

ROBIN DES BOIS

# 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



*Hoegh Cape, future Kota Tanjong, Vancouver (Canada), March 11, 1960 © Paul Willis*

“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 m<sup>2</sup>. 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.

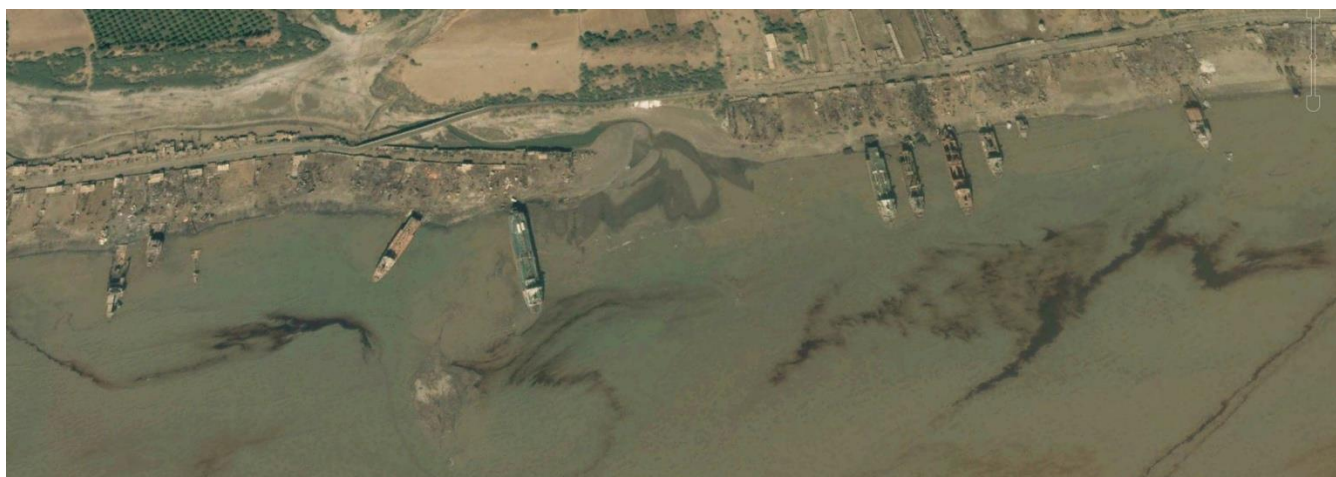
The impact on fishing communities and halieutic resources has been even more violent. 2,500 fishermen have been hit at full force. On fifty km of coastline, both east and west of the Alang and Sosiya demolition yards, shrimp and lobster catches, the most popular species at the local and Mumbai markets, 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 shipscrapping yard covering 67 km<sup>2</sup>, 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.



Alang, December 15, 2002 - Google Earth



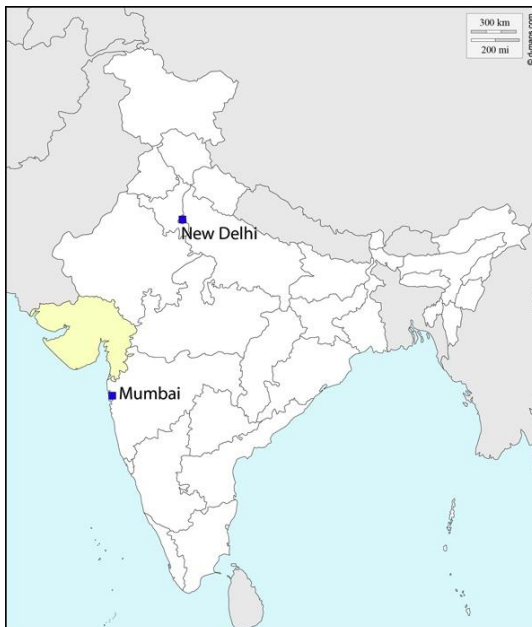




Alang, October 28, 2013 - Google Earth



2017, drone view of Alang. © Sajjad Chowdhury



Alang and the Gulf of Cambay.



## Overview of the first quarter of 2017

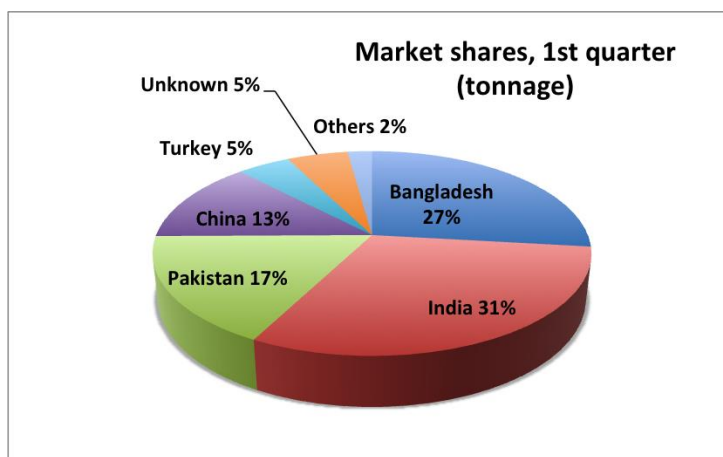
### recycled tonnage

- 1 India, 719,000 t (31%)
- 2 Bangladesh, 618,000 t (27%)
- 3 Pakistan, 399,000 t (17%)
- 4 China, 301,000 t (13%)
- 5 Turkey, 108,000 t (5%)

### ships

- 1 India, 79 (34%)
- 2 Bangladesh, 47 (20%)
- 3 China, 34 (15%)
- 4 Turkey, 32 (14%)
- 5 Pakistan, 31 (13%)

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.

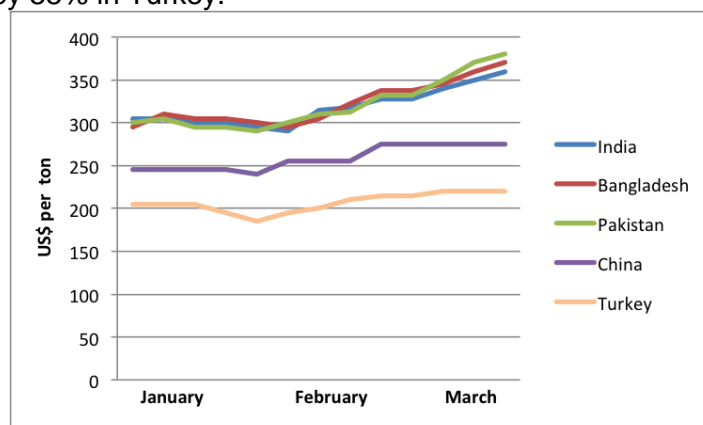


225 ships (92%) were demolished on the Indian subcontinent, in China, and in Turkey. Of these 225 ships, 76 (32%) were built in Europe and 92 (38%) belonged to shipping companies established in the European Union or in the European economic region.

### 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.



St Kitts & Nevis



Comoros

## 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.



*Noor S*, in Aliaga © **Selim San**

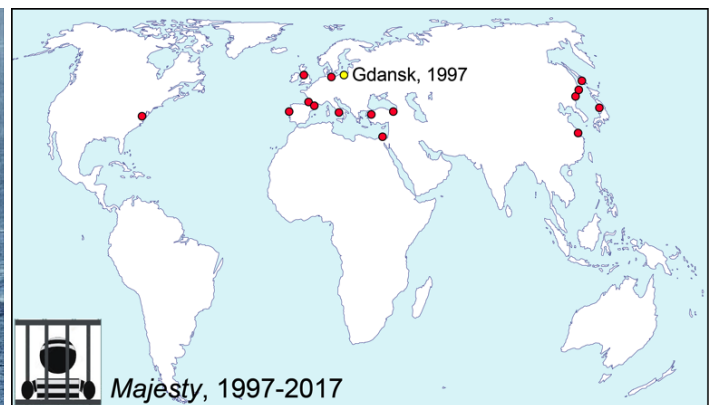


*Piano*, in the Bosphorus © **Russell Judge**

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).



*Majesty*, in Vladivostok (Russia)  
January 2016 © **Sergei Skriabin**



*Majesty*, 1997-2017

and her detentions - **Robin des Bois**

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

### recycled tonnage

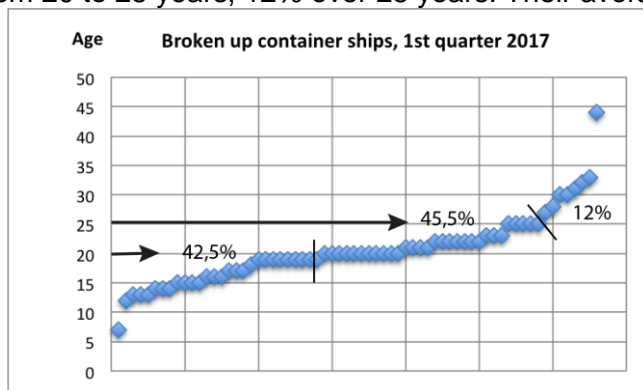
- 1 : container ship, 926,000 t (40%)
- 2 : bulker, 687,000 t (30%)
- 3 : tanker, 291,000 t (13%)
- 4 : general cargo, 173,000 t (7%)

### ship

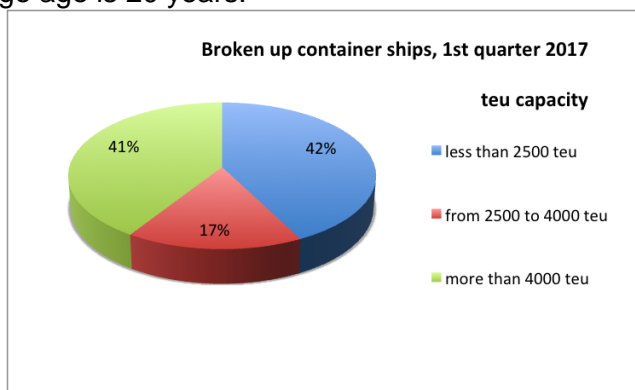
- 1 : container ship, 66 (28%)
- 2 : bulker, 53 (22%)
- 3 : general cargo, 45 (19%)
- 4 : tanker, 25 (10%)

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

4000. 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.



repartition by age



repartition by capacity

## 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.



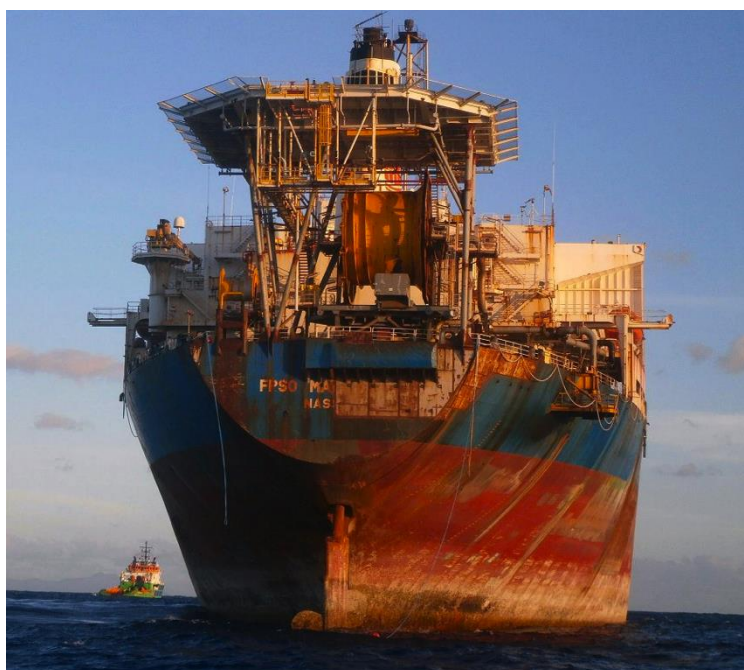
*Hammonia Grenada*, 7 year-old.  
© James Horan/G Captain



*Petrobras XXXIV*, alias P-34, 58 year-old  
© W Rodrigues Moreiro

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



FPSO *Marlim Sul*. © Rutger Hofma



## The European failures



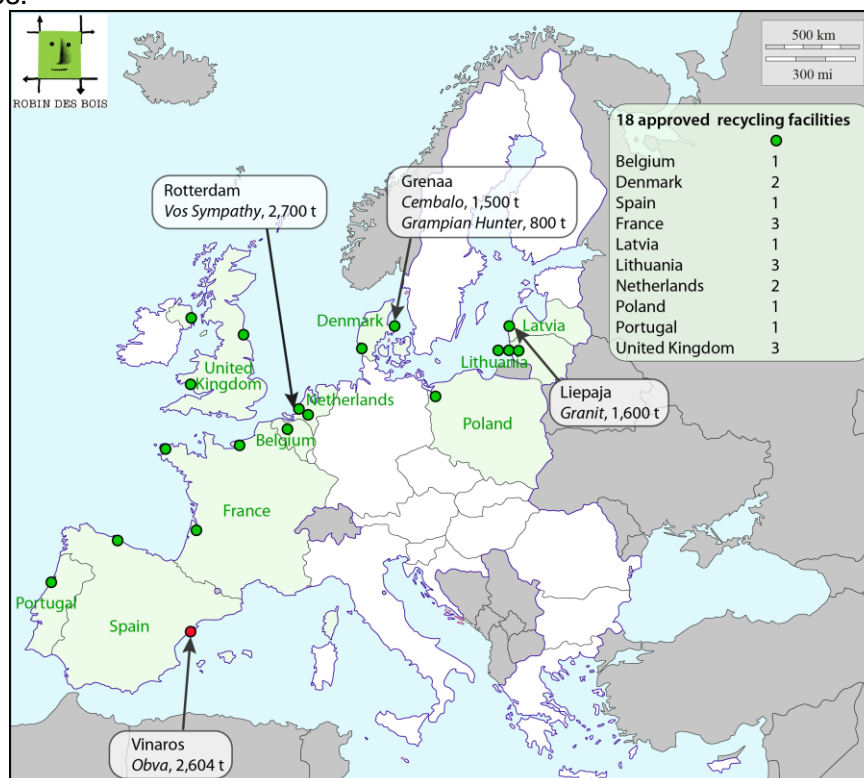
Norway. This Arctic country, member-State of the EFTA (European Free Trade Association) was the first one to ratify the Hong Kong Convention on the recycling of ships. This did not discourage the Eide Group from a low-class double deflagging to Comoros and then Palau with the complicity of a cash buyer/broker 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 Storassund (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](#)").



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.



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

## Heavy load carrier

*Tern* (ex-Sea Stern, ex-Tern HL, ex-Dyvi Tern). IMO 8000977. Length 181 m. Curacao flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Tonsberg (Norway) by Kaldnes MV. Owned by Dockwise Shipping BV (Netherlands).



Gantry cranes, Le Havre (France), January 14, 2004.  
© Pascal Breidel



offshore rig parts, Verdal (Norway), June 10, 2007.  
© Henning Noreng

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 m<sup>3</sup>/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.

heavy load carrier



Loading *Smit Orca* and the barge *Taklift 6*. © Ruud Zegwaard

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.



