1992.

Mundial Roro in the port of Genoa (Italy). © Etienne Filiol

turned into the livestock carrier Noa, being broken up in Aliaga. © Selim San
Factory ship

Baykovsk. IMO 7832713. Length 104 m, 3,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev (Ukraine) by Chornomorskiy SZ. One of the 113 Pulkovskiy Meridian type factory ships built by the Ukrainian yard from 1974 to 2011. These fishing trawlers were equipped to produce freezing fish, canned fish-liver and fish meal and oil.

February 2010. © Artem Svintsov

One of her sisterships, the Dalnyi Vostok, sank in the Okhotsk Sea on April 2, 2015; 132 sailors were on board at the time of the wreck, 69 died or were reported missing. Owned by Okeanrybflot Jsc (Russia). Baykovsk is being broken up in Petropavlovsk, her homeport, on the eastern coast of the Kamchatka Peninsula.

Demolition in Avacha Bay. © Ciamsky-Forumsairbase.ru

Obva. IMO 8326278. Length 62 m, 1,804 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Stralsund (Germany) by Volkswerft VEB. She was one of the 84 Orlyonok type factory ships or project Atlantik 333 built from 1981 to 1985 by the East-German yard. They were equipped to produce freezing fish, fish meal and fish-liver oil, with a processing capacity for each plant respectively of 30 t, 12 t and 4,8 t of raw material per day. Owned by Agricultural Industrial Coop Fishing Collective Ponoy-Lakhita (Russia).

© Russian Trawler.Narod

In late 2012, the Obva arrived at the port of Las Palmas (Canary Islands, Spain). Her fish cargo was seized by the Spanish authorities for not complying with the regulatory size criteria. The derelict ship had since then been rusting in a corner of the port. Spanish Authorities tried to auction her off. In June 2015, the reserve price was 45,000 €. In January 2016, there was a new attempt with a bottom-price down to 15,500 €.

Obva at Las Palmas, February 10, 2013. © Lutsenko Valeriy

On January 10, 2017, she left under tow of the VB Hispania owned by the Spanish company Boluda. The tug and her crew are skilled with transocean towing operations; last year they performed the last
voyages of the Modern Express from Bilbao (Spain) and Peter R Cresswell from Canada towards Aliaga, Turkey.
This time, the destination of demolition is Vinaros on the Spanish Mediterranean coast. The facility is also awaiting the Rio Tagus still immobilized in Sète. The small harbour tug Erandio, also doomed to scrapping joined the convoy VB Hispania-Oba. The trio arrived safely at Vinaros on January 25.

Verano (ex-Apollo, ex-Viento del Sur, ex-Shinkai Maru). IMO 7375868. Length 101 m, 3,117 t. Vanuatu flag. Unknown classification society. Built in 1975 in Takamatsu (Japan) by Shikoku. Owned by Insung Corporation (South Korea). The Verano had been moored at quay 703 in Capetown cargo terminal (South Africa) since June 2015. 5 crewmen remained on board and were in charge of her maintenance.

In the morning of November 2, 2016, styrofoam containers inflamed while crewmen were carrying out welding works on the main deck. They were used to store fish. There were 800,000 of them on board and their combustion released a thick black toxic smoke covering the port area. The 5 crewmen were evacuated to the shore without injuries. The fire raged for a week until it could finally be completely extinguished.

According to captain Gustaw Louw speaking on behalf of SAMSA (South African Maritime Safety Authority), the ship will be declared a total loss and, depending on the decision by her owner and insurer, either sold as scrap, towed to a shipbreaking yard or scuttled at sea in a location agreed by the Environment Department.

The second option is chosen and the Verano arrived under tow at Alang on April 4, 2017.
Offshore supply vessel


Brodospas Rainbow. © gsm63 / fleetmon


Brodospas Storm supplying a drilling rig offshore Gabon in the 90's. © Pascal Riteau

Cape Viscount (ex-Far Viscount, ex-Cape Viscount). IMO 8111594. Length 62 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Aberdeen (United Kingdom) by Hall Russell. Owned by Cape Offshore Ltd (Greece). Announced sold for demolition on March 6, 2017. Her final destination is to date undisclosed. She was lately located in Brazil.

Cape Viscount, Brazil. © Fernando Azevedo

Aliaga. © Selim San


Grampian Hunter steaming past us on Grampian Venture, summer 2010. © Iain Maciver

Grampian Hunter arrived under her own power on January 23, 2017 to Fornaes Shipbreaking Ltd. © Bendt Nielsen


Off Greece, January 26, 2002. © selentis Nikolaos

Granit, February 20, 2017 at Liepaja, Latvia, being broken up. © 3SX

**Nand Krishna.** IMO 8219126. Length 59 m, 1,266 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo SB. Owned by Tag Offshore Ltd (India). Sold for demolition in Mumbai, India.
Nand Panna. IMO 8219140. Length 59 m, 1,284 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo SB. Owned by Tag Offshore Ltd (India). Sold for demolition in Mumbai, India.


Sentinel Prince at Scalloway (Scotland, United Kingdom), March 24, 2015. © Peter Porter
Smit Orca (ex-Orca). IMO 8213885. Length 50 m. Belgian flag Classification society Bureau Veritas. Built in 1983 in Stroobos (Netherlands) by Barkmeijer. Owned by Boskalis Offshore Marine Serv (Belgium). *Smit Orca* was prepared in Rotterdam for her last voyage. She was loaded along with the barge *Taklift 6* on the semi submersible ship *Tern*. Convoys of wrecks are trendy: the *Tern* was also doomed for demolition in Aliaga (Cf. p 9). Boskalis intends to sell 24 ships in the coming months.

![Smit Orca](image1)

**At berth in Zeebrugge (Belgium), March 4, 2015. © Marc Ottini**

![Taklift 6](image2)

**Beached in Aliaga. © Selim San**


![Sparrow Hawk](image3)

**Tag 11 at Mumbai, India, May 24, 2012. © Viktor**


![Tag 11](image4)

Vos Northwind (ex-Swallow, ex-Hornbeck Swallo, ex-Seaboard Swallow, ex-Aracati). IMO 7302237. Length 50 m. Liberian flag. Classification society Bureau Veritas. Built in 1973 in Shimoda (Japan) by Shimoda DY Co. Owned by Vroon Offshore Services Ltd (United Kingdom). In January 2017, she is said to be sold for scrapping. The final destination is unknown.

![Vos Northwind](image5)

**Vos Northwind, September 20, 2015, inbound at Lowestoft, United Kingdom. © Paul Gowen**
Diving support vessel


*Deep Pioneer* in Rouen (France), March 24, 2012. © Erwan Guéguéniat


*Excellent Diver*, November 6, 2016 in Bangkok, Thailand. © Stephen-S

*Vos Sympathy* (ex-Searanger, ex-Highland Fortress, ex-Northern Fortress). IMO 8107177. Length 78 m. Dutch flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by Vroon Offshore Services BV (Netherlands). *Vos Sympathy* was laid up in Amsterdam (Netherlands), she was towed for demolition in Rotterdam by *En Avant 20*.

*Vos Sympathy*, moored at Dunkerque (France), February 25, 2011. She was at the time carrying out submarine works in the Strait of Dover. © Marc Ottini
Research vessel

**EM Leader (ex-Ohm Leader, ex-Nornews Leader).**IMO 8906781.
Ex cargo carrier converted to research ship 2008. Length 116 m, 3,743 t. Deflagged from Bahamas to St. Kitts and Nevis for her last voyage as *Leader 1*. Classification society International Register of Shipping. Built in 1990 in Papenburg (Germany) by Surken.

As cargo carrier, the *Nornews Leader* in Walsoorden (Netherlands), May 24, 1994. © Pascal Bredel

As research vessel, the *EM Leader* anchored at Las Palmas de Gran Canaria (Canary Islands, Spain) - December 6, 2013. © Marius Esman

Sold by her Norwegian ship-owner Euro Trans Skips AS to London-based Aquamarine & Trading Services Ltd, a company with a single employee. She was beached for demolition in Alang.

*Leader at Alang.* © Jitendra Solanki Jays
**Tanker**


*Chryssi (ex-Faultless, ex-Kishore, ex-Tromso Challenger)*. IMO 9000572. Length 274 m, 20,502 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Avin (Greece). Detained in 2007 in Trieste (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 331 US$ per ton.


*Iron Lady (ex-Olympic Serenity)*. IMO 8912613. Length 232 m. Deflagged from panama to St. Kitts and Nevis for her last voyage shortened to Lady. Classification society Nippon Kaiji Kyokai. Built in 1991 in Oppama (Japan) by Sumitomo. Owned by Umde Gemi (Turkey). Detained in 2011 in Melbourne (Australia) and in 2016 in Zoushan (China). Sold for an undisclosed destination of demolition. She departed the United Arab Emirates and was beached in Bangladesh.

*Lobato*. IMO 8617031. Length 185 m, 10,979 t. Brazilian flag. Classification society Bureau Veritas. Built in 1993 in Rio de Janeiro (Brazil) by Caneco. Owned by Petrobras (Brazil). Sold as is in Rio (Brazil) for demolition in India. 222 US$ per ton.

This ship began as a 277,000-deadweight-ton oil tanker, built in 1977 in Saint-Nazaire as the Liberian Alexander S. Onassis for the Greek group Olympic Maritime (Onassis).

She was purchased by Shell Tankers in 1990 and became the Liberia-flagged Lyria. When she was transferred to Shell Maritime Society in 1992, she was reflagged to France but kept her name.

In August 1993, she suffered a collision in the Mediterranean off Toulon (France) with the nuclear-powered attack submarine the Rubis that was resurfacing. The Lyria, loaded with 270,000 tons of oil, was heading to Fos sur-Mer. The hull of the supertanker was damaged and 2000 tons of oil were spilled in the sea between Toulon and the arrival port. The Lyria was immobilized for a number of weeks in the Marseille dry-dock.

From 1999 on, the technical management of the ship was handed to Bordeaux-based Société d'Armement et de Transport (Socatra). She was sold at the end of 2001 to the Monaco-based society Single Buoy Moorings (SBM), who temporarily renamed her Thalassa and sent her to Keppel shipyard in Singapore for conversion into a Floating Production Storage And Offloading Vessel (FPSO). She returned to service as the FPSO Marlim Sul in 2003 on the eponymous oil sites operated by Petrobras off the Brazilian Coast.
She ceased operations in April 2016. On June 25, 2016, she arrived under tow in Labuan, in the Bay of Brunei (Sabah, Malaysia) to be laid up. In February 2017, she was declared sold as is for demolition; she would be awaited in Alang. 300 US$ per ton.

On an overcast morning, 25-06-2016, the Bahama flagged Petrobras operated FPSO Marlim Sul arrives offshore Labuan in Brunei Bay to be laid up. © Mike Glen, OIM, West Vigilant


The P-34 was converted into an FPSO in 1996 to serve the needs of Petrobras and was used in the first phase of the development of Barracuda and Caratinga oil fields, discovered in 1989 and 1993 respectively, 90 kilometers off the coast of the state of Rio de Janeiro. She was operated in 835 m water depth which, at the time, in July 1997, constituted a world record for an FPSO.

In October 2002, she had developed a 45-degree list following an electrical failure and a malfunction of ballast pumps. A shipwreck was feared and the 76 crewmembers were evacuated. The P-34 survived, but 2 large units, the Petrobras 43 and the Petrobras 48, ex-Stena Concordia and ex-Stena Continent, took her place in the second phase of the oil field development. In 2006, she had been positioned further north in the Jubarte field off the state of Espirito Santo. In 2012, she was laid up in Vitoria. In October 2015, Petrobras attempted to put her up for sale. In 2017, the sale for demolition was announced, but the final destination is not yet known. According to the latest news, she was at Rio de Janeiro in the Renave shipyard, but considering her age, it is difficult to imagine she could resume service.

October 2007. © Luko P

The Varada Blessing was sold in July 2014 for 18.9 million US$, or 494 US$ per ton, for demolition in Pakistan (cf. Shipbreaking # 37, p 24). As she left Hong Kong bound for Gadani, she collided with a fishing boat. Since she did not have valid insurance to cover the damages, she has remained detained in the estuary of the Pearl River.

The Chinese authorities have been looking to get rid of her. She was put up for sale as is in Hong Kong; her official status in the Equasis database is “to be broken up”. Two potential sales fell through. At the end of 2016, the Guangzhou Maritime Court decided to sell the ship through the Taobao platform, a subsidiary of Alibaba, the Chinese online sale giant. Internet sales are the new strategy to boost interest and prevent agreements between potential buyers trying to limit the price. The Chinese courts are using internet more and more frequently to sell seized goods. The revenue from seized goods has been multiplied by a hundred in 2016 in the Guangdong Province. It grew from 100 million Yuan to 10 billion.

The Varada Blessing was sold for 81 million Yuan (11.8 million US$), or about 307 US$ which is the current market price of scrap metal. The buyer was Malta-based Natalia Shipping. The ship was deflagged to Comoros and her name was shortened to Varada. She was beached in Chittagong on April 4, 2017.
Chemical tanker

_Eiwa Maru 3_ (ex- _Yeouyoung Sky_, ex- _Genki_, ex- _Nisshin Maru_). IMO 9073323. Length 64 m, 616 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Saiki (Japan) by Honda. Owned by Keouyoung Shipping Co Ltd (South Korea). Detained in 2007 in Yokohama (Japan). On September 11, 2016, the _Eiwa Maru 3_ was leaving the port of Shimotsu, on the southern coast of the island of Honshu (Japan); she was sailing on ballast to Yokkaichi, further north. Crewmembers were busy cleaning the cargo tanks. The mechanics were doing welding work on deck. Because of the sparks, the vapors coming from the cargo tanks caught fire and then exploded. The Korean chief engineer was killed and 2 Indonesian sailors were badly injured; the ship was towed to Wakayama Port for inspection. She was eventually sold for demolition to a local Japanese yard.


_Kriti Amber_. IMO 9074987. Length 183 m, 12,450 t. Deflagged from Greece to Comoros for her last voyage as _Ritika_. Classification society Lloyd's Register of Shipping. Built in 1995 in Nikolayev (Ukraine) by Chernomorskyi SZ. Owned by Avin International (Greece). Detained in 2005 in Novorossiysk (Russia) and Tuzla (Turkey). Sold as is in Singapore for demolition in Bangladesh. 345 US$ per ton. According to the terms of the sale contract, the ship will be delivered "gas free for man entry only" and not "gas free for hot works". In other words, the ship-owner/seller will not assume any liability in case of an accident; the shipbreaking yard will have to.


_Pacific Stream_, October 5, 2014, at Europoort, Rotterdam, Netherlands. © Arjan Elmendorp
Sentinel I (ex-Ocean Pearl, ex-Synergy, ex-Uqba Ibn Nafi). IMO 8309567. Length 180 m, 10,663 t. Liberian flag. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 2008 in Terneuzen (Netherlands). She departed Lagos (Nigeria), and was beached in India on April 12. 360 US$ per ton.


Gas tanker

Bridge (ex-Brides, ex-Gaz Meridian, ex-San Sebastian). IMO 8406767. Length 114 m, 4,150 t. Deflagged from Algeria to Comoros in January 2016. Classification society Bureau Veritas until February 2016. This 7,200 m³ capacity LPG tanker was delivered in 1986 by Chantiers du Nord et de la Méditerranée (Normed) at La Seyne (France) to Buenos Aires-based Compania Argentina de Transportes Maritimos (Ciamar) as the Liberia-flagged San Sebastian. In 1993, she was reflagged to Panama, renamed Gaz Meridian, after she was acquired by Naftomar a Greek company specialized in the gas transport. In 1995, she was sold to Société Nationale de Transport Maritime d’Hydrocarbures et de Produits Chimiques (SNTM Hyproc) and reflagged to Algeria as the Brides with Oran as homeport.
In April 2010, the ship was said to be broken up in Bangladesh (Cf. "Shipbreaking # 20", p 17). Selling price at the time, 432 US$ per ton. But she actually continued her career. Since early 2016, she was owned by Nevis-based Moonlight Energy Company (St. Kitts and Nevis) and operated as the Mongolia-flagged Bridge. She was beached in Alang on March 26, 2017.

Cervantes. IMO 8922357. Length 98 m, 2,295 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1992 in Bilbao (Spain) by Astilleros Reunidos del Nervion. Owned by Lauritzen Kosan A/S (Denmark). She departed Antwerp (Belgium and was eventually beached in Aliaga on March15.


Cheshire, June 29, 1989, off Hook of Holland, Netherlands. © Michael Neidig

Jose Colomo (ex-Hektor). IMO 7901540. Length 158 m, 8,220 t. Deflagged from Meico to St. Kitts and Nevis in November 2016. Unknown classification society. Built in 1980 in Moss (Norway) by Moss Rosenberg. Late October 2016, she was sold by the Mexican State-owned PEMEX to India-based Machtrans Ship Management Pvt Ltd. On January 15, 2017, she left Tampico (Mexico), deflagged and shortened to Jo; she was beached in Alang on March 4.
Maria (ex-Mariana). IMO 8016835. Length 83 m, 1,462 t. Mongolian flag. Classification society International Register of Shipping. This 2,700 m³ capacity LPG tanker was built in 1982 by les Ateliers et chantiers du Sud-Ouest, at Bordeaux, for the Le Havre-based company Services et Transports which had her named Mariana after a Corsican beach.

During her whole French career until 2003, she has been assigned to gas transport (butane and methane) from mainland (Marseille-Fos) to Corsica. Later, she has been operated under the same name but under various flags (Georgia, Sierra Leone...) by the Turkish shipping company Milenyum Denizcilik. Detained in 2005 in Ambarli (Turkey) and in 2007 and 2008 in Constanta (Romania). Banned from European ports in August 2008 for multiple detentions under the European directive on Port State Control. She was renamed Maria in late 2015 and reflagged to Mongolia. She arrived at Alang under tow and was beached on March 21, 2017.


Turk Gaz 1 (ex-Fgas 09, ex-Costwold, ex-Diamante, ex-Pennine). IMO 8817992. Length 99 m, 2,500 t. Deflagged from Panama to Comoros flag for her last voyage. Classification society Bureau Veritas. Built in 1989 in Yawatahama (Japan) by Kurinoura. Owned by Penta Ocean Ship Management & Operation (United Arab Emirates). Detained in 2001 in Lisbon (Portugal), in 2013 in Nanjing (China) and in 2015 in Bandar-e Lengeh (Iran) and then in Lavan (Iran). Sold for demolition in India.
In November 2016, the two Ethiopia-flagged general cargo carriers *Abbay* and *Hidasse* had been sold as is in Sharjah (United Arab Emirates) for an undisclosed destination of demolition (Cf. "Shipbreaking # 46" p 29 and 33). In early 2017, they were still in Sharjah and nearly had to end up there. The first three months of the year are the worst season for storms on the northern coastline of the United Arab Emirates. From 2011 to 2013 about a dozen ships and barges ran aground or sank, all at this time of year. On February 3, 2017, 5 vessels, including *Abbay* et *Hidasse*, were pushed by gale-force winds and 8 m-high waves and ran aground with no injuries to seafarers. They were lucky: an Indian tanker sank taking the lives of 5 out of 12 crewmembers.

The grounded ships were later refloated. *Hidasse* and *Abbay*, renamed *Hide* and *Bay* flying the flag St Kitts & Nevis, have been waiting for tug boats and were definitively beached in Gadani. Just prior the storm, they had announced to be heading for Alang. In the end, they stopped at Gadani, half the distance away.

general cargo

Amal O (ex-Amal, ex-Green Globe, ex-Monte Paloma). IMO 8301412. Length 88 m, 1,526 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Hakata (Japan) by Kinoura. Owned by ISM Group Inc (Lebanon). Detained in 2001 in Magadan (Russia), in 2002 in Vladivostok (Russia) and Takamatsu (Japan), in 2004 in Vladivostok again, in 2009 in Alexandria (Egypt), in 2011 in Izmit (Turkey) and in Damietta (Egypt) and in 2014 in Gemlik (Turkey). Sold for demolition in India.

Amal anchored at Latakia, Syria, on June 19, 2010 © Marc Ottini


Bartin in the Bosporus (Turkey), on May 25, 2011. © Marc Ottini


Chenan anchored at Port Phillip Bay, Australia, on October 12, 2016 © Tropic Maritime Images

general cargo


Hamra passing off Terneuzen (Netherlands), March 5, 2015.

Hong Leopard (ex-Eurus Ottawa, ex-Thorsriver, ex-HSH Ubin, ex-Kota Sahabat, ex-HSH Ubin, ex-Cast Elk, ex-Norasia Sun). IMO 8716095. Length 201 m, 10,881 t. St. Vincent & 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 2008 in Valparaiso (Chile) and in 2013 in Bandar Khomeini (Iran). Sold for demolition in India. 365 US$ per ton.

Cast Elk, in Zeebrugge (Belgium), May 24, 1995. © Pascal Bredel

Hong Qing (ex-Apache Maiden, ex-Ohfu). IMO 8608781. Length 160 m, 5,784 t. St. Vincent & Grenadines flag. Classification society Registro Italiano Navale. Built in 1987 in Onishi (Japan) by Shin Kurushima. Owned by Hongyuan Marine Co Ltd (China). Detained in 2008 in Incheon (South Korea) and in 2011 in Xiamen (China) and Guangzhou (China). Sold for demolition in India. 290 US$ per ton.