© Marc Ottini



© Ruud Zegwaard

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 Şimşekler shipbreaking yard Aliaga on March 14.



Aliaga. © Selim San



## Livestock carrier

*Ahmad N* (ex-*Ahmed N*, ex-*O'Shea Express*, ex-*Clearway*, ex-*Speedway*). IMO 7011462. Ex car carrier converted in 2009. Length 91 m, 2,029 t. Tanzanian flag. Classification society Guardian Bureau of Shipping. Built in 1970 in Leith (United Kingdom) by Robb Caledon. Owned by Gulf Coast Shipping & Trading SA (Greece). Detained in 1997 in Plymouth (United Kingdom), in 2000 in Leghorn (Italy) and in 2009 and then three times in 2010 in Egypt. Sold for demolition in India.



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

*Noa* (ex-*Heidi Plus*, ex-*Maysoorah*, ex-*Michlifien*, ex-*Matsushira Maru*). IMO 7913153. Ex reefer converted in 2011. Length 123 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1979 in Yokkaichi (Japan) by Mie. Owned by Florencio Shipping Co (Greece)). Detained in 2005 in Scheveningen (Netherlands), in 2006 in Tuzla (Turkey), in 2008 in Vlissingen (Netherlands), in 2011 in Becancour (Canada), in 2012 in Novorossiysk (Russia) and in 2016 in Haifa (Israel). Sold for demolition in Turkey.



*Michlifien*, unloading fruit at Le Havre (France), May 1992.  
© Pascal Bredel



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 Chernomorskiy SZ. One of the 113 *Pulkovski 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

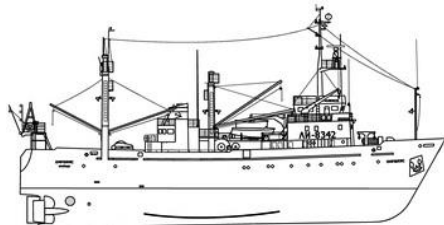


One of her sisterships, the *Dalnyi Vostok*, sank in the Okhotsk Sea on April 2, 2015; 132 sailors were on board at the time of the wreck, 69 died or were reported missing. Owned by Okeanrybflot Jsc (Russia). *Baykovsk* is being broken up in Petropavlosk, her homeport, on the eastern coast of the Kamchatka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



factory ship

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-Obva*. The trio arrived safely at Vinaros on January 25.



Screenshot Marine Traffic

*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.



Capetown (South Africa), October 1, 2016, *Verano* is in the foreground. © Christine Bossard - Robin des Bois

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.



Burning © Theo Layne, Cape Town fire services



## Offshore supply vessel

*Brodospas Rainbow* (ex-Brodospas 52, ex-British Forties, ex-Balder Adriatic). IMO 8008967. Length 64 m. St. Vincent & Grenadines flag. Classification society Croatian Register of Shipping. Built in 1984 in



Kraljevica (Croatia by Titovo. Owned by Brodospas dd (Croatia). Detained in 2000 in Brindisi (Italy) and in 2009 in Crotone (Italy). Sold for demolition in Turkey.

*Brodospas Rainbow*. © gsm63 / fleetmon

*Brodospas Storm*. IMO 8008979. Length 64 m. St. Vincent & Grenadines flag. Classification society Croatian Register of Shipping. Built in 1984 in Kraljevica (Croatia) by Titovo. Owned by Brodospas dd (Croatia). Sold for demolition in Turkey.



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



Aliaga, April 2017. © Selim San

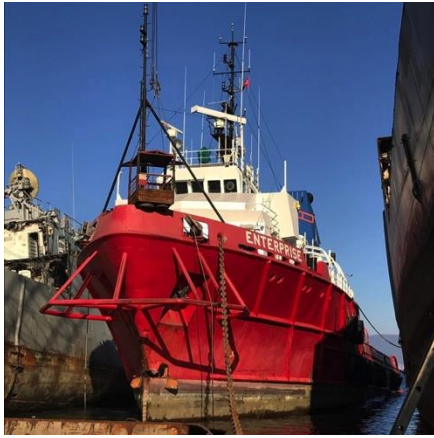
*Cape Viscount* (ex-Far Viscount, ex-Cape Viscount.). IMO 8111594. Length 62 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Aberdeen (United Kingdom) by Hall Russell. Owned by Cape Offshore Ltd (Greece). Announced sold for demolition on March 6, 2017.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



*Cape Viscount*, Brazil. © Fernando Azevedo







*Enterprise* (ex-Kudos Express, ex-Acqua Azzura, ex-Omega 804, ex-Wilma Mermaid). IMO 7424774. Length 64 m. Bulgarian flag. Classification society Registro Italiano Navale. Built in 1975 in Nordfjordeid (Norway) by Eid. Owned by Bon Marine International Ad (Bulgaria). Sold for demolition in Turkey.



Aliaga. © Selim San

*Grampian Hunter*. IMO 8900268. Length 47 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Bogense (Denmark) by Bogense SV. Owned by North Star Shipping Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Grampian Hunter* steaming past us on *Grampian Venture*, summer 2010.

© Iain Maciver



*Grampian Hunter* arrived under her own power on January 23, 2017 to Fornæs Shipbreaking Ltd.

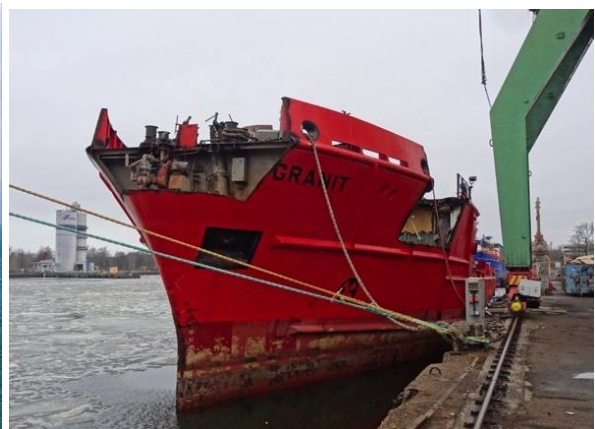
© Bendt Nielsen

*Granit*. OMI. Length 65 m. St. Vincent & Grenadines flag. Classification society Polish Register of Shipping. Built in 1980 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Miliana Shipmanagement Ltd (Cyprus). Sold for demolition in Liepaja, Latvia.



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.



At Mumbai anchorage, April 16, 2016.  
© Dries Stommen

 *Ocean Rescuer* (ex-Aegean Sea Fos, ex-Pacific Sentinel, ex-Viking Baby, ex-Balder Harstad). IMO 8126991. Length 65 m, 1,401 t. Deflagged from St. Kitts and Nevis to Djibouti for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Harstad (Norway) by Kaarbos. Owned by Sals Shipping (India). Detained in 2005 in Darwin (Australia). Sold for demolition in Bangladesh.



*Ocean Rescuer* July 06, 2016 in Singapore Strait. © Vladimir Knyaz

*Sagar Sevak* (ex-Ferdinandtor). IMO 7229681. Length 53 m, 531 t. Indian flag. Classification society Indian Register of Shipping. Built in 1972 in Lauenburg (Germany) by Hitzler. Owned by Safe & Sure Marine Services (India). Sold for demolition in Mumbai, India.



*Samudrika-6*. IMO 8311742. Length 62 m, 1,002 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Visakhapatnam (India) by Hindustan. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

*Sentinel Prince* (ex-Marine Prince, ex-Ocean Prince, ex-Viking Prince, ex-Stad Supplier). IMO 7400819. Length 64 m. United Kingdom flag. Classification society Registro Italiano Navale. Built in 1975 in Ulsteinvik (Norway) by Ulstein Hatlo.



Owned by Sentinel Marine Ltd (United Kingdom). Sold to be scrapped for an undisclosed destination.

*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.



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



Beached in Aliaga. © Selim San

*Sparrow Hawk* (ex-Keen Express, ex-Keen, ex-Maersk Feeder, ex-Edda Freia). IMO 7393779. Length 61 m, 1,114 t. Palau flag. Classification society International Register of Shipping. Built in 1976 in Molde (Norway) by Bolsones. Owned by Corona Corp (Kenya). Sold for demolition in Mumbai, India.



*Tag 11* (ex-Lady Gerda, ex-Shelf Ranger). IMO 8600002. Length 69 m, 2,256 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Shanghai (China) by Hudong Shipyard. Owned by Tag Offshore Ltd (India). Sold for demolition in Mumbai, India.



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



*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*, September 20, 2015, inbound at Lowestoft, United Kingdom. © Paul Gowen

## Diving support vessel

*Deep Pioneer* (ex-CSO *Deep Pioneer*, ex-Smit *Pioneer*, ex-Danube *Shuttle*, ex-Anatoliy Zheleznyakov). IMO 8222240. Ex barge carrier converted in 2003 to diving support vessel. Length 158 m, 9,238 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1984 in Marghera (Italy) by Breda. Owned by Technip UK Ltd (United Kingdom). Sold for demolition in Turkey.



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

*Excellent Diver* (ex-Toisa Mariner, ex-Marinous, ex-Sable Sea, ex-Balder Baffin). IMO 7623916. Length 72 m, 1,805 t. Nigerian flag. Classification society Bureau Veritas. Built in 1980 in Marystown SY (Canada) by Marystown SY. Owned by Netsach Ltd (Nigeria). Sold for demolition in India.

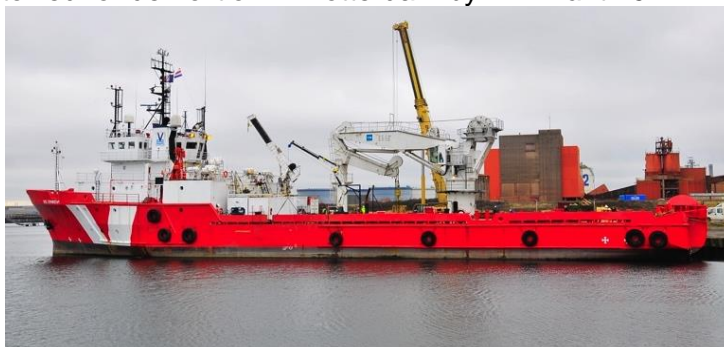


*Balder Baffin*, 1981, off Nova Scotia.  
© Notchy



*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 Walsorden (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

*CE Venture* (ex-*Pacific Venture*). IMO 9006708. Length 242 m, 14,219 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imari (Japan) by Namura. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh. 390 US\$ per ton including 230 t of bunkers.



*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.



*Chryssi* in Malacca Strait, June 17, 2008. © Marc Ottini



*Golden Virginia* (ex-*Royalty*, ex-*Limame*, ex-*Oued Noumer*, ex-*Stella Wega*, ex-*Hanna Lupe*). IMO 8013168. Length 86 m, 1,071 t. Tanzanian flag. Classification society Phoenix Register of Shipping. Built in 1981 in Rendsburg (Germany) by Nobiskrug. Owned by Royalty Petroleum Shipping International (Panama). Detained 9 times in Iranian ports from 2009 to 2016 : in 2009 in Bandar Khomeini, in 2010 in Bushire and Bandar Abbas, twice in 2011, in 2012 then twice in 2015 in Bushire again and in 2016 in Bandar Khomeini. Sold for demolition in India.



*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.



*Iron Lady* just outside of Johor Bahru, Malaysia, September 4, 2015  
© OceanSparx



*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.



tanker

*Marlim Sul* (ex-*Thalassa*, ex-*Lyria*, ex-*Alexander S Onassis*). IMO 7360148. Ex supertanker converted in 2003 to FPSO. Length 343 m, 53,000 t. Bahamian flag. Classification society American Bureau Of Shipping.



*Alexander S Onassis*, at Brest (France). © studio 230 Le Strat

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.



At Marseille, September 1993. © François Requena

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.



*FPSO Marlim Sul*. © SBM offshore

tanker

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

*P-34* (ex-*Presidente Prudente De Moraes*, ex-*Presidente Juscelino*). IMO 5284211. Tanker FPSO. Length 240 m. Panamanian flag. Classification society Bureau Veritas. Built in 1959 in Alblasserdam (Netherlands) by Verolme; jumboized in 1972 and lengthened from 203 to 240 m.



*Presidente Juscelino*. Collection Kelso Medici /Rogerio Corderio

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





*Smart Hassan* (ex-Joud 1, ex-WR 1, ex-Gulf Crown, ex-Crown A, ex-Seacrown, ex-Petrobulk Pilot). IMO 8419013. Length 182 m, 9,387 t. Palau flag. Unknown classification society. Built in 1985 in Onomichi (Japan) by Onomichi Zosen. Sold for demolition in India.



*Varada Blessing* (ex-Dubai Titan, ex-Titan Virgo, ex-Folk Star, ex-Siam). IMO 9039626. Length 332 m, 38. 115 t. Deflagged from Singapore to Comoros for her last voyage shortened to *Varada*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Okpo (South Korea) by Daewoo. Owned by Varada Ship Management Pte Ltd (Singapore).



*Titan Virgo*. © Titan Petrochemicals Group Ltd

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 20106 in the Guangdong Province. It grew from 100 million Yuan to 10 billion.



© Guangzhou Maritime Court

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-*Yeoyoung 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 Keoyoung 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.



Off Imabari (Japan), March 2016. © Kenro Oshita



© Metropolitan Engineering Forensics & Consulting

*Grace Pioneer* (ex-*Taiyo Maru n°22*, ex-*Naniwa Maru n°18*). IMO 8301606. Length 106 m, 1,725 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Takuma (Japan) by Sanuki. Owned by Megaports Shipmanagement Pte Ltd (Singapore). Sold for demolition in Bangladesh.



*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* (ex-*Bow Baha*, ex-*NCC Baha*, ex-*Bow Falcon*, ex-*Fjellanger*, ex-*Northern Falcon*, ex-*Portella*). IMO 8112926. Length 172 m, 7,835 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Sestao (Spain) by Ast Espanoles AESA; sistership of the *Bow Eagle* (Cf. "Shipbreaking # 46", p 1-2). Owned by Salhus Shipping AS (Norway). Detained in 2005 in Rotterdam (Netherlands), in 2011 in Khark Island (Iran) and in 2014 in Brindisi (Italy). Sold for demolition in India. 540 \$ per ton including 1130 t d'inox.



*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.




*Sentinel I* at Lome, Togo, March 2016. © **Foggy**

*Stolt Hill* (ex-*Montana Star*, ex-*Star Sapphire*). IMO 8819093. Length 176 m, 10,585 t. Cayman Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Pula (Croatia) by Uljanik. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



Outbound from Ulsan, South Korea. February 17, 2011. © **Knut Helge Schistad**

## 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 m<sup>3</sup> 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.