Alang, July 18, 2017. © Rik van Marle


In Kanmon Strait (Japan), August 4, 2014. © V. Tonic

Krasnoye Sormovo. IMO 7741081. Length 114 m, 1,391 t. Russian flag. Classification society Russian Maritime Register of Shipping. River and sea-going ship built in Gorki-Nijni Novgorod (Russia) on the confluence of Volga and Oka rivers by Krasnoye Sormovo. Owned by Amur Shipping Co (Russia). Detained in 2000 in Rumoi (Japan), in 2009 in Yantai (China) and in 2015 in Busan (South Korea). Sold for demolition in Jiangyin, China.

Nijni Novogorod, 17th century.

At Shanghai, China, March 13, 2015. © Tony Hogwood


Majesty (ex-Svyatoy Nikolai, ex-New Grace III, ex-New Grace, ex-Minibulk Bull, ex-Super Asia, ex-You Ying 28). IMO 8711693. Length 101 m, 2,179 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1989 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Inter-Trans Co Ltd (Russia). Bronze medallist at the substandardship contest with 16 détentions in 1997 in Gdansk (Poland), in 1999 in Newport News (United States), in 2000 in Rostock (Germany) and Sète (France), in 2003 in Naples (Italy) and Bassens (France), in 2006 in Liverpool (United Kingdom) and Aveiro (Portugal), in 2008 in Izmit (Turkey), in 2009 in Alexandria (Egypt), in 2010 in Trabzon (Turkey), in 2014 in Taicang (China), in 2015 in Niigata (Japan) and Vladivostok (Russia), in 2016 in Kholmsk (Russia) and in 2017 in Olga (Russia). See also the map of her detentions, p. 6. Sold for demolition in Jiangyin, China.

Majesty, leaving Kholmsk Southern harbour, Russia, May 7, 2015. © Senna74


Cuban-flag Empresa Mambisa general cargo ship Enersto Che Guevara as shown while downbound on the St.Lawrence River on December 22, 1989. This is a rare view as she lasted only a couple of years under this name. She’s been renamed five times since and she is now trading as Tiger Power.

© Marc Piché


Nadezhda, port of Bartin (Turkey), September 28, 2016 © Babür Halulu
general cargo

Noor S (ex-Blue Sky E, ex-Blue Sky, ex-Sea Queen 1, ex-Sea Queen, ex-Marie, ex-Junior Lone). IMO 7365930. Length 93 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1974 in Kootstertille (Netherlands) by Kramer & Booy. Owned by Info Market Srl (Romania). Gold medallist at the substandard ship contest along with the Piano due to 21 detentions in 1998 in Kaliningrad (Russia), in 2002 in Szecin (Poland) and Rotterdam (Netherlands), in 2003 in Gaeta (Italy) and Monfalcone (Italy), in 2004 in Genoa (Italy) and Venice (Italy), in 2005 in Gemlik (Turkey), in 2006 in Koper (Slovenia) and Reggio di Calabria (Italy), in 2007 in Aliaga (Turkey) and Savona (Italy), in 2009 in Batumi (Georgia) and Izmit (Turkey), in 2010 in Izmir (Turkey), in 2011 in Aliaga again then in Novorossyisk (Russia), in 2012 in Eregli (Turkey) and in 2014, 2015 and 2016 in Aliaga. Sold for demolition in Turkey.

The Moldovan Noor S in Galati (Romania), April 14, 2015 © Paul Ionescu


Nour, August 18, 2013 arriving at Pasajes, Spain © Valeriano Aguete

Orang (ex-Valerian, ex-Margrave, ex-Brave, ex-Iran Makin). IMO 9051650. Length 174 m, 8,148 t. Deflagged from Iran to Comores for her last voyage as Angle. Classification society Asia Classification Society. Built in 1997 in Shanghai (China) by Shanghai Shipyard. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 1997 in Rijeka (Croatia) and in 2012 in Kandla (India). Sold as is in Bandar Abbas (Iran) and beached in Alang.
general cargo

Orange Fortune (ex-Fortune Wind). IMO 9104249. Length 120 m, 3,996 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Hachinohe (Japan) by Kitanihon. Owned by Orange Marine Co Ltd (Russia). Detained in 2011 in Tianjin (China), Kobe (Japan) and Tanjung Priok (Indonesia) and in 2015 in Osaka (Japan). Sold for demolition in China.

Orange Fortune on Manila road, Philippines, January 6, 2015. © Evgeny Markachyov

Piano (ex-Delphina, ex-Nemesis, ex-Sirius 1, ex-Volgo-Balt 18). IMO 8881072. Length 114 m. Mongolian flag. Classification society Phoenix Register of Shipping. Built in 1965 in Astrakhan (Russia) in the Caspian Sea at the mouth of the Volga river by Astrakhan Kirova. Owned by Piano Shipping Ltd (Seychelles). Gold medallist in the substandard ship contest along with Noor S due to 21 detentions in 2005 in Constanta (Romania), Canakkale (Turkey) and Izmit (Turkey), in 2006 in Aliaga (Turkey), in 2007 in Bartin (Turkey), in 2008 in Gemlik (Turkey), Dnipro Buzkyy (Ukraine) and Tekirdag (Turkey), in 2009 in Nikolayev (Ukraine), in 2010 in Damietta (Egypt), in 2012 in Mersin (Turkey), Varna (Bulgaria) and Poti (Georgia), in 2013 in Mersin again then in Rostov-on-Don (Russia), in 2015 in Marina di Carrara (Italy), Aboukir (Egypt), Fatsa (Turkey) and Istanbul (Turkey) and in 2016 in Ambarli (Turkey) and Samsun (Turkey). Banned from the European ports in January 2015 for multiple detentions under the European directive on Port State Control. Sold for demolition in Turkey.

Istanbul (Turkey), 2006. © Olaf K

The detentions of Piano - Robin des Bois

Piano, 2005-2016

Robin des Bois

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Shipbreaking # 47 – May 2017
Port Said (ex-Marine, ex-Safmarine Bata, ex-Elise D, ex-L'Abanga). IMO 8311027. Length 150 m, 6,150 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Red Sea Navigation Co (Egypt). Detained in 2004 in Philadelphia (United States). She was the very last one of the Neptun 421 cargo ships, a cult series of 33 units built by the East-German shipyard. See "Shipbreaking # 42", p 61-62 "The END, almost the end for the Neptun 421 series". Sold for demolition in Pakistan.

L'Abanga, outbound Le Havre (France), March 1991. © Pascal Bredel

Sold in December 2016 to Egypt-based Sea Gate Management Co and renamed Jasmine of Sea. She was beached in Gadani on January 19, 2017.

Safmarine Bata outbound Rouen (France), June 5, 2008 © Erwan Guégueniat


Jasmine of Sea, Gadani, January 2017 © Ovais Kl


**Rapsodi (ex-Laola, ex-Emsdeich).** IMO 7928809. Length 100 m. Panamanian flag. Classification society Turk Loydu. Built in 1980 in Emden (Germany) by Cassens. Owned by Gemiciler Denizcilik Nakliyat (Turkey). Detained in 1997 in Amsterdam (Netherlands), in 2000 in Rotterdam (Netherlands), in 2003 in Trieste (Italy), in 2006 in Figueira da Foz (Portugal) and Santander (Spain) and in 2007 in Tuzla (Turkey) and King’s Lynn (United Kingdom). Sold for demolition in Turkey.


**Rui Dong (ex-Borrison, ex-Pheada, ex-ID Contender, ex-Ever Wealthy, ex-Paradise Hagen).** IMO 8608602. Length 116 m, 3,446 t. Panamanian flag. Classification society Intermaritime Classification Services. Built in 1986 in Kochi (Japan) by Imai Zosen. Owned by Hubei Qin Tai Shipping Co Ltd (China). Detained in 2001 in Rotterdam (Netherlands), in 2004 in Antwerp (Belgium), in 2005 in Mersin (Turkey) and in 2009 in Xiamen (China) and Kandla (India). Sold for demolition in India.


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**Robin des Bois** - 38 - Shipbreaking # 47 – May 2017


Dongjin Nagoya arriving at Busan (South Korea), June 18, 2006. © Marc Ottini


August 15, 2015, Laem Chabang, Thailand © Geir Vinnes


Sormovskiy-54, moored at Port-Saint-Louis-du-Rhône (France), september 16, 2006. © Marc Ottini

Sormovskiy-54, June 22, 2012, Istanbul, Turkey. © Gerolf Drebes
**Tian Feng 3 (ex-Long Gang 9, ex-Prok, ex-Richness Express, ex-Long Richness).** IMO 8911035. Length 76 m. Togolese flag. Classification society Universal Maritime Bureau. Built in 1990 in Takuma (Japan) by Sanuki Shipbuilding & Iron Works. Owned by Li Quan Shipping Co Ltd (Hong Kong, China). Detained in 2005 in Hong Kong (China), in 2006 in Yokohama (Japan), in 2011 in Ishinomaki (Japan), in 2012 in Sendaishioigama (Japan), in 2014 in Niigata and in Osaka (Japan), in 2015 in Misumi (Japan), in Osaka again then in Dalian (China) and in 2016 in Hakata (Japan). Sold for demolition in Jiangyin, China.


**Trader (ex-Cranz II, ex-Cranz, ex-Matthias, ex-Vouksi, ex-Matthias, ex-Echo Matthias, ex-Elbe).** IMO 8003888. Length 82 m. Tanzanian flag. Classification society Global Shipping Bureau. Built in 1980 in Wewelsfleth (Germany) by Peters H. Detained in 1999 in Rotterdam (Netherlands), in 2003 in Halmstad (Sweden), in 2012 in Alexandria (Egypt) and Novorossiysk (Russia), in 2013 in Temryuk (Russia), in 2014 in Constanta (Romania), Mersin (Turkey) and Ashdod (Israel) and in 2015 in Ashdod and Alexandria again then in Heraklion (Greece). Banned from European ports in October 2015 for multiple detentions under the European directive on Port State Control. Beached in Turkey.
Robin des Bois


Tuna, June 21, 2011 Istanbul, Turkey
© Gerolf Drebes

Yamak Junior (ex-Stevns Pearl, ex-Diana Scan, ex-Stevns Pearl, ex-CPC Holandia, ex-Conti Holandia). IMO 8308769. Length 100 m, 2,781 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Neuenfelde (Germany) by Sietas. Owned by Kalesya Shipping Ltd (Greece). Detained in 2009 in Cork (Irlande), in 2014 in Iskenderun (Turkey), in 2015 in Mersin (Turkey) and in 2016 in Larnaca (Cyprus). Sold for demolition in India.

Yamak Junior in Sanlúcar de Barrameda, navigating the river Guadalquivir to Seville on August 27, 2013
© Juandofer
**Container ship**

*Al Encore* (ex-MOL Encore). IMO 9261712. 4589 teu. Length 294 m, 22,444 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as *Enco*. Classification society Nippon Kaiji Kyokai. Built in 2003 in Yokohama (Japan) by IHI Marine United. Owned by Atlantic Lloyd GmbH & Co KG (Germany). Laid-up since November 2015. Sold as is in Davao (Philippines) for demolition in Bangladesh. 351 US$ per ton including enough bunkers for the voyage.

*Mol Encore, March 14, 2012, at Hutchison Busan Container Terminal, South Korea. © Bodolinsky*

*Al Enterprise* (ex-Mol Enterprise). IMO 9261748. 4589 teu. Length 294 m, 22,386 t. Deflagged from Liberia to Togo for her last voyage as *Viktoria*. Classification society Nippon Kaiji Kyokai. Built in 2003 in Yokohama (Japan) by IHI. Owned by Atlantic Lloyd GmbH & Co KG (Germany). Detained in 2011 in Melbourne (Australia). Sold as is in Davao (Philippines) for demolition in Bangladesh. 336 US$ per ton including enough bunkers for the voyage.

*MOL Enterprise, June 13, 2015, departing Melbourne, Australia. © Paul Finnigan*

*ANL Waratah* (ex-Santa Placida, ex-Maersk Dieppe, ex-P&O Nedlloyd Doha, ex-Santa Placida). IMO 9326794. 5047 teu. Length 294 m, 20,601 t. Deflagged from Liberia to Comoros for her last voyage as *Carat*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2005 in Ulsan (South Korea) by Hyundai. Owned by Reederei Claus-Peter Offen GmbH & Co KG (Germany). Detained in 2014 in Port Botany (Australia). Sold as is in Singapore, *ANL Waratah* is beached in Gadani. 340 US$ per ton including enough bunkers for the voyage and a spare propeller.

*Carat, in Gadani © Gulzar Khan*
Anna Schepers (ex-Conti Malaga, ex-MSC Malaga, ex-Conti Malaga, ex-MSC Chile, ex-Sea-LAnd Uruguay, ex-Cont Malaga). IMO 9154218. 2456 teu. Length 206 m, 10,636 t. Deflagged from Antigua & Barbuda to St. Kitts and Nevis for her last voyage as Anna. Classification society Bureau Veritas. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by HS Schiffahrts GmbH & Co KG (Germany). Sold as is in Jebel Ali for demolition in India. 326 US$ per ton including enough bunkers for the voyage.

Outbound Le Havre (France) under a stormy sky © Marc Ottini

At Alang, March 2017 © Ezaz Dholia

Berwick (ex-Vitality, ex-CMA CGM Vitality, ex-Laconikos, ex-MOL Santiago, ex-Laconikos). IMO 9236638. 2602 teu. Length 210 m, 11,178 t. Deflagged from Marshall Islands to St. Kitts and Nevis for her last voyage as Erwi. Classification society Bureau Veritas. Built in 2002 in Jinhae (South Korea) by STX SB Co. Detained in 2012 in Algeciras (Spain) and in 2016 in Gibraltar (United Kingdom). Acquired by the India-based Blue Whale Maritime Pvt Ltd juste prior to her departure for demolition in India.

Vitality in Montoir (France), July 4, 2012 © Erwan Guéguénia

Bosun (ex-CSCL Fos, ex-Bosun). IMO 9228540. 2681 teu. Length 208 m, 12,654 t. Deflagged from Antigua & Barbuda to St. Kitts and Nevis for her last voyage as Sun. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Gdynia (Poland) by Gdynia Stocznia. Owned by KG Projex-SchiffahrtsgesellschaftmbH & Co (Germany). Sold as is in Port-Said (Egypt) for demolition in Bangladesh. 317 US$ per ton.

CSCL Fos on the Schelde River , August 11, 2006 © Marc Ottini

Robin des Bois - 44 - Shipbreaking # 47 – May 2017

**Brilliant (ex-Tiger Star, ex-Brilliant, ex-MOL Brilliant, ex-Maersk Rennes, ex-Thor Lone, ex-OPDR Cadiz, ex-Thor Lone, ex-Thor Sif, ex-Lone Sif, ex-Norasia Melita, ex-Lone Sif).** IMO 9002398. 972 teu. Length 134 m, 4,575 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2016 au Cap (South Africa). She left Durban (South Africa) to be beached in Chittagong on April 7. 377 US$ per ton.

**Buxstar (ex-MSC Patricia, ex-Buxstar, ex-ANL Georgia, ex-Ville de Mimosa).** IMO 9150200. 3961 teu. Length 259 m, 15,866 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as Stark. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Okpo (South Korea) by Daewoo HI. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2006 in Shenzhen (China) and in 2012 in Le Havre (France). Sold as is in Hong Kong for demolition in Bangladesh. 334 US$ per ton.
Colombo (ex-APL Colombo, ex-Dragon Jaya). IMO 8906652. 319 teu. Length 119 m, 3,206 t. Indonesian flag. Classification society Lloyd’s Register of Shipping. Built in 1990 in Shanghai (China) by Qixun. Owned by Neptune Shipmanagement Services (Singapore). Sold as is in Busan (South Korea), she is eventually beached in Alang. 260 US$ per ton.

Anchored off Hong Kong, May 27, 2009. © Marc Ottini

Cresco (ex-Merkur Beach, ex-CMA CGM Cartagena, ex-Delmas Charcot, ex-Merkur Beach, ex-MSC Quito, ex-Merkuur Beach, ex-CSAV Rahue, ex-Merkur Beach). IMO 9122033. 1730 teu. Length 185 m, 7,582 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Conbulk Shipping SA (Greece). Detained in 2012 in San Juan (Puerto Rico), in 2013 in Alexandria (Egypt), in 2014 in Shenzhen (China) and in 2015 in Hong Kong (China). Sold for demolition in Bangladesh. 335 $ per ton.

CMA CGM Cartagena sailing upstream towards Antwerp (Belgium) in 2006. © Marc Ottini


Eleni I (ex-Warnow Trader, ex-Mol Agility, ex-Warnow Trader, ex-CMA CGM Springbok, ex-Warnow Trader, ex-Libra Valencia, ex-Warnow Trader). IMO 9129823. 1618 teu. Length 168 m, 7,400 t. Deflagged from Liberia to Comoros for her last voyage as Helen. Classification society Registro Italiano Navale. Built in 1996 in Wismar (Germany) by MTW Schiffswerft. Owned by Technomar Shipping Inc (Greece). Sold as is in Yantian (China) for demolition in Bangladesh 310 $ per ton.

November 4, 2014, anchored off Singapore © Martin Klingsick
**Friedrich Schulte** (ex-APL Sharjah, ex-CMA CGM Chardin, ex-Friedrich Schulte). IMO 9247950. 3312 teu. Length 232 m, 13,681 t. Deflagged from Liberia to Comoros for her last voyage as *Rich*. Classification society Korean Register of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by Hanseatic Unity Chartering GmbH & Co KG (Germany). Detained in 2007 in Melbourne (Australia). She had been in cold lay-up since April 2016 in Labuan (Malaysia). She was not reactivated and left to be demolished in Alang. 308 US$ per ton.

**Frontier** (ex-Doria, ex-ANL Pioneer, ex-MSC Kiwi, ex-Everett Express, ex-Doria, ex-OOCL Admiral, ex-Doria, ex-Sea-Land Mexico, ex-Doria, ex-Contship Asia, ex-Ocean Asia, ex-Doria). IMO 8614194. 1022 teu. Length 147 m, 4,967 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1987 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe SchifffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2001 in Sydney (Australia) and in 2003 in Auckland (New Zealand) and Melbourne (Australia). Sold for demolition in the Indian subcontinent. After departing Capetown (South Africa), she called at Colombo port, Sri Lanka and was beached in Chittagong. 395 US$ per ton.


**Hammonia Grenada (ex-CSAV Laraquete, ex-Hammonia Grenada).** IMO 9477311. 4256 teu. Length 261 m, 17,554 t. Deflagged from Portugal to Palau for her last voyage as *Grenada*. Classification society Lloyd's Register of Shipping. Built in 2010 in Jiangsu (China) by Jiangsu New Yangzijiang. Sold as is in Chiwan (China) by her German ship-owner Hammonia Reederei GmbH & Co KG to the India-based buyer of end-of-life ships Prayati Shipping just prior to be beached in Bangladesh. 314 US$ per ton.

![Hammonia Grenada](image)

**Hanjin Rome.** IMO 9161766. 5612 teu. Length 279 m, 24,175 t. Deflagged from South Korea to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Detained in 2014 in Shenzen (China). In February 2014, she has been already announced to be broken up in India at 465 US$ per ton (Cf. "Shipbreaking # n°35", p 15). On March 9, 2017, renamed *Jin R*, she was finally beached in Bangladesh.

**Hanjin Vienna (ex-CMA CGM Vancouver, ex-Hanjin Vienna, ex-Conti Lissabon).** IMO 9215634. 5612 teu. Length 279 m, 24,052 t. Deflagged from Germany to St. Kitts and Nevis for her last voyage as *Jin V*. Classification society Bureau Veritas. Built in 2000 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by NSB Niederelbe SchifffahrtsgesellschaftmbH & Co KG (Germany). Auctioned as is in Vancouver (Canada), she called at Singapore on March 29 to be deflagged and renamed. She was beached in Alang on April 16.


Consouth approaching La Goulette, Tunisia, June 26, 2010. © Marc Ottini

HS Columbia (ex-MSC Brindisi, ex-HS Columbia, ex-MSC Seattle, ex-CSCL Seattle, ex-HS Columbia). IMO 9225079. 5551 teu. Length 275 m, 23,312 t. Deflagged from Liberia to Togo for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 331 US$ per ton including enough bunkers for the voyage.

CSCL Seattle passing off Terneuzen (Netherlands) in 2005. © Marc Ottini


Irrawaddy Star at Laem Chabang, Thailand, April 08, 2015. © Geir Vinnes


MSC Lesotho, Le Havre (France), June 2010. © Pascal Bredel  
Gadani, April 2017. © Rizwan Yaseen


Lissy Schulte, port of Melbourne (Australia), December 17, 2004. © Marc Ottini


Lurline in Long Beach, April 28 2003.  
© Pascal Bredel

Robin des Bois

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Shipbreaking # 47 – May 2017
Triplication: *Rita*, *Marie* and *Anita* go to the beach. 3 container ships owned by Germany-based Hansa Mare Reederei were deflagged and feminized prior to be beached in Chittagong and Alang.