*Gaz Meridian*, loading LPG at Le Havre (France), January 26, 1995. © **Pascal Bredel**



*Brides* at Algiers (Algeria), February 23, 2014. © **Evgeniy**

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.

<b>IMO number :</b>	8406767
<b>Name of ship :</b>	BRIDES (during 1995)
<b>Call Sign :</b>	7TXP
<b>MMSI :</b>	605246170
<b>Gross tonnage :</b>	6841 (during 1986)
<b>DWT :</b>	8100
<b>Type of ship :</b>	LPG Tanker (during 1986)
<b>Year of build :</b>	1986
<b>Flag :</b>	Algeria (since 01-11-2006)
<b>Status of ship :</b>	To Be Broken Up (since 16-04-2010)
<b>Last update :</b>	27-04-2010

extracts from Equasis database

2010

2017

Information		Since
IMO number :	8406767	
Name of ship :	BRIDGE	(since 01/01/2016)
Call sign :	JVFA6	
MMSI :	457313000	
Gross tonnage :	6841	(during 1986)
DWT :	8082	
Type of ship :	LPG Tanker	(during 1986)
Year of build :	1986	
Flag :	Mongolia	(since 01/01/2016)
Status of ship :	To Be Broken Up	(since 28/02/2017)
Last update :	08/03/2017	

*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 March 15.

*Cervantes*, in the English Channel, May 7, 2006.

© Marc Ottini

*Cumbria* (ex-*Victoire*, ex-*Kelvin*). IMO 8807650. Length 146 m, 7,352 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Kure (Japan) by Ishikawajima-Harima. Owned by Eastern Pacific Shipping Pte (Singapore). Detained in 2013 in St Croix (US Virgin Islands). Sold for demolition in India. 390 US\$ per ton.



*Gas Concord* (ex-*Gaz Concord*, ex-*World Concord*). IMO 7373353. Length 224 m, 17,227 t. Singapore flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1976 in Kobe (Japan) by Kawasaki. Owned by Conoco Phillips Indonesia (Indonesia). Sold for demolition in Bangladesh.

*Gas Magic* (ex-*Gas Mahi*, ex-*Henley Bridge*, ex-*BW Munin*, ex-*Berge Munin*, ex-*Cheshire*). IMO 8716215. Length 166 m, 10,150 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tamise (Belgium) by Boelwerf. Owned by Melton Commercial Trading Ltd (Turkey). Detained in 2010 in Cartagena (Spain), in 2011 in Alexandria (Egypt) and in 2015 in Humen (China). Sold for demolition in India. 385 US\$ per ton including 700 t of bunkers.



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



*Happy Fellow* (ex-*Sunny Fellow*). IMO 9005481. Length 99 m, 2,482 t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Hessle (United Kingdom) by Dunston. Owned by Ultraship ApS (Denmark). Sold for demolition in India. 380 US\$ per ton.



*Happy Fellow* off Brunsbüttel, September 18, 2011. © Meteor12\_hotmail\_de /MarineTraffic



*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.

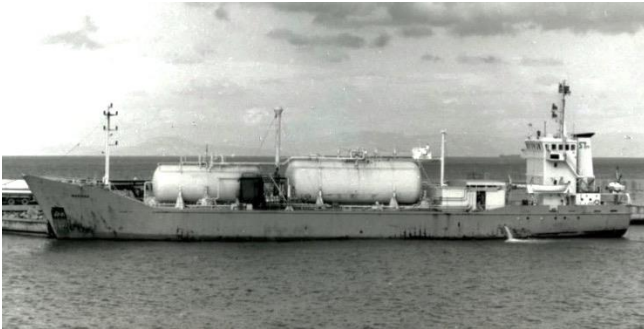
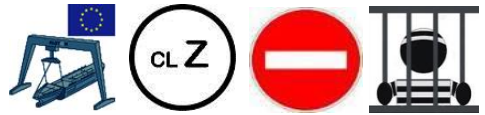


*Hektor* outbound Le Havre (France) in June 1990.  
© Pascal Brede



*Jose Colomo*, March 2, 2016 at Tampico, Mexico. © Captain Peter

*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.



*Mariana*, seen in 1986 in Tangier (Morocco). © Gianpaolo




Southbound through the Istanbul Strait on June 21, 2013. © Cavit Ege Tulca

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.

*Seoul Gas* (ex-*OSM Brave*, ex-*Sea Friend*, ex-*Lingfield*, ex-*Ulsan Gas*). IMO 8619405. Length 106 m, 2,421 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Busan (South Korea) by Korea SB & E Corp. Owned by E Marine Co Ltd (South Korea). Sold for demolition in Jiangyin, China.



Ulsan (South Korea), March 26, 2013. © Damir Pavlovic

 *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.



*Cotswold*, on the Schelde River (Belgium), June 15, 2003.



*FGAS 09*, outbound Le Havre (France), September 25, 2010.

© Pascal Breidel



## General cargo

### From Sharjah to Gadani



February 2017, grounding and refloating at Sharjah. © Thaer Zriqat / The National

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.

ABBAY	
General Cargo	
IMO: 8303018	Gross Tonnage: 11292
MMSI: 624006000	Deadweight: 15107 t
Call Sign: ETAW	Length Overall x Breadth Extreme: 136.99m x 22.86m
Flag: Ethiopia [ET]	Year Built: 1984
AIS Vessel Type: Cargo	Status: Decommissioned or Lost
Voyage Info	
For full access Upgrade	
SHARJAH ANCH [AE]	BHAVNAGAR [IN]
ATD: 2017-02-03 14:35 LT (UTC +4)	ETA: 2017-07-02 22:40 LT (UTC +5.5)

Heading to Bhavnagar, India.



*Hide* beached in Gadani, Pakistan. © Shahid Ayub

*Acon* (ex-*Aconcagua*, ex-*Maruba Aconcagua*, ex-*Wila*, ex-*Gladiator*, ex-*Concord Jindai*, ex-*Cacto*, ex-*Larkspur*, ex-*Wendy*, ex-*CC Los Angeles*). IMO 8213823. Length 166 m, 7,325 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by SALS Shipping Pvt Ltd (India). *Acon* departed Argentina; she arrived off Gadani on March 25.



*Acon* at sea, January 17, 2011 - Rio de la Plata (Argentina).

© Michael Schindler



*Acon* at Gadani.  
© Gulzar Khan

*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*. IMO 6613639. Length 72 m. Turkish flag. Classification society Turk Loydu. Built in 1967 in Tuzla (Turkey) by Celiktrans Deniz. Owned by Goksu Denizcilik Ltd (Turkey). Detained in 2007 in Kavkaz (Russia). Sold for demolition in Turkey.



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

*Chenan* (ex-*Pacific Discoverer*, ex-*Tasman Chief*, ex-*Chenan*, ex-*Andes Challenger*). IMO 9007374. Length 185 m, 9,403 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Usuki (Japan) by Minami-Nippon. Owned by The China Navigation Co Pte Ltd (Singapore). Detained in 2008 in Port Kembla (Australia) and in 2015 in Tauranga (New Zealand). Sold for demolition in India. 310 US\$ per ton.



Port Phillip Bay, Australia, October 12, 2016  
© **Tropic Maritime Images**

*Fedor Varaksin* (ex-*Fyodor Varaksin*). IMO 7625691. Length 152 m, 5,510 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Gdansk (Poland) by les chantiers Lénine. Owned by Northern Shipping Co (Russia). Detained in 2002 in Loviisa (Finlande). Sold for demolition in Turkey. 228 US\$.







*Hamra* (ex-CEC Caledonia). IMO 9252034. Length 100 m, 3,562 t. Deflagged from Panama to Comoros for her last voyage as *Hamraz*. Classification society Lloyd's Register of Shipping. Built in 2001 in Shanghai (China) by Zhonghua Shipyard. Owned by International Tanker Management Ltd (United Arab Emirates). Detained in 2007 in Hamburg (Germany), in 2011 in Tanjung Priok (Indonesia) and in 2015 in Townsville (Australia). Sold as is in Singapore for demolition in Bangladesh. 295 US\$ per ton.



*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 Bredele



*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

*Jaohar Aminah* (ex-*BSLE Pacific*, ex-*Nordana Olivia*, ex-*Love Song*, ex-*Nippon*, ex-*CPC Nippon*, ex-*Conti Nippon*). IMO 8606264. Length 115 m, 3,357 t. Cook Islands flag. Classification society Registro Italiano Navale. Built in 1986 in Neuenfelde (Germany) by Sietas. Owned by Bogazzi & Figli SPA (Italy). Detained in 2004 in Hong Kong and in 2011 in Hamburg (Germany). Sold for demolition in India.



*CPC Nippon* inbound Le Havre (France)  
September 5, 1994.



*BSLE Pacific* in Walsvoorden (Netherlands),  
May 13, 2012.

© Pascal Bredel

*Jaohar Zanobia* (ex-*BSLE Teresa*, ex-*Nordana Teresa*, ex-*Love Music*, ex-*Love Letter*, ex-*Gallia*, ex-*CPC Gallia*, ex-*Conti Gallia*). IMO 8609620. Length 115 m, 3,757 t. Cook Islands flag. Classification society Registro Italiano Navale. Built in 1987 in Neuenfelde (Germany) by Sietas. Owned by Bogazzi & Figli SPA (Italy). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*BSLE Teresa*, passing off Terneuzen (Netherlands), August 14, 2013. © Marc Ottini

*Kaya Pioneer 1* (ex-*Kaya Pioneer*, ex-*Kaya*, ex-*Medy*, ex-*Myst*, ex-*Mystic*). IMO 8609929. Ex reefer converted to general cargo carrier in 2009. Length 136 m, 3,217 t. Panamanian flag. Classification society Turk Loydu. Built in 1988 in Waterhuizen (Netherlands) by Van Diepen. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 2016 in Ashdod (Israel). Sold for demolition in India.



The reefer *Mystic*, June 27, 1994  
entering Delfzijl (Netherlands) © Frits Olinga



The general cargo ship *Kaya Pioneer*, 24 April 2014 at  
Civitavecchia (Italy) © Wil Weijsters



*Keum Yang Family* (ex-New Pos). IMO 9044164. Length 94 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Busan (South Korea) by Dae Sun SB & E Co. Owned by Keumyang Shipping Co Ltd (South Korea). Sold for demolition in Jiangyin, China.

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 Novgorod, 17th century.



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

*M. Ada* (ex-Mehmet Avci, ex-Ahsen Atasoy, ex-Ahmet Akgul). IMO 7730848. Length 74 m. Turkish flag. Classification society Bureau Veritas. Built in 1977 in Balat (Turkey) by Gemi Insaat. Owned by Arel Denizcilik Ticaret (Turkey). Detained in 2000 in Thessaloniki (Greece), in 2001 and 2003 in Eleusis (Greece) and in 2008 in Novorossiysk (Russia). Sold for demolition in Turkey.



*M. Ada* in the Bosphorus, May 5, 2011.  
© Wil Weijsters

*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

*Meratus Spirit 1* (ex-Tiger Power, ex-Orient Grace, ex-Ana, ex-Grossermann, ex-Energy, ex-Ernesto Che Guevara). IMO 8602749. Length 147 m, 5,337 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Shanghai (China) by Shanghai Shipyard. Owned by PT Meratus Line (Indonesia). Detained in 2000 in Barcelona (Spain) and in 2008 in Calcutta (India). Sold for demolition in Bangladesh. 285 \$ per ton.



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* (ex-Professor Viktor Vologdin). IMO 8720993. Length 124 m, 2,995 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Navashino (Oblast de Nijni Novogorod, Russia) by Navashinskiy Oka. Owned by Transyug Shipping Co Ltd (Ukraine). Detained in 2000 in Sevilla (Spain), in 2008 in Nikolayev (Ukraine), in 2009 in Izmit (Turkey) and in 2014 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Nadezhda*, port of Bartin (Turkey), September 28, 2016

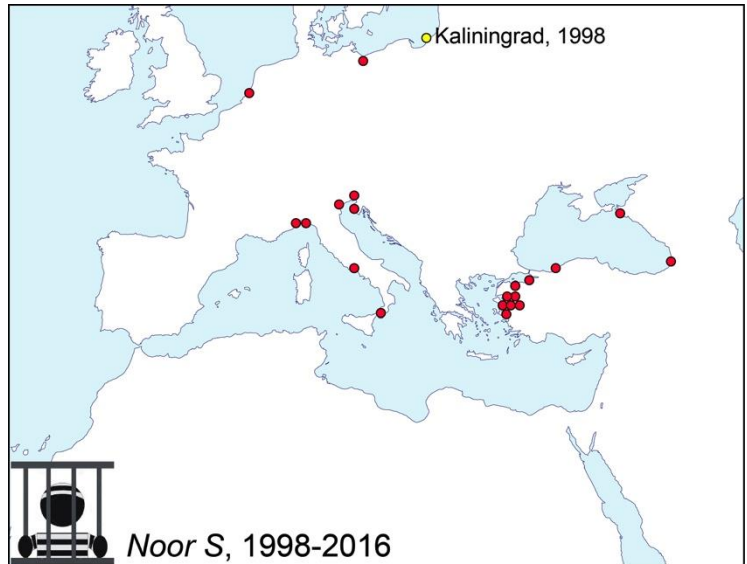
© Babür Halulu



*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 Szczecin (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 Novorossiysk (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




The detention of *Noor S* - Robin des Bois →

*Noor S*, 1998-2016

*Nour J* (ex-*Nour*, ex-*Kent Voyageur*, ex-*Daishowa Voyageur*, ex-*Reed Voyageur*). IMO 8200606. Length 149 m, 5,784 t. Belize flag. Classification society Registro Italiano Navale. Built in 1982 in Saiki (Japan) by Usuki Tekkosho. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2010 in Alanya (Turkey). Sold for demolition in Pakistan.



*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.



*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.

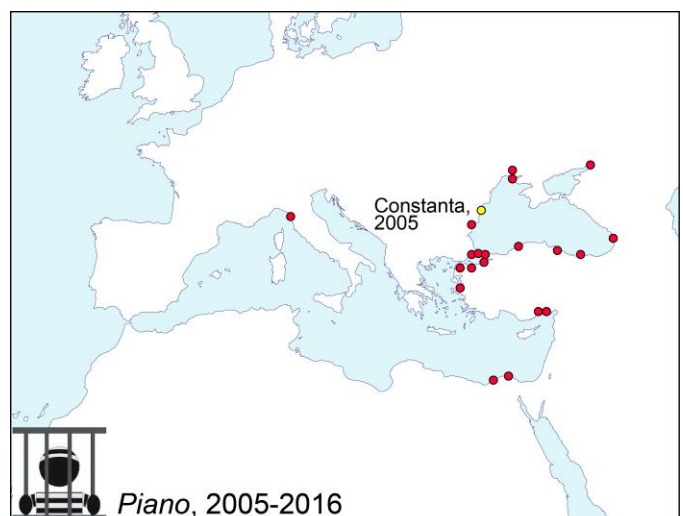


*Orange Fortune* on Manila road, Philippines, January 6, 2015. © Evgeny Markachyov

*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 ➡





*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).