*Mare Britannicum* (ex-APL Kaohsiung, ex-Kaohsiung, ex-APL Kaohsiung, ex-APL Panama, ex-Mare Britannicum, ex-YM Wilmington, ex-Trade Freda, ex-Mare Britannicum). IMO 9235074. 4038 teu. Length 261 m, 16,027 t. Deflagged from Gibraltar to Comoros for her last voyage shortened to *Rita*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Detained in 2012 in Shenzhen (China). Sold by her German ship-owner Hansa Mare Reederei to St. Kitts & Nevis-based Natehk Shipping Inc just prior to her departure for demolition in Bangladesh. 325 US$ per ton.

*Mare Britannicum*, outbound Le Havre (France), September 1, 2004. © Pascal Bredel

*Mare Lycium* (ex-Libra Mexico, ex-Mare Lycium, ex-P&O Nedlloyd Cobra, ex-Mare Lycium, ex-Mosel Bridge, ex-Mare Lycium). IMO 9193238. 4038 teu. Length 261 m, 16,027 t. Deflagged from Antigua & Barbuda to Comoros for her last voyage as *Marie*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Detained in 2013 in Shenzhen (China) and in 2014 in Melbourne (Australia). Sold by her German ship-owner Hansa Mare Reederei to British Virgin Islands-based Sea Mhalu Maritime Ltd just prior to her departure for demolition in Bangladesh.

*Mare Lycium*, Le Havre (France). © Marc Ottini

*Mare Siculum* (ex-Alvsborg Bridge, ex-Maersk Dulles, ex-Mumbai Express, ex-Maersk Tangier, ex-P&O Nedlloyd Tiger, ex-Weser Bridge, ex-Mare Siculum). IMO 9169134. 3987 teu. Length 261 m, 15,999 t. Deflagged from Antigua & Barbuda to St. Kitts and Nevis for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Sold as is in Shanghai (China) by her German ship-owner Hansa Mare Reederei to the India-based Hermes Maritime Services Pvt Ltd. 313 US$ per ton. Beached in Alang on March 9, 2017 as *Anita*.

*Mare Siculum*, Bremerhaven, Germany. © Ulf Kornfeld

*Anita*, Alang © Sajjad Chowdhury
Marina. IMO 8906743. 3029 teu. Length 236 m, 14,465 t. Deflagged from Malta to St. Kitts and Nevis flag for her last voyage shortened to Arina. Classification society American Bureau of Shipping. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Costamare Shipping Co (Greece). She left Singapore and was beached in India. 329 US$ per ton including enough bunkers for the voyage.

Marina, Port of Colombo, Sri Lanka, May 2016. © Jyothirghosh K

Arina, Alang, April 2017. © Viral Shah


Meratus Java at berth in Le Havre (France), April 1991. © Pascal Bredel


Alang, April 2017 © Viral Shah
MSC Didem (ex-Savannah, ex-SCI Asha, ex-Savannah, ex-Hanjin Savannah). IMO 8517891. 2662 teu. Length 241 m, 14,703 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2006 in Le Havre (France) and in 2012 in Singapore. Sold for demolition in India. 350 US$ per ton.

 MSC Eugenia (ex-Bunga Pelangi). IMO 9000493. 4469 teu. Length 275 m, 22,078 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Ulsan (South Korea) by Hyundai. When she was delivered in December 1991 to Malaysian International Shipping Corporation (MISC), Bunga Pelangi was "the biggest container ship in the world ". She was beating by 42 boxes another at the time giant, the CGM Normandie which later became the MSC Napoli, towed and deliberately grounded on the English coastline after she started to break into 2 parts on January 18, 2008 in the English Channel, the same "baguette effect" suffered by MOL Comfort in 2013. These vessels were over panamax, larger than the size limits allowed to travel through the Panama Canal at the time. Detained in 1999 in Southampton (United Kingdom), in 2004 in La Spezia (Italy), in 2006 in Hong Kong (China), in 2011 in Port Botany (Australia) and in 2012 and 2013 in La Spezia again. Owned by MSC Mediterranean Shipping Co (Switzerland). Sold for demolition in India. 340 US$ per ton.

container ship


© Marc Ottini


© Sajjad Chowdhury

Robin des Bois

container ship

Romanos (ex-MSC Romanos, ex-MSC Linzie). IMO 9275634. 5060 teu. Length 294 m, 20,092 t. Hong Kong flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Pusan (South Korea) by Hanjin HL. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India.

MSC Linzie, Le Havre (France), September 11, 2008. © Erwan Guégueniat

Valencia (Spain), 18 July 2009 © Aratino

RR Europa (ex-Cielo d’Europa). IMO 9236664. 2462 teu. Length 190 m, 10,311 t. Deflagged from Brazil to Niue for her last voyages as Euro. Classification society Registro Italiano Navale. Built in 2002 in Emden (Germany) by Thyssen Nordseewerke. Owned by Log-In Logistica (Brazil). Sold as is in Salvador (Brazil) for demolition in India. 277 US$ per ton including 250 t of bunkers.


Hispania, leaving Rouen (France), May 12, 2011. © Erwan Guégueniat

RT Dagr at Malta Freeport in Marsaxlokk (Malta), June 21, 2014. © Marc Ottini


Port of Tokyo (Japan), February 23, 2011. © Umikuma
Container ship


* Runner, Le Havre (France), April 5, 1997. © Pascal Bredel


*Alemania, under the rain in the Bosporus, May 2011. © Marc Ottini

**Santa Fiorenza (ex-Westwood Discovery, ex-Santa Fiorenza, ex-CMA CGM Niger, ex-Santa Fiorenza, ex-P&O Nedlloyd Arica, ex-Santa Fiorenza).** IMO 9162253. 2169 teu. Length 183 m, 9,005 t. Deflagged from Liberia to Comoros for her last voyage shortened to Enza. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Lübeck-Siems (Germany) by Flenders. Owned by Reederei Claus-Peter Offen GmbH & Co KG (Germany). Sold for demolition in Bangladesh.

Santa Fiorenza, under the rain in the Bosporus, May 2011. © © Marc Ottini

The Maersk serial. Maersk is breaking up a series of 8 container ships lately operated on the China/United States service. The Chinese and Indian shipbreaking yards are sharing the 8 sisterships. The ones that left for India have all been deflagged under black flags.

*Sea-Land Charger and Sea-Land Racer at Shree Ram shipbreaking yard at Alang © @prashantwidge


Sea-Land Racer arrival at Yangshan Terminal, Shanghai, China, on December 29, 2015. © delvestudio


Nordcloud, Le Havre (France), May 5, 1997. © Pascal Bredel


2001, Clipper, entering Zandvliet locks at Antwerp (Belgium). © Marc Ottini

Robin des Bois
Taung Gyi Star (ex-Mare Doricum, ex-MSC Belize, ex-Mare Doricum, ex-ACX Falcon, ex-Mare Doricum, ex-Breda Stad, ex-Mare Doricum, ex-Sea Nordic, ex-Mare Doricum). IMO 9101819. 1016 teu. Length 150 m, 5,103 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Szczecin (Poland) by Stocznia Szczecinska. Owned by Continental Shipping Line (Singapore). Detained in 2013 in Gibraltar (United Kingdom). Sold as is in Singapore for demolition in Bangladesh. 340 US$ per ton.


The container ship Venezia is unfortunately well known by Californians as the COSCO Busan, responsible for the COSCO Busan oil spill in San Francisco Bay.

The morning of November 7, 2007, the COSCO Busan departed from Oakland Port heading for Busan in South Korea. The exit into the open ocean was under control of a San Francisco Bay pilot, the only ones licensed to control navigation of commercial ships in the bay. The thick fog covering the bay in that morning limited visibility to 60 meters. The radar was unreliable. The pilot based his course on his readings of the electronic chart on board, but communication with the Chinese crew, who didn’t speak English well, created a lot of confusion. Before passing under the bridge connecting San Francisco and Oakland, the waypoint was misunderstood. The Chinese officer had pointed to the bridge tower instead of the center of the passage between the 2 bridge towers; the COSCO Busan smashed into the tower. Her speed at the moment of impact was 11 knots; the ship’s fuel tanks were punctured and 220 m³ of heavy fuel oil spilled out and polluted the coastline inside the bay and later, through the effects of the currents, outside.

In the days following the accident, volunteers mobilized to clean up the 330 kilometers of coastline impacted by the hydrocarbons. Fifty beaches were temporarily closed, the crab fishing season was postponed for a number of weeks, the reproduction of the herrings, who come lay eggs in the bay in December, was reduced by 15 to 30%, and 6849 birds from 65 different species died.

The COSCO Busan returned to the port; the 30-meter breach of her hull was temporarily patched up by BAE Systems ship repair yard. The container ship left San Francisco on December 20, 2007, heading for a Chinese ship repair yard. On January 1, 2008, she was renamed Hanjin Venezia. The Hong Kong-
based ship manager pled guilty and accepted the responsibility to pay a $10 million fine. The port pilot, 70 years old at the time of the accident, resigned and was sentenced to 10 months in prison. In 2011, the civil damages were set at $45 million. The cost of the cleanup was estimated to be about $70 million.

The **MSC Venezia**, inbound Le Havre (France) in 2008 after her accident in San Francisco. After repair, she arrived at Le Havre under charter by MSC and the new name **MSC Venezia**. The metal sheets that had replaced the breached ones can be seen under the letters Hanjin on the portside hull.  

*Photo J.C Nouet*

**Hanjin Venezia**, Valencia (Spain), April 2011 © Aratino

**Venezia** on the Schelde River, May 26, 2014 (chartered by Hapag Lloyd and K Line). © Marc Ottini

The **COSCO Busan** continued her career under various names until January 17, 2017, when she was beached for demolition in Chittagong as the Venezia. 325 US$ per ton.

*Venezia, Chittagong © Eren Topcu*


Wehr Alster (ex-CSAV Rio Baker, ex-CCNI Arica, ex-Wehr Alster). IMO 9232383. 2474 teu. Length 207 m, 10,759 t. Delagged from Marshall Islands to St. Kitts and Nevis for her last voyage as Alster. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2002 in Stralsund (Germany) by Volkswerft. Owned by Oskar Wehr Kg Gmbh & Co (Germany). Detained in 2014 in Algeciras (Spain). Sold as is in Port Said (Egypt) to India-based Trinitas Ship Management Pvt Ltd prior to her departure for demolition in India. 290 US$ per ton including 100 t of bunkers.

CSAV Rio Baker leaving Le Havre (France), October 20, 2008. © Pascal Bredel


Zim Savannah (ex-ER Savannah). IMO 9282974. 5047 teu. Length 294 m, 20,896 t. Deflagged from Liberia to Palau for her last voyage as Sava. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2004 in Samho (South Korea) by Hyundai-Samho. Owned by Bocimar International NV (Belgium). Sold as is in Singapore for demolition in India. 330 US$ per ton including enough bunkers for the voyage.

Zim Savannah in the turning basin at Hong Kong, early in the morning of June 3, 2008. © Marc Ottini

Sava in Alang, January 2017 © Viral Shah
**Reefer**

*Aleksandr Arzhavkin.* IMO 8805535. Length 92 m, 1,455 t. Deflagged from Ukraine to Tanzania for her last voyage. Classification society Ukraine Register of Shipping. Built in 1988 in Korneuburg (Austria) by Osterreichische. Owned by Ukrainian Danube Shipping Co (Ukraine). Detained in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.

*Aleksandr Arzhavkin* at berth in Odessa, Ukraine, March 6, 2007. © Vladimir Knyaz


*Summer Flower (ex-Chiquita Baru, ex-Vivian M).* IMO 8413019. Length 169 m, 9,154 t. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Chartworld Shipping Corp (Greece). Detained in 1997 in Rotterdam (Netherlands) and in 1999 in Antwerp (Belgium). Sold for demolition in India.

*On the Seine River, heading to Radicatel terminal (France), June 16, 2012.* © Pascal Bredel

*Summer Flower in Antwerp (Belgium), operated by Cool Carriers.* © Marc Ottini


*Summer Meadows on the Schelde River in 2012 operated by Lauritzen Cool.* © Marc Ottini

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Ro Ro

Atesbey (ex-Carolyn, ex-Enrica M, ex-Volcan de Tinache. IMO 8030178. Length 85 m. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1983 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Elgin Shipping Inc (Turkey). Detained in 2011 in Valletta (Malta) and Augusta (Italy), in 2013 twice in Valletta then in Savona (Italy). Banned from European ports in November 2013 for a minimum duration of one year due to multiple detentions under the European directive on Port State Control; this was her second ban. Sold for demolition in Turkey.


El Yunque (ex-Kaimoku, ex-Atlantic Spirit, ex-Atlantic Bear, ex-Saudi Bear). IMO 7506015. Length 241 m. United States flag. Classification society American Bureau of Shipping. Built in 1976 in Chester (Pennsylvania, United States) by Sun Shipbuilding. Owned by Sea Star Line LLC (United States). On October 1, 2015, El Yunque's sistership the El Faro was sailing from Jacksonville (Florida, United States) to San Juan (Puerto Rico). She sank east of the Bahamas with her 33 crewmen after a propulsion failure during Hurricane Joaquin. The subsequent underwater inspections also showed corrosion problems. The El Yunque's state of maintenance at the time was also considered. The US Coast Guard reported similar corrosion problems on the two ships and requested an extensive audit by the classification society. The El Yunque was finally sent for demolition at Brownsville, in the United States.
**Bulker**


*Aqua Fortune (ex-Intrepid Triangle, ex-Intrepid Clipper, ex-Silver Clipper)*. IMO 9037800. Length 270 m, 18,646 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Noble Chartering Ltd (Hong Kong, China). Sold for demolition in Pakistan.


Cape Tavor, June 5, 2014. Arriving Grand Harbour at Valletta, Malta. © davidships


Chandi Prasad, Hazira, India, March 21, 2013. © Manuel Constantin


Chihiro, seen at Qinhuangdao Shipyard, China; May 3, 2012. © Snip


CSK Grandeur. IMO 9182734. Length 289 m, 21,463 t. Singapore flag. Classification society American Bureau of Shipping. Built in 2000 in Samho (South Korea) by Samho HL. Owned by Tai Chong Cheang Steamship Co (China). Detained in 2003 in Rotterdam (Netherlands). Sold as is in Singapore, she was awaited in Bangladesh but was finally beached in Pakistan. 350 US$ per ton including enough bunkers for the voyage.
**Dapenghai.** IMO 9251860. Length 189 m. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Shanghai (China) by Shanghai Shipyard. Owned by COSCO Hong Kong (Hong Kong, China). Detained in 2004 in Gibraltar (United Kingdom) and in 2015 in Novorossiysk (Russia). Sold for demolition in Jiangyin, China.


**Defne (ex-Bytom).** IMO 7725659. Length 95 m. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1980 in Dundee (United Kingdom) by Robb Caledon SB. Owned by Caglar Denizcilik Sanayi (Turkey). Detained in 2008 in Santander (Spain), in 2009 in Pasajes (Spain) and Mersin (Turkey), in 2010 in Ashdod (Israel), in 2011 in Ashdod again then in Haifa (Israel) and Batumi (Georgia) and in 2013 in Trabzon (Turkey) Sold for demolition in Turkey.

May 5, 2008, **Bytom entering the port of Le Havre (France).** © Marc Ottini

**Eastgate S (ex-Eastgate, ex-Japan Rainbow II).** IMO 8914726. Length 177 m, 6,058 t. Delflagged from Malta to Panamanian in January 2017. Classification society Nippon Kaiji Kyokai. Built in 1990 in Toyohashi (Japan) by Kanasashi. Sold by her Bulgarian ship-owner Transworld Shipping Ltd to Seychelles-based IFM Ventures Holdings Ltd just prior to her departure for demolition in Pakistan. 310 US $ per ton.

**Eva N (ex-Berge Nord).** IMO 9127150. Length 305 m, 29,708 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2011 in Rotterdam (Netherlands). Sold as is in Singapore for demolition in Bangladesh. 320 US$ per ton including enough bunkers for the voyage.

**Eva N** in Rotterdam (Netherlands), May 16, 2010. © Dave van Spronsen

Kopalnia Borynia passing Swinoujscie, inbound for Police (Poland), February 3, 2007. © Adawo

Evana passing Istanbul, Turkey October 24, 2016. © Cengiz Tokgöz


Conversion © Shanhaiguan New Shipbuilding Industry


Hua Ming departing the port of Nakhodka, Russia, May 5, 2012. © lys


**Kang Hing.** IMO 9240823. Length 190 m. Hong Kong flag. Société de China Classification Society. Built in 2002 in Onomichi (Japan) by Onomichi Zosen. Owned by COSCO Hong Kong (China). Sold for demolition in Jiangyin, China.


![Nada Y, in the Bosporus, May 21, 2012.](image)


![Port of Ubu (Brazil), May 24, 2013.](image)


![Hercegovina, May 1, 1988 as she was entering the Welland Canal from Lake Ontario at Port Weller, Ontario, Canada.](image)


Shun Tong (ex-Cemtex Orient). IMO 8910380. Length 234 m, 10,238 t. Deflagged from Panama to Niue for her last voyage as Hun Ton. Classification society Isthmus Bureau of Shipping. Built in 1990 in Maizuru (Japan) by Hitachi. Detained in 2004 in Gladstone (Australia), in 2013 in Tianjin (China) and in 2015 in Huanghua (China). Sold on January 1, 2017 by her Chinese ship-owner to India-based Trinitas Ship Management Pvt Ltd prior to be beached in Pakistan on January 31.

Star Eleonora (ex-Kirmar, ex-Thalassini Doxa). IMO 9212113. Length 288 m, 23,954 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2001 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Starbulk (Greece). Detained in 2014 in Rizhao (China). Star Eleonora was sued for a hit and run accident after colliding on November 18, 2016 with a Taiwanese fishing trawler; the fishing ship suffered serious damages but remained afloat and was able to return to port with her Taiwanese master and 6 Indonesian crewmen all safe. She left Newcastle (Australia) in mid January and was finally beached in Pakistan. 345 US$ per ton.

![Sveti Nikola I.](image)

**Tango (ex-Matiide).** IMO 9123403. Length 280 m, 21,039 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Unimar Success SA (Greece). Detained in 2004 in Port Hedland (Australia) and in 2015 in Dampier (Australia). Sold en bloc with **Natty** for demolition in Pakistan. 347 US$ per ton including enough bunkers for the voyage.

![Tango](image)


![Thor Harmony](image)


Cement carrier

*Cembalo* (ex-*Cembulk*, ex-*Cembalo*, ex-*Cembulk*). IMO 7231191. Length 85 m. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1973 in Neuenfelde (Germany) by Sietas. Owned by Erik Thun AB (Sweden). On December 4, 2015, while berthed at Rostock (Germany), the ship suffered a fire which spread to the accommodation block. The fire was finally extinguished and no injuries were reported. The *Cembalo* was towed to Fornaes Shipbreaking at Grenaa (Denmark) in January 2016 but her demolition only started one year later.

Degerhamn (Sweden), November 15, 2011. © Roland Anderson


Iceland Cement, Warnemünde, Rostock, Germany September 17, 2016. © Malte Classens


Megah Cement, Port-La Nouvelle (France), September 30, 2011. © JC Embry
Naftocement XVI (ex-KCL Banner, ex-Cem Fast, ex-Oyo Maru), IMO 7373729. Length 141 m, 4,760. Togolese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1974 in Kochi (Japan) by Kochi Jyuko. Detained in 2000 in Long Beach (California, United States) and in 2003 in Motril (Spain) and Genoa (Italy).

In November 2010, The Malta-flagged ship arrived at Valencia (Spain). She was placed under judicial arrest by the Spanish Authorities for unpaid bills from her Greek ship-owner Naftotrade Shipping & Commercial SA. The 12 Filipino seafarers were left abandoned. The International Labour Organisation arranged their repatriation to the Philippines in July 2011, their claim for unpaid wages was still ongoing in November 2016.

After the departure of the Filipini crew, Romanian crewmen were recruited but left the ship 3 months later, also claiming 58,000 € for unpaid wages.

The ship was officially declared abandoned in June 2015, the port of Valencia tried to sell her with a reserve price of 1,4 million €. Without any success.

In November 2016, there was another attempt with a reserve price down to 574,020 €; the expiry date for bidders was January 16, 2017. On March 26, Naftocement XVI left Valencia port under tow of the Hellas tugboat. The convoy arrived at the breakers in Aliaga on April 5.
Car carrier


![African Highway](image)

*African Highway* entering Le Havre (France), March 12, 1996. © Pascal Bredel

**City of Mumbai (ex-Hoegh Mumbai, ex-Maersk Sun).** IMO 8507664. Length 157 m, 8,906 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Tamano (Japan) by Mitsu. Owned by Hoegh Autoliners AS (Norway). Detained in 2003 in Fremantle (Australia), in 2011 in Eleusis (Greece) and in 2012 in Le Havre (France). Sold for demolition in China by Jiang Men by Zhong Xin Shipbreaking & Steel Co. Along with *Hoegh Chennai* also to be broken up in this issue of "Shipbreaking", she was the oldest vessel in the fleet of the Norwegian ship-owner.