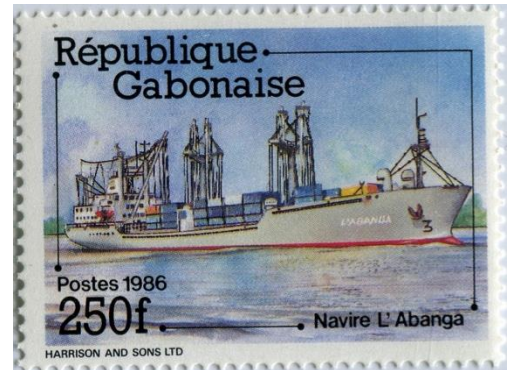


She was the very last one of the *Neptun 421* cargo ships, a cult series of 33 units built by the East-German shipyard. See "[Shipbreaking # 42](#)", p 61-62 "The END, almost the end for the *Neptun 421* series". Sold for demolition in Pakistan.



*L'Abanga*, outbound Le Havre (France), March 1991.

© Pascal Brede!l



Coll E. Guéguéniat

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 Guéguéniat



*Jasmine of Sea*, Gadani, January 2017

© Ovais KI

*Pirita* (ex-*Deltuva*, ex-*Clipper Eagle*). IMO 8908832. Length 149 m, 5,387 t. Antigua & Barbuda flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Lumar SA (Switzerland). Detained in 2010 in San Juan (Puerto Rico) and in 2012 twice in New Orleans (United States). Sold for demolition in Bangladesh. 365 US\$ per ton.



*Principal Pos.* IMO 9033828. Length 94 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Tongyeong (South Korea) by ShinA SB Co. Owned by Mujin Ts Co Ltd (South Korea). Sold for demolition in Jiangyin, China.

*Purple Beach.* IMO 9138135. Length 187 m. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Shanghai (China) by Shanghai Shipyard. Owned by MACS Maritime Carrier Shipping GmbH & Co (Germany). Detained in 1998 in Lisbon (Portugal). Her fertilizer cargo was partly destroyed in May 2015. Towed for demolition in Turkey in March 2017. See p 90 the chapter *The END: Purple Beach, the ammonium nitrate fear.*



*Purple Beach*, outbound Le Havre (France), 13 June 1999. © **Pascal Bredel**



2016, moored at Wilhelmshaven (Germany)  
© **Dietmar Bökhaus**

*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.



October 23, 2014 at Varna, Bulgaria. © **Muhsen Hussein**



Aliaga © **Selim San**

*Rehina B (ex-Princess K, ex-African Princess, ex-Aristotelis).* IMO 8306888. Length 164 m, 5,708 t. Palau flag since May 2016. Unknown classification society. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Detained in 2004 in Gdansk (Poland). Sold for demolition in Pakistan.



*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 Inter maritime 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.



*Sapai.* IMO 8820729. Length 170 m, 6,880 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by Unison Marine Corp (Taiwan). Detained in 2006 in Tianjin (China), in 2009 in Tanjung Priok (Indonesia), in 2012 in Singapore, in 2013 in Moji/Kitakyushu (Japan) and in 2015 in Singapore again. Sold for demolition in Bangladesh. 359 US\$.





*Sea Pearl* (ex-*Alanya*, ex-*Rio Purus*). IMO 8302179. Length 183 m, 12,148 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Gdynia (Poland) by Komuny Paryskiej



Shipyards. Owned by SMT Shipmanagement & Transport Gdynia Ltd (Poland). Detained in 2001 in A Coruna (Spain). Sold for demolition in India. 322 US\$ per ton.

*Sea Pearl*, July 26, 2016 Terneuzen, Netherlands  
© **seaweasel**

*Sea Star* (ex-*Tri Star*, ex-*Rosy River*, ex-*Atlantis*, ex-*Alybello*, ex-*Atlantis*, ex-*Maria Catharina*, ex-*Baltic Link*, ex-*Maria Catharina*).

IMO 7703247. Length 104 m, 2,547 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1978 in Wewelsfleth (Germany) by Peters, Hugo. Owned by BIA Shipping Co (Romania). Detained in 2000 in Newcastle (United Kingdom), in 2014 in Alexandria (Egypt) and in 2016 in Novorossiysk (Russia). Sold for demolition in India.



*Sea Zenith* (ex-*Orchid Star*, ex-*Gati*, ex-*Tamdhu*, ex-*Gaafu*). IMO 8519459. Length 98 m, 2,295 t. Pavillon Thaïlande. Classification society Korean Register of Shipping. Built in 1987 in Hashihama (Japan) by Taihei Kogyo. Owned by Sang Thai Shipping Co Ltd (Thailand). Detained in 2006 in Shanghai (China) and in Singapore and in 2009 in Shanghai again. Sold for demolition in Bangladesh.



*Sea Zenith*, November 26, 2016, Kota Kinabalu, Malaysia. © **timbo2**

*Seagull K* (ex-*Harbour Gemini*, ex-*Zhong Qiang*, ex-*Worldline 3*, ex-*Siti Azlina*). IMO 8323159. Length 110 m, 2,558 t. Tanzanian flag. Classification society Bulgarski Koraben Registrar. Built in 1984 in Kochi (Japan) by Imai Zosen. Owned by Island



Navigators Management Co (Lebanon). Detained in 2000, twice in 2002 then in 2003 in Hong Kong, in 2006 in Zhangjiagang (China) and in Singapore, in 2008 in Zhangjiagang again then in Shanghai (China) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in India.

Singapore, November 25, 2006.  
© **Michael Klingsick**

*Smile* (ex-J&K, ex-Dongjin Nagoya, ex-Jasmine II). IMO 8408698. Length 90 m. Togolese flag. Classification society Cosmos Marine Bureau. Built in 1984 in Kochi



(Japan) by Kochi Jyuko. Owned by MV-Line Co Ltd (Russia). Detained in 2012 in Busan (South Korea), in 2013 in Sakai (Japan), in 2016 in Taicang (Japan) and in 2017 in Vladivostok (Russia). Sold for demolition in Jiangyin, China.



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

*Sobat* (ex-Maldives Pride, ex-Mauritius Pride). IMO 8906767. Length 99 m, 2,855 t. Tanzanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Husum (Germany) by Husumer. Owned by SALS Shipping Pvt Ltd (India). Sold for demolition in Pakistan.



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



Gadani, March 2017 © Waqar Rivzi



*Sormovskiy-54* (ex-60 Let Vlksm). IMO 7740764. Length 114 m, 1,271 t. Palau flag. Classification society International Register of Shipping. Built in 1978 in Gorki-Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by JSC Navigator Group (Russia). Detained in 2008 in Trabzon (Turkey), in 2015 and 2016 in Azov (Russia) and in 2017 in Rostov-on-Don (Russia). Banned from the European ports 20 January 20, 2017 for multiple detentions under the European directive on Port State Control. She was beached in Turkey on March 3, 2017.



*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 Sendaishiogama (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.



*Tibor* (ex-Hong Xiang, ex-Tatsumi Maru n°10). IMO 8823707. Length 60 m. Tanzanian flag. Classification society Union Bureau of Shipping. Built in 1988 in Ieshima (Japan) by Azumi Zosen. Owned by Dalian Xinsheng Shipping Agency Co (China). Detained in 2009 in Xiamen (China), in 2011 in Mizushima (Japan), in 2014 in Yantai (China) and in 2016 in Osaka (Japan). Sold for demolition in Jiangyin, China.

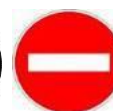


In Kanmon Strait (Japan), May 18, 2013. © V Tonic

*Tiger Spring* (ex-Confidence, ex-Tiger Spring, ex-Tiger Star, ex-Builder Pioneer, ex-Alkaid, ex-Pul Aman, ex-Scandutch Orient, ex-Alkaid, ex-Schwabenland, ex-Bumi Pertiwi, ex-Ganges Pioneer, ex-Schwabenland). IMO 8115588. Length 106 m, 2,845 t. Malaysian flag. Unknown classification society. Built in 1983 in Shanghai (China) by Zhonghua Shipyard. Owned by Chong Fui Shipping (Malaysia). Sold for demolition in Bangladesh. 280 US\$ per ton.



*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.



In Saimaa Canal, linking Saimaa Lake (South Karelia, Finland) to Vyborg Bay, May 3, 2011. © Juha Tujula



Aliaga © Selim San



*Transwood* (ex-*Yasin*, ex-*Transwood*, ex-*Yasin*, ex-*Waren*, ex-*Triumph Hong Kong*, ex-*Hai Chun*). IMO 7703778. Length 108 m, 2,071 t. Deflagged from Syria to Togo for her last voyage. Classification society International Naval Surveys Bureau. Built in 1979 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Tempus Maritime Sarl (Lebanon). Detained in 2000 in Singapore, in 2006 in Izmit (Turkey), in 2007 in Mersin (Turkey), in 2013 in Bartın (Turkey) and Novorossiysk (Russia) and in 2014 in Antalya (Turkey). Sold for demolition in India.

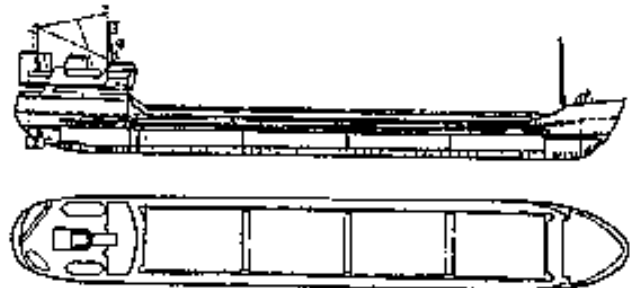


*Tuna* (ex-*Alexino*, ex-*Komsomol Karelii*, ex-*Volgo-Balt 65*). IMO 8230041. Length 114 m. Democratic Republic of Congo flag. Classification society International Register of Shipping. Built in 1972 in Komarno (Slovaquie) by ZTS Yard. Owned by Cevahir Denizcilik (Turkey). Detained in 1999 in Rostov-on-Don (Russia), in 2000 in Sant'Antiocho (Italy), in 2002 in Augusta (Italy), in 2003 in Eleusis (Greece), in 2004 in Constanta (Romania), in 2007 in Bilgorod-Dnistrovskyy (Ukraine) and Bandirma (Turkey), in 2008 and in 2009 in Izmit (Turkey), in 2011 in Bilgorod-Dnistrovskyy again then in Ereğli (Turkey) and in 2014 in Gemlik (Turkey). Sold for demolition in Turkey.



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

*Tura* (ex-*Nikolay L*, ex-*Nikolay Lemonov*). IMO 7945704. Length 114 m, 1,271 t. Moldovan flag. Classification society Maritime Lloyd Georgia. River and sea-going Voznesensk-type ship built in 1981 in Rybinsk (Russia) on the upper Volga by Volodarskiy Shipbuilding. She could for instance carry a cargo of 4297 m<sup>3</sup> packed timber at a 7-knot service speed. Owned by Target Shipping & Trading Corp (Turkey). Detained in 2001 in Azov (Russia), in 2002 in Pescara (Italy), in 2003 in Civitavecchia (Italy), in 2009 in Larnaca (Cyprus) and Alexandria (Egypt), in 2010 in Marseille (France), in 2011 in Poti (Georgia) and in 2012 in Sochi (Russia). Sold for demolition in Turkey.



© Commercial Fleet of Donbass

*Yamak Junior* (ex-*Stevns Pearl*, ex-*Diana Scan*, ex-*Stevns Pearl*, ex-*CPC Holanda*, ex-*Conti Holanda*). 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 (Ireland), 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 just prior to her departure for demolition in India.

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



*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






*Botswana* (ex-*MSC Botswana*, ex-*NYK Andromeda*). IMO 9162497. 6148 teu. Length 300 m, 26,362 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Kure (Japan) by Ishikawajima-Harima. Owned by Eastern Pacific Shipping (Singapore). Sold for demolition in the Indian subcontinent. 398 US\$ per ton.

*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.



CMA times, *Ville de Mimosa* inbound Le Havre (France), December 15, 1997. © **Pascal Breedel**



MSC times, : *MSC Patricia* © **Marc Ottini**

 *Buxtaurus* (ex-*MSC Natalia*, ex-*Buxtaurus*, ex-*Kohala*, ex-*Buxtaurus*, ex-*Ville de Taurus*). IMO 9150183. 3961 teu. Length 259 m, 15,878 t. Deflagged from Liberia to St. Kitts and Nevis flag for her last voyage as *Guru*. 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 2009 in Shanghai (China), in 2011 in Shenzhen (China), in 2012 in Port Botany (Australia) and in 2016 in Ningbo (China). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 334 US\$ per ton. Sistership of *Buxstar* above.



Le Havre (France). © **Pascal Breedel**  
*Ville de Taurus*, August 26, 1997.



*Buxtaurus*, March 4, 2017.

*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 Qiuxin. 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-MSA Quito, ex-Merkur 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

*Dawei Star* (ex-Carola). IMO 9072109. 1048 teu. Length 158 m, 5,541 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Neuenfelde (Germany) by Sietas. Owned by Continental Shipping Line (Singapore). Sold as is in Singapore for demolition in Bangladesh. 340 US\$ per ton.




 *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.




June 25, 2015, Manila, Philippines © Viktor

*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.



*Halifax* (ex-OOCL Halifax, ex-Zim Shenzen). IMO 9280859. 4814 teu. Length 294 m, 19,834 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 2004 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Pakistan. 338 US\$ per ton.



 *Hammonia Francia* (ex-CMA CGM Wagner). IMO 9280665. 5782 teu. Length 277 m, 23,666 t. Deflagged from Portugal to Liberia for her last voyage. Classification society Lloyd's Register of Shipping. Built in 2004 in Koje (South Korea) by Samsung. Owned by Hammonia Reederei GmbH & Co KG (Germany). Sold for demolition in Pakistan. 344 US\$ per ton.



*CMA CGM Wagner* on the Schelde River, May 2012.  
© Pascal Bredel



*Hammonia Francia*, Gadani  
© Rizwan Yaseen Daden



*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.



*Csav Laraquete* outbound Le Havre (France), May 29, 2013. © **Pascal BredeI**



*Hammonia Grenada*, anchored off Singapore, January 11, 2016 © **James Horan**



*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 Rome* at Le Havre (France), August 31, 2001. © **Pascal BredeI**



*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.



*Hanjin Vienna* outbound Le Havre (France), July 12, 2001. © **Pascal BredeI**






*Heinrich S* (ex-Niledutch Cape Town, ex-CCNI Cartagena, ex-Heinrich S, ex-Zim Singapore I, ex-Heinrich S). IMO 9158513. 2474 teu. Length 207 m, 10,558 t. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Stralsund (Germany) by Volkswerft. Owned by H Schepers Bereederungs GmbH & Co KG (Germany). Detained in 2001 in Singapore. Sold as is in Singapore for demolition in India. 315 US\$ per ton.



*HH South* (ex-Consouth, ex-Amazing D, ex-Amazing F, ex-Steamers Progress, ex-Maersk Victoria, ex-Steamers Progress). IMO 9145255. 779 teu. Length 127 m, 4,184 t. St. Kitts and Nevis flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Nanjing (China) by Jinling SY. Owned by Arka Global Marine Services LLC (United Arab Emirates). Sold for demolition in India.


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



 *HS Columbia* (ex-MSB Brindisi, ex-HS Columbia, ex-MSB 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

 *Irrawady Star* (ex-Merian, ex-H&H Wave, ex-Delmas Maputo, ex-MSB Santiago, ex-Merian, ex-Elite, ex-Red Sea Elite, ex-Merian). IMO 9081007.

1452 teu. Length 167 m, 6,900 t. Deflagged from Liberia to Palau for her last voyage as *Paddy*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by Continental Shipping Line (Singapore). Detained in 2015 in Singapore. Sold as is in Singapore and finally beached for demolition in India. 340 US\$ per ton.



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

*Kota Wisata* (ex-*Katsina*, ex-*Excellence Container*). IMO 9071208. 1510 teu. Length 183 m, 7,005 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Pacific International Line (Singapore). Sold for demolition in Bangladesh. 322 US\$ per ton.

*Lesotho* (ex-*MSC Lesotho*, ex-*NYK Antares*). IMO 9162485. 6148 teu. Length 300 m, 26,263 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Eastern Pacific Shipping Pte Ltd (Singapore). She left China and was finally beached in Pakistan.



*MSC Lesotho*, Le Havre (France), June 2010. © **Pascal Brede**



Gadani, April 2017. © **Rizwan Yaseen**

*Lissy Schulte* (ex-*P&O Nedlloyd Takoradi*, ex-*Lissy Schulte*, ex-*CSAV Rubens*, ex-*Lissy Schulte*). IMO 9102497. 1730 teu. Length 185 m, 7,834 t. Singapore flag. Classification society Korean Register of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Hanseatic Unity Chartering (Germany). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 335 US\$ per ton.



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



*Lurline*. IMO 7321087. 1640 teu. Length 252 m. United States flag. Classification society American Bureau of Shipping. Built in 1973 in Chester (Pennsylvania, United States) by Sun Shipbuilding; jumboized in 1982 and lengthened from 213 to 251 m. Owned by Matson Navigation Co Inc (United States). Sold for demolition in the United States. She had been laid up in Seattle since 2013.



*Lurline* in Long Beach, April 28 2003.  
© **Pascal Brede**



**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* (ex-*Felictas Rickmers*, ex-*Maruba Tango*, ex-*Felicitas Rickmers*, ex-*Sea Jaguar*, ex-*Conti Jacksonville*). IMO 9128087. 2109 teu. Length 205 m, 9,740 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1997 in Okpo (South Korea) by Daewoo HI. Owned by Meratus Line (Indonesia). Sold for demolition in Bangladesh. 352 US\$ per ton.

*MSC Antonia* (ex-*Mixteco*, ex-*Birte Oldendorff*, ex-*Ville de Castor*, ex-*DSR Oakland*, ex-*London Senator*, ex-*Scandutch Hispania*, ex-*Commander*, ex-*Astoria*, ex-*World Champion*). IMO 8408832. 1802 teu. Length 188 m, 8,617 t. Panamanian



flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 2003 in Naples (Italy) and in 2009 in Mersin (Turkey). Sold for demolition in India. 332 US\$ per ton.

*DSR Oakland* at berth in Le Havre (France), April 1991. © Pascal Bredele

*MSC Claudia* (ex-*Montreal*, ex-*Maersk Montreal*, ex-*Oriental Bay*). IMO 8803410. 4180 teu. Length 292 m, 19,441 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 1997 in Hamburg (Germany) and in 2016 in Melbourne (Australia). Sold for demolition in India. 372 US\$ per ton.



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.



May 1997, *Hanjin Savannah*, June 2010.



*MSC Didem* leaving Bougainville quay. Le Havre (France). © **Pascal Brede**

*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.



May 1993, *Bunga Pelangi*, leaving Le Havre (France). © **Pascal Brede**



May 2008, *MSC Eugenia* down from Antwerp (Belgium). © **Marc Ottini**

*MSC Noa* (ex-Hanjin Newyork). IMO 8419702. 2668 teu. Length 241 m, 13,770 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Innoshima (Japan) by Hitachi. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 337 US\$ per ton.



*MSC Noa*, April 27, 2011 at berth in Le Havre (France). © **Pascal Brede**

*Oel Dubai* (ex-Conti Brisbane, ex-YM Ibiza, ex-P&O Nedlloyd Newark, ex-Conti Brisbane, ex-Contship Nobility, ex-Conti Brisbane). IMO 9128192. 2758 teu. Length 193 m, 11,415 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Koje (South Korea) by Samsung. Owned by Orient Express Lines Inc (United Arab Emirates). Detained in 2012 in Kobe and Tokyo (Japan) and in 2013 in Tianjin (China). Sold for demolition in India. 340 US\$ per ton.



*P & O Nedlloyd Newark* dans le Channel, 2004.  
© Marc Ottini

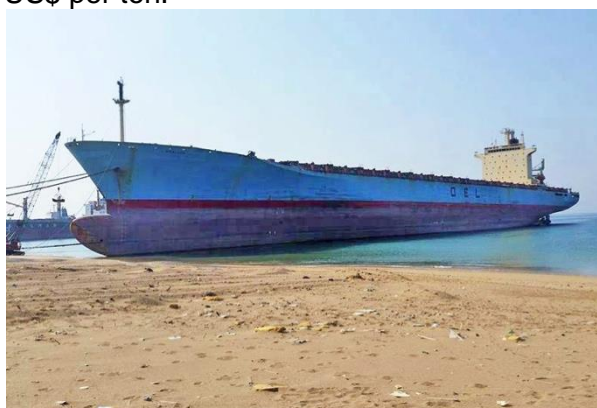


December 2009, Kaohsiung (Taiwan)  
© Taiwan-UAV.com

*Oel Khaleej Express* (ex-Sea-Land Champion). IMO 9106170. 4062 teu. Length 292 m, 18,797 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1995 in Chita (Japan) by Ishikawajima-Harima. Owned by Orient Express Lines Inc (United Arab Emirates). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 327 US\$ per ton.



*Sea-Land Champion* in the English Channel,  
November 5, 2011. © Marc Ottini



January 2017, *Oel Khaleej* in Gadani  
© Sajjad Chowdhury

*Pendar* (ex-Teresa, ex-Daffodil, ex-Eleventh Ocean, ex-Iran Hormozgan). IMO 9209324. 3280 teu. Length 240 m, 14,093 t. Iranian flag. Classification society Iranian Classification Society. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omidarya Ship Management Co (Iran). Detained in 2013 and 2014 in Shenzhen (China). Sold for demolition in India.



2005, *Iran Hormozgan* in Lamma Channel heading to Hong Kong. © Marc Ottini




*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 HI. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India.



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



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.



*RT Dagr* (ex-*Hispania*, ex-*Alianca Andes*, ex-*Cap Reinga*, ex-*Colombus Coromandel*, ex-*Hispania*). IMO 9176682. 1651 teu. Length 168 m, 7,413 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Emden (Germany) by Thyssen Nordseewerke. Owned by Eurobulk Ltd (Greece). Sold for demolition in India. 337 US\$ per ton.



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




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

*Ruby* (ex-*Karuga*, ex-*Ikaruga*, ex-*ACX Sakura*, ex-*Ikaruga*). IMO 9106778. 1613 teu. Length 193 m, 8,178 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Simatech Shipping & Forwarding (United Arab Emirates). Sold for demolition in India. 330 US\$ per ton.

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




 *Runner* (ex-*Alemania*, ex-*Sea Gale*, ex-*Sophie Rickmers*). IMO 9105009. 907 teu. Length 133 m, 4,647 t. Panamanian flag, Comorian flag for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Multibulk Marine Management SA (Greece). Detained in 2003 in Jacksonville (Florida, United States), in 2010 in Istanbul (Turkey) and in 2015 at Piraeus (Greece). Beached in Bangladesh. 305 US\$ per ton.



*Sophie Rickmers*, Le Havre (France), April 5, 1997. © Pascal Brede

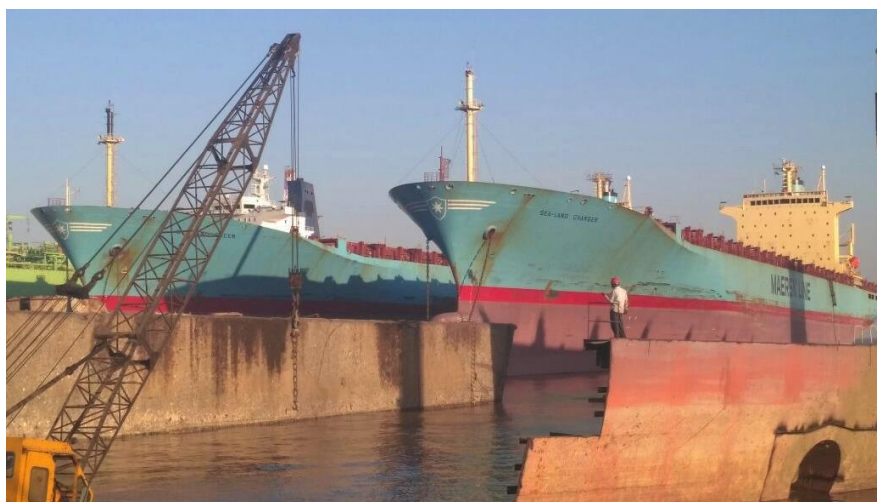


*Alemania*, under the rain in the Bosphorus, May 2011. © Marc Ottini


 *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.



**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 Charger*. IMO 9143001. 4062 teu. Length 292 m, 18,751 t. Deflagged from Singapore to Palau for her last voyage. Classification society American Bureau of Shipping. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in India.



*Sea-Land Comet*. IMO 9106182. 4062 teu. Length 292 m. Singapore flag. Classification society American Bureau of Shipping. Built in 1995 in Chita (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in Jiangyin, China.







*Sea-Land Eagle*. IMO 9143013. 4062 teu. Length 292 m, 18,758 t. Deflagged from Hong Kong to Comoros for her last voyage. Classification society American Bureau of Shipping. Built in 1997 in (Kure Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in India.



*Sea-Land Eagle*, leaving Le Havre (France), February 21, 2014. © Pascal Breidel

*Sea-Land Intrepid* (ex-CSX *Intrepid*, ex-*Sea-Land Intrepid*). IMO 9143025. 4062 teu. Length 292 m. Singapore flag. Classification society American Bureau of Shipping. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in Jiangyin, China. 235 US\$ per ton.



Her official status is "to be broken up". Yet, the Automatic Identification System of the ship assigns her a new Chinese name, *Jin Fu Yuan*, and the flag that comes with it.

*Sea-Land Lightning*. IMO 9143037. 4062 teu. Length 292 m, 18,895 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in Jiangyin, China.



*Sea-Land Lightning*, February 28, 2001 outbound Le Havre (France). © Pascal Breidel

*Sea-Land Mercury* (ex-CSX *Mercury*, ex-*Sea-Land Mercury*). IMO 9106194. 4062 teu. Length 292 m, 18,774 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1995 in Kure (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Sold for demolition in Jiangyin, China.



*Sea-Land Meteor*. IMO 9106209. 4062 teu. Length 292 m. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1996 in Chita (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Detained in 2004



in Shenzhen (China) and in 2015 in Antwerp (Belgium). Sold for demolition in China.



*Sea-Land Meteor*, unloading at Port 2000 (Le Havre, France), October 31, 2014. © Pascal Breidel



*Sea-Land Racer* (ex-*MSC Everest*, ex-*Sea-Land Racer*). IMO 9116890. 4062 teu. Length 292 m, 18,771 t. Deflagged from Hong Kong to Palau for her last voyage as *Racer*. Classification society American Bureau of Shipping. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Maersk Line A/S (Denmark). Detained in 2005 in Gioia Tauro (Italy). On January 12, 2017, *Sea-Land Racer* delivered her last containerized cargo at Pasir Panjang container terminal in Singapore and left for Alang where she was beached on January 25.



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

*Sonoma* (ex-*Nordcloud*, ex-*Libra Patagonia*, ex-*Norcloud*, ex-*Niver Austral*, ex-*Nordcloud*). IMO 9123520. 1684 teu. Length 179 m, 7,394 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1997 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Conbulk Shipping SA (Greece). Sold for demolition in India. 341 US\$ per ton.



*Nordcloud*, Le Havre (France), May 5, 1997.  
© Pascal Brede!



20 October 2016, *Sonoma*, in Novorossiysk (Russia). © Evgeniy

*SSL Trust* (ex-*Oel Trusty*, ex-*PU Trust*, ex-*Clipper*, ex-*Sinar Ambon*, ex-*Clipper*, ex-*Zim Uruguay*, ex-*Clipper*, ex-*Tallahassee*). IMO 9003471. 1140 ev. Length 157 m, 6,417 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Wismar (Germany) by MTW. Owned by Shreyas Shipping & Logistics (India). Detained in 2000 in Hong Kong. Sold for demolition in Bangladesh. 325 US\$ per ton.



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



*Taung Gyi Star* (ex-Mare Doricum, ex-MSB 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.



*Thorstream* (ex-Nordstream, ex-P&O Nedlloyd Pampas, ex-Nordstar, ex-Niver Austral, ex-Nordstar, ex-CSAV Rio Uruguay, ex-Nordstar). IMO 9149873. 1730 teu. Length 184 m, 7,828 t. Cyprus flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Szczecin (Poland) by Szczecinska. Owned by Thor Dahl Shipping AS (Norway). Sold for demolition in India. 342 US\$ per ton.



*Troense Maersk* (ex-Maersk Colorado, ex-Clifford Maersk). IMO 8820004. 1367 teu. Length 162 m. Danish flag. Classification society American Bureau of Shipping. Built in 1992 in Lindo (Denmark) by Odense Staalskibs. Owned by Maersk Line A/S (Denmark). Sold for demolition in Turkey.



*Maersk Colorado*, July 21, 1998.  
© Pascal Brede



*Troense Maersk* in Aliaga, waiting to be beached.  
© Selim San

*Ute Oltmann* (ex-CP Rangitoto, ex-Contship Rangitoto, ex-Cielo Di Francisco, ex-Ute Oltmann). IMO 9153408. 2474 teu. Length 207 m, 10,561 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Stralsund (Germany) by Volkswerft Stralsund. Owned by Schiffahrtsgesellschaft Oltmann mbH & Co KG (Germany). Sold for demolition in Bangladesh. 305 US\$ per ton.



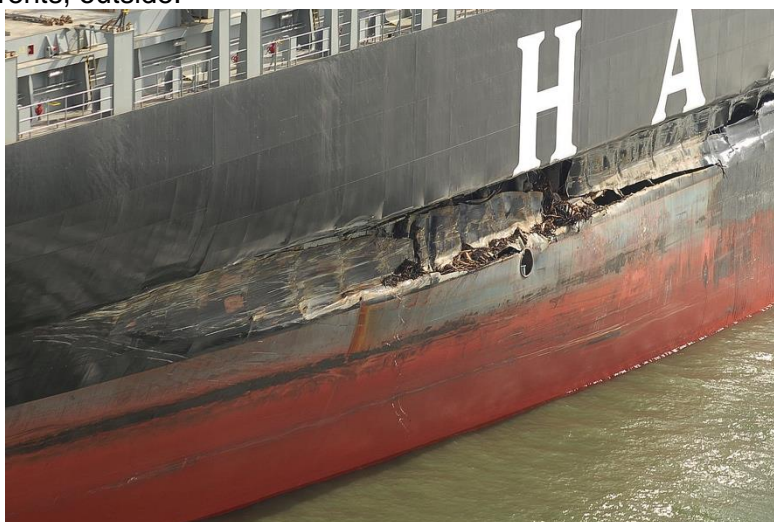
July 28, 2005, *Contship Rangitoto*. © Pascal Brede

*Venezia* (ex-*Hanjin Venezia*, ex-*MSC Venezia*, ex-*COSCO Busan*, ex-*Hanjin Cairo*). IMO 9231743. 5551 teu. Length 275 m, 23,326 t. Hong Kong flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Synergy Management Ltd (Hong Kong, China). Detained in 2007 in San Francisco (United States).

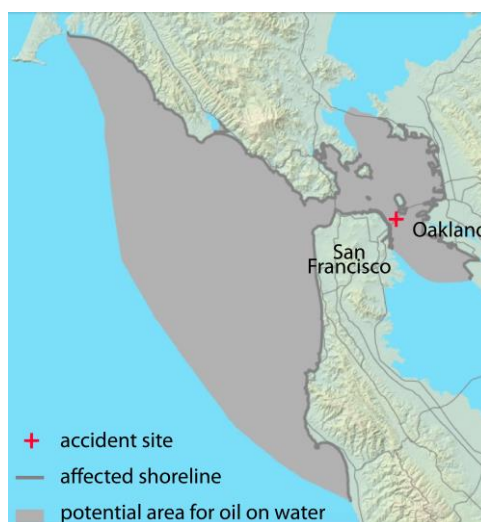


The container ship *Venezia* is unfortunately well known by Californians as the *COSCO Busan*, responsible for the COSCO Busan oil spill in San Francisco Bay.

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 m<sup>3</sup> of heavy fuel oil spilled out and polluted the coastline inside the bay and later, through the effects of the currents, outside.



© US Coast Guard/Scott Epperson



© California Department of Fish and Wildlife

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.



December 20, 2007, departure of the *COSCO Busan*. © SF Chronicle / Kurt Rogers

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-



container ship

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**

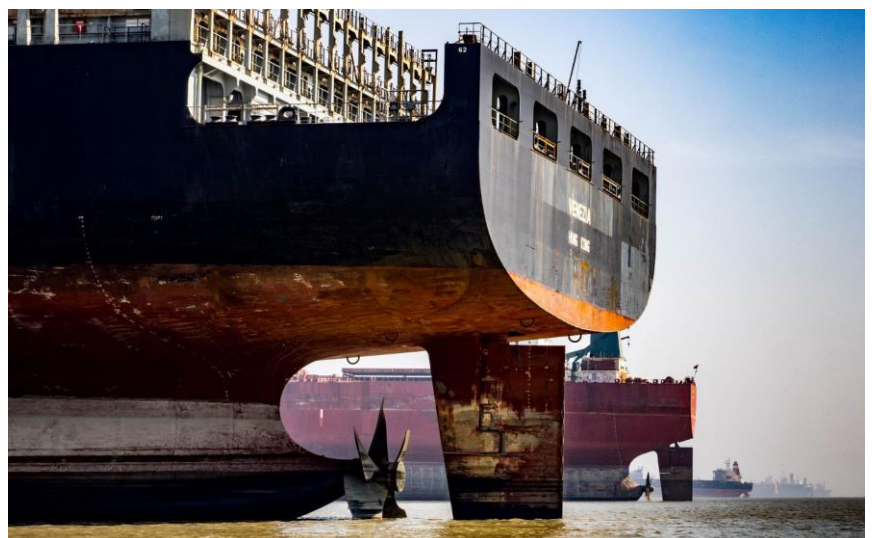
*Hanjin Venezia*, Valencia (Spain), April  
2011 © **Aratino**



*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**



container ship



*Wehr Alster* (ex-CSAV *Rio Baker*, ex-CCNI *Arica*, ex-*Wehr Alster*). IMO 9232383. 2474 teu. Length 207 m, 10,759 t. Deflagged 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 Brede

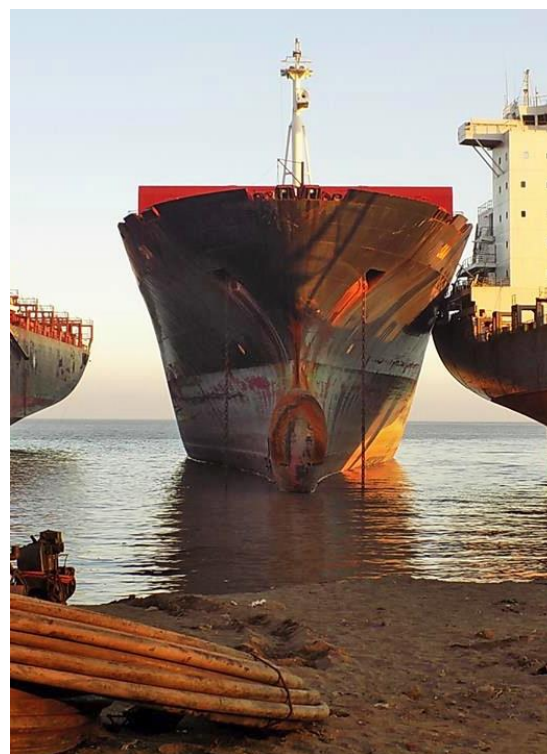
*Xin Chun He* (ex-*Chun He*). IMO 8321709. 1322 teu. Length 170 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Bremerhaven (Germany) by Seebeckwerft. Owned by Fujian Zhonghang Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.



*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 (Autriche) by Österreichische.



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

*Green Magnific (ex-Magnific)*. IMO 9011492. Length 136 m, 3,045 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Waterhuizen (Netherlands) by Van Diepen. Owned by Green Management Sp (Poland). Sold for demolition in India.



*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 Radcatel terminal (France), June 16, 2012. © Pascal Bredel



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

*Summer Meadows (ex-Chiquita Bocas, ex-Irma M)*. IMO 8407814. Length 169 m, 9,287 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Chartworld Shipping Corp (Greece). Detained in 2005 in Valparaiso (Chile). Sold for demolition in India.



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

## 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.



*Enrica M*, arrival at Valletta (Malta)  
October 21, 2011. © **Marc Ottini**



*Atesbey*, waiting to be beached in Aliaga.  
© **Selim San**

*Atlantic Runner* (ex-*Lykes Runner*, ex-*Nordana Surveyor*, ex-*Nordana Kigoma*, ex-*Nordana Kitale*, ex-*Beloostrov*, ex-*Krasnograd*). IMO 8902307. Length 173 m, 9,120 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Atlantic Ship Management (Ukraine). She left Mozambique, announced to be heading for Bangladesh and was finally beached in Alang on April 18. 360 US\$ per ton.



*Aydemir Boztepe* (ex-*Seewind*, ex-*Benijofar*, ex-*Dundee*, ex-*Benijofar*). IMO 7511905. Length 122 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1978 in Rios (Spain) by Construcciones; jumboized in 1997 and lengthened from 101 to 122 m. Owned by Luna Ro-Ro Tasimacilik Denizcilik (Turkey). Detained in 2006 in Valletta (Malta), twice in 2009, in 2010, twice again in 2015 and then in 2016 in Novorossiysk (Russia). 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.



*El Yunque* leaving Port Everglades on July 23, 2007. © **Robert MurrayBredel**



## Bulker

*Angel Seham* (ex-Lady Seham, ex-Patchara Naree, ex-Lucky, ex-Cereza Rosa, ex-Atlantic Angel). IMO 8303680. Length 160 m, 5,822 t. Cook Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Brave Sea Trading



Maritime (Turkey). Detained in 2002 in Newcastle (Australia), in 2011 in Venice (Italy) and in 2015 in Novorossiysk (Russia). Sold for demolition in Pakistan.

*Angel Seham*, March 4, 2016, Bosphorus & Dardanelles Straits, Turkey. © **evgenii 10**

*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.

*Atout* (ex-Premnitz, ex-Luise Oldendorff). IMO 9074133. Length 225 m, 10,654 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kojé (South Korea) by Samsung HI. Owned by NGM Energy (Greece). Detained in 2013 in Brisbane (Australia). Sold for demolition in Bangladesh. 338 US\$ per ton including 500 t of bunkers.



In Kiel Canal, July 30, 2008.  
© **Kai-Hendrik Schlenger**



*Berge Fjord* (ex-BW Fjord, ex-Berge Fjord, ex-Docefjord). IMO 8314471. Vraquier minéralier. Length 332 m, 46,250 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Rio de Janeiro (Brazil) by Ishibras. Owned by Berge Bulk (Singapore). Sold for demolition in Bangladesh. 345 US\$ per ton.

*Bing N* (ex-Bergeland). IMO 9002776. Vraquier minéralier. Length 339 m, 36,027 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built



in 1992 in Ulsan (South Korea) by Hyundai. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2008 in Dampier (Australia). Sold as is in Singapore for demolition in Bangladesh. 320 US\$ per ton including 1000 t of bunkers.

*Bergeland*. © **Bergesen DY**

*Cape Tavor* (ex-*Cape Lowlands*, ex-*La Selva*). IMO 9189249. Length 289 m, 21,270 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Tsu (Japan) by NKK Corp. Owned by XT Management Ltd (Israel). Sold for demolition in Bangladesh. 345 US\$ per ton.

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



*Carola* (ex-*Oak Star*, ex-*Noble Star*). IMO 9159543. Length 225 m, 9,506 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Oppama (Japan) by Sumitomo. Owned by Johann M K Blumenthal GmbH & Co KG (Germany). Detained in 1999 in Seattle (United States), in 2004 in Newcastle (Australia), in 2005 in Hay Point (Australia) and in 2008 in Bunbury (Australia). Shortened to *Aro* prior to be beached in Pakistan. 332 US\$ per ton.



*Chandi Prasad* (ex-*Agility*, ex-*Claudia*, ex-*Clarita*). OMI. Length 270 m, 18,812 t. Indian flag. Classification society Indian Register of Shipping. Built in 1989 in Chiba (Japan) by Mitsui. Owned by Essar Shipping Ltd (India). Detained in 2003 in Hay Point (Australia) and in 2004 in Port Hedland (Australia). Sold for demolition in Pakistan. 400 US\$ per ton.



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

*Chihiro*. IMO 9128178. Length 292 m, 21,600 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Koje (South Korea) by Samsung. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2004 in Gladstone (Australia) and in 2010 in Port Hedland (Australia). Sold for demolition in Jiangyin, China.



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



*Cornavin* (ex-*Gaia*, ex-*Graceous*). IMO 9169378. Length 289 m, 20,535 t. Bermuda flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Okpo (South Korea) by Daewoo HI. Owned by Swiss Marine Services SA (Switzerland). Detained in 2016 in Qingdao. Sold for demolition in Pakistan. 349 US\$ per ton.



*COS Bonny*. IMO 9117399. Length 187 m. Singapore flag. Classification society China Classification Society. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Singapore (Singapore). Sold for demolition in Jiangyin, China.

*COS Bonny*, port of Valparaiso, Chile, January 9, 2012.  
© Juan Carlos C



*COS Fair*. IMO 9168881. Length 187 m, 7,535 t. Singapore flag. Classification society China Classification Society. Built in 1999 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Singapore (Singapore). Detained in 2011 in Gladstone (Australia). Sold for demolition in Jiangyin, China.



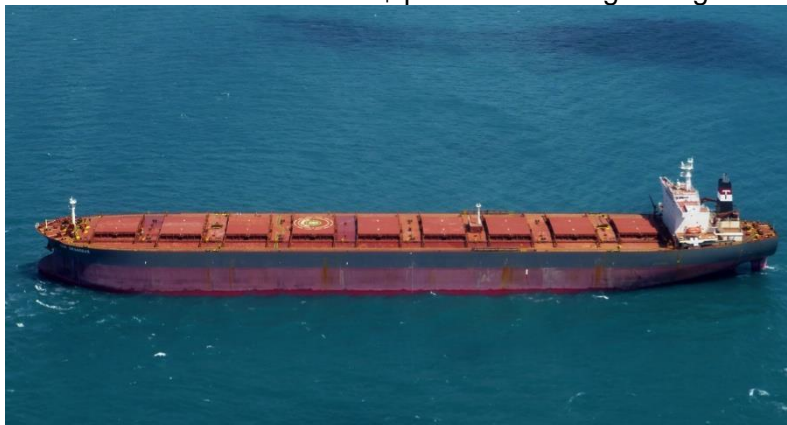
*COS Intrepid*. IMO 9216432. Length 225 m, 11,659 t. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Singapore (Singapore). Detained in 2011 in Hay Point (Australia) and in 2014 in Sao Francisco Do Sul (Brazil). Sold for demolition in China.



*COS Intrepid* at Le Havre (France) for repair in November 2006 after an engine failure. © Marc Ottini



*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 HI. 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.



*CSK Grandeur*, January 3, 2013, underway to Hay Point, Australia, to load coal. © Tropic Maritime Images



Gadani. © Gulzar Khan

*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.



*De Ping Hai*. IMO 9262352. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Hudong Shipyard. Owned by Lianyungang Ocean Shipping Co (China). Sold for demolition in China by Zhangjiagang shipbreaking yard.

*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. Deflagged 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



*Evana* (ex-Sereen G, ex-Kopalnia Borynia). IMO 8701911. Length 144 m, 4,903 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1989 in Szczecin (Poland) by A. Warskiego Szczecinska. Owned by ETC International Sea Transportation Trading Ltd Co (Turkey). Detained in 2002 in Quebec City (Canada), in 2004 in Nordenham (Germany), in 2008 in Koper (Slovenia), in 2012 in Algeciras (Spain) and in 2014 in Antalya (Turkey). Sold for demolition in India.



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



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

*Handan Steel* (ex-Golden Jewel, ex-Han Ei). IMO 9082312. Ex super tanker converted in 2009 to ore carrier. Length 333 m, 39,152 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in India. 332 US\$ per ton.



Conversion  
© Shanhaiguan New Shipbuilding Industry

*Hang Ta*. IMO 9149354. Length 225 m, 9,960 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Tsu (Japan) by NKK Corp. Owned by Fairweather Steamship Co Ltd (Hong Kong, China). Detained in 2001 in El Ferrol (Spain). Sold for demolition in Jiangyin, China.



*Hua Ming* (ex-Hellenic Star, ex-Limar, ex-Palima). IMO 8806345. Ex tanker converted to bulker in 2010. Length 166 m, 8,133 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Shandong Shidao International Shipping Management Co Ltd (China). Detained in 2005 in Izmit (Turkey) and in 2010 in Vladivostok (Russia). Sold for demolition in Bangladesh. 300 US\$ per ton.



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

*Hua Sheng* (ex-Monte Alban, ex-Al Salam, ex-Atlantic Concord). IMO 8312344. Ex tanker converti in vraquier in 2010. Length 175 m, 10,537 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1986 in Kudamatsu (Japan) by Kasado Docks. Owned by Shandong Shidao International Shipping Management Co Ltd (China). Detained in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 300 US\$ per ton.



*Hua Sheng*, May 9, 2016, Koh Si Chang Transhipment Area, Thailand  
© Geir Vinnes

*Jian Qiang*. IMO 9123623. Length 187 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO (China). Detained in 2011 in Kwinana (Australia). Sold for demolition in Jiangyin, China.



*Jiu Long Feng*. IMO 9230359. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

*Kai Yang* (ex-Chios Destiny, ex-Angel III, ex-Soarer Zen)). IMO 8901793. Length 186 m, 8,015 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1989 in Numakuma (Japan) by Tsuneishi. Owned by Kaili Shipping (Hong Kong, China). Detained in 1997 in Antwerp (Belgium). Sold for demolition in Bangladesh.



*Kang Chang*. IMO 9238193. Length 190 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Onomichi (Japan) by Onomichi Zosen. Owned by COSCO Hong Kong (China). Sold for demolition in Jiangyin, China.



*Kang Chang* in the Great Lake of the Suez Canal waiting for the northbound convoy to pass, 17 June 2009. © Marc Ottini

*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.



*Kang Sheng*. IMO 9238208. Length 190 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Onomichi (Japan) by Onomichi Zosen. Owned by COSCO Hong Kong (China). Sold for demolition in Jiangyin, China.

*Kang Zhong*. IMO 9264441. Length 190 m. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Hong Kong (China). Sold for demolition in China.



*Kang Zhong* entering Grays Harbor (Washington State, United States), pilot boat Chehalis in foreground. © **Mitch Comstock**

*Kanuni* (ex-Ziemia Gornoslaska, ex-Lake Charles, ex-Ziemia Gornoslaska). IMO 8418734. Length 180 m, 7,071 t. Cook Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Pendik (Turkey) by Turkiye Gemi. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 2016 in Novorossiysk (Russia) and Constanta (Romania). Sold for demolition in Bangladesh.

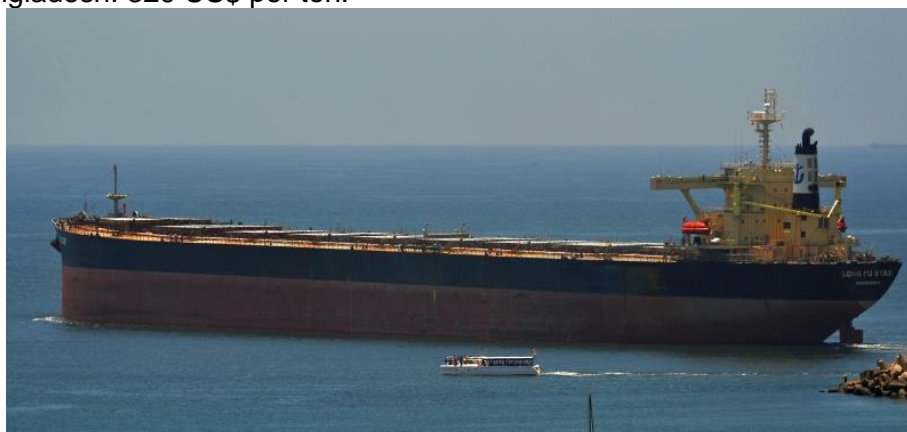


*KG Ocean* (ex-Sunny Ocean). IMO 9072197. Length 224 m, 9,759 t. South Korean flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Sasebo (Japan) by Sasebo H.I.. Owned by KG Maritime Co Ltd (South Korea). She left China to be beached in Pakistan.

*Liwa* (ex-Voge West, ex-Xinshi Hai, ex-Brazilian Venture). IMO 9077109. Length 225 m, 10,640 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Rio de Janeiro (Brazil) by Verolme-Ishibras. Owned by IPC Marine Services LLC (United Arab Emirates). Detained in 1999 in A Coruna (Spain), in 2008 in Port Adelaide (Australia), in 2012 in Ningbo (China), in 2013 in Zoushan (China) and in 2014 in Melbourne (Australia). Sold for demolition in India with a possible Pakistan option. 352 US\$ per ton.



*Long Fu Star* (ex-Glory Advance, ex-First Venus). IMO 9132698. Length 289 m, 19,992 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Hongda Ship Management Co Ltd (China). Detained in 2010 in Port Hedland (Australia), in 2012 in Mundra (India) and in 2013 in Dampier (Australia). Sold for demolition in Bangladesh. 329 US\$ per ton.



*Long Fu Star*, December 11, 2014 at Durban, South Africa © **Dave Leonard**

*Maria II* (ex-Iason, ex-Salvor T, ex-Balva, ex-Confidence, ex-Staleader, ex-Mosor Star). IMO 8618968. Ex tanker converted to bulker in 2009. Length 176 m, 10,177 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1990 in Trogir (Croatia) by Lozovina-Mosor. Owned by White Star Shipmanagement Inc (Romania). Detained in 2010 in Aqaba (Jordan). Sold for demolition in Pakistan.



The tanker *Balva* in Ijmuiden (Netherlands), 2006.

© Hans Deijs



The bulker *Maria II* beached at Gadani, 2017.

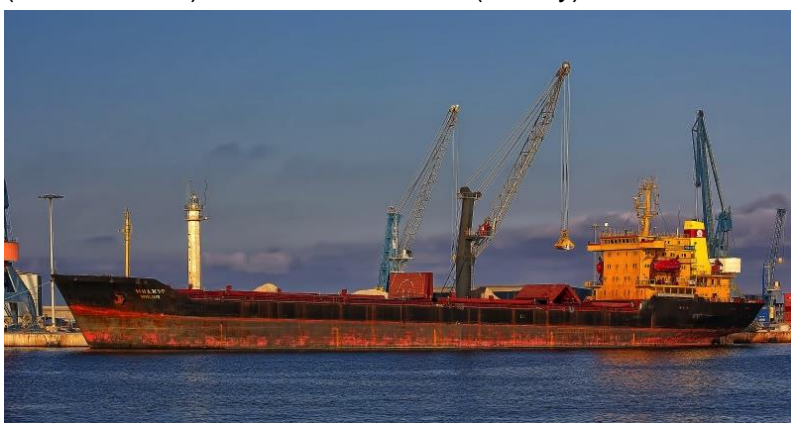
© Titu Sorin

*Maria K* (ex-Maria, ex-Nour, ex-Ingrid Leonhardt). IMO 7511204. Length 129 m, 3,643 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Hiroshima (Japan) by Ujina Zosensho. Owned by Rabunion Maritime Agency Sarl (Lebanon). Detained in 2001 in Genoa (Italy), in 2002 in Naples (Italy) in 2003 in Bushire (Iran) and in 2015 in Novorossiysk (Russia) and in Ravenna (Italy). Sold for demolition in Pakistan.



*Maria K*, in the Dardanelles, June 24, 2010. © Marc Ottini

*Midjur*. IMO 9015656. Length 168 m, 6,246 t. Maltese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Varna (Bulgaria) by Varna Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 1999 in Ravenna (Italy), in 2002 in Eleusis (Greece), in 2003 in New Orleans (United States) and in 2007 in Izmir (Turkey). Sold for demolition in Pakistan.



*Midjur* berthed at Cerámica quay, Castellón Port, Spain, on September 2, 2014.

© Manuel Hernández Lafuente



*Nada Y* (ex-*Medousa*, ex-*Al Hasa*, ex-*Capo Noli*, ex-*Myrthis*). IMO 7505190. Length 146 m, 4,117 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by Caneco. Owned by JLS Marine Co (Jordan). Detained in 2003 in Iquique (Chile) and in 2008 in New Orleans. Sold for demolition in Pakistan.



*Nada-Y*, in the Bosphorus, May 21, 2012.  
© **Marc Ottini**



*Natty* (ex-*Chrismir*). IMO 9123398. Length 280 m, 21,223 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 2011 in Dampier (Australia) and in 2015 in Gladstone (Australia). Sold for demolition in Pakistan. 347 US\$ per ton including 1200 t of bunkers.



Port of Ubu (Brazil), May 24, 2013.  
© **Victor Cadelina, Jr**

*Peng Zhong* (ex-*You Yi*). IMO 8912637. Length 186 m. Chinese flag. Unknown classification society. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO Hong Kong (China). Detained in 2003 in Savona (Italy). Sold for demolition in Jiaojiang, China.



*Portland* (ex-*Calypso 1*, ex-*Calypso*, ex-*Adimon*, ex-*Hercegovina*). IMO 7413751. Length 197 m, 7,965 t. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1977 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Gulf Maritime Shipmanagement Co (Kuwait). Detained in 2003 in Toledo (United States), in 2004 in Antwerp (Belgium) and in 2008 in Piombino (Italy). Sold for demolition in Pakistan.



*Hercegovina*, May 1, 1988 as she was entering the Welland Canal from Lake Ontario at Port Weller, Ontario, Canada. © **Jeff Cameron**



*Seba M* (ex-*Hans Leonhardt*). IMO 7511199. Length 129 m, 3,663 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Hiroshima (Japan) by Ujina Zosensho. Owned by Rabunion Maritime Agency Sarl (Lebanon). Detained in 1998 in Sète (France), in 2004 in Venice (Italy), in 2005 in Antwerp (Belgium), in 2011 in Aliaga (Turkey) and Novorossiysk (Russia), in 2015 de nouveau in Novorossiysk and in 2016 in Constanta (Romania). Sold for demolition in Pakistan.



*Shi Dai 3* (ex-*Fivos*, ex-*Global Ace*, ex-*Global Star*). IMO 9104548. Length 225 m, 9,686 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by Shanghai Time Shipping Co Ltd (China). Detained in 2000 in Fushiki (Japan) and in 2006 in Amsterdam (Netherlands). Sold for demolition in Jiangyin, China.



*Shi Dai 3* loading coal at Adang Bay, Indonesia June 21, 2012. © **Husni Nasution**



*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.



*Star Eleonora* at Gadani. © **Sajjad Chowdhury**



*Sveti Nikola I.* IMO 9102966. Length 183 m, 9,279 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Pula (Croatia) by Uljanik. Owned by TST International SA (Greece). Detained in 2003 in Melbourne (Australia), in 2007 in Nantes (France) in 2012 in Lianyungang (China). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 357 US\$ per ton including enough bunkers for the voyage.



*Sveti Nikola I*, anchored off Astoria (Oregon, United States) on the Columbia River, July 2, 2009.  
© Michael G. Duncan

*Tango* (ex-*Matilde*). 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* entering the Steelworks Channel, Newcastle, Australia. December 28, 2012 © BR\_Reef

*Thor Harmony* (ex-*Ramin*, ex-*Birte Oldendorf*). IMO 9137105. Length 195 m, 13,170 t. Singapore flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Surabaya (Indonesia) by PAL Indonesia. Owned by Thoresen Thai Agencies Pcl (Thailand). Sold for demolition in Pakistan. 345 US\$ per ton.

*Thor Hamony*, July 10, 2013 at Gibraltar.  
© J J Fernandez



*Xiamen Jingtai* (ex-*Valiant*, ex-*Sanko Pageant*). IMO 8920854. Ex tanker converti in 2011 in vraquier. Length 242 m, 17,173 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1992 in Imari (Japan) by Namura. Owned by Chi-Ocean Shipping Co Ltd (China). Detained in 2007 in Yeosu (South Korea) and in 2016 in Ningbo (China). Sold for demolition in Pakistan.



Crude tanker *Sanko Pageant* proceeding outbound from Sydney (Australia), March 3, 1995. © **Yvon Perchoc**



The bulker *Xiamen Jingtai*, anchored off Singapore, November 25, 2011. © **John Regan**

*Yao Fu* (ex-*Tan Binh 34*, ex-*Pacific Bangbin*, ex-*Wise King*, ex-*Royal Venture*, ex-*White Coral*). IMO 8515037. Length 152 m, 4,699 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kochi (Japan) by Shin Yamamoto. Owned by Guangzhou Seaway International Ship Management Co (China). Detained in 2005 in Kwinana (Australia) and in 2011 in Nanjing (China). Sold for demolition in Bangladesh. 292 US\$ per ton.



*Yin Dong* (ex-*Dimitris C*, ex-*Aditya Gopal*, ex-*Skausund*). IMO 9077381. Length 190 m, 8,737 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

*Zhi Qiang*. IMO 9144483. Length 186 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (Hong Kong, China). Sold for demolition in Jiangyin, China.



*Zhi Qiang*, December 22, 2014 in Port of Spain, Trinidad. © **Gerolf Drebes**



## 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



Grenaa, January 2017. © Bendt Nielsen

*Iceland Cement* (ex-Cem Cusher, ex-Kapall, ex-Oter, ex-Zurs, ex-Agate, ex-Solkint). IMO 7638349. Length 99 m. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1978 in Kristiansand N (Norway) by Sterkoder; jumboized in 1981 and lengthened from 80 to 99 m. Owned by Kristian Gerhard Jebsen Skipsrederi AS (Norway). Detained in 1999 in Naantali (Finland). Sold for demolition in Turkey.



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

*Megah Cement* (ex-Glory Star, ex-Oriental Hawk, ex-Harushima Maru). IMO 8325028. Length 119 m, 3,517 t. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1984 in (South Korea) by Dae Sun SB & E Co; cargo ship converted to cement carrier in 1997. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 and 2002 in Guam (United States) and in 2014 in Bushire (Iran). Sold for demolition in Mumbai, India.



*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).



*Naftocement XVI*, loading at Iraklio (Crete, Greece), November 8, 2008. © Karl Giesen

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.



June 12, 2011 Valencia  
© Agustin Alapont Castilla



Berthed at Xità dock, she goes on laid up during four years, Valencia Port on January 18, 2015 © Manuel Hernández Lafuente

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.

Aliaga, April 2017 © Selim San





## Car carrier

*African Highway*. IMO 8100985. Length 154 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Detained in 2002 in Brisbane (Australia) and in 2005 in Honolulu (Hawaii, United States). Sold for demolition in Turkey.



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



Aliaga, March 2017. © Selim San

*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 Mitsui. 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.



*Maersk Sun*, April 23, 1999. © Pascal Brede!



Le Havre (France)

*City of Mumbai*, 12 March 2012. © Marc Ottini

*Emden*. IMO 8602828. Length 178 m, 9,782 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Tadotsu (Japan) by Hashihama Zosen. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Detained in 2000 in Sydney (Australia) and in 2010 in Santander (Spain). Sold for demolition in Turkey.



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

*Harmony Ace*. IMO 9047996. Length 180 m, 11,274 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by Wilhelmsen Ship Management (Malaysia). Detained in 2015 in Shanghai (China). Sold for demolition in India.



*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**

*Hoegh Chennai* (ex-Maersk Sea). IMO 8507652. Length 157 m, 8,898 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Hoegh Autoliners AS (Norway). Sold for demolition in China.



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

*Topaz Ace*. IMO 9077836. Length 180 m, 13,504 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Cido Shipping (Hong Kong, China). Detained in 2014 in Brisbane (Australia). Sold for demolition in Bangladesh. 365 US\$ per ton.



*Topaz Ace*, berthed at Le Havre (France), December 19, 1995. © **Pascal Bredel**

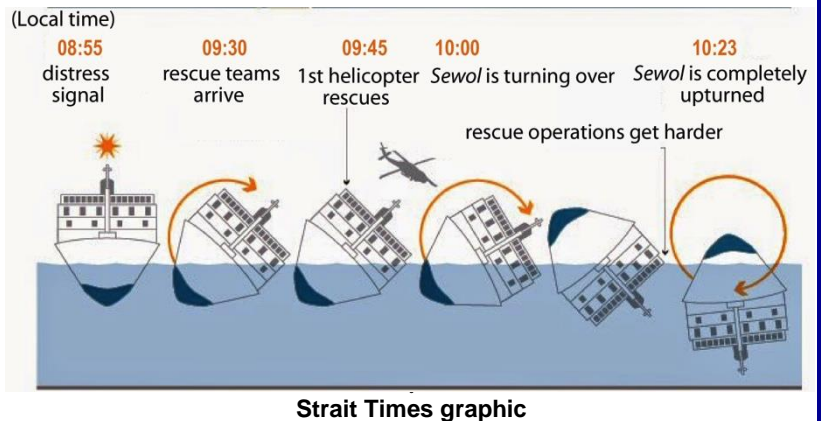


*Topaz Ace*, entering the port of Mombasa (Kenya), August 2, 2012. © **baserock**



## Ferry

### The Sewol disaster and refloating



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.



© Yonhap

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.

© Yonhap



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..



Originally the Japanese Ferry *Naminoue*

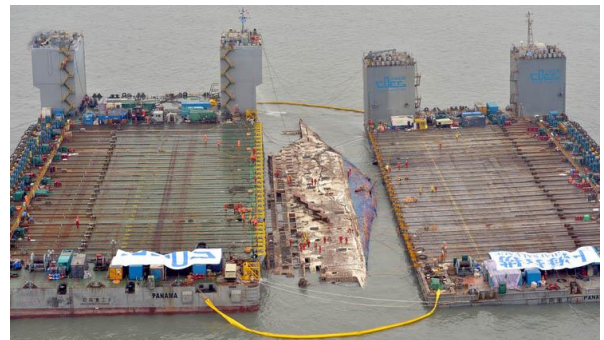


After jumboization, the Korean *Sewol*

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.

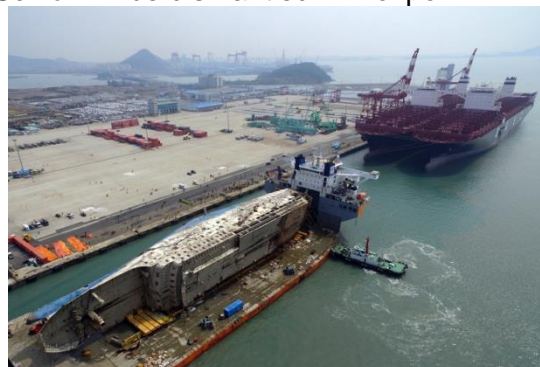
© Korea Times



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.



© Asia Online



© Yonhap



*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 reflagged 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.



*Duke of Holland II*. © 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 reflagged 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.



*Erdemler-8*. © MarineTraffic

*Med Star* (ex-*Trabzon*, ex-*Panagia Tinou*, ex-*Lemnos*). IMO 7392531. Ferry. Length 81 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Perama, near Piraeus, by Hellenic General Enterprises, this ship began her career as the Greek *Lemnos* (Nomicos Lines), serving routes between Piraeus and the islands in the Aegean Sea. Then, she continued operations as *Panagia Tinou* after 2002 first for Ventouris Sea Lines, then in 2007 for NEL Lines. Sold in 2009 to Trabzon Shipping, she became the Panamanian *Trabzon*, and then in 2013 the *Med Star* for Med Star Shipping, based in Tripoli (Lebanon), which had her reflagged to Togo. Detained in Samsun (Turkey) in 2012 and twice in Tasucu (Turkey) in 2015.



*Lemnos* at Piraeus, Greece, June 21, 1983 © Tony Garner



August 9, 2016 © ulastirma.com.tr

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.



March 10, 2017, Aliaga © Petros Psarras

*Panagia Tinou* (ex-*Agios Georgios*, ex-*Panagia Ekatontapylani*, ex-*Express Artemis*, ex-*Panagia Ekatotapiliani*, 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.



The *Hengist* in Brest



Construction at the Arsenal  
Photo DCAN coll N. Thornton



1972, sea trials.  
Photo DCAN. Coll E. Guéguénat



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 Ekatontapiliani* (Agapitos Lines) in 1996, the *Express Artemis* (Hellas Ferries) in 1999, yet again a new version of the *Panagia Ekatontapiliani* (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.



Departing Piraeus, March 2017 [Screensho Pireas Pireas.com](#)

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).



*Apollon*, ex-*Senlac*, at Corfu, June 2008.  
© HHV Ferry



*Penelope A*, ex- *Horsa*, 17 September 17, 2015, laid up in Eleusis Bay (Greece). © George Gbidis

*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



*Ferry Naminoue*, June 1997. © Y Fujika



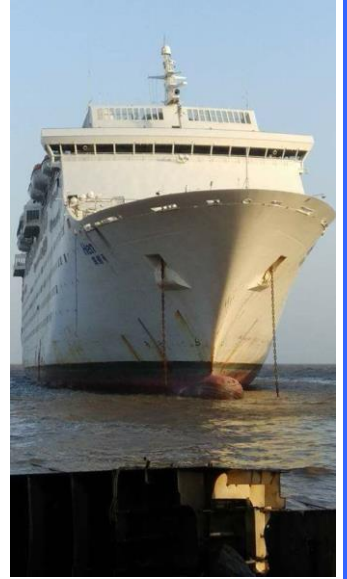
## Passenger ship

### Course alteration for the *Henna*



April 9, 2017, "*Hen*" in Singapore Strait. © **Piet Sinke**

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.



Alang.

© **Sarvaiya Narendrasinh**



*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).



*Vistafjord*, May 6, 1989, Southampton, United Kingdom © **simonwp**

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 Breidel**



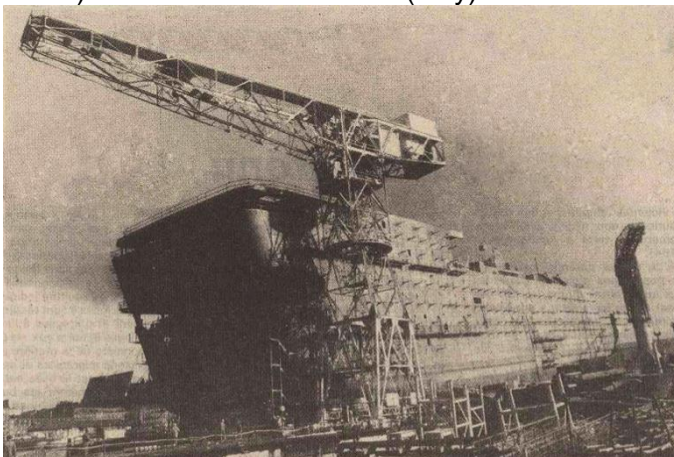
*Oasis* in Alang © **Vaja Nilesh**



*Ocean Gala* (ex-*Island Escape*, ex-*Viking Serenade*, ex-*Star Dancer*, ex-*Scandinavia*). IMO 8002597. Length 185 m.

Deflagged from Bahamas to St. Kitts and Nevis flag in December 2016.

Classification society Det Norske Veritas/Germanischer Lloyd. Detained in 2000 in Long Beach (United States) and in 2008 in Messina (Italy).



© **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.





Official DFDS Seaways postcard of Scandinavia at Copenhagen when operating the overnight service to Oslo. © Simphon postcards

Sold in 1985, she henceforth sailed as a cruise liner under the successive names of *Stardancer* for Sundance Cruise, *Viking Serenade* for the Royal Caribbean Cruise Line in 1990, *Island Escape* for Island Cruises in 2002 and then Thomson Cruises in 2009.



*Sundancer* in Alaska  
© Sundance Cruises/ Simphon postcards



*Island Escape*, arriving at Toulon (France),  
August 1, 2004. © Pascal Breidel

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 Hernösand 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.



Brest (France), December 2015, freshly renamed. © Erwan Guéguénat

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 20<sup>th</sup> 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.



*Purple Beach*, May 26, 2015, 17h51

© Havariekommando

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.



1921, the BASF factory after the explosion

© Creator-Space BASF

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).



Attempt to extinguish the *Grandcamp*  
© Marc Ottiniore Memorial Public Library



The port of Texas City, Texas, April 16, 1947  
© AP photo

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



shoreline.

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 5<sup>th</sup> 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.



*Ocean Liberty* is leaving the quay

© Charles Yves Peslin. Archives municipales de Brest



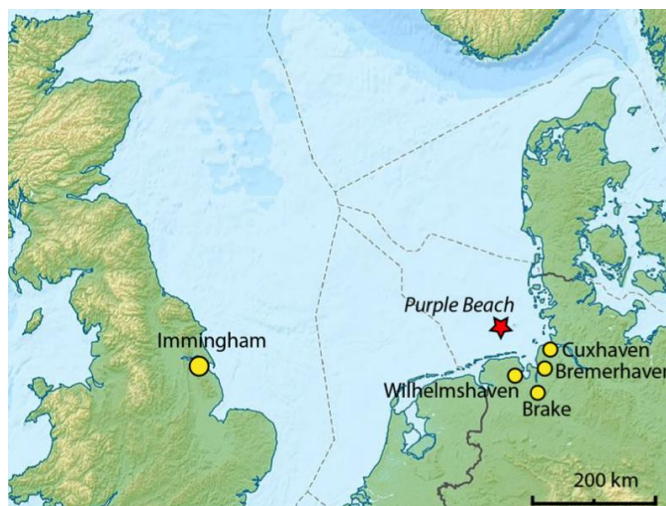
5:23 P.M., 2 min before the disaster.

© Charles Yves Peslin

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 bunkers 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.



© Havariekommando

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.



Cooling the hull © Havariekommando

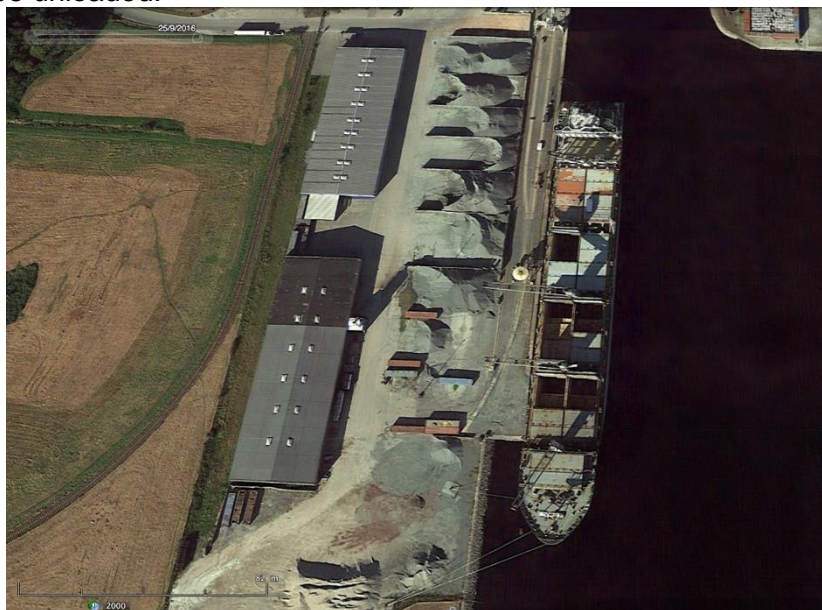
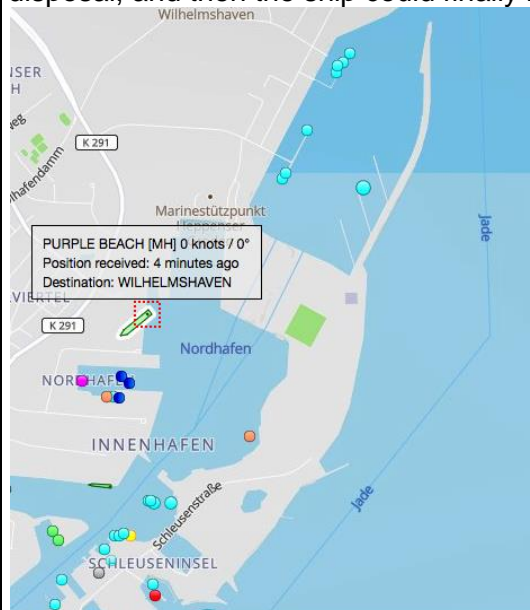
The plumes of smoke, carried by wind, reached Bremerhaven and Cuxhaven, dozens of kilometers from the site of the disaster. Citizens complained of suspicious odors and irritations. On May 27, the authorities, while attempting to reassure them in terms of negative health impacts, asked residents of the 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

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## Along the sacrificed one

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**Editors and artistic directors:** Christine Bossard, Jacky Bonnemains  
**Documentation and illustrations:** Christine Bossard, with Elodie Crépeau, Haley Stramel, Jacky Bonnemains and Charlotte Nithart  
**Translation:** Christine Bossard, Haley Stramel and Jacky Bonnemains  
**Director of publication:** Jacky Bonnemains.

In collaboration with Gérard Cornier, maritime journalist and historian