![City of Mumbai](image)

*City of Mumbai*, April 23, 1999. © Pascal Bredel


![Emden](image)

*Emden* at Setubal Ro Ro terminal (Portugal), June 3, 2010. © Marc Ottini

Harmony Ace berthed at Antwerp (Belgium), October 1, 2015. © Marc Ottini
Harmony Ace going through The Cut into Nelson harbour (New Zealand), March 10, 2017. © Steven Watkins


Sydney Harbour (Australia), July 17, 2008 © Mick Prendergast


Topaz Ace, berthed at Le Havre (France), December 19, 1995. © Pascal Bredel
Topaz Ace, entering the port of Mombasa (Kenya), August 2, 2012. © baserock
In the evening of April 15, 2014, the ferry Sewol left Incheon port in the north of the country. The fog had delayed her departure by 2 and a half hours. She was operated on the regular service to the subtropic and touristic southern Jeju Island. The trip would take about 15 hours. She was carrying 476 crewmembers and passengers, which included 325 students and 15 teachers from Danwon High School in Ansan, a suburb of Seoul. The next morning, the ferry circumvented the tip of the peninsula and its string of islets, then began to turn in the direction of Jeju at 8:49 A.M. At 8:51 A.M., she started to drift and develop a list to portside. At 8:55 A.M., she sent out a distress call. The messages broadcasted on board stayed reassuring and tirelessly requested passengers to remain in their cabins. So the high school students kept posting videos unconcernedly on their social media accounts. When the evacuation signal was given at 9:37 A.M., many would stay trapped inside. A single lifeboat was deployed. The captain and the majority of the crew evacuated the sinking ferry along with the first to leave. At 10:00 A.M., the Sewol began to turn over. At 10:23 A.M., the bow was the only thing still visible. The ferry sank 30 meters deep.

The Korean public was traumatized. The heavy toll – 304 dead or missing – was just as unbelievable as the images of the rescue operations broadcast on live TV. Despite the Coast Guard flotilla, the Korean Navy, the maritime police, and 18 helicopters sent to the site, the passengers remained trapped in the hull. The passenger evacuation management was led by a crew ill-trained to safety and was either too inadequate or too late. The organization of emergency services was also completely disastrous. The lack of coordination and initiative dominated the scene. Half of the survivors who jumped into the water were saved by fishing boats that had hurried to the site. The number of victims published by authorities continued to change every hour. The total number was not known until 3 days after the shipwreck.
The nation’s anger over the management of the crisis led to the resignation of the Prime Minister at the end of April, followed by that of the President of the Korean Register of Shipping, the classification society. In May, the Coast Guard corps accused of negligence was dissolved and replaced by a new emergency and safety task force. In June, the ship-owner Yoo Byung-Eun, the proprietor of Chonghaejin Marine Co. Ltd. was found dead and his daughter fled the country following accusations of alleged fraud and embezzlement.

The investigation report, published in autumn of 2014, pointed out the ship’s lack of stability. The problem is well-known on ferries, particularly when water intake flood freely the large garage decks, but the Sewol suffered from aggravating factors. Her center of gravity was raised by the addition of extra decks upon her purchase by the Korean owner in 2012. She was overloaded on her last departure, carrying 3,608 tons of cargo instead of the 987 tons recommended by the Korean Register of Shipping, and she was not sufficiently ballasted. Containers badly-secured with ropes were stacked on deck and represented another source of imbalance in case their lashing break. As soon as she lost her stability, the Sewol overturned rapidly and irremediably.

The captain, 14 crewmembers, and the directors of Chonghaejin Marine Co. Ltd. were convicted on appeal in March 2015 and sentenced to heavy prison sentences, including a life sentence for the captain, who was judged guilty of homicide. After the sentencing, the families of the victims continued to ask light to be shed on the causes of the tragedy. They received promise from the government the ferry will be refloated. Calls for tender were issued in spring of 2015.

The wreck has to be refloated in one piece. Many scenarios were studied; that of Shanghai Salvage, a Chinese consortium, was selected for $72 million US. In this process, the Sewol will be slowly raised from the seabed by jack-up barges pulling wires connected to beams under it, lifted up, and finally loaded on the White Marlin, a semi-submersible ship. 60 divers and technicians were mobilized during the task.

The operations began on March 22, 2017, almost 3 years after the shipwreck. On March 31, the Sewol arrived in Mokpo Port. She has then to be emptied of water, mud, and residual fuel, dry-docked, and cleaned. The investigators then could enter the ship to find the 9 missing bodies and clues to determine the cause of the shipwreck. After the investigation, the Sewol will be dismantled in Mokpo.
C-K Star (ex-Superferry 15, ex-Ferry Kyoto, ex-New Pegasus). IMO 8800743. Ferry. Length 160 m, 7,525 t. South Korean flag. Classification society Korean Register of Shipping. This ship was originally a Japanese ferry built in Onomichi in 1989 and delivered to Meimon Taiyo Ferry Company for its Osaka / Kita Kyushu service. She was first named New Pegasus, then in 1992 Ferry Kyoto. She was sold in 2002 to the Filipino group Williams, Gothong & Aboitiz, and became the Superferry 15 assigned to domestic traffic in the Philippines. In 2007, she was acquired by the South Korean Heung-A Shipping Company; renamed C-K Star and refagged to South Korea, she was operated on the «LYG C-K Ferry» line between China and South Korea (Lianyungang – Inchon service). Sold as is in South Korea for demolition in India. 257 US$ per ton.

Dangjin, South Korea, April 15, 2013. © Manuel Constantin

Gunesli (ex-Erdemler 8, ex-Rize Ipekyolu, ex-SV Duje, ex-Maersk Friesland, ex-Duke of Holland II), IMO 8012592. Ferry. Length 79 m. Turkish flag. Classification society Turk Loydu. This ship was built in 1981 by Amels shipyard, in Makkum (Netherlands), as the Dutch Duke of Holland II for Norfolk Line and its Netherlands – England service between Scheveningen and Norfolk. This company was acquired from Unilever Group by Maersk in 1990 and the ship was renamed Maersk Friesland in 1990.

© Pieter Melissen

Maersk Friesland at Hull, United Kingdom, March 20, 1993. © simonwp

In 1992, she was chartered in the English Channel, North Sea and Baltic Sea; she was later sold in 1993 to the Croatian shipping company Adriatic Roro, that had her renamed SV Duje and refagged to St. Vincent and Grenadines. From 2003 on, she has been operated in Turkey successively as Rize Ipekyolu, the Erdemler 8 in 2008 and Gunesli in 2013. Owned by Gunesli Denizcilik Iletisim (Turkey). Detained in 2008 in Odessa (Ukraine). She was beached in Aliaga on February 5.

© MarineTraffic

Robin des Bois - 83 - Shipbreaking # 47 – May 2017

The night of August 9, 2016, while she was about to leave Tripoli for Turkey, a fire ignited and engulfed the entire ship, without taking any victims. The fire department took almost an entire day to get the fire under control. The wreck was sold for demolition and arrived at Aliaga on March 10, 2017.

Panagia Tinou (ex-Agios Georgios, ex-Panagia Ekatontapliani, ex-Express Artemis, ex-Panagia Ekatotapliani, ex-Apollon Express 2, ex-Romilda, ex-Stena Hengist, ex-Hengist). IMO 7205063. Ferry. Length 118 m. Greek flag. Classification society Russian Maritime Register of Shipping until February 2016. The Panagia Tinou was originally the Hengist, the first of a series of three ferries built by Arsenal de Brest for British Railways. She most frequently serviced the lines between Folkestone and Boulogne, though also occasionally ran other lines on the Sealink network, in the Strait of Dover or in the Irish Sea.
On October 16, 1987, she was anchored in Folkestone. A hurricane was blowing. Under the power of the waves hitting the ship, the alternator was damaged. The Hengist lost all electrical power and ran aground on a beach between Dover and Folkestone. She was refloated out to sea on October 22 and towed to Dover.

October 1987. Collection Nigel Thornton

Sold in Greece, she then became successively the Romilda (G.A. Ferries) in 1992, the Apollo Express 2 (Ventouris Sea Lines) in 1993, the Panagia Ekatontapili (Agapitos Lines) in 1996, the Express Artemis (Hellas Ferries) in 1999, yet again a new version of the Panagia Ekatontapili (Hellas Ferries) in 2001, the Agios Georgios (Ventouris Sea Lines) in 2004, and finally, at the beginning of 2015, the Panagia Tinou (Panagia Odigitria Shipping).

Folegandros, March 21, 2010. © F.G - Diaplous Travel

During all of her Greek career, she performed classic ferry services between the port of Piraeus and the islands of the Aegean Sea.

Sunk at Piraeus after a water ingress, May 2016. © Marc Ottini

She was detained at Piraeus since April 2015, laid up with no crew on board and finally sank in the port on April 26, 2016 after suffering a water ingress. She was refloated and towed by the tugboat Pantokrator to the shipbreaking yards; she arrived at Aliaga on March 24.
Number 2 in this series of ships built by Arsenal de Brest was the *Horsa*, laid up in Greece since 2013 and renamed *Penelope A.*, number 3 was the *Senlac*, broken up in Aliaga in 2010 as *Apollon* (Cf. "Shipbreaking # 22", p 6-7).

*Sewol* (ex-*Ferry Naminoue*). IMO 9105205. Ferry. Length 146 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Nagasaki (Japan) by Hayashikane. Owned by Chonghaejin Marine Co Ltd (South Korea). She sank in 2014, and was refloated and towed for demolition in the port of Mokpo (South Korea) in 2017. See also the head of chapter "Ferry", p 81-83.
In June 2016, the ex-Jubilee, renamed Henna and owned by the Chinese group chinois HNA was delivered to a shipbreaking yard at Daishan after years of operating losses (Cf. "Shipbreaking # 44", p 25). Yet, she was spotted in April 2017, sailing westbound in Singapore Strait. She has not resumed operations but was still "to be broken up". She had been shortened to Hen and deflagged to St. Kitts and Nevis. She was beached at Alang on April 24, the favourite beaching plot of passenger ships.

Oasia (ex-Saga Ruby, ex-Caronia, ex-Vistafjord), IMO 7214715. Length 191 m, 16,478 t. Deflagged from Bahamas to St. Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1973 in Wallsend (United Kingdom) by Swan Hunter. As Vistafjord, this vessel was the last cruise ship built for the Norwegian America Line (Norske Amerikalinje). After a maiden voyage across the Atlantic from Oslo to New York, she was immediately serviced on cruises.

Vistafjord - official postcard Norwegian America Line

En 1983, she was sold to Cunard Line and reflagged to Bahamas ; Cunard renamed her Caronia under British flag in 1999. In 2004, she became Saga Ruby owned by the English company Saga Holidays which later reflagged her to Malta in 2010. Detained in 1998 at Piraeus (Greece) and in 2010 in San Juan (Puerto Rico).
passenger ship

In early 2014, she was sold to Millenium View Ltd, a joint-venture by investors from Singapore, and became the Bahamas-flagged Oasia to be operated as a floating hotel in Asia. She was first announced in Yangon (Burma), and was finally anchored at Sattahip (Thailand) in May 2014. In February 2017, she was deflagged to St. Kitts and Nevis and renamed Oasis for her last voyage towards India.

Saga Ruby, on the Seine River (France), April 9, 2008. © Pascal Bredel

Oasis in Alang © Vaja Nilesh


© Le Marin

© Simplon postcards

This ship was built in 1982 by Dubigeon-Normandie, in Nantes, as a cruise car ferry for the Danish company DFDS under the name Scandinavia flying the Bahamas flag. She could carry 1600 passengers and her garage deck could hold 530 cars. She was the longest and heaviest of the ships to come out of Nantes shipyards. A little too big, the CEO would later realize. The Dubigeon shipyards had to imperatively fill their order book, but the preliminary studies took more time than anticipated, the construction deadline - a year and a half - was short, and given the dimensions of the ship the yard had to acquire a special crane; the workforce was insufficient, and they had to hire 950 temporary workers to respect the deadline. In total, the liner was sold for 600 million francs to the Danish shipping company but resulted in a net loss of 100 million francs for the shipbuilding yard.

The Scandinavia was delivered in July 1982; after a season servicing the New York to Bahamas line for the subsidiary Scandinavian World Cruises, the operating losses of this line rose to 170 million francs and so the ship returned to Europe in 1983 to be used on the DFDS shuttle service between Copenhagen and Oslo.

She arrived in Brest on December 8, 2015, and was renamed *Ocean Gala* by her new ship-owner Cruise Holdings Inc., based in Miami.

After she underwent some work at Damen yard in Brest, the *Ocean Gala* left for Kristiansand, in Norway, on February 19, 2016, to prepare to house asylum-seekers in Sweden at the request of the Swedish Immigration Office with a capacity of about 1790 people. She was moored at Utansjö in June, near Hernosand in central Sweden, despite opposition from the local population and started a charter that was due to last for one year. But considering the decline in the number of refugees arriving in Sweden, the charter-party was canceled in July.

She was put up for sale but could not find any buyer except for demolition. The *Ocean Gala* left Utansjö on November 3 for Esbjerg, Denmark, and departed on December 10 to head for the Indian shipbreaking yards.
The END

Purple Beach: the ammonium nitrate obsession.

The Purple Beach arrived at the shipbreaking yards in Aliaga. A part of her nitrate fertilizer cargo had burned in the North Sea in 2015. The incident had been judged with extreme attention since its onset. The word “fertilizer” mixed with nitrate always brings with it a fear of a drama like the ones that have marked industrial history since the early 20th century. The thermal degradation of the ammonium nitrate is liable to get out of control and become explosive. Fires and explosions in nitrogenous fertilizer storage has taken victims all over the world, on land and at sea. The toxic plumes emitted can sometimes lead to the evacuation of tens of thousands of citizens.

On land, the explosion of a 4500-ton stock of nitrogenous fertilizer on September 21, 1921 at the Oppau BASF factory (Rhineland-Palatinate, Germany) killed 561 people, injured 1952 ones, and destroyed 80% of the buildings in the city. 80 years later, September 21, 2001, at almost the same hour, an explosion at the AZF fertilizer factory in Toulouse of 300 tons of ammonium nitrate waste killed 31 employees and townspeople and injured 2500 more. April 22, 2004, a fire following the explosion on 2 wagons transporting 44 tons of ammonium nitrate each killed 161 people in the Ryongchon Station in North Korea.

At sea or in the ports, storage conditions can be particularly difficult to control. History recalls the tragedies of the Grandcamp in Texas City (United States) and of the Ocean Liberty in Brest (France).

On April 16, 1947, in Texas City (United States), the Grandcamp was loading 2200 tons of ammonium nitrate in 45-kg bags. The fertilizer was destined for European farmers as a part of the Marshall Plan (European Recovery Program). A fire was smouldering in the hold without anyone realizing. At 8:00 A.M., orange smoke came out. At 9:12 A.M., a violent explosion sent debris flying for kilometers. A neighboring ship, also carrying ammonium nitrate, caught fire. The explosions and fires in the port, the nearby factories, and the city killed 581 people and wounded 3500 more; a massive wave devastated the...
On July 23, 1947, the Ocean Liberty, coming from New York, called at Brest before continuing to northern Europe. She had reversed her planned itinerary - Antwerp/Boulogne/Le Havre/Brest - because of a Belgian dockers’ strike. She was loaded with various goods – spare parts, barrels of petrol, and 3.133 tons of ammonium nitrate in bags. In Brest, the unloading plan was complicated by the inversion of the calls. On July 28, the ship was still moored at the 5th basin in the commercial port. At 12:25 P.M., white smoke began to escape from hold n°3 and then turned yellow and red. The fire department intervened but could not control the fire. At 1:15 P.M., the first 3 explosions thundered and destroyed neighboring warehouses. The Grandcamp tragedy that had taken place 3 months earlier was on everyone’s mind. The decision was made to tow the ship out to sea, but the Ocean Liberty ran aground on a sandbar, too close to the city. Brest remained prisoner of the Ocean Liberty. The fire department and the Navy fire boat continued their desperate attempts to extinguish the fire. A gunboat attempted to sink the ship, the director of the Abeilles tug company and a volunteer seaman launched dynamite charges, all in vain. At 5:25 P.M., the Ocean Liberty exploded and projected thousands of incandescent debris. 26 people died, hundreds were injured, and the city, in the middle of reconstruction, was devastated.

Since then, maritime and port authorities are extremely vigilant when a ship loaded with a fertilizer cargo is in distress. In October 1999, the Junior M., an Egyptian cargo ship loaded with 6,900 tons of bulk ammonium nitrate suffered a water ingress off the coast of Brest, again. The ship was towed and moored in the commercial port under high surveillance: a "no go zone" and measures taken for drowning the holds and stopping a fire or explosion. One part of the dissolved cargo in the flooded hold was dumped out at sea. In March 2009, the Pacific Adventurer, with 50 containers of ammonium nitrate loaded on deck got caught in a cyclone off the coast of Australia. 31 containers fell overboard and the cracked hull leaked 270 tons of bunker at sea. After an inspection, the ship was authorized to enter the port of Brisbane. The containers of ammonium nitrate that were still on board were rapidly removed. The others are still at the bottom of the ocean.

Purple Beach

On May 25, 2015, the Marshall Islands-flagged cargo ship Purple Beach, owned by Hamburg-based Maritime Carrier Shipping GmbH & Co. (MACS), approached the Heligoland archipelago in the North Sea. She had left Immingham on the eastern coast of England and was heading to Brake, on the Weser River, downstream from Bremen (Germany). Amongst her general cargo, the Purple Beach was transporting 5,000 tons of fertilizer in holds 2 to 5.
At 5:10 P.M., the crew noticed a smoke emission from hold 3. The vessel's smoke detection system was activated, the German authorities were notified about the starting incident and, given the fertilizer cargo, sent fire fighting ships to the area. The crew couldn’t determine whether the smoke was due to a fire or a chemical reaction but, upon consultation with the shipping company emergency unit, triggered the CO2 extinguishing system in the impacted hold. The smoke emission declined and seemed to be under control.

The morning of May 26, an investigation team was airlifted onto the Purple Beach and rapidly detected a new heat rise. At 10:00 A.M., the smoke resumed with greater intensity. The degradation of the fertilizer was producing toxic gases; because of the lack of knowledge on the precise nitrate amount, the risk of explosion was taken into account. A blocking zone was established in an area of 5 kilometers around the ship. The 14 support team members evacuated the ship while the 22 crewmembers of the Purple Beach took refuge in the lifeboat while waiting to be picked up by the rescue ship Mellum; they were all brought to a hospital in order to carry out medical examinations.

The plumes of smoke, carried by wind, reached Bremerhaven and Cuxhaven, dozens of kilometers from the site of the disaster. Citizens complained of suspicious odors and irritations. On May 27, the authorities, while attempting to reassure them in terms of negative health impacts, asked residents of the western coast of Saxe to stay in their homes and keep their windows shut. An informational telephone helpline was established.

The water canons of the Mellum, the Nordic, and the Neuwerk at first succeeded in cooling the temperature of the hull. The smoke began to dissipate. After an experts report, the German authorities gave the rescue party the green light to go back on board the Purple Beach. The fertilizer being transported was of the type NPK 15-15-15. Experts judged that there was not a risk of an explosion with this type of product because its nitrate ammonium concentration would be below the threshold for a detonative risk. The rescue plan consisted of putting in a series of hosepipes between the damaged ship and the emergency response ships in order to flood hold 3 and therefore cool the cargo and halt the chemical reaction.
The seawater pumping operations and the filling of the impacted hull were delayed by poor weather and sea conditions. Finally, in the night of May 30 to May 31, the incident was considered to be under control. The German central command for maritime emergencies (the Havariekommando) decided to tow the ship into Jade-Weser-Port in Wilhelmshaven, the refuge port that had welcomed the *MSC Flaminia*, the victim of a fire in the summer of 2012, after 2 months of roaming in the Atlantic Ocean. The *Purple Beach* was moored and secured. On August 12, she was moved to another part of the port. The investigations had to continue. The water used to flood the cargo was analyzed before removal and disposal, and then the ship could finally be unloaded.

September 25, 2016, the *Purple Beach* is still at berth in Wilhelmshaven. © Screenshot Google Earth

The process was impeded. A particular problem is that of the changed-property of the cargo induced by the accident. A year after the disaster, only the tween deck of cargo hold 3 could be inspected. Another factor slowing the operation was the technical and administrative process intended to authorize further use of the fertilizer that had not been destroyed and was still on board. The BSU, the German Federal Bureau of Maritime Casualty Investigation, recognized that it was not in a position to publish a full report within the regulatory time limit period of one year nor to give a date for the end of the unloading. The operations continued the rest of 2016 and the cargo was finally evacuated. The flooded fertilizer was disposed of as waste, while the dry ones were returned to the normal commercial circuit.

Contrary to the container ship *MSC Flaminia* that was repaired in Romania and is still sailing under the Maltese flag, the *Purple Beach* will not resume operations. In January 2017, almost 2 years after the disaster, she was declared good for the scrapyard. On March 28, she left the German port towed by the *Onyx* (IMO 9752400) bound for Aliaga.

March 28, 2017, departure under tow to Aliaga © Rainer Büscher © Dietmar Bökhaus
Sources:

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Alang the sacrificed one

Sources:

