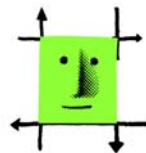


# Ship-breaking.com 2012

Bulletins of information and analysis on ship demolition, # 27 to 30  
From January 1<sup>st</sup> to December 31<sup>st</sup> 2012



ROBIN DES BOIS

Robin des Bois  
2013

# Ship-breaking.com

Bulletins of information and analysis on ship demolition

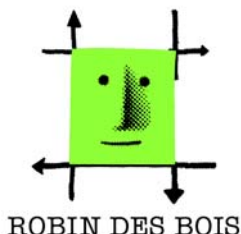
2012

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# # 27

from January 1 to April 15, 2012



## Ship-breaking.com

**An 83 year old veteran leaves for ship-breaking.** The Great Lakes bulker *Maumee* left for demolition at the Canadian ship-breaking yard at Port Colborne (see p 61).



At Port Huron(United States), November 2010 © Fred Miller

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**A sea lion loses a place of refuge.** The *Akademik Vavilov* has left for demolition in India (see the Reefer section on p 46).



San Antonio Este, (Chile), January 2009 © Marinetraffic



## Demolition on the field (continued)

### South Pacific



The Astrolabe reef – April 4, 2012 © Maritime New Zealand

The wreck of the *Rena*, run aground on a New Zealand reef October 5, 2011, suffered new injuries during the recent storms and new waves of waste, oil and containers have been spilled. Around 250 containers remain prisoner on the wreck. Clean-up efforts for waste on the beach continue. To make an example, two employees of the company entrusted with the dismantling of the wreck were fired for having drunk, without moderation, bottles of Sauvignon that had escaped from their container.

**Atlantic North-West.** The wreck of the *Canadian Miner*, ran aground September 20 on Scatarie Island (Nova Scotia, Canada), has degraded during the winter. Two specialized companies, one American, the other Turkish, must hand in their plan for dismantlement to federal and provincial authorities. The inventory of onboard or integrated hazardous materials is not known even though the ship left the Canadian Great Lakes in tow to be demolished in Turkey. Fishermen fear that the on-site demolition of the *Canadian Miner* would be harmful to the lobster fishing season, extending from May to July.



Scatarie Island - April 10, 2012  
© Natural Resources Department



### North-East.

Pushed by the storm, the cargo ship under the Antigua-and Barbuda flag *Carrier* ran aground on concrete blocks bordering Colwyn Bay in Northern Wales. The seven Polish sailors are safe, the German ship owner declaring the ship a total loss. PGC Demolition, a company based near Manchester, is contracted to pump the marine gas oil and bilge water, then demolish the ship *in situ*, if all goes well. The ship will be boned in 10 weeks.



Llandulas, Wales, April 2012 - DR

### Mediterranean

The *Costa Concordia* should, after a year of work, be refloated and towed. But to what port? It is unknown which. Towards Genoa, or Livorno, or Palermo, or another Mediterranean port or even directly above underwater pits where she will be sunk? Italy has a long tradition of sinking commercial ships. Will they continue? Another unknown factor is the state of the starboard side: Is she waterproof, cracked, twisted, broken, or open to waters of the Mediterranean? She is submerged and impossible to examine for security reasons. In other words, in the event of a long refloating operation, will the *Costa Concordia* be really transportable? In this instance, the Italian government will validate the option held back by Costa Crociere SpA and its parent company Carnival Corporation. [See the report from Robin des Bois "From the Titanic to the Costa Concordia"](#) and the photo report from Giglio Island.



April 14, 2012 © C. Nithart – Robin des Bois

## The European Union surrenders

The European Union continues to show interest for the conditions of ship-breaking. After the "Green Paper on Better Ship Dismantling" from the European Commission in 2007, the European Parliament resolution on "the European strategy for better ship dismantling" in 2009 and a series of meetings between all parties interested about the end of a ship's life, the Commission just proposed new regulation on ship demolition, to be discussed at the next Parliament and European Council meetings. In the first place, meetings will be about "requiring member-States to ratify the Hong Kong convention for the Safe and Environmentally Sound Recycling of Ships". Signed in 2009, the convention has not at this time been ratified by any of the IMO members and will be archaic when it goes into effect.

During this long wait, the transitional European regulation must secure the interim. The European Union put their ambition on hold. Yesterday it envisioned the anticipated application of the Hong Kong convention or even an enlargement of its constraints; today, it is just about to designate the dismantling sites fulfilling the convention requirements and take into account the measures of demolition preparation such as the inventory of hazardous materials and the recycling plan. Even though the actual European regulation forbids *a minima*, but without success, export to a non-OCDE country, the opportunity to dismantle in a distant facility provided that it be included in the European list is considered a satisfying issue to the penury of European sites...But is it the penury of sites in Europe that oblige European ship owners to export, or the exportation that holds back the emergence of such an industry in Europe?

Only the ships flying the flag of a member-State of the European Union are concerned by the regulation. The notion once put before the Commission of "Ships with strong links to Europe" has been whisked away. The carrying out of this regulation showed itself useless. Close to 40% of ships that left to be demolished belonged to a European ship owner, but only 13% sail under European colors. A disuasive measure is targeted at shipowners who send their ships to sites not agreed upon. Article 23 of the regulation project previews sanctions of which the amount is not defined : 'Where a ship is sold and, within less than six months after the selling, is sent for recycling in a facility which is not included in the European list, the penalties shall be: a) jointly imposed to the last and penultimate owner if the ship is still flying the flag of an European Member State; b) only imposed to the penultimate owner if a ship is not flying anymore the flag of an European Member State.'

This tortuous article 23 applied to the world's oceans will be easily bypassed by dropping anchor for more than 6 months in a remote bay, by sales to ephemeral ghost companies, and transfers under specialized flags like Tuvalu, Mongolia, Comoros, Saint Kitts and Nevis, Togo, Moldavia...

## The Senegal Project

The Spanish Group Ferrometal has the ambition to open a ship demolition site in northern Senegal, south of Saint Louis in the rural community of Leona, in proximity to Louga. Ferrometal specializes in international trading of ferrous and nonferrous metals. The project is ambitious. It plans the digging on an access channel 20 meters deep and 1.5 kilometers long, protected by two cement block dikes, an 800 meter long initial dismantlement quay on the water, and a dry dock for final demolition.

This global port project dedicated to the demolition of ships would be built *ex nihilo*. That is, nothing in the present case being around 300 meters of beach, a wooden backshore and 315 hectares of natural land. According to the Senegalese press, the project was approved by the rural community of Leona and by the regional council. Mrs. Cornelia Man, director of Ferrometal, met with the highest government authorities of Senegal on this subject. At the same time, Chinese interests want to build a factory to extract waste and by-products from demolition with the reservation that the terrain must be allocated to them in order to stock non-recyclable waste. Ferrometal often cites as natural deposits for the port-site the maritime cemeteries at Nouadhibou and the west African coast, without expanding upon the technical or nautical means to move the wrecks, of which the quasi-totality are no longer navigable.

Ferrometal's management presented the project to Robin des Bois. It responds to a need on the west coast of Africa and at the same time asks questions about the protection of the natural and marine environment, the disruption of traditional activities, and the training of workers. The preliminary risk could be that while waiting for this complex, long, and expensive facility to be completed, a new ship cemetery will set in on the beaches of Leona or around it.

## The Robin des Bois Mailbox

### From Simon, Quebec City, Canada, received March 7, 2012

I came across you when I was looking for information on the sinking of the *Canadian Miner*. I really liked your site. But I found at least one error of which I wanted to make you aware. So here it is. In your latest edition of "ship-breaking.com", you wrote about the tugboat *Hellas* which had had problems after towing a ship, the *Federal Miramichi* (IMO 9315549), and you say that it is a chemical tanker. In fact, it is a general cargo ship.

I looked at other ships with their IMO numbers that had left to be demolished in Europe and Asia (Turkey in general) and I did not find them. You talked about the *Sauniere* (IMO 7028489), left for dismantling June 3, 2011, but you did not mention other ships that left in almost the same time frame. The *Halifax* (IMO 5120075), constructed in 1969 left for dismantling May 25, 2011, in Turkey July 2011 (photo found on shipspotting.com) and the *Algontario* (IMO 5301980) constructed in 1960, in West Germany, sent for demolition June 27 2011. On an environmental level, the *Halifax* is the most dangerous of the three. It's a steam ship, and therefore concerning asbestos, she must be something. I don't know if she was cleaned up before being sent to Aliaga, Turkey.

The Canadian great lakes fleet still possesses 3 steam ships, all built in the 1960s, possibly insulated with asbestos. Last year, I was a mechanics officer on board one of the steam ships. The company conducted air tests and I saw the results of the test, and the air contained little asbestos. For the moment.

Two other ships (probably, and this is only hearsay, they were fastened in a strange place...) are being broken up in a site, at Port Colborne, in Ontario, on Lake Erie, owned by the same company that will demolish the *Canadian Miner*. The *James Norris* (IMO 5169124), built in 1952 (steam ship, the last to function with alternative equipment...) and the *Maumee* (IMO 5057709), built in 1929 (this one beats the record for longevity) but given a new motor in 1964. The demolition is done on the water's edge, without too much protection for the environment.

You should take a look at Canada, the great lakes fleet is old (an average of close to 40 years) and they are beginning to update the fleet since the federal government abandoned the customs tax of 25% on new ships built abroad. Since then, many new ships are being ordered. CSL has 5 new ships of the *Trillium* class and Algoma Cental Corporation has 6 ships of the *Equinox* class. The old ships will go to be dismantled, as we have seen for some years now, in Turkey.

I do not know if you have heard this story. The *Kathryn Spirit* (IMO 6717069), built in 1967 in Sweden, was to be scrapped by a company that knew nothing about the trade. They wanted to deconstruct it, on the water, on a bank close to the St. Laurent sea route, at Beauharnois. Some citizens and the mayor were panic-stricken, and now, no other news. I don't know what happened, I don't know if the ship is deconstructed or where it is. On the environmental side, there is so much laxity on the part of the provincial and federal government on this subject.

### **Response from Robin des bois**

Hello Simon, you are right in that the *Federal Miramichi* is not a chemical tanker; according to Germanischer Lloyd she is a general cargo carrier and we erroneously classed her as a chemical tanker because after her immobilization at Cherbourg she was carrying urea, a nitrogenous chemical. We will make a correction in bulletin n° 27.

We really appreciate your information on the great lakes fleet in Canada and on its renewal. We were aware of the demolition of the *Maumee* who was on our list, but not of the *James Norris*. We also benefitted from your information about the departures of the *Halifax* and the *Algontario*. We noticed that old Canadian ships left for breaking in Turkey (*Algoisle*, *Agawa Canyon* in 2010, *Sauniere*, *Canadian Miner* in 2011) and your precision concerning taxes on Imported ships explains these demolitions.

Our inventories are as complete as possible, but there can be some gaps concerning the sales to Turkey or China (often made public after the fact or not at all...).

We do not know the practics of Port Colborne (We heard talk about the demolition of old American octogenarian bulk carriers on the Great Lakes some years ago. It presented itself as the first site in the world to be certified as ISO 14001... but we have not had the occasion to study it. We imagine that the demolition is done afloat and not in dry dock. We don't know if the final cutting is done on a slipway like in Belgium or Denmark (and in certain Turkish sites) and what is the method of confining pollutants, particularly drainage water and asbestos) and especially its putting into practice. Generally, we are more supportive to sites in proximity rather than exporting the danger across the oceans. In case of exportation, it seems to us imperative to furnish to the demolisher with an inventory of dangerous materials on board, or proceeding to a preliminary extraction without testing the integrity of the hull or to repatriate the dangerous waste that cannot be treated/stocked in the demolisher's country (typically PCBs or asbestos, or radioactive sources...)

As for the *Kathryn Spirit* we have heard talk of this controversy on the demolition by "Groupe Saint-Pierre". Please do not hesitate to send us news from Canada.



**From Tuomas, Vuosaari Harbour - Helsinki, Finland, received March 6, 2012**

Hello

Thank you for your detailed reports on the ship demolition market. While reading the most recent one (#26), I spotted a mistake. According to the report ro-ro vessel *BALTICA* (IMO 8813154) was sold for demolition in India "as is in Fujairah". This information is incorrect as she is currently moored at Vuosaari harbour in Helsinki, Finland - in fact, I can see her red hull from my office window.

**Response from Robin des Bois**

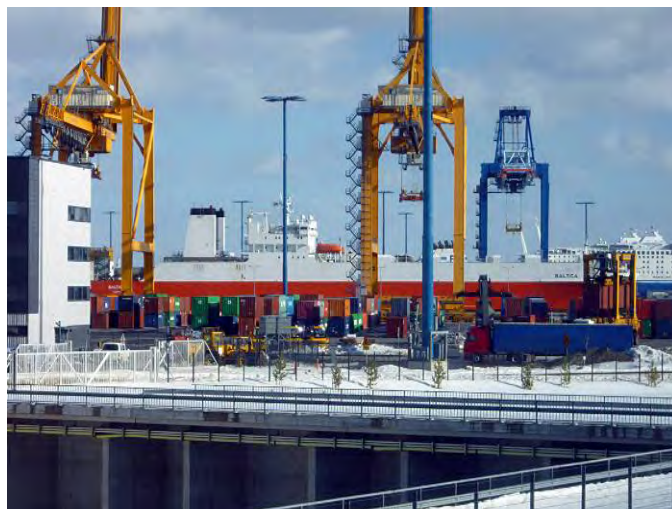
Thank you for your interest and this information.

In our latest bulletin, we announced the RoRo *Baltica* IMO 8813154 was to be broken up from various information sources such as brokers and the European database Equasis. In this database, the sale and status of the *Baltica* was updated on 11 November 2011, from "in service" to "to be broken up".

There are sometimes mistakes even in the official database like Equasis (I remember a car carrier which was supposed to be broken up but of which a contact in New Zealand pointed out she was still carrying cars from Korea to New Zealand).

I suppose this is also the case with *Baltica*, unless the delivery is delayed for some reason. There might have been confusion with the *Balticum* (ex-*Tor Baltica*) or the *Clare* (ex-*Dana Baltica*)?

Anyway, I will be grateful if you could take a picture of the ship from your office window while she is moored in Helsinki and send it to me!



*Baltica* at Helsinki, March 12, 2012 © Tuomas

PS : The Equasis database has corrected the ship's status in its latest update: it is now "in service".

**From Egidio, Genoa, Italy. Received January 19, 2012**

After reading about your intentions of preparing an item above some cases of abandoned ships, I realized there is a third vessel with a possibly sad future here in Genoa. I am talking of the cruise ship *Pacific* that has been seized since November 2008 because of the debt claimed from the yard that was refurbishing her. On board there are only three people but it is unlucky she can resume her career.

**From Egidio, Genoa, Italy. Received March 6, 2012**

The cruise vessel *Pacific* (ex-*Pacific Princess*), IMO 7018563, has been sold to the Turkish company CEMSAN, which is active in shipbreaking for € 2,5 millions . The vessel is actually berthed in Genoa and is suppose to leave the port in the next weeks.

The *Pacific* arrived at Genoa in November 2008 to be refurbished at the local Officine San Giorgio yards. As soon as the huge quantity of asbestos present in the ship was revealed the refurbishment costs proved to be too expensive for the shipowner, so the works were stopped and the ship was seized after the yard did not received the amount dues. The asbetos is still on the ship, of course.

After three auctions the ships has been sold directly to Turkish interests.

**Response from Robin des Bois**

Thank you for the news about the ex-*Pacific Princess* which is also developed in this bulletin. (See The END p 72-73)

## A Tsunami of Scrapping in Asia. Results from January to April, 2012.

The overcapacity of the fleet and the penury of cargo to transport are leading hundreds of ships towards Asian demolition sites. In these conditions, "green recycling" is forgotten. They sell to whomever has the best offer and it is often he who is disregarding the protection of workers and the environment. Mediterranean Shipping Company (MSC) sold, in the last four months of the year, 15 medium size container ships, representing around 180,000 tons of metal. At \$500 per ton, that quickly fills up the piggy bank. Some of these container ships were constructed in 1992, in 1990, even in 1989. They are far from reaching the average age of container ships sent for ship-breaking in 2011 or 2010, which is 29 years. For the ship owners, it is more profitable to demolish the ship than to operate it.

**417** ships went to be broken up in the beginning of 2012, making a rhythm of 28 ships per week. In 2011, the steady rhythm was only about 20 ships per week. That means a tsunami of ships to be demolished rushed into the Asian sites. The accumulated demolition permitted the recycling of over **3.5 million tons** of metal. Of **417** ships to demolish, **410** (98%) went to Asia; **149** (36%) were constructed in Europe, **181** (43%) belonged to European ship owners.

### By unit

- 1 India, **194** (47%)
- 2 Bangladesh, **59** (14%)
- 3 Turkey, **55** (13%),
- 4 China, **53** (13%),
- 5 Denmark, **4** (1%)
- 6 Pakistan, **38** (9%)
- 7 Canada, **2**
- 8 Belgium, **1**

### By tonnage of metal recycled

- 1 India, 1.660.000 t (47%)
- 2 Bangladesh 585.000 t (16%)
- 3 Pakistan, 519.000 t (14%)
- 4 China, 516.000 t (14%)
- 5 Turkey, 172.000 t (5%)

### By category

- 1 : bulk carrier, 148 (35%)
- 2 : general cargo, 106, (25%)
- 3 : tankers 66 (16%).

It is always in India where the majority of ships arrive, as much in number as in volume although Bangladesh is back on the market at the second place. The new government policy in Bangladesh as regards the demolition of ships will not turn the local practises upside down if only that the ships must from now on wait a week to obtain their official certificate and their authorization to be beached for demolition. The return of Bangladesh has not begun price wars and overbidding. On the contrary, the abundance of ships to be broken up has lowered the tariffs of the Indian subcontinent under the \$500 per ton bar. But the habitual gap between the subcontinent and China is reducing. China, where the demand for metal is very high, offers to buy at around \$425 per ton.





Japan has landed in India. A Japanese delegation, among which were MOL, NYK, Mitsubishi, and Kawasaki, met the Gujarat Chief Minister with the goal of converting Alang yards into an international-level yard, safe and eco-friendly as per guidelines of the IMO and future international regulations. The Japanese will be disposed to invest \$22.5 million in this conversion project of Indian sites. Let us remember that MOL sent in these last months a series of large tankers for demolition in India, insisting on conditions of dismantlement respectful of the environment.

### After detention, ship-breaking awaits

**88** (21%) of the ships going to be broken up are not controlled by a classification society belonging to IACS (International Association of Classification Societies) or are without classification. The substandard ships are therefore a priority: at least **268** (63%) were detained in worldwide ports with a rate of detention more than 75% for general cargo carriers, reefers and bulk carriers, and 66% for container ships. The rate of detention is 21 % for oil tankers. On the podium of detentions in this issue of Ship-breaking.com are four general cargo carriers, the *Four Seasons*, **11** detentions between 2003 and 2012, the *Chronis*, the *Selen* and the *Orient III* and a gas tanker, the *Patchawaradee-8*, 10 detentions each. (cf.p 19, 25, 29, 34, 37).

### Years and meters

The age of ships sent away ranges between **15 years** for the container ship *ACX Hibiscus*, victim of a collision at Singapore, and **83 years** for the Great Lakes bulker *Maumee*, demolished in Canada. The average age is **29 years**. 127 ships have a length less than 150 m, 155 measure between 150 and 199 m and 135 more than 200 m. 11 ships measure more than 300 m among which the *Oriental Nicety ex-Exxon Valdez* and her sistership the *S/R Long Beach*. The largest ship to be broken up was the single hull VLCC tanker *Antiparos*, with a length of **333 m**.

	Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).
	Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.
	Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.
	Ship and crew detained in a port for deficiencies.

## Tanker

### *Exxon Valdez*

The oil terminal of Alyeska said in 1987 that a massive oil spill could only come about at worst once every 241 years. The statistics were formal, but they had forgotten to say that the disaster will happen at the beginning of operations. In 1998, Exxon Shipping Company reduced the crews aboard tankers that operated the shuttle between Alaska and California, with the approval of the Coast Guard. They went from 20 to 16 sailors thanks to the task flexibility criteria.

During the night of March 22, 1989, Joseph Hazelwood arrives at *Valdez*. It is the relief of the crew of the *Exxon Valdez*, which is being loaded up. The next day, he spends the afternoon at the Pipeline Club with the chief mechanic. Beer and vodka are drunk at a steady rhythm, according to inquirers.

At 9:00 pm on March 23, 1989, the *Exxon Valdez* cast off for Long Beach.

At 11:25 pm, the commandant Hazelwood calls land and signals that he wants to leave the sound by the access channel. He identifies the ship as the *Exxon Baton Rouge*, his former ship, and corrects himself. The Vessel Traffic Center gives the green light. Now it is a matter of catching up on the 30 minutes lost leaving the terminal.

Hazelwood retires, leaving the direction of operations to two officers, of which neither has a pilotage license. One of the two is in training.

At midnight, the *Exxon Valdez* leaves the access channel and does not veer to the right as all well-known mapped out, written, oral, and routine procedures say to do. Nobody on land notices the fatal error.

At 12:08 am, the *Exxon Valdez* strikes, and is stranded in a reef.

From 12:35 to 1:41 am the commandant tries to free the ship. Subsequent testimony says to the contrary that he tried and succeeded in fixing it definitively in the reef, guaranteeing a minimum of stability.

3 hours later, the Coast Guard arrives on the scene. The sea smells of oil. Mr. Hazelwood is smoking on the bridge and is immediately asked to put out his cigarette. The Coast Guard is there, but no aid. Yet the terminal had promised that, at the latest 3 hours after the beginning of such an event, 4500 meters of antipollution booms and 2 hydrocarbon skimming ships would be deployed to the scene. The first victims of thousands would be the sea otters, seals, sea lions, humpback whales and then 2500 Aleutian Indian fishers and fish amateurs, oil-encumbered and intoxicated fish, and other ones gone to other places, death breathing down their necks.

7 years after the drama, the commandant Hazelwood was acquitted of the main charges of which was navigating under the influence of alcohol and condemned to 1000 hours of community service and a fine of \$50,000 to the State of Alaska for 'gross negligence'.

After the lightening of her residual cargo, towing and repairs, the *Exxon Valdez* carried on in other places and under other names her sulfurous career. In July 1990, she leaves the dry dock of San Diego, California, reenters service under the name *Exxon Mediterranean*, to be loaded with oil in the Persian



Gulf and frequents European ports. American regulation and the Oil Pollution Act of 1990 prevents Exxon from reentering the ship in its North American fleet for traffic towards Alaska. In the beginning of the 90s, the petroleum society transfers its shipping activities to its newly created subsidiary, Sea River Maritime, Inc. and gives it the *Exxon Mediterranean*, which becomes the *Seariver Mediterranean*, then the *S/R Mediterranean*. We can find the tanker at Lisbon (Portugal), at Le Havre (France) or at Southampton (United Kingdom). She keeps her United States flag until 2005. After January 1, 2005, the European regulations adopted after the *Erika* (1999) and *Prestige* (2002) oil spills banned single hull ships from transporting heavy fuel in European waters. The *S/R Mediterranean* becomes the *Mediterranean*, adopts the Marshall Islands flag of convenience and leaves Europe.

In 2007, Sea River Maritime resells the ship to the Chinese COSCO. The *Exxon Valdez* is converted into a dry bulk carrier at Guangzhou (China) and is relaunched in December 2008 under the name of *Dong Fang Ocean* and the flag of Panama. In April 2011, still the property of COSCO, she is renamed *Oriental Nicety* but remains Panamanian. In December 2011, she leaves Dalian (China) for Singapore and is resold to Best Oasis Ltd., a Hong Kong based subsidiary of the Indian Priya Blue Industries, itself famous for having demolished the *Blue Lady* (ex-Norway, ex-France) in 2006. The destiny of the former *Exxon Valdez* is sealed, and she becomes the *Oriental N* flying the Sierra Leone flag for her last voyage, towards India.



Pollution around the *Exxon Valdez*, April 9, 1989 © John Gaps III / AP



Lightening of the *Exxon Valdez* (left) by the *Exxon Baton Rouge* © Time



*Exxon Valdez* in tow, April 15, 1989 © Rob Stapleton / AP



Under repair at San Diego © Aukevisser.nl



*Exxon Mediterranean*, at Trieste (Italy), 1991  
© Arki Wagner



*SR Mediterranean*, Singapore, 2002  
© Russel Priest



*Dong Fang Ocean*, at Mangaratiba (Brazil) September 2009  
© Cesar T Neves

*Akarita* (ex-Navion Akarita, ex-Nordic Akarita, ex-Stena Akarita). IMO 9000948. Tanker. Length 244 m, 17,081 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.



*Amberjack* (ex-Northsea Anvil, ex-Zaphon). IMO 8900086. Tanker. Length 229 m, 17,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold for demolition in Pakistan. US \$ 500 per ton.



*L'Amberjack* in L'Europoort de Rotterdam, July 2007 © Eero Isotalo

*Andoas* (ex-Lorenza, ex-Toanui, ex-Australian Spirit). IMO 8509442. Tanker. Length 182 m, 9,210 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Naviera Transoceanica SA (Peru). Sold as is in Peru for demolition in Bangladesh. US \$ 327 per ton.



*Antiparos (ex-Sumidagawa)*. IMO 9041588. Tanker. Length 333 m, 34,294 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1992 in Sakaide (Japan) by Kawasaki. Owned by Aeolos Management SA (Greece). Sold for demolition in Pakistan. US \$ 501 per ton.



*Atlantic Prosperity*. IMO 9106168. Tanker. Length 330 m, 40,378 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ariake (Japan) by Hitachi. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in India.

*Beaufort Sea (ex-Genmar Hector, ex-SC Horizon, ex-SKS Horizon, ex-Scanobo Horizon)*. IMO 9002245. Tanker OBO. Length 242 m. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Sold for demolition in India.

*Brillante Virtuoso (ex-Stainless, ex-Nandu, ex-St Romauld)*. IMO 9014822. Tanker. Length 274 m, 20,502 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1992 in Koje (South Korea) by Samsung. Sold for demolition in Pakistan.

*Brilliant Jewel (ex-Takachiho)*. IMO 8718392. Tanker FSO. Length 324 m, 41,000 t. Liberian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Tanker Pacific Management (Singapore). Sold for demolition in Pakistan. US \$ 505 per ton.

*Calm Sea (ex-Genmar Spirit, ex-SCF Spirit, ex-SKS Spirit, ex-Scanobo Spirit)*. IMO 8920232. Tanker OBO. Length 243 m, 16,558 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Sold for demolition in India. US \$ 495 per ton.



*Calm Sea*, in Valletta (Malta), May 2005 © Lawrence Dalli

*CE Ulsan (ex-Ulsan Spirit)*. IMO 8806527. Tanker. Length 244 m, 18,311 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh. US \$ 480 per ton including 350 t of bunkers.



*Endeavor (ex-Cove Endeavour, ex-Sansinena II)*. IMO 7109013. Tanker converted into a floating storage in 1997. Length 247 m, 15,330 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1971 in Sparrows Point (United States) by Bethlehem Steel ; converted into a floating storage in 1997. Owned by Prosafe Production Services (Singapore). Sold as is in Sri Lanka for demolition in India. US \$ 467 per ton.



*Front Alfa* (ex-*Stormless*, ex-*Minerva Symphonie*, ex-*Polysymphony*). IMO 8914752. Tanker. Length 269 m, 21,529 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Chiba (Japan) by Mitsui. Owned by V Ships Norway (Norway). Sold for demolition in Pakistan. US \$ 490 per ton.



*Front Alfa* in Le Havre (France), July 2009 © Karl Golhen

*Glen Meye*. IMO 9012240. Tanker. Length 272 m, 21,371 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Sasebo (Japan) by Sasebo HI. Owned by Mitsui OSK Lines - MOL (Japan). Sold for demolition in India.

*Goldwing* (ex-*Softail*, ex-*Stopless*, ex-*Kamlesh*, ex-*Tromso Trader*). IMO 9000560. Tanker. Length 274 m, 20,514 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Sold for demolition in Bangladesh. US \$ 510 per ton.



*Hardt* (ex-*Eckardt*, ex-*Larisa*, ex-*Petra Mar*, ex-*Mar Victoria*, ex-*Bailen*). IMO 7387017. Bitumen tanker. Length 120 m, 2,677 t. Equatorial Guinean flag. Classification society Hellenic Register of Shipping. Built in 1975 in Gijon (Spain) by Cantabrico y Riera. Owned by J Marine Logistics (Nigeria). Sold for demolition in India.



*Ionian Sea* (ex-*Genmar Pericles*, ex-*SC Breeze*, ex-*SKS Breeze*, ex-*Scanobo Breeze*). IMO 8920244. Tanker. Length 243 m, 16,661 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Sold for demolition in Pakistan. US \$ 495 per ton.

*Isabel Barreto*. IMO 8008589. Tanker utilisé comme stockage flottant. Length 171 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Callao (Peru) by SIMA. Owned by Petrolera Transoceanica SA (Peru). Sold as is in Peru for an unknown but Asian destination of demolition and renamed *Isabell* flying the Tuvaluan flag.



*Isabel Barreto*, in dry dock, SIMA Peru S.A., Callao (Peru)  
© SIMA-Peru

*Kamari I* (ex-*Kamari*, ex-*Genmar Gulf*, ex-*Crudegulf*, ex-*Landsort*). IMO 8919154. Tanker. Length 274 m, 20,300 t. Panamanian flag. Unknown classification society. Built in 1991 in Okpo (South Korea) by Daewoo. Sold for demolition in India. US \$ 498 per ton.



*Lina* (ex-*Ballina*, ex-*Nivosa*). IMO 8300602. Tanker. Length 265 m, 20,468 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by SBM Production Contractors Inc (Switzerland). Sold for demolition in India.



*Low Rider (ex-Flawless, ex-Tromso Confidence)*. IMO 9000508. Tanker. Length 274 m, 20,187 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Detained in 2008 in Klaipeda (Lithuania). Sold for demolition in Bangladesh. US \$ 510 per ton.



July 2008 © Klaus Fruehauf

*Mistra Bay (ex-Irishgate)*. IMO 8009430. Tanker. Length 93 m. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Naruto (Japan) by Kanrei. Owned by Virtu (Malta). Sold for demolition in Turkey.



*Navajo (ex-Navajo Spirit, ex-Alphatank II, ex-Alphatank, ex-Navajo Spirit)*. IMO 8613803. Tanker. Length 247 m, 19,797 t. Deflagged from Bahamas to Tuvalu for her last journey. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1990 in Rijeka (Croatia) by 3 Maj. Detained in 2007 in Dampier (Australia). Sold for demolition in India. US \$ 497 per ton.



*Nita (ex-Juanita, ex-Lisita)*. IMO 8520331. Tanker. Length 260 m, 22,690 t. Togolese flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by Tomini Ship Management (Pakistan). Sold for demolition in Pakistan. US \$ 498 per ton.

*Ocean Sapphire (ex-Front Emperor, ex-Sea Emperor)*. IMO 8906987. Tanker. Length 274 m, 20,604 t. Deflagged from Singapore to Tuvalu for her last journey. Classification society Det Norske Veritas. Single hull ship built in 1992 in Cadiz (Spain) by AESA. Owned by Ocean Tankers (Singapore). Detained in 2001 in Algeciras (Spain). Sold for demolition in Bangladesh.



*Oriental Nicety (ex-Dong Fang Ocean, ex-Mediterranean, ex-Seariver Mediterranean, ex-S/R Mediterranean, ex-Exxon Mediterranean, ex-Exxon Valdez)*. IMO 8414520. Single hull tanker converted into an ore carrier in 2007. Length 301 m, 34,399 t. Deflagged from Panama to Sierra Leone for her last journey. Classification society American Bureau of Shipping. Built in 1986 in San Diego (United States) by NASSCO. Owned by COSCO (China). Sold as is in Singapore for demolition in India. US \$ 465 per ton including 340 t of bunkers. See more on the *ex-Exxon Valdez* in the introduction of the « Tanker » section p 8.

*Otilia (ex-Tarnsund)*. IMO 8813697. Tanker. Length 113 m. Deflagged from Denmark to Panama for her last journey. Classification society Germanischer Lloyd. Built in 1989 in Aukra (Norway) by Aukra Industries. Owned by Wrist Group (Denmark). Sold for an unknown destination of demolition.



*Overseas Rebecca (ex-Rebecca)*. IMO 9043031. Tanker. Length 245 m, 17,045 t. Marshall

Islands flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Tanker Management Ltd (United Kingdom). Sold as is in Singapore for demolition in India. US \$ 485 per ton including 350 t of bunkers.



Anchored at Guanabara Bay/Rio de Janeiro (Brazil), August 2008 © Edson de Lima Lucas

*Peace Star (ex-Sandy, ex-Arvor)*. IMO 7104611. Tanker. Length 107 m, 1,166 t. North Korean flag. Unknown classification society. Built in 1971 in La Spezia (Italy) by INMA. Detained in 2006 and 2007 in Bushire (Iran). Sold for demolition in Pakistan.

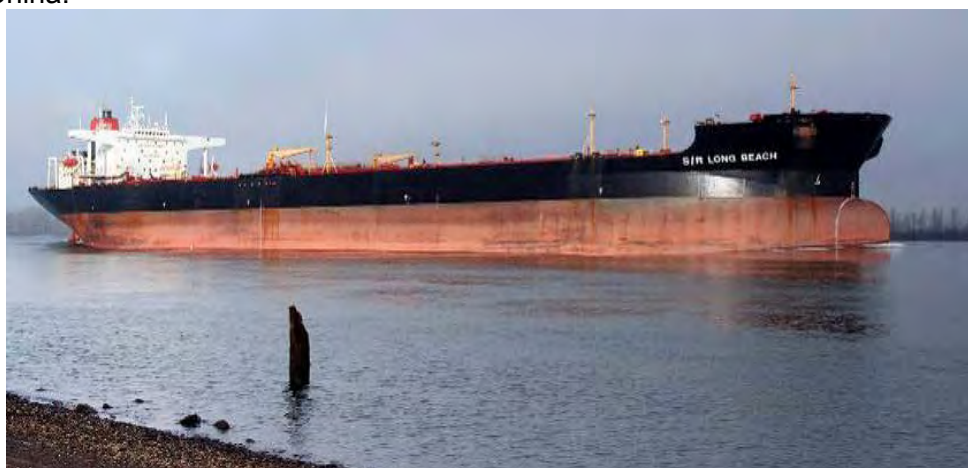


*Ping An Hai (ex-Xin Ning)*. IMO 8414893. Bitumen tanker. Length 107 m. Deflagged from Hong Kong to China Hong Kong for her last journey. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Zhonghua. Owned by China Shipping Haisheng Co Ltd (China). Sold for demolition in China.

*Rock 2 (ex-Way Heng, ex-SBS 1, ex-Everest, ex-Shoei Maru)*. IMO 7652955. Barge. Length 50 m, 2,308 t. Unknown flag. Unknown classification society. Built in 1968 in Imabari (Japan) by Asakawa Zosen. Sold for demolition in Pakistan.



*S/R Long Beach (ex-Exxon Long Beach)*. IMO 8414532. Tanker. Length 301 m. Deflagged from United States to Tuvalu for her last journey. Classification society American Bureau of Shipping. Single hull ship built in 1987 in San Diego (United States) by NASSCO. Owned by Seariver Maritime Inc (United States). This sistership of the *Exxon Valdez* has remained American until the last minute but one. Laid up since September 2009, in February 2012, she was deflagged to Tuvalu, shortened to "*Beach*" and sold for demolition in China.



*S/R Long Beach* on Columbia River, Oregon (United States), January 2009 © Phil Gilston

*Samiria (ex-Lama, ex-Mosor Challenger)*. IMO 8302533. Tanker. Length 176 m, 8,951 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1987 in Trogir (Croatia) by Lozovina-Mosor. Owned by Naviera Transoceanica SA (Peru). Sold as is in Peru for an unknown destination of demolition. US \$ 327 per ton.



*Sea Wave (ex-Priceless, ex-Shravan, ex-Tromso Spirit)*. IMO 9000546. Tanker. Length 274 m, 20,179 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Alison Management Corp (Greece). Detained in 2007 in Ningbo (China). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 475 per ton including 150 t of bunkers.



*Seacat (ex-Genmar Sun, ex-Stavanger Sun, ex-Glefi III, ex-Atlantic Amity)*. IMO 8307131. Tanker. Length 244 m, 14,412 t. Marshall Islands flag. Classification society Det Norske Veritas. Double sided ship built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Rubicon Offshore International Pte Ltd (Singapore). Sold as is in Malaysia for demolition in India. US \$ 441 per ton.

*Seacrest (ex-Audacious, ex-Timeless, ex-Tromso Fidelity)*. IMO 9000522. Tanker. Length 274 m, 20,179 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Sold as is in Singapore for demolition in Pakistan. US \$ 475 per ton including 400 t of bunkers.



*Sunlight Jewel (ex-Front Tarim, ex-Tarim)*. IMO 9041095. Tanker. Length 328 m, 40,990 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Ariake (Japan) by Hitachi Zosen. Owned by Ofer Brothers Group (Israel). Sold for demolition in Pakistan. US \$ 505 per ton.

*Taurus (ex-Anand Sea, ex-Chang Yun)*. IMO 7917915. Tanker utilisé comme stockage flottant. Length 317 m, 35,377 t. Malaysian flag. Classification society American Bureau of Shipping. Single hull ship built in 1981 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Sigma Maritime Synergy (Malaysia). Sold as is in Malaysia for demolition in Pakistan. US \$ 443 per ton.

*Titan Neptune (ex-World Prince)*. IMO 8618205. Tanker used as a floating storage since 2009. Length 322 m, 34,186 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean (Singapore). Sold as is in Malaysia for demolition in Pakistan. US \$ 451 per ton.



*Titan Neptune*, Singapore Strait, July 2008  
© Ivan Meshkov

*Tridonawati (ex-Tromso Trust)*. IMO 9000534. Tanker. Length 274 m, 20,502 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by PT Berlian Laju Tanker (Indonesia). Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Pakistan. US \$ 508 per ton.



*Trirasa (ex-Tromso Reliance)*. IMO 9000510. Tanker. Length 274 m, 20,502 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan. US \$ 508 per ton.

*Trust (ex-Trust Spirit, ex-Jag Larjish, ex-Stellata)*. IMO 8322038. Tanker. Length 244 m, 17,311 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by BW Marine Cyprus Ltd (Cyprus). Sold for demolition in Pakistan.



*Vigour* (ex-*Heidmar Vigour*, ex-*Faneromeni*, ex-*Jumbo Trader*, ex-*JPC Lira*, ex-*Ovidiu*). IMO 8513649. Tanker. Length 228 m, 23,602 t. Liberian flag. Classification society Det Norske Veritas. Built in 1995 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Tarragone (Spain). Sold for demolition in Pakistan. US \$ 512 per ton.



*Vigour* in Piraeus, May 2008 © Aleks Lindström

*Yu* (ex-*Yu, Tsao II*). IMO 8617122. Tanker. Length 247 m, 18,497 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1988 in Keelung (Taiwan) by China Shipbuilding Corporation. Owned by CPC Corp Taiwan (Taiwan). Detained in 2001 in Dampier (Australia). Sold for demolition in Pakistan.



*Zeinat 3* (ex-*Skiropoula*). IMO 9053127. Tanker. Length 243 m, 16,248 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Kerch (Ukraine) by Zalliv. Owned by Chandris Inc (Greece). Sold for demolition in India. US \$ 518 per ton.

#### Chemical tanker

*Ama 3* (ex-*Mic 1*, ex-*Candra Dewi*, ex-*Hisatoku Maru*). IMO 8103597. Chemical tanker. Length 84 m, 1,365 t. Thai flag. No classification society according to the last Port State Control. Built in 1981 in Nagasaki (Japan) by Hayashikane. Owned by Ama Marine Co Ltd (Thailand). Detained in 2008 in Saigon (Vietnam). Sold for demolition in Bangladesh.



*Anggraini* (ex-*Spica*, ex-*Virgo*). IMO 9018696. Chemical tanker. Length 179 m, 10,826 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1995 in Kherson (Ukraine) by Khersonskiy Sz. Owned by PT Berlian Laju Tanker (Indonesia). Detained in 2004 in Montreal (Canada) and in 2010 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. US \$ 517 per ton.



*Bow Prosper* (ex-*Prosperventure L*). IMO 8420476. Chemical tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Management AS (Norway). Sold for demolition in India. US \$ 525 per ton.



*Bruce Park* (ex-*Jipro Star*). IMO 9043732. Chemical tanker. Length 132 m, 3,868 t. Deflagged from United Kingdom to Indonesia.



Classification society Lloyd's Register of Shipping. Double bottom ship built in 1992 in Akitsu (Japan) by Shin Kurushima. The ship was sold by Ofer Brothers Group (Israel) to the Indonesian Waruna Nusasentana, deflagged, renamed « *Medelin Master* » and eventually resold for demolition in India in February 2012. US \$ 603 per ton including stainless steel tanks.



*Bruce Park*, passing New Waterway at Rozenburg in Rotterdam (Netherlands), September 2009 © Henk Jungerius

*Gemini (ex-Jose Glory, ex-Formosa Three)*. IMO 8412352. Chemical tanker. Length 175 m, 9,346 t. Singapore flag. Classification society American Bureau of Shipping. Double bottom ship built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India. US \$ 495 per ton.

*Global Star (ex-Gorgonilla, ex-Bow Gorgonilla)*. IMO 8800767. Chemical tanker. Length 112 m, 2,601 t. Mongolian flag. Classification society Det Norske Veritas. Built in 1989 in Hashihama (Japan) by Shin Kurushima. Owned by Silver Knot Shipping Ltd (Ukraine). Detained in 2010 in Brunsbuttel (Germany) and in 2011 in Portland (United Kingdom). Sold for demolition in India.



*Northern Bell*. IMO 8701662. Chemical tanker. Length 228 m, 16,283 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1990 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition in India. US \$ 488 per ton including 200 t of bunkers.



The chemical tanker *Northern Bell* in New York (United States), November 2006 © Tom Turner

*Rima (ex-Sabarimala)*. IMO 8520226. Chemical tanker. Length 175 m, 9,004 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Sestao (Spain) by AESA. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.



*Saehan Baystar (ex-Golden Frontier)*. IMO 8516653. Chemical tanker. Length 116 m, 3,042 t. South Korean flag. Classification society Korean Register of Shipping. Double bottom ship. Built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Saehan Marine Service Co Ltd (South Korea). Detained in 2000 in Geelong (Australia) and in 2004 in Port Adelaide (Australia). Sold for demolition in India. US \$ 702 per ton including 291 t of stainless steel and 189 t of bunkers.



*Smooth Hound (ex-Northsea Dowel, ex-Burwain Torm, ex-Zaria)*. IMO 8715522. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold for demolition in Pakistan. US \$ 505 per ton.



*St James Park (ex-Lodestar Spirit)*. IMO 9072836. Chemical tanker. Length 132 m, 3,869 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1993 in Akitsu (Japan) by Shin Kurushima. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in India. US \$ 602 per ton including stainless steel tanks.



*Steadfast (ex-Skolten, ex-Yukikaze)*. IMO 8217221. Chemical tanker. Length 149 m, 5,536 t. Sierra Leone flag. Classification society Biro Klasifikasi Indonesia. Double bottom ship built in 1983 in Uwajima (Japan) by Uwajima Zosen. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Rotterdam (Netherlands), in 2002 in Liverpool (United Kingdom), in 2006 in Zhangjiagang (China) and in 2010 in Tianjin (China). Sold for demolition in India.





*Sun Queen 1 (ex-Araucaria)*. IMO 8201492. Chemical tanker. Length 133 m, 3,488 t. Panamanian flag. Classification society Bureau Veritas. Double bottom ship built in 1984 in La Rochelle (France) by les Ateliers et Chantiers de la Rochelle. *Araucaria* was built for the Brazilian company Flumar (Transportes Fluviais e Maritimos) subsidiary of Louis Dreyfus Armateurs until 1999. She was the first of a serie of two ships, the second one, *Angelim*, was broken up Alang in 2011. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. US \$ 820 per ton including 426 t of stainless steel.



*Araucaria* leaving São Salvador da Baía de Todos os Santos (Brazil), March 2007. At US \$ 820, she is breaking the price record in this edition #27 © Felipe Carvajal

*Theresa Leopard (ex-Siteam Leopard, ex-Team Leopard, ex-Leopard, ex-Petrobulk Leopard, ex-Naess Leopard)*. IMO 8310657. Chemical tanker. Length 172 m, 10,730 t. Tuvaluan flag. Classification society International Ship Classification. Built in 1985 in Hoboken (Belgium) by Boelwerf. Owned by Raffles Shipmanagement (Singapore). Detained in 2005 in Rotterdam (Netherlands) and in 2010 twice in Tianjin (China). Sold for demolition in India.



### Gas tanker

*Elba (ex-LNG Elba, ex-SNAM Elba, ex-Esso Liguria)*. IMO 6928632. Gas tanker. Length 208 m, 14,481 t. Italian flag. Classification society RINA. Built in 1970 in Genoa (Italy) by Italcantieri. Owned by Carbofin EnergiaTrasporti SpA (Italy). Sold for demolition in Turkey where she will join her sistership *LNG Palmaria*.



*Emsgas*. IMO 8402345. Gas tanker. Length 115 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Kiel (Germany) by Lindenau. Owned by Transgas Shipping Lines (Peru). Sold for demolition in India. US \$ 527 per ton including 60 t of stainless steel.

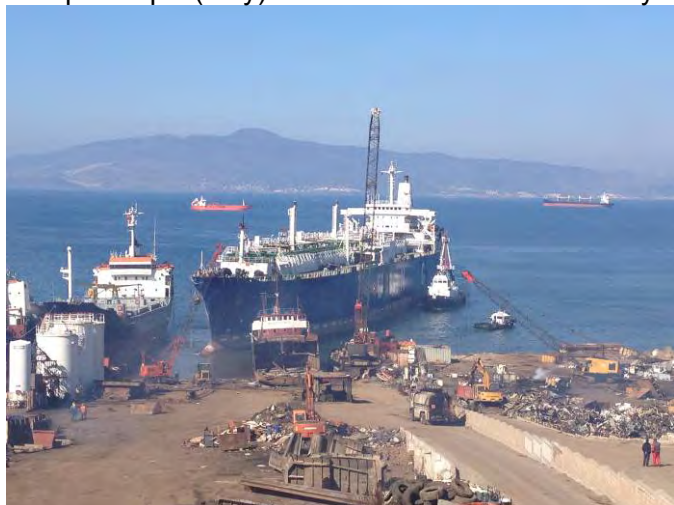


*Emsgas*, in Vung Tau (Vietnam), September 2009  
© Ivan Meshkov

*Huma (ex-Capo Adriatico, ex-Capo Manuela, ex-Leibniz, ex-Alexander Schulte)*. IMO 7126164. Gas tanker. Length 78 m. Sierra Leone flag. Unknown classification society. Built in 1971 in Oldenburg (Germany) by Brand H KG. Detained in 2007 and 2008 in Alexandria (Egypt). Sold for demolition in Turkey.



*LNG Palmaria* (ex-SNAM Palmaria, ex-Esso Brega). IMO 6905616. Gas tanker. Length 208 m, 14,000 t. Italian flag. Classification society American Bureau of Shipping. Built in 1969 in Genoa (Italy) by Fincantieri. Owned by Carbofin Energia Trasporti SpA (Italy). Sold for demolition in Turkey.



24 February 2012, *LNG Palmaria* is being towed to the demolition yard in Aliaga © **Tomasello Letterio**

*Maregas* (ex-Elbegas, ex-Wesergas, ex-Norge ). IMO 8222214. Gas tanker. Length 116 m, 3,642 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Lübeck (Germany) by Orenstein & Koppel. Owned by Benelux Overseas (Greece). Sold for demolition in India. US \$ 640 per ton including 5% of nickel.



*Norgas Energy* (ex-Chem Energy, ex-Helice). IMO 7721081. Gas tanker. Length 117 m, 4,250 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1979 in Moss (Norway) by Moss Rosenberg. Owned by Norgas Carriers AS (Norway). Sold as is in Singapore for demolition in India. US \$ 941 per ton including 770 t d'inox.



*Patcharawadee-8* (ex-Parivat 5, ex-Apanchanit n°2, ex-Golden Crux n°2). IMO 7530638. Gas tanker. Length 96 m, 1,790 t. Thai flag. Unknown classification society. Built in 1976 in Yoshiumi (Japan) by Oshima Dock. Owned by Unique Marine Co Ltd (Thailand). Detained in 2001 and 2002 in Zhuhai (China), in 2003 in Yeosu (South Korea), in 2004 in Yecheon (South Korea), in 2005 in Zhuhai again, in 2006 and 2008 in Yeosu (South Korea), in 2011 in Daesan (South Korea) and twice in Zhuhai again. Sold for demolition in India.



*Patcharawadee-8*, in Yoshiumi (Japan), March 2008 © **Geir Vinnes**

*Sigloo Star* (ex-Igloo Star, ex-Gaschem Star). IMO 8501531. Gas tanker. Length 142 m, 6,132 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Emden (Germany) by Thyssen Nordseewerke. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition in India.





## Ferry

*Calypso* (ex-*Karnan*). IMO 7021807. Ferry. Length 85 m. Turkish flag. Classification society Turk Loydu. Built in 1970 in Svendborg (Sweden) by Svendborg Skibs. Owned by Fergun Shipping Co Ltd (Turkey). Sold for demolition in Turkey. She was



successively the Danish *Kärnan* servicing between Elsenaur and Helsingborg from 1970 to 1993, the Maltese *Calypso* operating as a shuttle between the Malta and Gozo islands from 1993 to 2004 and still as *Calypso* but Turkish for service between Tacusu (Turkey) and Girne (Turkish part of Cyprus) since 2004.

October 2002, *Calypso* laid up in Valletta (Malta) © Shipspotting

*Discovery Sun* (ex-*Balanga Queen*, ex-*Scandinavian Sun*, ex-*Caribe Bremen*, ex-*Caribe*, ex-*Svea Star*, ex-*Freeport 1*, ex-*Freeport*). IMO 6815158. Ferry. Length 134 m, 6,566 t. Deflagged from Bahamas to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1968 in Lübeck (Germany) by Orenstein & Koppel. Owned by Discovery Cruise Line (United States). This ferry divided her 44 year career with cruises between Florida and the Bahamas (under the names of *Freeport*, *Caribe*, *Caribe Bremen*, *Scandinavian Sun* and *Discovery Sun*) and connections in the Baltic (as the *Svea Star* and *Balanga Queen*). Her last owner, Discovery Cruise Line, who deployed her in the Bahamas, removed her from service in September, 2011 due to financial losses.



*Eurovoyager* (ex-*Prins Albert*). IMO 7613882. Ferry. Length 119 m. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Hoboken (Belgium) by Cockerill Yards. Since her delivery in 1978 and until 2010 the *Eurovoyager* operated between Belgium and England, originally as the Belgian *Prins Albert* (Régie des Transports Maritimes) between Ostend and Dover. From 1998 on she operated under the name *Eurovoyager* for the Cyprus company Transeuropa Ferries between Ostend and Ramsgate. In 2010 and in 2011, she was chartered between Spain and Morocco (Almeria - Nador, line and Algeciras – Tangier line). Owned by Transeuropa Shipping Lines (Slovenia). Detained in 2012 in Messina (Italy). Sold for demolition in Turkey. US \$ 365 per ton.



*Eurovoyager* in Algeciras (Spain), March 2011  
© Ivan Meshkov



*Mirage 1* (ex-*Club Mirage*, ex-*Magic 1*, ex-*Seminole Empress*, ex-*Crucero Express*, ex-*Jupiter*, ex-*Bolero*, ex-*Scandinavica*, ex-*Prince of Fundy II*). IMO 7221433. Ferry. Length 141 m, 7,852 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1973 in Prairie-au-Duc (France) by Dubigeon Normandie. From the very beginning of her career the *Mirage 1* has had various assignments : start in the West Atlantic on the Portland (Maine) - Yarmouth (Nova Scotia) line ; as the Norwegian *Prince of Fundy II* during the summers of 1973 to 1976 ; between Sweden and Germany as the *Scandinavica* chartered by Stena Line from 1978 to 1980 ; between Norway and Denmark from 1981 to 1994 as the Norwegian *Bolero*, while under the ownership of Fred Olsen. Then renamed *Jupiter* and chartered by Color Line. She was operated as a cruise ship in the Caribbean islands as *Crucero Express* with a Bahamian owner from 1994 on, then renamed *Seminole Empress* in 1996. From 1999 onwards owned by the Israeli Dynamic Shipping Services and flying the Bahamian flag she was successively named *Magic 1*, *Club Mirage* and *Mirage 1* and mainly operated between Israel, Turkey and Greece. Sold for demolition in Turkey. US \$ 328 per ton.







*Bolero* departing Bergen on her voyage to Hirtshals, Denmark Mid.80' © **Bjørn Ottosen**



*Mirage 1* berthed in Alanya (Turkey), September 2005 © **Philip Frolov**

*Princess Victoria* (ex-Ciudad de Algeciras, ex-Bahia de Cadiz). IMO 7901746. Ferry. Length 99 m. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1980 in Santander (Spain) by Santander Astilleros. She had two periods in her career. As the Spanish *Bahia de Cadiz* renamed *Ciudad de Algeciras* in 1985, she ran between Algeciras and Ceuta in the Gibraltar Strait. She was then renamed *Princess Victoria* with a Turkish owner and flying the Cambodian flag and serviced between Trabzon (Turkey) and Sotchi (Russia) in the Black Sea. Owned by Oz Star Denizcilik (Turkey). Detained in 2006 in Sotchi (Russia), in 2008 in Trabzon (Turkey) and in Sotchi again and in 2010 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Scotia Prince* (ex-Stena Olympica). IMO 7119836. Ferry. Length 143 m, 6.963 t. Bahamian flag. Classification society Bureau Veritas. Built in 1972 in Kraljevica (Croatia) by Titovo; jumboized in 1987 and lengthened from 125 to 143 m. This ferry was originally delivered as the Swedish *Stena Olympica* and was assigned to the Göteborg - Kiel or Göteborg - Frederikshavn lines. Sold in 1982 to Prince of Fundy Cruises (USA), she became the Panamanian *Scotia Prince* on the Portland (Maine) - Yarmouth (Nova Scotia) line, until this service was suspended in 2004. She was then chartered according to needs : in 2005, she was used to provide housing to victims of the cyclone Katrina in New Orleans ; in 2006, she was chartered by Comanav (Morocco) and Algérie Ferries in the Mediterranean Sea. In 2007, she was acquired by International Shipping Partners (USA) and reflagged to Bahamas, chartered from 2007 to 2008 by Comanav, in 2009 by Acciona Trasmediterranea (Spain) on the Almeria - Algeria line, in 2010 by Marmara Lines (Turkey) on the Ancona - Cesme line between Italy and Turkey. She was then chartered in 2011 by Flemingo Lines (India) for the Tuticorin – Colombo service ; on her way to this charter she was used to help evacuate Indian and Sri Lankan nationals in Libya. She was laid up in December, 2011 due to economic losses by her owner Flemingo. Detained in 2006 in Genoa (Italy). Sold for demolition in India. US \$ 430 per ton.



*Scotia Prince*, the humanitarian ferry, in winter lay up in Toulon (France), March 2009 © **Stéphane Saissi**

*Tasucu* (ex-*Wilhelm Kaisen*, ex-*Najaden*). IMO 6619700. Ferry. Length 85 m. Deflagged from Turkey to Togo and chartered by the Maltese Government in August 2012 for the evacuation of workers out of Libya ; deflagged again to British Virgin Islands. Classification society Turk Loydu. Built in 1967 in Aarhus (Denmark) by Flydedock. Originally a ferry (wagons, cars, passengers) for Danish railroads under the name *Najaden* on the Elsenør – Helsingborg line, and then on the Bojden – Fynshav line. Sold in 1998 to Elbe Ferries (Germany) and renamed *Wilhelm Kaisen*; when she was operated on the Brunsbüttel – Cuxhaven line. Sold in 2003 to Akgünler İslmeleri (Turkey) and renamed *Tasucu*; to service the Tasucu (Turkey) - Kyrenia (Turkish part of Cyprus). Sold for demolition in Turkey. US \$ 337 per ton.



In Kyrenia July 2006 © **Marinetraffic**

### Passenger ship.

*Lyubov Orlova*. IMO 7391434. Passenger ship. Length 100 m, 2,695 t. Cook Islands flag since 2009. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in Saint Petersburg (Russia). Former Soviet passenger ship owned by Far Eastern Shipping Company (Fesco) from Vladivostok ; acquired in 1986 by the Lyubov Orlova Shipping Company, Malta based with Russian capital. This vessel with a capacity of 122 passengers was finally chartered by Cruise North Expeditions, an Inuit company which assigned her on their summer cruises in the Northern Canada. (Hudson and Baffin Bay ...). As a result of salaries not



paid to her 51 crew members and debts to her bunker suppliers she was seized on September 25<sup>th</sup>, 2010 in St John (Newfoundland, Canada). She was replaced by her sister-ship the Bahamian *Clipper Adventurer* (ex-*Anna Tarasova*) managed by International Shipping Partners, Miami. On August 27<sup>th</sup>, 2010, the *Clipper Adventurer* ran aground on a reef in the region of Nunavut, threatening the Canadian Arctic Ocean (Cf. "[A new contaminated site in the Arctic](#)"). The *Lyubov Orlova* was sold as is for an unknown destination of demolition. US \$ 275 per ton.



In Tenerife , April 2004 © **Trenor / Naviearmatori.net**

*Ocean Mist* (ex-*Royal Star*, ex-*Ocean Islander*, ex-*City of Andros*, ex-*San Giorgio*). IMO 5309906. Dual passenger / general cargo ship equipped with refrigerated compartments, later converted into a passenger ship in 1977. Length 112 m, 4,143 t. Cambodian flag. Classification society American Bureau of Shipping. Built in 1956 by Cantieri Riuniti dell'Adriatico, in Trieste, she was delivered as *San Giorgio* to the Italian company Adriatica for its passenger / cargo services between Italy, Greece and Turkey. She was converted into a cruise ship when she was acquired in 1976 by a Greek shipowner. It should be noted that under the name *Royal Star* (1990-2008), she was generally operated from Mombasa (Kenya) on cruises to the Indian Ocean Islands by the African Safari Club company based in Sweden, which is an unusual assignment. Sold for demolition in India.



The passenger / general cargo ship *San Giorgio* in Venice (Italy) © **Giuseppe Boato**



The passenger ship *Royal Star* leaving Port-Louis (Mauritius), March 2003 © **Heinu Schütte**



*Pacific* (ex-*Pacific Princess*, ex-*Sea Venture*). IMO 7018563. Passenger ship. Length 171 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Emden (Germany) by Rheinstahl Nordseewerke. Owned by Quail Cruises Ship Management Ltd (Spain). Known for her starring role in the TV series in the 70s the "Love Boat". Sold for demolition to Turkey after being laid up for 2 years in Genoa when plans to bring her up to standard were dropped. US \$ 260 per ton. See The Robin des Bois Mailbox, Egidio p 6 and The END p 72-73



### General cargo

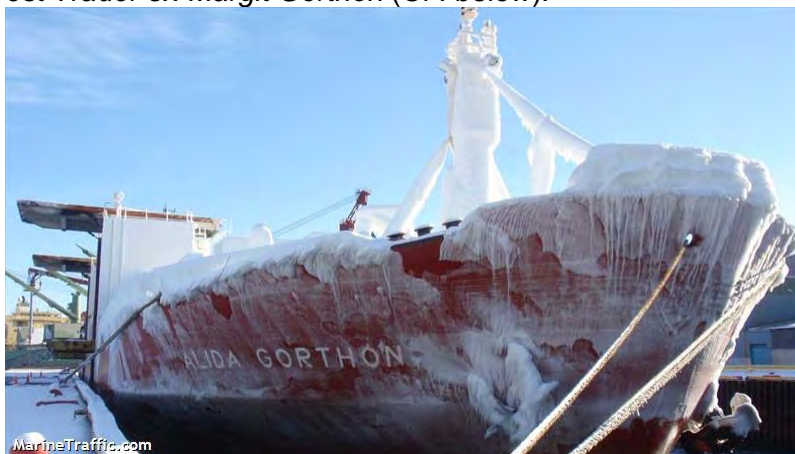
*Abdullatif S* (ex-*MR Yamak*, ex-*Ibn Rochd*). IMO 7304364. General cargo. Length 117 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1973 in Travemunde (Germany) by Schlichting. Owned by Yamak Marine Transport (Cambodge). Detained in 1997 in Antwerp (Belgium), in 2000 in Barcelona (Spain) and in 2001 again in Antwerp. Sold for demolition in Pakistan.



*Alexi 1* (ex-*Ksar Chellala*). IMO 7525566. General cargo. Length 156 m, 6,316 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1977 in Toyohashi (Japan) by Kanasashi. Owned by Dubai Coast Shipping Co (United Arab Emirates). Detained in 1999 in Gdansk (Poland), in 2001 in Hamburg (Germany) and Lisbon (Portugal), in 2003 again in Lisbon, in 2005 in Antwerp (Belgium) and in 2008 in Damietta (Egypt). Sold for demolition in India.



*Alida Gorthon*. IMO 7524201. General cargo. Length 141 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Maritime Co (Cyprus). Sold for demolition in India where she will join her sistership *Forest Trader* ex-*Margit Gorthon* (Cf . below).



*Alida Gorthon* in Gros Cacouna (Quebec, Canada), January 2011 © **Marinetraffic**

*Amal* (ex-*Ghewa B*, ex-*Caspic*, ex-*Vijverhof*, ex-*Sylvia Gamma*). IMO 7703003. General cargo. Length 81 m, 1,032 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Tille (Netherlands) by Kootstertille. Owned by B & B Shipping Co (Lebanon). Detained in 2003 in Eleusis (Greece), Ravenna, Trieste and Chioggia (Italy), in 2009 in Alexandria (Egypt) and again in Trieste, in 2010 in Damietta (Egypt) and in 2011 in Koper (Slovenia). Sold for demolition in Turkey.



*Anders Rousing* (ex-*Norbox*, ex-*Heljo*). IMO 7826374. General cargo. Length 70 m. Danish flag. Classification society Germanischer Lloyd. Built in 1969 in Emden (Germany) by Cassens. Owned by Maritim Supply ApS (Denmark). Detained in 2001 in Gdansk (Poland). Sold for demolition in Grenaa (Denmark).



*Arados* (ex-*SJ Glory*, ex-*Luna*, ex-*Japtai*, ex-*Sunflower*, ex-*Sen Yu Maru*). IMO 7821594. General cargo. Length 116 m, 2,530 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Uwajima (Japan) by Uwajima Zosensho. Owned by Arados Shipping Co Srl (Romania). Detained in 2001 in Kobe





(Japan), in 2002 in Kawasaki (Japan), in 2004 again in Kobe and in Kunsan (South Korea); in 2005 again in Kunsan puis in Pyeongtaek (South Korea) and in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.

*Baltic Guide* (ex-*Trans Fennia*). IMO 8017073. General cargo. Length 116 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1982 in Leirvik (Norway) by Kleven Loland. Owned by Seatrans Group (Norway). Sold for demolition in Grenaa (Denmark).



July 2009, Kiel canal (Germany)  
© Shipspotting



February 2012, ship-breaking in Grenaa (Denmark) © Bendt Nielsen

*Beyazit* (ex-*Aslar*, ex-*TK Captain Kadir*, ex-*Melinau Dua*, ex-*Mikado 1*, ex-*Nippo Maru*). IMO 8201985. General cargo. Length 108 m, 2,180 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Saiki (Japan) by Honda. Owned by Horizon Denizcilik (Turkey). Detained in 2001 in London (United Kingdom) and in 2002 in Ravenna (Italy) and Lisbon (Portugal). Sold for demolition in Mumbai (India).



*Bittar Express* ex-*Kalebak*, ex-*Bringer Amazon*, ex-*Panabo*, ex-*CFS Panabo*, ex-*Tecmarine Spirit*, ex-*Sea Racer*, ex-*Europe Feeder*). IMO 8913710. General cargo. Length 121 m, 3,892 t. Moldovan flag. Unknown classification society. Built in 1993 in Gdansk (Poland) by Polnocna. Owned by Technical Ship Support (Netherlands); sold to a ghost company based in the Marshall Islands and resold for demolition in Turkey.



*BM Adventure* (ex-*Orionis*, ex-*Whim Harmony*, ex-*Sea Athina*, ex-*Malleco*, ex-*Alma*). IMO 7431246. General cargo. Length 153 m, 6,376 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Reunidas Caneco. Owned by BM Shipping Group SpA (Italy). Detained in 2007 in Bandar Abbas (Iran) and Lianyungang (China) and in 2008 in Rizhao (China). Sold as is in Indonesia for demolition in Mumbai (India).



*BM Defender* (ex-*Clipper Ipanema*, ex-*Concord Daisen*, ex-*Brave Spirit*, ex-*Eternal Fuji*). IMO 8017009. General cargo. Length 166 m, 8,405 t. Panamanian flag. Classification society RINA. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen and completed in Numakuma par Tsuneishi SB. Owned by BM Shipping Group SpA (Italy). Sold as is in Batam (Indonesia) for demolition in India.



*BM Freedom* (ex-*Toki Arrow*, ex-*Harmac Dawn*). IMO 7912977. General cargo. Length 180 m, 9,036 t. Panamanian flag. Classification society RINA. Built in 1980 in Toyohashi (Japan) by Kanasashi. Owned by BM Shipping Group SpA (Italy). Detained in 2010 in Mumbai (India) and Rizhao and Jiangyin (China). Sold for demolition in Mumbai (India).



*BM.Hope* (ex-Bao Yue Hong, ex-Spring, ex-Ming Spring). IMO 7618284. General cargo. Length 172 m, 7,737 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by BM Shipping Group SpA (Italy). Detained in 2009 in Lianyungang (China) and in 2009 in Bandar Abbas (Iran). Sold as is in Chittagong for demolition in Bangladesh.



*BM Intrepid* (ex-Augusta, ex-Hayley Nadhi, ex-Tiger Wadi, ex-Oel Hayley, ex-X Press Nuptse, ex-Marchallenger, ex-MSA Maureen, ex-Sao Paulo, ex-Contship Spain, ex-Columbus Ontario, ex-Lloyd Sergipe, ex-Maersk Bravo, Holsten Bay). IMO 8209755. General cargo. Length 162 m, 5,847 t. Deflagged from Panama to Comoros. Classification society RINA. Built in 1983 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by BM Shipping Group SpA (Italy). Detained in 2001 in Singapore, in 2008 in Bandar Abbas (Iran) and in 2011 in Chennai (India). Arrived in Chittagong in August 2011 and eventually sold in 2012 for demolition in a local ship-breaking yard.



*BM Pride* (ex-Thorseggen). IMO 8116063. General cargo. Length 167 m, 7,176 t. Panamanian flag. Classification society RINA. Built in 1983 in Wallsend (United Kingdom) by Swan Hunter. Owned by BM Shipping Group SpA (Italy). Detained in 2005 in Long Beach (California, United States). Sold as is in Pakistan for demolition in India.



*Brooj* (ex-Jenny, ex-Zuppert, ex-Jylland, ex-Anita von Bargaen). IMO 7602716. General cargo. Length 97 m. Panamanian flag. Unknown classification society. Built in 1978 in Gdansk (Poland) by Gdanska Lenina; jumboized in 1983 and lengthened from 84 to 97 m. Owned by Egypt Trade Maritime Services Ltd (Egypt). Detained in 2005 in Mersin (Turkey), in 2008 in Alicante (Spain), in 2009 in Monfalcone (Italy) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey.



*Ceren Urkmez* (ex-Remo, ex-Posada). IMO 8501139. General cargo. Length 146 m, 5,865 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1986 in Galati (Romania) by Galati SN. Owned by Furtrans Denizcilik (Turkey). Detained in 2008 in Tianjin (China) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



*Chronis* (ex-Bruce, ex-Lady Laura, ex-Lady Jill, ex-Tresmares). IMO 7911583. General cargo. Length 81 m. Georgian flag. Classification society Maritime Lloyd Georgia. Built in 1981 in Santander (Spain) by Atlantico.



Owned by Atlas Shipping & Trading Ltd (Turkey). Silver medallist on the podium of multiple detentions. Detained in 2001 in Genoa (Italy), in 2003 in Sevilla and Barcelona (Spain), in 2004 in Vasto (Italy), in 2007 in Trieste (Italy), in 2008 in Novorossiysk (Russia), in 2010 in Constanta (Romania), Valletta (Malta) and Eleusis (Greece) and in 2011 in Haifa (Israel). Sold for demolition in Turkey.

Tuzla slipway (Turkey), June 2009 © Atlas Shipping

*Conti Express* (ex-Panama Express, ex-Panama Express, ex-Delmas Cartier, ex-Panama Maru). IMO 8009466. General cargo. Length 169 m, 8,815 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Mitsubishi. Owned by Cyprus Maritime Co (Greece). Sold for demolition in India.





*CTS Pacific* (ex-*Anyamanii*, ex-*Anyamanee*, ex-*Kent Conqueror*, ex-*Salem K*, ex-*Inge Leonhardt*, ex-*Cerro Grande*). IMO 7326702. General cargo. Length 110 m, 2,457 t. Thai flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Imabari Zosen. Owned by CTS Marine Co Ltd (Thailand). Detained in 2000 in Singapore, in 2008 in Yangzhou (China) and in 2009 in Rabaul (Papua New Guinea). Sold for demolition in Bangladesh.



*Curug Mas* (ex-*Trade Safety*, ex-*Yemen Pride*). IMO 8022640. General cargo. Length 105 m, 2,371 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Hoogezand (Netherlands) by Bodewes; jumboized and lengthened in 1986 from 81 to 105 m. Owned by Temas Line (Indonesia). Sold for demolition in Bangladesh.



*Daniella* (ex-*Daniela*, ex-*Ani*, ex-*Vanity*, ex-*Trinity*, ex-*Regulus*, ex-*Cimpia Turzii*). IMO 9014640. General cargo. Length 131 m, 3,460 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Tulcea (Romania) by Tulcea SN. Owned by PIC Shipping (Ukraine). Detained in 2000 in Southampton (United Kingdom), in 2005 in Mersin (Turkey), in 2009 in Constanta (Romania) and Sète (France) and in 2011 in Koper (Slovenia) and Haifa (Israel). Sold for demolition in Turkey.



*DD Success* (ex-*Africa Senator*, ex-*Red Sea Equinox*, ex-*Arbitrator*, ex-*CGM Languedoc*, ex-*City of Liverpool*, ex-*Campania*). IMO 8021517. General cargo. Length 169 m, 7,765 t. Saint Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1982 in Kiel (Germany) by Howaldtswerke-DW. Owned by DD Shipping (Russia). Detained in 2001 in Taranto (Italy). Sold for demolition in Bangladesh.



*DD Success*, Dardanelles, August 2009 © Ahmet Güven

*Debrene* (ex-*Myra*, ex-*Efes*, ex-*Bongo*). IMO 7523295. General cargo. Length 70 m. Comorian flag. Unknown classification society. Built in 1976 in Leirvik (Norway) by Loland. Owned by Vamos Maritime Ltd (Bulgaria). Detained in 2005 in Constanta (Romania), in 2001 in Tekirdag (Turkey) and in 2012 in Izmit (Turkey). Sold for demolition in Turkey.



*Dibena Unity* (ex-*Thai Yung*). IMO 7404504. General cargo. Length 116 m, 2,427 t. Thai flag. No classification society according to her last Port State Control. Built in 1974 in Hakata (Japan) by Watanabe Zosen. Owned by Siam Phulsawat Maritime (Thailand). Detained in 2003 in Saigon (Vietnam), in 2004 in Penang (Malaysia), in 2008 in Saigon again and in 2010 in Lumut (Malaysia). Sold for demolition in Bangladesh.



*Dibena Unity* in Rangoon (Burma) © C Fleddermann



*Dover (ex-Poros)*. IMO 8018065. General cargo. Length 164 m. Greek flag. Classification society American Bureau of Shipping. Built in 1982 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Scarmar Shipping Agency (Greece). Sold for demolition in Turkey. US \$ 360 per ton.



*Dover Castle (ex-Westwood Fuji, ex-Med Sky, ex-Puebla, ex-Westwood Magellan, ex-Willine Tokyo, ex-Ibn Al Kadi, Waardrecht)*. IMO 8010685.

General cargo. Length 186 m, 11,200 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by B Navi Shipmanagement (Italy). Detained in 2011 in New Orleans (United States). Sold for demolition in India.



*Eastern Carrier (ex-Irazu, ex-Caprice, ex-Prima, ex-Adamas Pearl, ex-Evguenicos, ex-Otto Parellada)*. IMO 8624010. General cargo. Length 162 m, 6,776 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by STX Pan Ocean (South Korea). Detained in 2003 in Antwerp (Belgium). Sold for demolition in China. US \$ 438 per ton.



*Eastern Charm (ex-Argenova IV, ex-African Lion, ex-Anik, ex-Luzon Glory, ex-Asian Glory)*. IMO 8202276. General cargo. Length 160 m, 5,440 t. Deflagged from Panama to Comoros for her last journey. Classification society Russian Maritime Register of Shipping. Built in 1982 in Uwajima (Japan) by Uwajima Zosenho. Owned by Nobpac Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh.



*Eastern Charm* anchored in Mumbai (India) October .2009 © Knut Helge Schistad

*Eren (ex-Magnitka, ex-Volgo-Balt 133)*. IMO 8857760. General cargo. Length 114 m. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1970 in Komarno (Slovakia) by ZTS. Owned by Adamar Shipping & Trading SA (Turkey). Detained in 1999 in Eysk (Russia), in 2005 in Marsala (Italy) and Izmir (Turkey), in 2006 again in Eysk and then in Tuzla (Turkey), in 2007 in Izmit (Turkey), in 2010 in Kdz.eregli (Turkey) and in 2011 again in Izmit. Sold for demolition in Turkey.



*Esteem C (ex-Oel Esteem, ex-Kwangtum, ex-Tauranga Chief, ex-CGM Kwantung, ex-Woermann Africa, ex-Presidente Jose Pardo)*. IMO 7516149. General cargo. Length 182 m, 9,442 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Callao (Peru) by SIMA. Owned by Cosmo Shipmanagement (Greece). Detained in 2011 in Koper (Slovenia). Sold for demolition in China. US \$ 445 per ton including bunkers and full spare.



*Fade 1* (ex-*Saqer 1*, ex-*Zahra*, ex-*Mareg 19*, ex-*Keiy Kokeb*, ex-*Pep Comet*). IMO 7507045. General cargo. Length 99 m, 1,903 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1977 in Frederikshavn (Denmark) by Orskovs. Owned by Hamadah Shipping Co (Syria). Detained in 2007 in Thessaloniki (Greece) and Safaqa (Egypt) and in 2010 in Suez (Egypt). Sold for demolition in Mumbai (India).

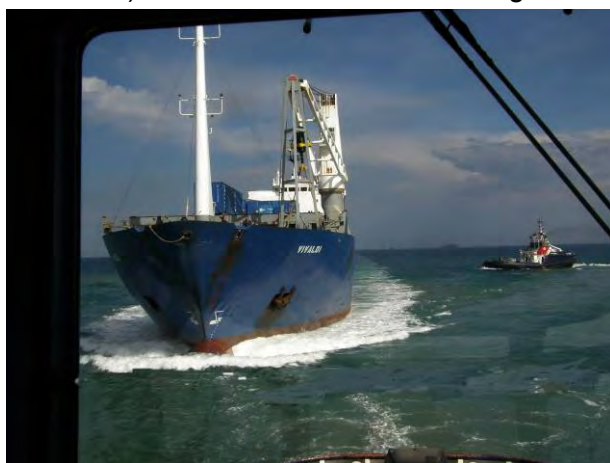


*Fade 1*, repairing at Tartous (Syria), September 2006 © Mahmoud SHD

*Falcon Eye I* (ex-*Abu Egila*). IMO 7721407. General cargo. Length 133 m, 5,199 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Alexandria (Egypt) by Alexandria Shipyard. Owned by Dubai Coast Shipping (United Arab Emirates). Detained in 2008 in Ravenna (Italy). Sold for demolition in India.



*Fatma Topal* (ex-*Vivaldi*, ex-*Malaysia Star I*, ex-*Teutonia*, ex-*Maersk Caracas*, ex-*Amazon Scout*, ex-*Kent Scout*, ex-*Arizona*, ex-*Bold*, ex-*Nedlloyd Zaandam*, ex-*Red Sea Explorer*, ex-*Sanaa Crown*, ex-*Ville de Lumiere*, ex-*Dorothee*). IMO 8303329. General cargo. Length 146 m, 5,031 t. Deflagged from Georgia to Kiribati for her last journey. Classification society Turk Loydu. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Kutup Denizcilik (Turkey). Detained in 2003 and in 2004 in Hong Kong (China), in 2007 in Valencia (Spain) in 2008 in Alexandria (Egypt) and in 2011 in Algeciras (Spain). Sold for demolition in Turkey.



*Vivaldi* entering Valencia (Spain), June 2008 © Agustin Alapont Castilla

*Filippos* (ex-*Dafni*, ex-*Sven H*, ex-*Petra Scheu*). IMO 7006388. General cargo. Length 90 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1970 in Westerbroek (Netherlands) by Westerbroek SW. Owned by Pyramis Shipmanagement SA (Greece). Detained in 2004 in Ortona and Gaeta (Italy), in 2006 in Valletta (Malta), in 2010 in Varna (Bulgaria) and in 2011 in Izmit (Turkey). Sold for demolition in Turkey.



*Finch Arrow* (ex-*Francois LD*). IMO 8207329. General cargo. Length 183 m, 11,796 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Gdynia (Poland) by Komuny Paryskiej. Owned by Gearbulk Ltd (Norway). Sold for demolition in China. 425 US \$ per ton.



*Forest Trader* (ex-*Margit Gorthon*). IMO 7612656. General cargo. Length 141 m, 6,318 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Maritime Co (Cyprus). Detained in 2001 in Quebec City (Canada), in 2005 in Port-Cartier (Canada) and in 2007 in Cape Canaveral (United States). Sold for demolition in India.



At Limon, Costa Rica, April 2010, waiting for a new paint © Marinetrtraffic

*Four Seasons* (ex-*Derda*, ex-*Apostolos M*, ex-*Lilian*, ex-*Malin*, ex-*Beli*, ex-*Flexen*, ex-*Rosalía*, ex-*Santa Rosalia*). IMO 7514452. General cargo. Length 82 m. Tanzanian flag. Unknown classification society. Built in 1978 in Nordfjordeid (Norway) by Hellesøy A/S ; jumboized in 1981 and lengthened from 64 to 82 m. Owned by Muya Denizcilik (Turkey). Detained in 2003 in Antwerp (Belgium), in 2004 in Le Verdon (France), in 2006 in Casablanca (Maroc), in 2008 in Nikolayev (Ukraine), in 2009 in Kerch (Ukraine), in 2010 in Kherson (Ukraine), in 2011 again in Kherson and then in Odessa (Ukraine), Varna (Bulgaria) and Aliaga (Turkey) and in 2012 in Bourgas (Bulgaria). Gold medallist on the podium of detentions in this edition of ship-breaking.com. Sold for demolition in Turkey.



*Gannet Arrow* (ex-*City of Nanaimo*, ex-*Beltimber*). IMO 8324361. General cargo. Length 199 m, 11,519 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Gearbulk Ltd (Norway). Sold for demolition in China. US \$ 425 per ton.



*Hadia K* (ex-*Hadia Star*, ex-*Theofilos S*, ex-*West Bay 1*, ex-*West Bay*, ex-*Germa Girl*). IMO 7219181. General cargo. Length 84 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Gdansk (Poland) by Gdanska Lenina. Owned by Ism Group (Syria). Detained in 2002 in Ploce (Croatia), in 2004 in Constanta (Romania), in 2006 in Damietta (Egypt), in 2009 in Larnaca (Cyprus) and Alanya (Turkey) and in 2011 in Mersin (Turkey) and Alexandria (Egypt) . Sold for demolition in Turkey.



*Haji Wafaa* (ex-*Johaynna*, ex-*Mila*, ex-*Mila Timber*, ex-*Fallwind*, ex-*Haidi P*, ex-*Westwind*, ex-*Ruth Dieter*). IMO 6701591. General cargo. Length 71 m. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1966 in Brake (Germany) by Luhning. Owned by Ism Group (Syria). Detained in 2002 in Novorossiysk (Russia), in 2003 in Eleusis (Greece), in 2005 in Marmaris (Turkey), in 2007 in Igoumenitsa (Greece), Damietta (Egypt) and Antalya (Turkey) and in 2011 in Iskenderun (Turkey). Sold for demolition in Turkey.





*Hanseatic Sea* (ex-Bremer Norden, ex-Capella). IMO 7524964. General cargo. Length 81 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1976 in Walsum (Germany) by Gutehoffnungshutte. Owned by Hanseatic Schifffahrt (Germany). Detained in 2009 in Dordrecht (Netherlands). Sold for demolition in Turkey.



*Hanseatic Sea* leaving Eemshaven (Netherlands), March 2010 © Frits Olinga

*Hebei Peace* (ex-Hebei 3, ex-Lipno). IMO 7827718. General cargo. Length 146 m, 4,957 t. Hong Kong flag. Classification society China Classification Society. Built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by HOSCO (China). Sold for demolition in Bangladesh.

*Hong Virtue* (ex-Delfinaki, ex-Kutai). IMO 8209121. General cargo. Length 168 m, 7,976 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Hongyuan Marine Co Ltd (China). Detained in 1997 in Amsterdam (Netherlands), in 2000 in Bremen (Germany), in 2001 in Singapore, in 2006 in Antwerp (Belgium), in 2007 in Bandar Abbas (Iran) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



*Hua Tuo*. IMO 8218562. General cargo. Length 155 m, 7,777 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Shanghai (China) by Shanghai SY. Owned by Shanghai CP International Ship Management (China). Detained in 2003 in Amsterdam (Netherlands). Sold for demolition in Bangladesh.



*Humboldt Current* (ex-Torm SP, ex-Simo Matavuli, ex-Konkar Thetis). IMO 7819943. General cargo. Length 193 m, 8,730 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1981 in Pula (Croatia) by Uljanik. Owned by Bogazzi & Figli SpA (Italy). Detained in 2001 in Los Angeles (United States), in 2004 in Gibraltar (United Kingdom), in 2005 in Gijon and Cartagena (Spain), in 2006 in Bandar Khomeini (Iran), in 2007 in Izmit (Turkey), in 2009 in Iskenderun (Turkey) and in 2011 in Chennai and Mumbai (India). Sold for demolition in India.



*Humboldt Current* in Koper (Slovenia), April 2009 © Popazzi / Marinetrffic

*Ikarous (ex-Barakah 1, ex-Alida M, ex-Alida, ex-Alidonex-Alida Smits)*. IMO 7712016. General cargo. Length 84 m, 1,802 t. Tanzanian flag. Classification society Turk Loydu. Built in 1978 in Slikerveer (Netherlands) by Groot & van Vliet. Owned by Asra Shipping Co Ltd (Syria). Detained in Turkey in 2007 in Antalya and Iskenderun, in 2008 in Mersin and in 2009 and 2011 again in Iskenderun. Sold for demolition in India.



*Jonsen (ex-Jonrix, ex-Langeland II, ex-Langeland)*. IMO 7530846. General cargo. Length 79 m. United Kingdom flag. Classification society Germanischer Lloyd. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Millwood Shipping Inc (United Kingdom). Sold for demolition in Turkey.



*Kallo (ex-Karim M, ex-Eisenberg)*. IMO 6718879. General cargo. Length 93 m. Moldovan flag. Unknown classification society. Built in 1967 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping & Trading Co (Romania). Detained in 1997 in Sevilla (Spain), in 1999 in Antwerp (Belgium), in 2002 in Calais (France) and again in Antwerp and in 2010 in Tripoli (Lebanon). Sold for demolition in Turkey.



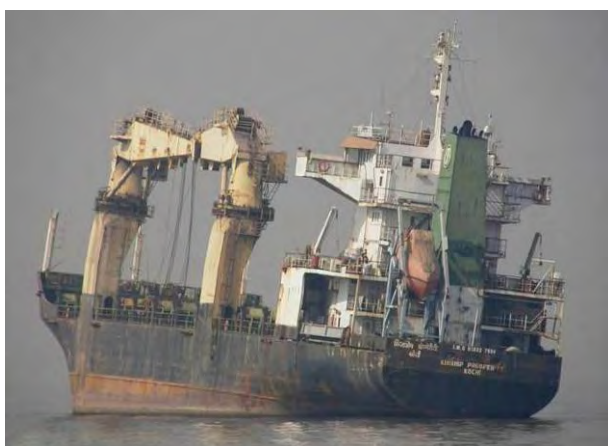
*Kaptan Yasar Aysoy (ex-Adnan Kalkavan 1, ex-Akmar I, ex-Kamil Erdem)*. IMO 7912070. General cargo. Length 99 m, 2,066 t. Turkish flag. Classification society Turk Loydu. Built in 1982 in KD-Eregli (Turkey) by Erdem. Owned by Aysoy Gemilsletmeciligli (Turkey). Detained in 1998 in Sevilla (Spain), in 2000 in Aveiro (Portugal), in 2003 in Novorossiysk (Russia) and Constanta (Romania), in 2006 in Venice (Italy), in 2010 in Damietta (Egypt) and in 2011 in Mariupol (Ukraine). Sold for demolition in Turkey.



*Kefah F (ex-Hebei Mercy, ex-Yong Qing, ex-Caroline Schulte, ex-Evelyn, ex-Rank, ex-Frank Schroder)*. IMO 7412915. General cargo. Length 139 m, 3,500 t. Cambodian flag. Classification society International Register of Shipping. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by FGM ShipManagement Co Ltd (United Kingdom). Detained in 2005 in Bandirma (Turkey), in 2007 in Iskenderun (Turkey) and Damietta (Egypt) and in 2009 again in Damietta and in Mersin (Turkey). Sold for demolition in India.



*King Feast (ex-Rickmers Dubai, ex-Bibi)*. IMO 7722126. General cargo. Length 178 m, 9,522 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 2008 in Hamburg (Germany). Sold for demolition in India. US \$ 473 per ton.



*Kinship Prosperity (ex-Saad, ex-Maersk Euro Quinto, ex-Maersk Forto, ex-Global Express n°1, ex-Global Express-1, ex-Sigga Sif)*. IMO 8027884. General cargo. Length 102 m. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Kinship Services India Pvt Ltd (India). Detained in 2005 in La Spezia (Italy). Sold for demolition in Mumbai (India).



*Kinship Prosperity* beached for demolition in Mumbai, 11th March 2012 © Hans Rosenkranz

*Lama M (ex-Nada, ex-Baraah, ex-Rahmo, ex-Alkhalil II, ex-Weserberg, ex-Westland, ex-Westtal, ex-Zillertal, ex-Bulk Trader, ex-Primrose, ex-Gyram, ex-Pauline, ex-Patricia X, ex-Sagafjell)*. IMO 6414954. General cargo. Length 84 m. Bolivian flag. Classification society Turk Loydu. Built in 1964 in Budapest (Hungary) by Angyalfold. Owned by Nejem Co Marine Services (Egypt). Detained in 2006 in Iskenderun (Turkey). Sold for demolition in Turkey.





*Liv* (ex-Peter Knuppel, ex-Zim Black Sea, ex-Maersk Tempo, ex-City of Salerno, ex-Katherine Borchard, ex-Eurobridge Link, ex-Peter Knuppel). IMO 7633466. General cargo. Length 99 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1977 in Neuenfelde (Germany) by Sietas. Owned by olf Wagle AS (Norway). Detained in 2002 in Varsberg (Sweden) and in 2009 in Oxelosund (Sweden). Sold for demolition in Grenaa (Denmark).



*Madina-Ke-Chaand* (ex-Yaad E Mohammed, ex-Al Mohammed, ex-Ducky Sincere, ex-Coral Islander, ex-South Islander, ex-Fiji Maru). IMO 7632852. General cargo. Length 155 m, 6,330 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Osaka (Japan) by Namura. Owned by AK Ship Management (Bangladesh). Detained in 2003 in Tianjin (China), in 2004 in Hong Kong, in 2009 in Cochin (India) and in 2011 in Kandla (India). Sold for demolition in Bangladesh.



*Marina Bay* (ex-MSC Parana, ex-Eurus Ohio, ex-Cielo di Valencia, ex-Lynx, ex-Cast Lynx, ex-Norasia Mubarak). IMO 8619065. General cargo. Length 201 m, 9,510 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kiel (Germany) by Howaldtswerke. Owned by Tomorrowind Pte Ltd (Singapore). Detained in 2000 in Hamburg (Germany). Sold for demolition in Bangladesh. 468 US \$ per ton.



*Merchant* (ex-Saga Merchant, ex-Star Merchant, ex-Westwood Merchant, ex-Hoegh Merchant). IMO 7516632. General cargo. Length 201 m, 13,613 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by SMT Ship Management & Transport (Cyprus). Sold for demolition in China. US \$ 439 per ton.



*Minh An* (ex-Dong Ha, ex-Long Thanh, ex-Southern Cross II, ex-Southern Cross). IMO 7804601. General cargo. Length 125 m, 3,278 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1978 in Hashihama (Japan) by Kurushima. Owned by Minh Phong Trading Trans Corp (Vietnam). Detained in 2001 and 2002 in Incheon (South Korea), in 2004 in Manille (Philippines) and in 2004 in Haikou (China). Sold for demolition in Bangladesh.



*Miranda* (ex-Saga Miranda, ex-August Oldendorff, ex-Star Miranda, ex-Hoegh Miranda). IMO 7715965. General cargo. Length 200 m, 14,275 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1979 in Sakaide (Japan) by Kawasaki. Owned by SMT – Ship Management & Transport (Cyprus). Detained in 2009 in Portland (Oregon, United States). Sold for demolition in India. US \$ 500 per ton.



*Miranda* in IJmuiden (Netherlands), July 2011 © Erwin Willemse

*Mustapha H* (ex-Arion I, ex-Orion I, ex-Orion, ex-Ocean II, ex-Ocean Union). IMO 8013716. General cargo. Length 107 m, 2,354 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1980 in Kochi (Japan) by Imai Zosen. Owned by Hamadah Shipping Co Ltd (Syria). Detained in 1997 in Glasgow (United Kingdom), in 2000 in Piraeus (Greece), in 2002 in Grado (Italy), in 2005 in Mersin (Turkey), in 2006 in Rotterdam (Netherlands), Antwerp (Belgium) and again in Piraeus and in 2010 in Suez (Egypt). Sold for demolition in Mumbai (India).





*Nama* (ex-*Golden Pride*, ex-*Oriental Spirit*, ex-*Express Shanghai*, ex-*Stavroforos*, ex-*Saint Spiridonas*, ex-*Blue Frontier*, ex-*Frontier*, ex-*Far Suez*, ex-*Leonor*). IMO 7433206. General cargo. Length 141 m, 4,735 t. Liberian flag. Classification society Bureau Veritas. Built in 1988 in Niteroi (Brazil) by CCN Maua. Owned by Kon-Quest SA (Greece). Sold for demolition in India. US \$ 482 per ton.



*Nawal III* (ex-*Karim H*, ex-*Arwad*, ex-*Viggo scan*). IMO 7206378. General cargo. Length 80 m. Tanzanian flag. Classification society Turk Loydu. Built in 1972 in Busum (Germany) by Busumer. Owned by Jubba General Trading Co (United Arab Emirates). Detained in 2003 and 2006 in Constanta (Romania), in 2007 in Kdz eregli (Turkey) and Alexandria (Egypt), in 2009 in Novorossiysk (Russia), in 2010 in Thessaloniki (Greece), Damietta and Suez (Egypt) and in 2011 in Mina Rashid Port (United Arab Emirates). Sold for an unknown destination of demolition.



*Naxos Express*. IMO 7432836. General cargo. Length 81 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1976 in Porto Viro (Italy) by Visentini. Detained in 2006 in Barcelona (Spain), in 2008 in Koper (Slovenia) and in 2011 in Bourgas (Bulgaria). Sold for demolition in Turkey.



*Neptune* (ex-*Thor Confidence*, ex-*Westwind*, ex-*Trade Wealth*, ex-*MSC Laura*, ex-*Cranach*). IMO 8208036. General cargo. Length 169 m. Tuvaluan flag. Classification society International Ship Classification. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by Galactic Star Ship Management (China). Detained in 2007 in Safaga (Egypt). Sold for demolition in China.



*New Legend Honor* (ex-*Pro Asia*, ex-*Hariz*, ex-*Zim New Orleans*, ex-*Tema Star*). IMO 7713723. General cargo. Length 145 m, 7.752 t. Panamanian flag. Classification society China Classification Society. Built in 1979 in Hakodate (Japan) by Hakodate Dock. Owned by COSCO Shipping (China). Sold for demolition in China. US \$ 420 per ton.

*Nika* (ex-*Sea Lion*, ex-*Sider Luciana*, ex-*MRS Luciana*, ex-*Willy*, ex-*Alba*, ex-*Maersk Ghento*, ex-*Xiabre*). IMO 7920596. General cargo. Length 90 m, 1,682 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Marin (Spain) by Marin Factoria. Owned by SIA ARG Shipping (Latvia). Detained in 1998 in Genoa (Italy), in 2002 in Naples (Italy), in 2006 in Aveiro (Portugal) and Bordeaux (France), in 2008 in Gibraltar (United Kingdom), in 2009 in Trieste (Italy), in 2010 in Ashdod (Israel) and in 2011 in Rijeka (Croatia). Sold for demolition in Turkey.



*Nour Al Biyan* (ex-*Ivan Shadr*). IMO 7333743. General cargo. Length 97 m, 2,481 t. Tanzanian flag. Classification society Vietnam Register of Shipping. Built in 1973 in Rauma (Finland) by Hollming. Owned by Cata Shipping Management Co (Syria). Detained in 2011 in Alexandria (Egypt). Sold for demolition in Mumbai (India).



*Orfeus* (ex-*Rhine Liner*, ex-*Rhone Liner*, ex-*Smederovo*). IMO 7725790. General cargo. Length 100 m. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1978 in Emden (Germany) by Cassens. Owned by MD Shipping (Ukraine). Detained in 1999 in A Coruña (Spain), in 2002 in Cardiff (United Kingdom), in 2003 in Bremerhaven (Germany), in 2004 in Bilbao (Spain), in 2007 and in 2008 in Gemlik (Turkey), in 2009 in Izmir (Turkey) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



*Orhan Ayanoglu* (ex-*Atil*, ex-*Mars*, ex-*Assos*, ex-*Lisa M*, ex-*Fairwind*, ex-*Gostinu*). IMO 8218756. General cargo. Length 131 m, 3,010 t. Panamanian flag. Classification society Turk Loydu. Built in 1982 in Galati (Romania) by Galati SN. Detained in 2008 in Varna (Bulgaria) and in 2011 in Venice (Italy). Sold for demolition in Bangladesh.



*Orhan Ayanoglu* in Rijeka (Croatia), August 2011  
© Dragec / Marinetraffic

*Orient III* (ex-*Rembrandt*, ex-*Finiki*, ex-*Pacduchess*). IMO 7374632. General cargo. Length 171 m, 6,918 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2002 in Antwerp (Belgium), in 2003 in Ulsan (South Korea) and Kandla (India), in 2004 in Civitavecchia (Italy) and Paradip (India), in 2005 in Hong Kong, in 2006 in Koper (Slovenia), in 2007 in Venice (Italy) and in 2010 in Mesaieed (Qatar) and Bandar Abbas (Iran). Sold for demolition in India.



*Pacific Celebes* (ex-*Hoyhow*, ex-*Indotrans Celebes*, ex-*Albert Oldendorff*, ex-*Hoegh Dyke*). IMO 8126599. General cargo. Length 198 m, 13,677 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Detained in 2010 in Portland (Oregon, United States). Sold for demolition in China. US \$ 410 per ton.



*Pacific Celebes*, April 2010, Vancouver (Washington, United States) © Vesseltracker

*Pacific Express* (ex-*Delmas Charcot*, ex-*Pacific Wind*, ex-*Pacific Maru*). IMO 8009454. General cargo. Length 169 m, 8,815 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Mitsubishi. Owned by Cyprus Maritime (Greece). Detained in 2011 in Mumbai (India). Sold and towed for demolition in India. US \$ 470 per ton.



*Pacific Flores* (ex-*Hupeh*, ex-*Indotrans Flores*, ex-*Ingrid Oldendorff*, ex-*Hoegh Drake*). IMO 8126587. General cargo. Length 198 m, 13,677 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Detained in 2004 in St John (Canada). Sold for demolition in China. US \$ 410 per ton.





*Pacific Java* (ex-Hunan, ex-Indotrans Java, ex-Gitta Oldendorff, ex-Hoegh Dene). IMO 8126575. General cargo. Length 198 m, 13,500 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Sold for demolition in China. US \$ 410 per ton.



*Pacific Makassar* (ex-Hangchow, ex-Indotrans Makassar, ex-Edward Oldendorff, ex-Hoegh Duke). IMO 8201612. General cargo. Length 198 m, 13,770 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Wallsend (United Kingdom) by Swan Hunter. Owned by China Navigation Co Pte Ltd (China). Detained in 2009 in Hamburg (Germany). Sold for demolition in China. US \$ 410 per ton.



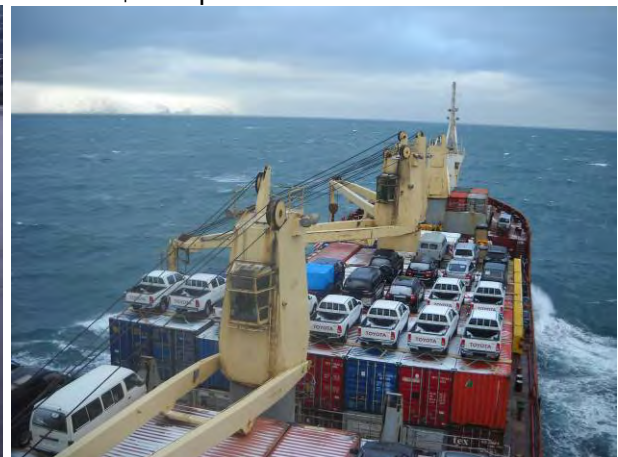
*Paquita* (ex-Paxi C, ex-Santa Ines, ex-Atlantic Crusader, ex-Delmas Kourou). IMO 9032965. General cargo. Length 122 m, 4,565 t. Maltese flag. Classification society RINA. Built in 1992 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Polaris Srl (Italy). Detained in 2007 in Izmir (Turkey), in 2008 in Antwerp (Belgium) and in 2009 in Kdz.eregli (Turkey) and Las Palmas (Spain). Sold for demolition in India. US \$ 472 per ton.



*Professor Barabanov* (ex-Marathon II, ex-Kemerovo). IMO 8120662. General cargo. Length 174 m, 10,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vuosaari (Finland) by Valmet Oy. Owned by Azia Shipping Holding (Cyprus). Sold for demolition in India. US \$ 485 per ton.



*Kemerovo* in Vancouver (Canada), May 1989 © Chris Howell



*Professor Barabanov* in the Bering Strait, October 2010 © Valerii Agafonov

*Queen Orchid* (ex-Emirates Star, ex-Pauline Prime, ex-Ocean tramp, ex-Golfo de Uraba, ex-Valle de Ayala). IMO 7721744. General cargo. Length 139 m, 4,260 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Bilbao (Spain) by Ruiz de Velasco. Owned by Cheer Island Marine SA (Taiwan). Detained in 2003 in Gdansk (Poland), in 2006 in Mumbai (India), Durban (South Africa) and Kobe (Japan). Sold for demolition in China.



*Ra Nam* (ex-Long Feng, ex-Express Seminole, ex-Saint Nectaros, ex-L/L Brasil). IMO 7433268. General cargo. Length 141 m, 4,687 t. North Korean flag. Classification society Korea Classification Society. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Korea Samilpo Shipping Co (North Korea). Detained in 1998 in Bremen (Germany), in 2004 in Zhuhai (China), in 2005 in Kandla (India), in 2006 in Hong Kong, in 2007 in Zhanjiang (China), in 2009 again in Kandla and in 2011 in Santos (Brazil). Sold for demolition in India.



*Rahmeh* (ex-Rahmeh-1, ex-NDS Santos, ex-MOL Amazonas, ex-Alligator Amazonas, ex-Zim Caribe, ex-Zim Texas, ex-Sirius Delmas, ex-Maersk Bella, ex-Sirius). IMO 8100507. General cargo. Length 147 m, 5,429 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Lübeck-Siems (Germany) by Flender. Owned by Silver StarMaritime Co (Syria). Detained in 2000 in Rotterdam (Netherlands) and





Falmouth (United Kingdom), in 2004 and 2005 in Leixoes (Portugal), in 2008 in Iskenderun (Turkey), in 2009 in Bejaia (Algeria) and Antalya (Turkey) and in 2010 in Antwerp (Belgium) and Larnaca (Cyprus). Sold for demolition in Mumbai (India).

*Reborn* (ex-*Ideal*, ex-*Angelito*, ex-*Allah Kareem*, ex-*Fadel*, ex-*Cruz*, ex-*Yary*, ex-*lanuaria*, ex-*Alessia*, ex-*Ember*, ex-*Shaula*, ex-*Membership*, ex-*Frendo Membership*). IMO 7518032. General cargo. Length 106 m, 2,621 t. Saint Vincent & Grenadines flag. Classification society Polski Rejestr Statkow. Built in 1976 in Galati (Romania) by Galati SN. Owned by Eurodocks Bijela AD (Montenegro). Detained in 2003 in Ploce (Croatia) and in 2007 in Constanta (Romania). Sold for demolition in Turkey. US \$ 345 per ton.



*Rosborg* (ex-*Clipper Itajai*, ex-*Orient Clipper*, ex-*African Sky*, ex-*Minos*, ex-*Cape Verde*, ex-*Tendai Maru*). IMO 7813183. General cargo. Length 166 m, 8,301 t. Deflagged from PBahamas to Panama. Classification society RINA. Built in 1978 in Numakuma (Japan) by Tsuneishi. Detained in 2010 in Xiamen (China). Son armateur Dannebrog Rederi (Denmark) le cède in Navalmar Uk Ltd (United Kingdom) avant revente for demolition in India. US \$ 485 per ton.



*Safmarine Texas* (ex-*Aeolian Sky*, ex-*Torm Brigitte*, ex-*Francois de Sale*, ex-*Jezera Delmas*, ex-*Borussia*, ex-*Jezera*). IMO . General cargo. Length 165 m, 7,628 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Oceanstar Management Inc (Greece). Detained in 2008 in Philadelphie (United States). Sold for demolition in India where she arrived as "Texas".



*Safmarine Texas* in Tin Can Island - Apapa (Nigeria) February 2010 © Jerzy Nowak

*Sarah Star* (ex-*Geza Hope*, ex-*Yamak 3*, ex-*Flora*, ex-*Cellus*, ex-*Hidegard Wulff*). IMO 7726926. General cargo. Length 93 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by Ocean Enterprises SA (Lebanon). Detained in 2001 in Antwerp (Belgium), in 2002 in Hull (United Kingdom) and Rotterdam (Netherlands), in 2007 in La Spezia (Italy), in 2009 in Chioggia (Italy), Damietta (Egypt) and Aliaga (Turkey) and in 2011 in Tripoli (Lebanon). Sold for demolition in Turkey.



*Sargodha*. IMO 7822017. General cargo. Length 153 m, 5,449 t. Pakistanese flag. Classification society Lloyd's Shipping Register of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by Pakistan National Shipping Corp (Pakistan). Detained in 2004 in Constanta (Romania), in 2006 in Venice (Italy) and Izmit (Turkey), in 2008 in Pyeongtaek (South Korea) and in 2011 in Kandla (India). Sold for demolition in Pakistan.



*Sea Hope* (ex-*Sea Light*, ex-*Hoop*). IMO 7637462. General cargo. Length 79 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1978 in Bergum (Netherlands) by Bodewes Bergum. Owned by Unimarine Management Co (Syria). Detained in 2001 in Ravenna (Italy), in 2002 in Sète (France), in 2003 in Monfalcone and Genoa (Italy), in 2008 in Iskenderun (Turkey) and again in Genoa, in 2009 in Larnaca (Cyprus) and in 2012 in Beyrouth (Lebanon). Sold for demolition in Turkey.



*Selen* (ex-*Helen*, ex-*Norden*, ex-*Holger*). IMO 7822536. General cargo. Length 80 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Hamburg (Germany) by Norderwerft. Owned by Sea Partners Maritime Inc (Ukraine). Detained in 1999 in Copenhagen (Denmark), in 2004 in Bari (Italy), in 2007 in Savona (Italy), Figueira da Foz (Portugal), Chalkis (Greece), Iskenderun (Turkey) and Trieste (Italy), in 2008 in Leghorn (Italy) and Pasajes (Spain) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



*Shawnee Princess* (ex-*Als Shawnee Princess*, ex-*Als Danaos*, ex-*Danaos*, ex-*Hoegh Danaos*). IMO 8214619. General cargo. Length 155 m, 5,655 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Roymar Ship Management Inc (United States). Detained in 2004 in Kobe (Japan). Sold for demolition in China. US \$ 435 per ton.



*Star Derby* (ex-*Star Carrier*). IMO 7700714. General cargo. Length 183 m. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1979 in Sakaide (Japan) by Kawasaki. Owned by Grieg Shipping AS (Norway). Sold for demolition in China. US \$ 440 per ton.



*Sturdy Falcon* (ex-*To Lich*). IMO 7614769. General cargo. Length 144 m, 3,706 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Falcon Shipping Co (Vietnam). Detained in 2000 in Bangkok (Thailand) and in 2002 in Shenzen (China). Sold for demolition in India.






*Sunrise I* (ex-*Gude*, ex-*Akcaabat 1*, ex-*Turgut Kaptanoglu*, ex-*Trader*, ex-*Globe Trader*, ex-*Timmar II*). IMO 7381386. General cargo. Length 118 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1975 in Ishinomaki (Japan) by Yamanishi. Owned by Abdul Rahman Othman Ismail Co (Syria). Detained in 2001 in Savona and Molfetta (Italy), in 2003 in Ghent (Belgium), in 2004 in Venice (Italy), in 2005 in Novorossiysk (Russia) and Mersin (Turkey), in 2007 in Nikolayev (Ukraine) and in 2009 in Antalya (Turkey). Sold for demolition in Turkey.







*Taigeta* (ex-*Baltic Sky*, ex-*Eastern Star*, ex-*Marlen*, ex-*Bolero*, ex-*Borre*, ex-*Borre Af Simrishamn*, ex-*Svarte*, ex-*Ann Mar*, ex-*Ann Ragne*, ex-*Repola*). IMO 7904516. General cargo. Length 82 m, 1,230 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Uusikaupunk (Finland) by Rauma-Repola. Owned by Unimars (Latvia). Sold for demolition in Belgium by Van Heygen Recycling.





*Taigeta*, Netherlands, March 2011 © J Klaasman


*Tairong 7 (ex-Yong Xiang 9, ex-Yong Xiang Jiu, ex-Lady Sadika, ex-Krakow II)*. IMO 8302208. General cargo. Length 149 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Gdansk (Poland) by Gdanska Lenina. Owned by Union Rich Shipping Co Ltd (China). Detained in 2006 in Mumbai (India). Sold for demolition in China.   





*Tara Kaptanoglu (ex-Bursa)*. IMO 7389895. General cargo. Length 154 m. Turkish flag. Classification society Bureau Veritas. Built in 1982 in Izmit (Turkey) by Golcuk DY. Owned by Mehmet Kaptanoglu Shipping & Trade (Turkey). Detained in 2005 in Dublin (Ireland) and in 2007 in Lisbon (Portugal) and Tanger (Maroc). Sold for demolition in Turkey. 

*Thuleland*. IMO 7519270. General cargo. Length 186 m, 9,700 t. United Kingdom flag. Classification society Det Norske Veritas. Built in 1977 in Göteborg (Sweden) by Eriksberg MV. Owned by ASP Ship Management Ltd (United Kingdom). Sold for demolition in India.   

*Tian Yu (ex-Assets Energy, ex-Retalink, ex-Eastern Comet, ex-Kertau)*. IMO 8025032. General cargo. Length 97 m, 1,924 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Sea Carrier Co Ltd (China). Detained in 2000 in Port Headland (Australia), in 2010 in Yantai (China) and in 2011 in Guangzhou (China). Sold for demolition in China. US \$ 390 per ton. 


*Tiger Da Ji (ex-Da Ji, ex-Budi Aman, ex-Nedlloyd Merwe, ex-Waterstoker)*. IMO 8715467. General cargo. Length 157 m, 6,635 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Farglory Shipmanagement Pte (Singapore). Sold for demolition in India. US \$ 485 per ton.  

*Tiwai Maru (ex-Siuthland Maru)*. IMO 8323721. General cargo. Length 150 m, 4,989 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in China. US \$ 440 per ton. 

*Tofton (ex-Pokkinen)*. IMO 7410826. General cargo. Length 159 m, 6,741 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gijon (Spain) by Juliana Gijonesa. Owned by Regal Agencies Corp (Greece). Detained in 2001 in Brake (Germany). Sold for demolition in India. US \$ 465 per ton.    

*Tofton*, September 2011 on Kiel canal (Germany)  
© Valerij Uhlich



*Top Advancer (ex-Comandate, ex-Alma Libre, ex-Petralia, ex-Black Falcon, ex-Tabora, ex-Norasia Karsten, ex-Karsten Wesxh)*. IMO 8209638. General cargo. Length 169 m, 8,055 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by Hubei Qin Tai (China). Detained in 2006 in Fremantle and in Sydney (Australia) and in 2010 in Kakinada (India). Sold for demolition in India. US \$ 489 per ton. 



*Topas (ex-Baltimar Neptune (ex-Neptune Scan, ex-Saigon Neptune, ex-Mary Durack)*. IMO 8607672. General cargo. Length 110 m. German flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Shanghai (China) by Donghai. Owned by Wersse Bereederungs GmbH & Co (Germany). Detained in 1998 in Stavanger (Norway), Szczecin (Poland) and Federicia (Denmark), in 2001 in Bremen (Germany), in 2002 in Setubal (Portugal), in 2005 in Sète (France), in 2007 again in Setubal and in 2008 again in Sète. Sold for demolition in Grenaa (Denmark).



*Tsuru (ex-Tsuru Arrow)*. IMO 7374230. General cargo. Length 182 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Osaka (Japan) by Mitsui. Owned by SMT Ship Management & Transport (Cyprus). Sold for demolition in China.



*Uchur (ex-Ula, ex-Barwil Express, ex-Max Bastian, ex-Cap Baitar, ex-Max Bastian)*. IMO 7612034. General cargo. Length 116 m, 3,159 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Hiroshima (Japan) by Ujina Zosensho KK. Owned by Azia Shipping (Russia). Detained in 2001 in Rotterdam (Netherlands), in 2003 in Vladivostok (Russia), in 2005 in Hong Kong (China) and Sendaishiogama (Japan), in 2007 in Ulsan (South Korea) and in 2008 in Rizhao (China). Sold for demolition in China.



*Xin Hong (ex-Proton, ex-Corinthiakos, ex-MSC Port Sudan, ex-Nedlloyd Santos, ex-Atalanta, ex-Victoria Bay, ex-Caledonia, ex-Ville De Venus, ex-Black Hawk, ex-Norasia Rebecca, ex-Rebecca Wesch)*. IMO 8021505. General cargo. Length 169 m, 7,965 t. Panamanian flag. Classification society China Classification Society. Built in 1982 in Ross (Germany) by Howaldtswerke-DW. Owned by Well Step Transportation Ltd (China). Detained in 1999 in Piraeus (Greece) and in 2001 in La Spezia (Italy). Sold for demolition in China.



*Xin Hong*, in Johor (Malaysia), April 2011 ©Jimi Jose

*Zehra II (ex-Khudozhnik Plastov)*. IMO 7337311. General cargo. Length 123 m. Togolese flag. Classification society Columbus American Register. Built in 1973 in Navashino (Russia) by Oka. Detained in 2008 in Yuzhnyy (Ukraine). Sold for demolition in Turkey.



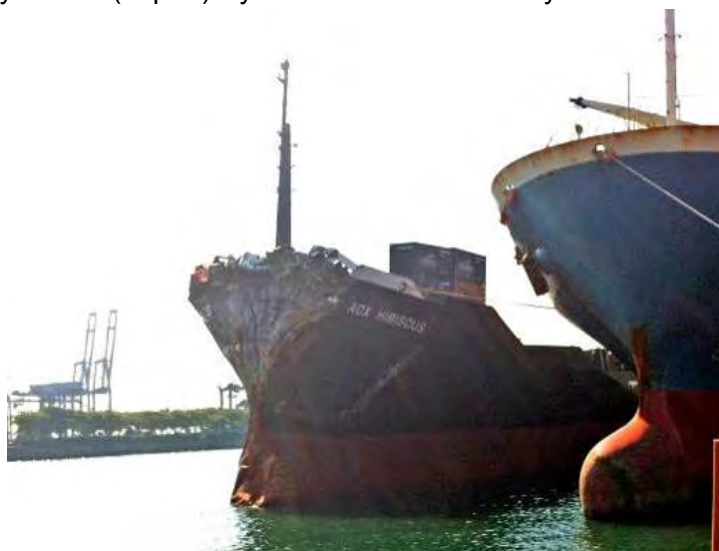
### Container ship

*A Bedevi (ex-Erkut A, ex-Vivien A, ex-Tiger Creek, ex-Imke Wehr, ex-Ibn Khaldoun, ex-Johanngeorgenstadt)*. IMO 8322210. Container ship. Length 122 m, 4,350 t. Georgian flag. Classification society Turkish Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonesa. Owned by Kutup Shipping & Trading (Turkey). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in India. US \$ 460 per ton.



*ACX Hibiscus*. IMO 9159141. Container ship. Length 193 m, 7,300 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Toyohashi (Japan) by Kanasashi. Owned by Act Carriers Corp (Japan). In December 2011, she collided with the British container ship *Hyundai Discovery* at the end of the traffic separation scheme to the east of Singapore. Both vessels were seriously damaged, no injuries or fatalities have been reported. The *ACX Hibiscus* was sold as is in Singapore, renamed *Hibiscus*, deflagged to Saint Kitts & Nevis and eventually left for demolition in India.

In Singapore, 14th December 2011 © Captain46 / Shipspotting



*Al Ihsa'A*. IMO 8117237. Container ship. Length 211 m, 12,861 t. Saudi Arabia flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition in India. US \$ 501 per ton.

*Al Manakh*. IMO 8117263. Container ship. Length 211 m, 12,888 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold as is in Khor Fakkan (United Arab Emirates). for demolition in India. US \$ 519 per ton.including bunkers for the journey.

*Al Mariyah* (ex-Willine Orient, ex-Willine Taiko). IMO 8117275. Container ship. Length 211 m. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*Al Mirqab*. IMO 8117304. Container ship. Length 211 m, 12,861 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition in India. US \$ 488 per ton including bunkers for the voyage.

*Amal S* (ex-Sirte Star, ex-Wan Ning He, ex-Neustadt). IMO 8411853. Container ship. Length 122 m, 4,349 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1986 in Gijon (Spain) by Juliana Gijonesa. Owned by Diamond Shipping Co (Syria). Detained in 1999 in Rotterdam (Netherlands), and in 2002 in Breme (Germany) and Gioia Tauro (Italy). Sold for demolition in Mumbai (India).



*Aramis* (ex-LT Giant, ex-Ever Giant). IMO 8217013. Container ship. Length 231 m, 14,342 t. Panamanian flag. Classification society RINA. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Technomar Shipping (Greece). Detained in 2011 in Shanghai (China). Sold for demolition in China. US \$ 425 per ton.



*Banga Bijoy* (ex-Asian Link, ex-Tiger Creek, ex-Eagle Wind, ex-Lakatoi Express). IMO 8123107. Container ship. Length 126 m, 3,345 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ishinomaki (Japan) by Yamanishi SB. Detained in 2001 and 2005 in Singapore. Sold for demolition in Bangladesh.



*Banga Borak* (ex-Green Better, ex-Ever Better). IMO 8201935. Container ship. Length 121 m, 3,594 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Muroran (Japan) by Hakodate Dock. Detained in 2003 in Singapore. Sold for demolition in Bangladesh.



*Cape Race* (ex-*MSC Perth*, ex-*MSC Argentina*, ex-*CSAV Callao*, ex-*Copiapo*, ex-*Yucatan*, ex-*Jean Bosco*). IMO 9005417. Container ship. Length 201 m, 13,496 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2004 in Fremantle (Australia) and in 2005 in Melbourne (Australia). Sold as is in Freeport (Bahamas) for demolition in India. US \$ 348 per ton including 350 t of bunkers.



*Cape Race*, arriving Napier (New Zealand) © Brent / Shipspotting

*Elisabeth* (ex-*CSAV Colombia*, ex-*X Press Resolute*, ex-*CCNI Valparaiso*, ex-*Kota Permasan*, ex-*Cielo Di Los Angeles*). IMO 9070656. Container ship. Length 182 m, 8,574 t. Deflagged from Liberia to Saint Kitts & Nevis for her last journey. Classification society Germanischer Lloyd. Built in 1994 in Steinwerder (Germany) by Blohm & Voss AG. Owned by MARTIME -Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2006 in Shanghai and in 2010 in Tianjin (China). Sold as is in Singapore for demolition in India where she arrived as "*Elis*". US \$ 470 per ton.



*Endeavour* (ex-*EWL Central America*, ex-*Fas Gulf*, ex-*CMB Envoy*, ex-*AEL Europa*, ex-*Nedlloyd Zaandam*, ex-*Birgit Naber*, ex-*Jens Knuppel*). IMO 8421212. Container ship. Length 147 m, 4,710 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Bremerhaven (Germany) by Rickmers. Owned by Cosmo Shipmanagement (Greece). Detained in 2009 in Alexandria (Egypt). Sold for demolition in India. US \$ 480 per ton



*Garden* (ex-*Ever Garden*). IMO 8200125. Container ship. Length 231 m. Liberian flag. Classification society American Bureau Of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement (Greece). Detained in 2001 in Singapore, in 2006 in Genoa (Italy) and in 2011 in Shenzhen (China). Sold for demolition in China.



*Goodwill* (ex-*Sider Peace*, ex-*Pergamon*, ex-*Francisco Franco*, ex-*Hector*). IMO 7921045. Container ship. Length 106 m. Maltese flag. Classification society RINA. Built in 1987 in Salamis (Greece) by Salamis Shipyard. Owned by Platin Shipping & Trading Co (Turkey). Detained in 2009 in Catane (Italy). Sold for demolition in Turkey.



*Grace* (ex-*Ital Grace*, ex-*LT Grace*, ex-*Ever Grace*). IMO 8217025. Container ship. Length 231 m, 14,342 t. Marshall Islands flag. Classification society RINA. Built in 1984 in Kure (Japan) par. Ishikawajima-Harima Owned by Lemissoler Shipmanagement Ltd (Greece). Sold for demolition in India.



*Han Zhong He*. IMO 8321838. Container ship. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Chofu (Japan) by Kyokuyo. Owned by COSCO (China). Sold for demolition in China.



*Humboldt Express*. IMO 8208270. Container ship. Length 206 m, 15,534 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Koje (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Detained in 2001 in Rotterdam (Netherlands). Sold for demolition in India.



*Jolly Argento* (ex-Saudi Makkah, ex-Hugo Oldendorff, ex-Wladislaw Sikorski). IMO 7900077. Container ship. Length 200 m, 15,405 t. Italian flag. Classification society RINA. Built in 1981 in La Ciotat (France) by les Ateliers and Chantiers de la Ciotat.



The *Jolly Argento* and *Jolly Oro* (see below) were originally two of the four Polish Ro Ro container ships delivered in 1981 by Chantiers de l'Atlantique and Chantiers de La Ciotat to the French Polish Shipping Company. This financial company was created by an agreement between the French and Polish Governments to help the French shipyards which were lacking new shipbuilding orders. They were chartered bareboat to Polish Ocean Lines and assigned to the Europe – East Coast service (with a call at Le Havre). In 1992 the four vessels were resold to different shipowners. The Chantiers de l'Atlantique built the *Kazimierz Pulaski* (broken up in 2006) and the *Stefan Starzynski* (renamed *Jolly Oro*) and the Chantiers Navals de La Ciotat built the *Tadeusz Kosciuszko* (broken up in 2006) and the *Wladyslaw Sikorski* (renamed *Jolly Argento*). Owned by Ignazio Messina & C SpA (Italy). Sold for demolition in India.

*Jolly Oro* (ex-Saudi Riyadh, ex-Gerdt Oldendorf, ex-Stefan Starzynski). IMO 7900053. Ro Ro. Length 200 m, 15,405 t. Italian flag. Classification society RINA. Built in 1981 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Ignazio Messina & CSpA (Italy). Sold for demolition in India.



*Jonathan P* (ex-Oel Integrity, ex-Honor River, ex-Canstar, ex-Belhaven). IMO 8901389. Container ship. Length 188 m, 8,817 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Inchon (South Korea) by Halla. Owned by Eurobulk Ltd (Greece). Sold for demolition in India. US \$ 490 per ton.



*Khaled Ibn Al Whaleed*. IMO 8117249. Container ship. Length 211 m, 12,858 t. United Arab Emirates flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 1998 in Rotterdam (Netherlands), in 2003 in La Spezia (Italy), in 2004 in Fos-sur-Mer (France). Sold as is in Khorfakkan for demolition in India. US \$ 514 per ton.



*Kota Machan* (ex-Pacific Express, ex-Kuo Chang). IMO 8709729. Container ship. Length 146 m, 4,660 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Pacific International Lines (Singapore). Detained in 2010 in Saigon (Vietnam). Sold for demolition in Mumbai (India). 485 US \$ per ton.



*Maria* (ex-MSC Maria, ex-Delphic Spirit, ex-Zim Seoul, ex-MSC Uruguay, ex-Miden River, ex-Spevde Vradeos, ex-Algoa Bay, ex-Professor Tovstykh). IMO 8201703. Container ship. Length 203 m, 12,872 t. Panamanian flag.



Classification society Bureau Veritas. Built in 1985 in Warnemunde (Germany) by Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2005 in Singapore and in 2008 in Klaipeda (Lithuania) and Antwerp (Belgium). Sold for demolition in India.



© Frank Behrends

*MSC Maria* in Terneuzen (Netherlands), September 2011 © Frank Behrends

*Marina South* (ex-*MSC Peru*, ex-*P&O Nedlloyd Falcon*, ex-*Cielo di Livorno*, ex-*Bear*, ex-*Cast Bear*, ex-*Norasia Al Muntazah*). IMO 8619053. Container ship. Length 201 m, 9,242 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kiel (Germany) by Howaldtswerke-DW. Owned by Tomorrowwind Pte Ltd (Singapore). Detained in 1998 in Montreal (Canada). Sold for demolition in Bangladesh.



*MSC Anahita* (ex-*CMC Pearl*, ex-*Harbour Pride*). IMO 8413291. Container ship. Length 210 m, 12,876 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Leghorn (Italy) and in 2008 in Las Palmas (Spain). Sold for demolition in India. US \$ 505 per ton.



*MSC Brooke* (ex-*MOL Rise*, ex-*Holnis*, ex-*YM Hai Phong*, ex-*Lagos Star II*, ex-*Elise Schulte*, ex-*Maersk Banjui*, ex-*CCNI Antartico*, ex-*Elise Schulte*). IMO 9007506. Container ship. Length 152 m, 6,260 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2008 in Palermo (Italy). Sold for demolition in India.



*MSC Carina* (ex-*MSC Europe*, ex-*Rainbow Bridge*). IMO 8512401. Container ship. Length 241 m, 15,802 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2010 in Melbourne (Australia) and in 2011 in Gdynia (Poland). Sold for demolition in India. 514 US \$ per ton.



*MSC Clara* (ex-*COSCO Lianyungang*, ex-*MSC Pretoria*, ex-*Lalandia*, ex-*Hyundai Frontier*). IMO 8511304. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



*MSC Hanne* (ex-*CMA CGM Energy*, ex-*Zim Antwerp*, ex-*Cristoforo Colombo*). IMO 8618449. Container ship. Length 206 m, 15,000 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marghera (Italy) by Fincantieri Breda. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 1999 in Hamburg (Germany), in 2002 in Vancouver (Canada), in 2005 in Hong Kong and in 2006 in Melbourne (Australia) and Yokohama (Japan). Sold for demolition in India. US \$ 493 per ton.



*MSC Hina* (ex-*Leixoes*, ex-*MSC Melbourne*, ex-*Tikhon Kiselyev*). IMO 8201686. Container ship. Length 203 m, 10,000 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Warnemünde (Germany) by Warnowwerft ; jumboized in 1989 and lengthened from 174 to 203 m. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2004 in Kalundborg (Denmark). Sold for demolition in India. US \$ 480 per ton.



*MSC Jeanne* (ex-*CMC Diamond*, ex-*APL Diamond*, ex-*NOL Diamond*, ex-*Neptune Diamond*). IMO 7814826. Container ship. Length 231 m, 14,778 t. Panamanian flag. Classification society RINA. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2002 in Singapore, in 2003 in Port Botany (Australia) and in 2004 and 2005 in Fremantle (Australia). Sold for demolition in India. US \$ 508 per ton.



*MSC Leila* (ex-*Tiger Cloud*, ex-*Heluan*, ex-*Dubai Confidence*, ex-*Colombus Olinda*, ex-*Lami Tukur*). IMO 8520408. Container ship. Length 158 m, 7,900 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



*MSC Nora* (ex-Cosco Shekou, ex-P&O Nedlloyd Pusan, ex-Hyundai Explorer). IMO 8511299. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2000 and 2002 in Vancouver (Canada) and in 2009 in Antwerp (Belgium). Sold for demolition in India.



*MSC Nora* berthed in Napier (New Zealand) November 2011 © Tony des Landes

*MSC Oslo* (ex-SCI Tei, ex-CGM Force, ex-Zim Hamburg, ex-Amerigo Vespucci). IMO 8618451. Container ship. Length 206 m, 15,267 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marghera (Italy) by Fincantieri Breda. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Zeebrugge (Belgium) and Fremantle (Australia) and in 2009 in Quangninh (Vietnam). Sold for demolition in India.



*MSC Rugby* (ex-Irenes Myth, ex-Global Myth, ex-California Triton, ex-Japan Alliance). IMO 8202111. Container ship. Length 220 m, 13,891 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2003 in Fremantle (Australia) and in 2011 in Tanjung Priok (Indonesia). Sold for demolition in India. US \$ 523 per ton.



*MSC Sarawak* (ex-Sky Venus, ex-Ibn Bajjah, ex-Algeciras Bay, ex-Clarence, ex-Nedlloyd Clarence). IMO 8124917. Container ship. Length 210 m, 14,544 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Tianjin Centrants Shipping Management Co (China). Detained in 2007 in Houston (Texas, United States) and in 2010 in Suez (Egypt). Sold as is in Sri Lanka for demolition in India. US \$ 480 per ton including 450 t of bunkers.



*Palermo* (ex-MSC Palermo, ex-Palermo Senator, ex-DSR Baltic) IMO 9008548. Porte conteneurs. Length 216 m, 12,297 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2011 in Fremantle (Australia). Sold for demolition in India. US \$ 495 per ton.



*Qatari Ibn Al Fuja'A* (ex-Kota Selamat). IMO 8117299. Container ship. Length 211 m, 12,861 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Detained in 2001 in Singapore. Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. US \$ 502 per ton including bunkers for the journey.





*Reunion* (ex-Dal Reunion, ex-Delmas Mascareignes, ex-Seal Ubena, ex-Sea Merchant, ex-Hong Kong Senator, ex-Ubena). IMO 8208921. Container ship. Length 174 m, 8,550 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1983 in Bremen (Germany) by Weser. Owned by MCC Transport (Singapore). Sold for demolition in India. US \$ 476 per ton.



*Ruby* (ex-APL Ruby, ex-President Grant, ex-NOL Ruby, ex-Neptune Ruby). IMO 8710704. Container ship. Length 275 m, 17,922 t. Saint Kitts & Nevis flag. Classification society American Bureau of Shipping. Built in 1988 in Marugame (Japan) by Imabari Zosen. Sold for demolition in India.

Departing Hong Kong July 2007  
© Ivan Meshkov



*Selatan Makmur* (ex-Kota Buana, ex-Hai Hui, ex-Wan Lie). IMO 8324309. Container ship. Length 105 m, 2,625 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Pacific International Lines (Singapore). Sold for demolition in India. US \$ 480 per ton.

*STX Busan* (ex-Pos Challenge, ex-Pos Challenger, ex-China Pioneer, ex-Asian Princess). IMO 8415861. Container ship. Length 140 m, 3,826 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Chofu (Japan) by Kyokuyo. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in China. US \$ 420 per ton.

*Theraps* (ex-Anna E, ex-Indiapiendent Action, ex-Cielo di Colombia, ex-Anabella D, ex-CSAV Rupanco, ex-Augusta, ex-Brasil Express, ex-Auriga). IMO 9007518. Container ship. Length 167 m, 6,635 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemunde (Germany) by Warnowerft. Owned by Multibulk Marine Management SA (Greece). Detained in 2003 in Richmond (Virginie, United States), in 2010 in Shanghai (China), and in 2011 in Hong Kong and Xiamen (China) and in Tanjung Priok (Indonesia). Sold for demolition in Mumbai (India). US \$ 513 per ton.



*Troyburg* (ex-MSC Callao, ex-NOL Koi, ex-Deppe Florida, ex-Ville de Venus). IMO 8708531. Container ship. Length 177 m, 7,540 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1988 in Vegesack (Germany) by Bremer Vulkan. Owned by Norddeutsche Reederei H Schuldt GmbH (Germany). Detained in 2005 in Hong Kong (China). Sold as is in Singapore for demolition in Mumbai (India). US \$ 475 per ton including 500 t de of bunkers.



*Ventura I* (ex-Ingrid, ex-MSC Aures, ex-Monte Verde, ex-Imperial, ex-Dong Yuan). IMO 9037238. Container ship. Length 135 m, 5,643 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Galati (Romania) by Galati SN. Owned by Multibulk Marine Management SA (Greece). Detained in 2011 in Gdynia (Poland). Sold for demolition in India.



*X-Press Tower* (ex-*Kota Sejarah*, ex-*China Tower*, ex-*Fairy Eagle*, ex-*Eagle Tide*, ex-*Kuo Chia*). IMO 8709717. Container ship. Length 146 m, 4,830 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Naru Shipping Co Ltd (South Korea). Sold for demolition in India. US \$ 490 per ton.

*YM America* (ex-*Ming America*). IMO 8807739. Container ship. Length 276 m, 18,330 t. Taiwanese flag. Classification society Det Norske Veritas. Built in 1992 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold for demolition in India. US \$ 480 per ton.



*Ym America* in Singapore, May 2010 © Mick Prendergast

#### Factory ship.

*Kapitan Telov*. IMO 7828619. Factory ship. Length 113 m, 4,530 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Nikolayev (Ukraine) by Okean Shipyard. Owned by Murmanskiy Trawl Fleet (Russia). Sold for demolition in India.



*Kapitan Telov*, Ijmuiden July 2010 © Erwin Willemse

#### Reefer

*Akademik Vavilov* (ex- *Akademikis Vavilovs*, ex- *Akademik N Vavilov*). IMO 8402199. Reefer. Length 138 m, 5,996 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Aalborg (Denmark) by Aalborg Vaerft. Owned by Fairwind Shipmanagement Ltd (Russia). Sold for demolition in India. US \$ 510 per ton.



*Baltijas Cels* (ex-*Bereg Baltiki*). IMO 8701052. Fish carrier. Length 152 m, 9,398 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2007 in Kawasaki (Japan) and in 2011 in Punta Arenas (Chile). Sold as is in China for an unknown destination of demolition. US \$ 410 per ton.



*Brasil Star* (ex-*Polar Brasil*, ex-*Hornstream*, ex-*Numerian*). IMO 8906963. Reefer. Length 150 m. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Gdansk (Poland) by Gdanska Lenina. Owned by Star Reefers Poland (Poland). Detained in 2008 in Douvres (United Kingdom). Sold for demolition in Turkey.



*Eiger (ex-Blue Crystal, ex-Blue Cloud)*. IMO 8907199. Reefer. Length 120 m, 4,179 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Shanghai Shipyarss. Owned by Agder Ocean Shipping AS (Norway). Detained in 1999 in Schiedam (Netherlands). Sold for demolition in India. US \$ 440 per ton.



*Fitzroy (ex-Yasushima, ex-Yasushima Maru)*. IMO 8607464. Reefer. Length 146 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Takamatsu (Japan) by Shikoku. Owned by Agder Ocean Shipping AS (Norway). Detained in 2001 in Genoa (Italy), in 2006 in Kobe and Yokohama (Japan) in 2008 in Zhoushan (China) and Busan (South Korea) and en 2010 and 2011 in Dalian (China). Sold for demolition in India.



*Hudson Bay (ex-Kiwi, ex-Central Reefer, ex-Southern Laurel, ex-Southern Universal)*. IMO 8202654. Reefer. Length 140 m, 4,973 t. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Thien & Heyenga Bereederungs-und Befrachtungs gmbH (Germany). Detained in 2004 in Savona (Italy) and in 2008 in Hamburg (Germany). Sold for demolition in India. US \$ 452 per ton.



*Ice Fern (ex-Prins Frederik Willem)*. IMO 8818972. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1990 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Detained in 2007 in Long Beach (United States). Sold for demolition in Turkey.



*Ice Fern* in Gibraltar, August 2010 © Shipspotting

*Ice Field (ex-Prins Casimir)*. IMO 8615239. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1988 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Sold for demolition in Turkey.



*Ice Flake (ex-Prins Willem van Oranje)*. IMO 8615227. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1987 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Sold for demolition in Turkey.



*Izumo Bay (ex-Ub Libra, ex-Libra, ex-Izumo Reefer)*. IMO 8213598. Reefer. Length 150 m, 5,506 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Roswell Navigation (Greece). Detained in 2006 in Philadelphia (United States) and in 2007 in Lisbon (Portugal). Sold for demolition in India. US \$ 442 per ton.



*Kasuga Bay (ex-Arimao Universal, ex-Kasuga Reefer)*. IMO 8213615. Reefer. Length 140 m, 5,509 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Roswell Navigation Corp (Greece). Detained in 2001 in Gdansk and in 2002 in Punta Arenas (Chile) and Shimonoseki (Japan). Sold for demolition in Mumbai (India).





*Livadia (ex-Thorgull, ex-Reefer Penguin)*. IMO 8209078. Reefer. Length 146 m, 3,971 t. Slovakian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Takamatsu (Japan) by Shikoku Dock. Owned by Seatraffic Ltd (Ukraine). Detained in 2005 in Tampa (Florida, United States). Sold for demolition in Mumbai (India).



*Nagoya Bay (ex-Arctic Dawn, ex-Cap Frio, ex-Oceanic Trader, ex-Ocean Pride, ex-Ocean Bride)*. IMO 8217611. Reefer. Length 150 m, 6,140 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto SB. Owned by Roswell Navigation Corp (Greece). Detained in 2004 in Rotterdam (Netherlands) and Valparaiso (Chile) and in 2005 in Saint Petersburg (Russia). Sold for demolition in India. US \$ 462 per ton.



Anchored in Algeciras (Spain), March 2010  
© Juan G Mata



*Napier Star (ex-Elke, ex-Chiquita Elke)*. IMO 9038933. Reefer. Length 140 m, 5,528 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1994 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers (United Kingdom). Detained in 2007 in New Haven (Connecticut, United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. US \$ 575 per ton including 262 t of aluminium.



*Nelson Star (ex-Jean, ex-Chiquita Jean)*. IMO 8917558. Reefer. Length 151 m, 5,288 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1993 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers (United Kingdom). Detained in 2002 in Port-Vendres (France) and in 2009 in Bushire (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 575 per ton including 262 t d'aluminium.



*Nova Friesia (ex-Shinki Maru)*. IMO 8609084. Reefer. Length 136 m, 3,525 t. Liberian flag. Classification society Bureau Veritas. Built in 1987 in Takamatsu (Japan) by Shikoku. Owned by Seatrade Groningen BV (Netherlands). Detained in 2000 in Brisbane (Australia) and in 2010 in Pusan (South Korea). Sold for demolition in Mumbai (India). US \$ 490 per ton.



*Ref Star (ex-Kaliningradskiy Bereg)*. IMO 8415550. Fish carrier. Length 153 m, 7,270 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias Thesen. Owned by Aquaship Ltd (Latvia). Detained in 2002 in Saint-Petersburg (Russia), and in 2010 in New Orleans and in Philadelphie (United States). Sold for demolition in India. US \$ 463 per ton.



*Sandino Bay (ex-Frio Pacific, ex-Shin-Yo, ex-Shinyo Maru)*. IMO 8410902. Reefer. Length 128 m, 3,368 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ishinomaki (Japan) by Yamanishi. Owned by Ship Service Agency JSC (Lithuania). Detained in 2003 in Dutch Harbor (Alaska, United States), in 2006 in Antwerp (Belgium) and Vlissingen (Netherlands) and in 2008 in Las Palmas (Spain). Sold for demolition in Mumbai (India).



*Snow Drift* (ex-Greenfield, ex-South Cathay). IMO 7228302. Reefer. Length 173 m, 9,220 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1973 in La Ciotat (France) by les Ateliers and Chantiers de La Ciotat. This ship was the 5th one in a serie of eight reefers delivered between 1972 and 1974 by Chantiers Navals de La Ciotat to the Swedish shipowner Salen. With 39 years of age, she is the survivor of the family : her seven sisterships were broken up between 1998 and 2010. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India.



*Snow Drift*, in Terneuzen. (Netherlands), November 2011© Taco Boendermaker

*Tauranga Star* (ex-France, ex-Chiquita Frances). IMO 8917522. Reefer. Length 140 m, 4,873 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1992 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers Poland (Poland). Detained in 2005 in Vladivostock (Russia). Sold as is in Fujairah for demolition in India. US \$ 525 per ton including bunkers for the journey and 233 t of aluminium.



*Valparaiso Star*. IMO 8713586. Reefer. Length 141 m, 5,613 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Sevilla (Spain) by AESA. Owned by Star Reefers Poland Sp (Poland). Detained in 2007 in Philadelphie (United States) and in 2009 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 415 per ton.



*Viking Star* (ex-Consensus Reefer, ex-Schoener, ex-Hornwave). IMO 8821864. Reefer. Length 138 m, 4,124 t. Bahamian flag. Classification society Bureau Veritas. Built in 1991 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Star Reefers AS (Norway). Sold for demolition in India. US \$ 485 per ton including bunkers for the journey and 54 t of aluminium.



*Yasaka Bay* (ex-Pasadena Universal, ex-Yasaka Reefer). IMO 8213586. Reefer. Length 150 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Maizuru (Japan) by Hitachi. Owned by Roswell Navigation Corp (Greece). Detained in 2004 in Valparaiso (Chile). Sold for demolition in Mumbai (India). US \$ 489 per ton.



## Ro Ro

*Hellenic Sailor* (ex-Celtic Sun, ex-Mediterranean Trailer, ex-Carmen B, ex-Cortia, ex-Finnrose, ex-Hektos, ex-Timmerland). IMO 7718515. Ro Ro. Length 165 m, 10,245 t. Greek flag. Classification society RINA. Built in 1978 in Chiba (Japan) by Mitsui. Owned by Hellenic Seaways (Greece). Sold for demolition in Turkey.



*Indus* (ex-Strada Corsara, ex-Tor Hafnia, ex-Dana Hafnia, ex-Kattegat Syd, ex-Nordborg, ex-Belinda, ex-Linne, ex-Linnea). IMO 7389194. Ro Ro. Length 161 m, 5,182 t. Deflagged from Italy to Saint Kitt & Nevis for her last journey. Classification society RINA. Built in 1979 in Lodose (Sweden) by Lodose Varf. Sold by the Italian Stradeblu Srl to the Indian Doehle Danautic and resold for demolition in India.



*Kaduna* (ex-Feeder cadet, ex-Aschberg, ex-Bore Ix). IMO 7128796. Ro Ro. Length 113 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1972 in Rauma (Finland) by Rauma-Repola Oy. Owned by Hakvoort Transport Shipping (Netherlands). Detained in 2000 in Bremerhaven (Germany), in 2004 in Dublin (Ireland), in 2005 in Eemshaven (Netherlands), in 2006 in Las Palmas (Spain), in 2007 twice and then in 2011 in Eemshaven again. Sold for demolition in Turkey.



*Mykonos II* (ex-Sarmat, ex-Roro Apollonia Winner, ex-Roro Anglia, ex-Sailormark). IMO 7211969. Ro Ro. Length 105 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1972 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by Poseidon Ltd (Ukraine). Detained in 2011 in Zonguldak (Turkey). Sold for demolition in Turkey.



*San Jiang Kou*. IMO 7902881. Ro Ro. Length 146 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

*Transfer* (ex-Stena Transfer, ex-Ideway, ex-European Tideway, ex-Doric Ferry, ex-Hellas, ex-Alpha Progress, ex-Stena Runner). IMO 7528570. Ro Ro ferry. Length 151 m, 9,121 t. Latvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by FINEST SIA (Latvia). Sold for demolition in India.



The Latvian Ro Ro *Transfer* in Göteborg (Sweden), January 2011 © J Ericsson

*Vegaland* (ex-Tarn). IMO 7718539. Ro Ro. Length 190 m, 10,907 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Chiba (Japan) by Mitsui ; jumboized in 1996 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Sold for demolition in India. US \$ 480 per ton.



*Vikingland*. IMO 7718541. Ro Ro. Length 190 m, 10,927 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Chiba (Japan) by Mitsui ; jumboized in 1996 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 2007 in Antwerp (Belgium). Sold for demolition in India.





### Bulk carrier

*Alina II* (ex-*Alina*, ex-*Garland*, ex-*Goyo*, ex-*Goyo Maru*). IMO 8406896. Bulk carrier. Length 290 m. Saint Vincent & Grenadines flag. Classification society Korean Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2006 in Port Walcott (Australia). Sold for demolition in Bangladesh.



The Greek ore carrier *Alina II* loading iron ore in Sept-Iles (Quebec, Canada), February 2009 © **Harold Hogan**



*Agios Nectarios I* (ex-*Agios*, ex- *Agios Nectarios 1*, ex-*Guzin S*, ex-*Sincere Splendour*, ex-*Gateway East*, ex-*Prosperidad*). IMO 8109929. Bulk carrier. Length 160 m, 5,734 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Pitiousa Shipping Sa (Greece). Sold for demolition in India. US \$ 492 per ton.



*Alberta* (ex-*Anangel Faith*, ex-*Alpha Faith*). IMO 8323197. Bulk carrier. Length 187 m, 7,633 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Alloceans Shipping Co Ltd (Greece). Detained in 2003 in Iquique (Chile). Sold for demolition in India.



*Alex D* (ex-*Kristijan Palusalu*, ex-*Kaarel Ird*). IMO 8729640 Bulk carrier. Length 215 m, 13,752 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1989 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2005 in Trois-Rivières (Canada) and Rotterdam (Netherlands) and in 2010 in Nantong (China). Sold for demolition in India. US \$ 495 per ton.



*Alex King* (ex-*Ho King*, ex-*Rojarek Naree*, ex-*Sea Queen*, ex-*Hemlock Queen*). IMO 8013675. Bulk carrier. Length 160 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Imabari (Japan) by Imabari Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2004 in Tilbury (United Kingdom) and in 2008 in Antwerp (Belgium). Sold for demolition in Turkey.



*Algoa Bay* (ex-*St Blaize*, ex-*Rosebank*, ex-*Virgo*, ex-*Victory*, ex-*SA Victory*). IMO 7701641. Bulk carrier. Length 173 m, 8,965 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Tsurumi (Japan) by NKK. Owned by MACS Shipping (Germany). Sold for demolition in India.



*Andra* (ex-*Sandra*, ex-*Marianic K*, ex-*Ari*, ex-*Anny Petrakis*, ex-*Tarpon Star*). IMO 7919846. Bulk carrier. Length 185 m, 7,766 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Cosena Srl (Romania). Detained in 2002 in Newport News (Virginia, United States), in 2003 in Hull (United Kingdom), in 2004 in Venice (Italy) and in 2011 in Castellon de la Plana (Spain). Sold for demolition in India. US \$ 502 per ton.



*Andros Warrior (ex-Magellan Maru)*. IMO 8512839. Bulk carrier. Length 290 m, 22,954 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Polembros Shipping (Greece). Sold for demolition in India. US \$ 485 per ton.



*Ansera (ex-Hans, ex-Hansa Rostock, ex-Georgia Rainbow)*. IMO 7632979. Bulk carrier. Length 161 m, 6,000 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Mizushima (Japan) by Sanoyasu. Owned by Gamma Denizcilik Nakliyat (Turkey). Detained in 1999 in Salerno (Italy), in 2000 in Antwerp (Belgium), in 2004 in Genoa and Ravenna (Italy) and Kdz.eregl (Turkey), in 2005 again in Kdz.eregl then in Izmir (Turkey), in 2006 again in Kdz.eregl and in 2010 in Castellon de la Plana (Spain). Sold for demolition in India.



*Arabian Venture (ex-PFS Keshava, ex-Atlanta, ex-Kontula)*. IMO 7822378. Bulk carrier. Length 179 m, 7,779 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Wartsila. Owned by Hermes Maritime Services Pvt Ltd (India). Detained in 2006 in Murmansk (Russia) and in 2011 in Chennai (India). Sold for demolition in Bangladesh. US \$ 470 per ton.



*Aristeas P (ex-Yasuko Venture)*. IMO 8315918. Bulk carrier. Length 190 m, 7,919 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Marmaras Navigation Ltd (Greece). Detained in 2000 in San Pedro (California, United States). Sold for demolition in India. 482 US \$ per ton.



*Asean Sea 01 (ex-Sea Unity, ex-Tina II, ex-Kavo Yerakas, ex-Gema Phosphate)*. IMO 8005537. Bulk carrier. Length 178 m, 6,375 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Ooka (Japan) by Osaka Zosensho. Detained in 2002 in Mumbai (India), in 2005 in Bandar Khomeini (Iran) and Constanta (Romania), in 2009 in Fangcheng (China) and in 2011 in Nantong (China). Owned by Shinpetrol (Vietnam). Sold for demolition in Pakistan. US \$ 464 per ton.



*Asean Sea 01* anchored in Chittagong (Bangladesh), July 2011 but broken up in Pakistan. © Lakhtikov Dmitriy

*Asean Unity (ex-Ionian Sea, ex-Eastern Venture)*. IMO 7804584. Bulk carrier. Length 151 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Uwajima (Japan) by Uwajima Zosensho. Owned by Glory ShipManagement (Singapore). Sold for an unknown destination of demolition.

*Aspen Arrow (ex-Sharpnes)*. IMO 8307935. Bulk carrier. Length 170 m, 8,603 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Gearbulk (Norway). Sold for demolition in China. US \$ 432 per ton including 250 t of bunkers.



*Australia (ex-Grand Mirsinidi, ex-Cape Breeze, ex-Corona Fortune, ex-Fortune 22, ex-22 Decembrie 1989)*. IMO 9031272. Bulk carrier. Length 303 m, 27,230 t. Liberian flag. Classification society Bureau Veritas. Built in 1993 in Constanta (Romania) by Constanta SN. Owned by Newlead Bulkers SA (Greece). Detained in 2005 in Dampier (Australia). Sold for demolition in Bangladesh.



*Azure (ex-Tai Zhou Hai)*. IMO 8023979. Bulk carrier. Length 225 m, 12,200 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Hamburg (Germany), in 2004 in Lisbon (Portugal) and in 2006 in Bandar Khomeini (Iran) and Qinhuangdao (China). Sold for demolition in India.



*Best Glory (ex-Iolcos Celebrity, ex-Bunga Srigading)*. IMO 8005276. Bulk carrier. Length 225 m, 11,243 t. Panamanian flag. Classification society RINA. Built in 1982 in Imari (Japan) by Namura. Owned by Ocean Faith International Shipping Ltd (China). Detained in 2000 in Brindisi (Italy). Sold for demolition in China. US \$ 423 per ton.



*Best Grace (ex-Rena, ex-Ansgaritor)*. IMO 8000379. Bulk carrier. Length 225 m, 11,270 t. Panamanian flag. Classification society RINA. Built in 1981 in Aoi (Japan) by Ishikawajima-Harima. Owned by Ocean Faith International (Hong Kong, China). Detained in 2000 in Brindisi (Italy), in 2004 in Trieste (Italy) and in 2008 in Dublin (Ireland). Sold for demolition in China. US \$ 420 per ton.



*Best Grace* passes under the Astoria Megler Bridge at twilight on the Columbia River (Oregon, Etats-Uni); August 2010 © **Beth E Parish**

*Bestking (ex-Performer, ex-Padre, ex-El Tango, ex-Turquoise, ex-perseus, ex-Hua Peng, ex-Free Spirit)*. IMO 8107555. Bulk carrier. Length 198 m, 7,933 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in (Spain) by AESA. Owned by Fujian MarineCo Ltd (China). Detained in 1998 in Rotterdam (Netherlands), in 2000 in Hamburg (Germany), in 2004 in Novorossiisk (Russia), in 2006 in Bandar Chahbahar (Iran), in 2007 in La Spezia (Italy), in 2008 in Immingham (United Kingdom) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India, il arrive en fait au Bangladesh le 23 February. US \$ 475 per ton.



*Bintan Star (ex-Mastrogeorgis, ex-Panagia Odigitria, ex-M. Nuri Cerrahoglu, ex-Berge Charlotte)*. IMO 7915656. Bulk carrier. Length 249 m, 16,859 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdynia (Poland) by Komuny Paryskiej. Owned by ATL Shipping Ltd (China). Detained in 2000 in Amsterdam (Netherlands), in 2002 in Cardiff (United Kingdom), in 2003 in Vancouver (Canada), in 2008 in Lisbon (Portugal) and Zoushan (China) and in 2011 in Caofeidian (China). Sold for demolition in Bangladesh.



*C Symphony (ex-Oriana C, ex-Vivita, ex-Norefjord, ex-Sunny Wisteria)*. IMO 8315102. Bulk carrier. Length 190 m, 7,630 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo DY Co. Owned by Blossom Maritime Corp (Greece). Detained in 2003 in Bunbury (Australia), in 2007 in Foynes (Ireland) and in 2011 in Qingdao (China). Sold for demolition in Bangladesh.





*Castillo de Montalban* (ex-*Docelotus*, ex-*Lotus*). IMO 7526596. Bulk carrier. Length 242 m. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Elcano Navegacao (Brazil). Sold for demolition in India.

*Castillo de Soutomayor* (ex-*Docebeta*, ex-*Fernao de Magalhaes*). IMO 7526560. Bulk carrier. Length 242 m, 13,377 t. Brazilian flag. Classification society American Bureau Of Shipping. Built in 1981 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Empresa De Navegacao Elcano Botafogo (Brazil). Sold for demolition in India. US \$ 500 per ton including 250 t of bunkers.



*Castillo De Soutomayor* on the Amazonas River (Brazil), May 2010 © Foggy / Shipspotting

*Cebu Star* (ex-*Luckyfield*). IMO 8103456. Bulk carrier. Length 193 m, 9,759 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Sasebo (Japan) by Sasebo H.I. Detained in 2010 in Incheon (South Korea) and in 2011 in Nantong (China). Sold for demolition in Bangladesh. US \$ 491 per ton.



*Daffodil* (ex-*Gem of Rozi*, ex-*Akropolis*, ex-*Akrop*, ex-*Interbulk Vision*, ex-*Norman Amstel*). IMO 8028149. Bulk carrier. Length 223 m, 12,537 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Koje (South Korea) by Samsung. Owned by Fleet Management Ltd (Hong Kong, China)). Sold for demolition in India. US \$ 490 per ton.

*Daio Andes*. IMO 8812643. Bulk carrier. Length 195 m, 8,664 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kobe (Japan) by Mitsubishi. Owned by Kyokuto Shipping (Japan). Sold for demolition in China. US \$ 430 per ton.

*Dakshineswar*. IMO 8409771. Bulk carrier. Length 189 m, 10,100 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Sri Lanka for demolition in India. US \$ 430 per ton.

*Desert Voyager* (ex-*Marco Polo*, ex-*Maritime Conqueror*, ex-*Clipper*). IMO 8106367. Bulk carrier. Length 190 m, 8,224 t. Greek flag. Classification society American Bureau of Shipping. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Cleopatra Shipping Agency (Greece). Detained in 2011 in Tianjin (China). Sold for demolition in China. US \$ 440 per ton including 375 t of bunkers.






*Diamond Warrior* (ex-*Ohtaka Maru*). IMO 8308850. Bulk carrier minéralier - VLOC. Length 300 m, 25,516 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Ariake (Japan) by Hitachi Zosen. Owned by Polembros Shipping (Greece). Sold for demolition in Pakistan. US \$ 482 per ton.








*Diamond Warrior* in Istanbul (Turkey), March 2011 © Frank Behrends


*Don Raul (ex-Sea Coral, ex-New Ruby, ex-Sanko Ruby)*. IMO 8307870. Bulk carrier. Length 188 m, 7,292 t. Chilean flag. Classification society RINA. Built in 1984 in Sasebo (Japan) by Sasebo H.I.. Owned by Empreemar SA (Chile). Sold as is in Rosario (Argentina) for demolition in India, the ship announced she is actually heading towards Turkey. US \$ 320 per ton.



*Dong A Hermes (ex-Captain Vangelis L, ex-Bulk Tirreno, ex-Maria K)*. IMO 8900426. Bulk carrier. Length 278 m, 22,290 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Marghera (Italy) by Fincantieri. Owned by DAT Maritime Co Ltd (South Korea). Detained in 2005 in Gladstone (Australia) and in 2011 in Fangcheng (China). Sold for demolition in China. US \$ 447 per ton. 



*Donna (ex-Panormos, ex-Neptune Schedar)*. IMO 8103303. Bulk carrier. Length 187 m, 7,484 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by TL Shipping Ltd (China). Detained in 2008 in Fredrikstad (Norway) and 2012 in Asaluyeb (Iran). Sold for demolition in Pakistan. US \$ 495 per ton.  





*Ever Bright (ex-Glory Singapore, ex-Peace Blossom, ex-Americana, ex-El Dorado)*. IMO 8224652. Bulk carrier. Length 265 m, 24,515 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in El Ferrol (Spain) by Astano. Owned by Hengyuan Shipmanagement International (China). Sold for demolition in Bangladesh. US \$ 492 per ton including 450 t of bunkers.  

*Faith N (ex-Auriga)*. IMO 8618425. Ore carrier - VLOC. Length 325 m, 35,045 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Monfalcone (Italy) by Fincantieri. Owned by Seeschiffahrt GmbH (Germany). Detained in 1999 in Hamburg (Germany). Sold for demolition in Pakistan. US \$ 478 per ton.   

*Fisher K (ex-Eastwind)*. IMO 8014796. Bulk carrier. Length 170 m, 7,224 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Oshima (Japan) by Oshima SB. Detained in 1999 in Montreal (Quebec, Canada), in 2008 in Barcelona (Spain) and in 2009 in Constanta (Romania). Sold for demolition in India. US \$ 475 per ton. 

*Fortune Carrier (ex-Captain John L, ex-Fort Resolution)*. IMO 8102402. Bulk carrier. Length 224 m, 12,118 t. South Korean flag. Classification society Korea Ship Safety Technology Authority. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Shinhan Capital Co Ltd (South Korea). Detained in 2005 in Vancouver (Canada). Sold for demolition in China. US \$ 435 per ton.  

*Galfar 01 (ex-Sheheen Alghanim 10, ex-Nomadic Querida, ex-Olympos, ex-Anitra, ex-Handy King, ex-Desert King)*. IMO 7627247. Bulk carrier. Length 169 m, 7,489 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Mihara (Japan) by Koyo Dockyard. Owned by Galfar Engineering (Kuwait). Detained in 2009 in Cocchin (India) and Bandar Abbas (Iran) and in 2011 in Bandar Abbas again. Sold for demolition in India. US \$ 478 per ton.  

*Glory 2 (ex-Edco)*. IMO 7825576. Bulk carrier. Length 185 m, 8,148 t. Comorian flag. Unknown classification society. Built in 1980 in Leirvik (Norway) by Stord Verft. Owned by Marine Fleet Management (Pakistan). Detained in 2003 in Quebec City (Canada), in 2006 in Tilbury (United Kingdom), Patillos (Chile) and Charleston (South Carolina, United States) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan.    

*Gokcan (ex-Western Avenir, ex-Noble, ex-Asian Brilliance)*. IMO 8124802. Bulk carrier minéralier. Length 189 m, 7,738 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Kardeniz Denizcilik (Turkey). Detained in 1999 in Hamburg (Germany), in 2003 in Amsterdam (Netherlands), in 2009 in Gladstone (Australia) and Lianyungang (China) and in 2010 in Tyne (United Kingdom). Sold for demolition in India. US \$ 510 per ton. 

*Golden Huayi (ex-Ocean Ever)*. IMO 8002767. Bulk carrier. Length 224 m, 11,590 t. Sierra Leone flag. Classification society RINA. Built in 1981 in Pusan (South Korea) by Korea SB & E Corp. Owned by Huayang International Marine Transportation Co.Limited (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



*Gomidas (ex-Iran Esteghlal, ex-Oinoussian Virtue)*. IMO 7620550. Bulk carrier. Length 180 m, 8,065 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Onomichi (Japan) by Onomichi Zosen. Owned by Sapid Shipping Co (Iran). Detained in 2001 in Antwerp. Sold and towed for demolition in India where she arrived as « Govind ».



*Grand Venetico (ex-Newlead Venetico, ex-Venetico Breeze, ex-Atlas, ex-Bulkignazio, ex-Ignazio)*. IMO 8521189. Bulk carrier. Length 262 m, 20,821 t. Liberian flag. Classification society RINA. Built in 1990 in Marghera (Italy) by Fincantieri Breda. Owned by Newfront Shipping SA (Greece). Detained in 2008 in Dampier (Australia)



and in 2012 in Hay Point (Australia). Sold for demolition in China. US \$ 457 per ton including 700 t of bunkers.



*Grand Venetico*, Guanabara Bay in Rio de Janeiro (Brazil), June 2008 © **Edson Lucas**

*Grandiosa*. IMO 8508735. Bulk carrier. Length 188 m, 8,611 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima Shipbuilding. Owned by Global Wood Holding SA (Italy). Detained in 2004 in Gladstone (Australia). Sold for demolition in Turkey.



*Green Sky (ex-Jin Ace, ex-Naftilos, ex-Alkimos)*. IMO 8316546. Bulk carrier. Length 188 m, 8,985 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Jinyang Shipping Co (South Korea). Detained in 2000 in Nantong (China), in 2003 in Bassens (France), in 2004 in Guangzhou (China) and in 2007 and 2008 in Gladstone (Australia). Sold for demolition in Bangladesh. US \$ 480 per ton.



*Hai Fountain (ex-Haina Fountain, ex-Swift Splash, ex-Huyutec, ex-Pantelis P, ex-Bamia, ex-Banak, ex-Wani Falcon, ex-Binsnes, ex-Lord Curzon, ex-Lord Jellicoe)*. IMO 7928067. Bulk carrier. Length 175 m, 6,485 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Govan (United Kingdom) by Govan SB. Owned by Ocean Faith International (China). Detained in 2007 in Cork (Ireland) and in 2011 in Guangzhou (China). Sold as is in Singapore for demolition in India. US \$ 408 per ton.



*Hebei Forest (ex-Faneromeni, ex-United Respect, ex-Baron Bay, ex-Nord Bay)*. IMO 8807789. Bulk carrier. Length 269 m, 17,198 t. Hong Kong flag. Classification society China Classification Society. Built in 1989 in Koje (South Korea) by Samsung. Owned by Hosco (China). Detained in 2002 in Dampier (Australia). Sold for demolition in Bangladesh. US \$ 505 per ton.



*Hebei Loyalty (ex-Koutalianos, ex-Ironbridge)*. IMO 8420062. Bulk carrier. Length 288 m, 25,658 t. Hong Kong flag. Classification society China Classification Society. Built in 1987 in Belfast (United Kingdom) by Harland & Wolff. Owned by Hebei Ocean Shipping (China). Detained in 2000 in Port Cartier (Canada). Sold for demolition in Bangladesh. US \$ 460 per ton.





*Heron (ex-Reliance Trader, ex-Sanko Reliance)*. IMO 8316297. Bulk carrier. Length 188 m, 10,797 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Ranger Marine SA (Greece). Detained in 2005 in Iskenderun (Turkey) and in 2010 in Izmit (Turkey). Sold for demolition in India. US \$ 495 per ton.



*Hoang Son Sky (ex-Milo, ex-United, ex-Alam United, ex-Silver Leader)*. IMO 8312083. Bulk carrier. Length 178 m, 6,378 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2011 in Kandla (India). Sold for demolition in India. US \$ 475 per ton.



*Milo on the Welland canal, April 2006*  
© Paul Beesley



*Hoangson South (ex-Anax, ex-Eurasian Cherub, ex-Ambar, ex-Armeria, ex-Maple2, ex-Jasper)*. IMO 8020965. Bulk carrier. Length 164 m, 5,781 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2000 in St Catherines (Canada), in 2010 in Pusan (South Korea) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh.



*Hong Qi 120*. IMO 8226820. Bulk carrier. Length 163 m, 6,340 t. Chinese flag. Unknown classification society. Built in 1979 in Shanghai (China) by Jiangnan. Owned by China Shipping Development (China). Sold for demolition in China. US \$ 410 per ton.



*Hong Qi 124*. IMO 7942477. Bulk carrier. Length 163 m, 6,340 t. Chinese flag. Unknown classification society. Built in 1979 in Shanghai (China) by Jiangnan. Owned by China Shipping Development (China). Sold for demolition in China. US \$ 410 per ton.



*Hu Jiang (ex-Anastasia M, ex-Anastasia, ex-Atlantic Statesman, ex-Pacific Wisdom, ex-Pacific Prestige)*. IMO 8009375. Bulk carrier. Length 224 m, 11,101 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1981 in Maizuru (Japan) by Hitachi. Owned by Hua Ming Shipping Ltd (China). Detained in 2008 in Cartagena (Spain). Sold for demolition in China. US \$ 429 per ton.



*Hu Jiang, ex-Anastasia M, in Rio de Janeiro (Brazil), January 2005* © Cesar T. Neves



*Hua Jin Hu* (ex-*Gem of Mumbai*, ex-*Anemi Breeze*, ex-*Alexia*, ex-*Samar I*, ex-*Gala I*, ex-*Yamanaka Maru*, ex-*Sansan Venture*). IMO 7908902. Bulk carrier. Length 223 m, 11,596 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Nanjing Huahai Shipping Co Ltd (China). Detained in 2006 in Newcastle (Australia). Sold for demolition in India. US \$ 485 per ton.



*Hunter* (ex-*Azure*, ex-*Arena*, ex-*Osman ER*, ex-*Aboitiz Megacarrier Two*, *Aboitiz Megacarrier II*, ex-*Silver Star*). IMO 8014239. Bulk carrier. Length 132 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Uwajima (Japan) by Uwajima Zosen-sho. Owned by Selkar Gemicilik AS (Turkey). Detained in 1999 in Bathurst and Baie-Comeau (Canada) and Valencia (Spain), in 2000 in Rouen (France), in 2001 in New Orleans (Louisiane, United States), in 2006 in Tuzla (Turkey) and in 2010 in La Rochelle (France). Sold for demolition in Turkey.



*Hyperlink* (ex-*Sammi Superstars*). IMO 8112055. Bulk carrier. Length 196 m, 10,132 t. Panamanian flag. Classification society RINA. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2011 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 455 per ton.



*Hyundai Cosmos*. IMO 8503761. Bulk carrier. Length 290 m, 20,804 t. Deflagged from South Korean to Sierra Leone for her last journey. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold for demolition in India. US \$ 443 per ton including 450 t of bunkers.

*Hyundai Olympia*. IMO 8519019. Bulk carrier. Length 291 m, 21,770 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in 2009 in Dampier (Australia). Sold for an unknown destination of demolition. US \$ 452 per ton including 400 t of bunkers.



*Iris Frontier* (ex-*Shinwa Maru*). IMO 8602490. Bulk carrier. Length 290 m, 20,784 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Chiba (Japan) by Mitsui. Owned by NS United Marine Corp (Japan). Detained in 2002 in Dampier (Australia) and in 2006 and 2008 in Gladstone (Australia). Sold for demolition in China. US \$ 440 per ton.



*Island Singapura* (ex-*Jin Da*, ex-*Bonito*, ex-*Bonita*, ex-*Star Bonita*, ex-*Reina Bonita*). IMO 8412766. Bulk carrier. Length 190 m, 8,817 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in (Taiwan) by China Shipbuilding Corp. Owned by SK Shipping Co Ltd (South Korea). Detained in 2006 in Murmansk (Russia), in 2008 in Ghent (Belgium) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



*James Norris*. IMO 5169124. Bulk carrier. Length 202 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1952 in Midland (Canada) by Midland SB. Owned by Algomar Central Corp (Canada). Whereas other Canadian bulk carriers left for demolition in Turkey (*Algoisle*, *Saunière*, *Canadian Miner* but also *Algontario* and *Halifax*), the *James Norris* is staying in Canada and is being broken up in Port-Colborne, Ontario. See also Simon's comments on the Canadian Great Lakes fleet in The Robin des Bois Mailbox. p. 5



Winter lay-up in Port Colborne (Canada) © Jim Winsor

*Jia Xin (ex-Morning Cloud, ex-Morning Camelia, ex-Panamax Neptune)*. IMO 8025795. Bulk carrier. Length 230 m, 12,247 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Topway Shipping Ltd (Hong Kong, China). Detained in 2003 in Hamburg (Germany). Sold for demolition in India.



*Jia Yang 1 (ex-Artaki, ex-Evdoxos, ex-Cemtex Yuan)*. IMO 8104151. Bulk carrier. Length 230 m, 12,161 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Topway Shipping Ltd (China). Detained in 2004 in Bunbury (Australia). Sold for demolition in India.



*Kaliakra (ex-Vera Maretskaya)*. IMO 8222599. Bulk carrier. Length 185 m, 7,755 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Cosmos Shipping JSC (Bulgaria). Detained in 1998 in Baie-Comeau (Canada), in 2006 in Greenore (Ireland), in 2007 in Milos (Greece), in 2008 in Hamburg (Germany) and in 2010 in Cartagena (Spain). Sold for demolition in India. US \$ 460 per ton.



*Kang Hua (ex-Konstantinos G, ex-Shine, exNava Kyma, ex-Chennai Nermai)*. IMO 8128092. Bulk carrier. Length 190 m, 9,239 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Dragon Wealth Shipping Ltd (China). Detained in 200 in Pula (Croatia), in 2004 in Bremen (Germany), in 2008 in Kandla (India), in 2009 in Nantong (China) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh. US \$ 493 per ton including 500 t of bunkers.



*Karmen (ex-AS-1, ex-Incetrans, ex-Skauborg, ex-Ocean Great)*. IMO 8318855. Bulk carrier. Length 190 m, 9,359 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Marugame (Japan) by Imabari SB. Owned by Losinjka Plovidba Brodarstvo (Croatia). Detained in 2001 in Lisbon (Portugal), in 2005 in San Francisco (United States) and in 2008 in Gdynia (Poland). Sold for demolition in India.



*KS Philia (ex-Ocean Eagle, ex-Ioannis Th, ex-Alio, ex-Rosita, ex-Sunny Superior, ex-Nisshu Maru)*. IMO 8216772. Bulk carrier. Length 186 m, 8,741 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by KS Maritime Pte (Singapore). Detained in 2002 in Manilla (Philippines). Sold for demolition in Bangladesh. US \$ 470 per ton.



*KS Trader (ex-Yick Wing)*. IMO 8029428. Bulk carrier. Length 190 m, 8,109 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. US \$ 475 per ton.

*KS Trust I (ex-Uttarkashi)*. IMO 8321060. Bulk carrier. Length 189 m, 10,334 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh.

*Lemeshev (ex-Sergey Lemeshev)*. IMO 8222587. Bulk carrier. Length 185 m, 7,755 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by BM Shipping Ltd (Ukraine). Detained in 2000 in Ghent (Belgium) and Aalborg (Denmark), in 2008 in Mersin (Turkey), in 2009 in Gdansk (Poland) and in 2010 in Barcelona (Spain) and Ashdod (Israel). Sold for demolition in India. US \$ 485 per ton.





*Lemno* (ex-Lemnos, ex-Japan Oak). IMO 8122165. Bulk carrier. Length 244 m, 14,425 t. Italian flag. Classification society Rina. Built in 1982 in Kure (Japan) by IHI. Owned by Cafiero Mattioli Group (Italy). Sold for demolition in India. US \$ 490 per ton.



*Lemno*, on the Mississippi River (United States), March 2011 © Paul Sullivan

*Liliana Dimitrova*. IMO 8105246. Bulk carrier. Length 202 m, 10,096 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgar (Bulgaria). Detained in 2000 in Oslo (Norway) and in 2010 in Lisbon (Portugal). Sold for demolition in Pakistan. US \$ 472 per ton.



(Norway) and

*Lioness C* (ex-Lauren E, ex-Theonymphos, ex-Pegasus V, ex-Pegasus, ex-Pegasus Maru). IMO 8115007. Bulk carrier. Length 225 m, 10,471 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Cosmo Shipmanagement SA (Greece). Detained in 2005 in Newcastle (Australia), in 2008 in Amsterdam (Netherlands) and in 2012 in Tianjin (China). Sold for demolition in China. US \$ 468 per ton including 500 t of bunkers.



*Lovestar II* (ex-Mandarin Moon, ex-New Jade, ex-Western Jade, ex-New Jade, ex-Sanko Jade). IMO 8309359. Bulk carrier. Length 181 m, 8,025 t. Liberian flag. Classification society China Classification Society. Built in 1984 in Imari (Japan) by Namura. Owned by DND Management Inc (Greece). Detained in 2000 in Long Beach (California, United States). Sold for demolition in India US \$ 475 per ton, the *Lovestar II* actually arrived in Chittagong (Bangladesh) on 26th March, due to more attractive financial conditions. The ship was beached there in April.



*Lucky Star* (ex-ITC Global, ex-Astron Spirit, ex-Angelic Spirit). IMO 8109175. Bulk carrier. Length 225 m, 11,795 t. Kiribati flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Detained in 2006 in Vancouver (Canada) and in 2010 in Tianjin (China). Owned by ITC Corp (Vietnam) Sold for demolition in India, but she was eventually beached in Bangladesh. US \$ 465 per ton.



*Macro* (ex-Ser, ex-Vanino, ex-Sunshine, ex-Selena, ex-Chorzow). IMO 7725582. Bulk carrier. Length 95 m. Moldovan flag.



Classification society Bulgarski Koraben Registar. Built in 1980 in Scotstoun (United Kingdom) by Scotstoun Marine. Owned by Makrotek Denizcilik (Turkey). Detained in 2003 in Santander (Spain), in 2005 in Split (Croatia), in 2006 in Alexandria (Egypt), in 2007 in Izmir (Turkey), in 2008 in Antalya (Turkey) and twice in Porto Nogaro (Italy), in 2010 in Izmit (Turkey) and in 2011 in Ceuta (Spain). Sold for demolition in Turkey.

The Moldovan bulk carrier *Macro*, April 2011 © Marinetraffic

*Maheshwari (ex-Lok Maheshwari, ex-Jagat Maheshwari)*. IMO 8026153. Bulk carrier. Length 184 m, 7,397 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Visakhapatnam (India) by Hindustan. Owned by Hermes Maritime Services (India). Detained in 2002 in Port Headland (Australia) and in 2010 in Incheon (South Korea). Sold for demolition in Pakistan.



*Mallak (ex-Bitlis)*. IMO 7389857. Bulk carrier. Length 154 m, 5,596 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Maritime Agencies Co (Egypt). Sold for demolition in India. US \$ 500 per ton.

*Mandakini*. IMO 8321058. Bulk carrier. Length 189 m, 10,362 t. Deflagged from India to Comoros. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Headland (Australia) and in 2004 in Hong Kong (China). Sold for demolition in Bangladesh.



The Indian *Mandakini* became Comorian before her beaching for demolition in Bangladesh. Here in Lyttelton (New Zealand), August 2008 © Wayne A' Court

*Maria K (ex-Capetan Tassos, ex-Sea Transporter, ex-SA Transporter)*. IMO 8029260. Bulk carrier. Length 177 m, 7,684 t. Saint Vincent & Grenadines flag. Classification society American Bureau of Shipping. Built in 1983 in Shimizu (Japan) by Nippon Kokan. Owned by Pikey Navigation (Greece). Detained in 2002 in Port Klang (Malaysia), in 2003 in Kwinana (Australia) and in 2007 in Bordeaux (France). Sold for demolition in India. US \$ 545 per ton including 450 t of bunkers.



*Maumee (ex-Calcite II, ex-William G Clyde)*. IMO 5057709. Bulk carrier. Length 177 m. United States flag. Classification society American Bureau of Shipping. Built in 1929 in Lorain (United States) by American SB Co. Owned by Grand River Navigation Co Inc (United States). Sold for demolition in Port Colborne (Ontario, Canada) on the Erie lake. At 83 years of age, this Great Lakes bulker, given a new motor in 1964, is the senior of all the ships demolished in this bulletin. See also The Robin des Bois Mailbox - Simon. p. 5.

*Med Levant (ex-Opal Naree, ex-Handy Lily, ex-May Lily, ex-Blue Taurus)*. IMO 8210388. Bulk carrier. Length 176 m, 6,861 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Seadar Shipmanagement SA (Greece). Detained in 2000 in Fremantle (Australia), in 2004 in Townsville (Australia), in 2007 in Kwinana (Australia) and in 2011 in San Lorenzo (Argentina). Sold for demolition in India.

*Mega Ace (ex-Star Ace, ex-Auto Bulk, ex-Tohzan, ex-Tozan Maru)*. IMO 8202290. Bulk carrier. Length 196 m, 9,600 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2002 in Pohang (South Korea), in 2005 in Lisbon (Portugal) and in 2006 in Rotterdam (Netherlands). Sold for demolition in China. US \$ 447 per ton including 500 t of bunkers.



*Mei Hua (ex-Swift Fortune, ex-Capaz Duckling, ex-Machado de Assis, ex-Docelirio)*. IMO 7526601. Bulk carrier. Length 242 m, 17,082 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Angra dos Reis (Brazil) by Verolme. Owned by Huafen Shipping Ltd (China). Detained in 2002 in Weipa (Australia), in 2003 in Venice (Italy), in 2009 in Zhanjiang (China) and in 2010 in Kwangyang, (South Korea). Sold for demolition in China. US \$ 435 per ton.





*Mohawk Princess (ex-Zeno)*. IMO 8005599. Bulk carrier. Length 183 m, 8,237 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. US \$ 485 per ton.

*Murshidabad*. IMO 8409769. Bulk carrier. Length 189 m, 10,246 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in Pakistan.

*Northgate (ex-Kii Maru)*. IMO 8321981. Bulk carrier. Length 298 m, 22,737 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oppama (Japan) by Sumitomo HI. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in China. US \$ 438 per ton.



*Ocean Crown (ex-Dong Shun Ocean, ex-Swift Superior, ex-Emir, ex-Arizona Dream, ex-Mina Cebi, ex-G Dost, ex-Loretta V, ex-Protector, ex-El General)*. IMO 7930058. Bulk carrier. Length 191m, 6,568 t. Panamanian flag. Classification society RINA. Built in 1980 in Toyama (Japan) by Nipponkai. Owned by Auspicious Shipping Ltd (China). Detained in 1997 in Szczecin (Poland), in 2000 in Gdansk (Poland) and Rotterdam (Netherlands), in 2003 in Sorel and Quebec City (Canada) and in 2004 in Hong Kong (China). Sold for demolition in India.



*Ocean Leader (ex-Marilis T, ex-Wilrider, ex-Consensus Sun, ex-Manila Prime, ex-Union Peace)*. IMO 8314809. Bulk carrier. Length 178 m, 6,385 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi Zosen. Owned by Kristen Marine SA (Greece). Detained in 1999 in Montreal (Canada) and in 2009 in Murmansk (Russia) and Aalesund (Norway). Sold for demolition in India. US \$ 505 per ton.



*Ocean Lord*. IMO 8308094. Bulk carrier. Length 192 m, 9.840 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB. Owned by STX Pan Ocean (South Korea). Detained in 2002 in Mourilyan (Australia). Sold for demolition in Bangladesh. US \$ 465 per ton.



*Ocean Mercy (ex-Hebei Pearl, ex-Glenbulk A, ex-Glenbuck, ex-Omikronventure L, ex-Arrow Gdansk, ex-Berge Gdansk)*. IMO 7915620. Bulk carrier. Length 250 m, 23,852 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1987 in Gdynia (Poland) by Komuny Paryskie. Owned by HOSCO (China). Detained in 1998 in Rotterdam (Netherlands) and in 2007 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 490 per ton.



*Ocean Queen*. IMO 8608092. Bulk carrier. Length 294 m, 23,138 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Okpo (South Korea) by Korea Shipbuilding. Owned by STX Pan Ocean Co Ltd (South Korea). Detained in 2002 in Dampier (Australia), in 2006 in Gladstone (Australia) and in 2009 again in Dampier. Sold as is in South Korea for demolition in India. US \$ 430 per ton including 250 t of bunkers.



*Ocean Star (ex-Evoikos, ex-Magna Force, ex-Great Fortress, ex-World Fortress)*. IMO 8103183. Bulk carrier. Length 160 m, 5,945 t. Maltese flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Ark Shipping SA (Greece). Detained in 2009 in Miami (Florida, United States). Sold for demolition in India. US \$ 500 per ton.



*Oceanline II (ex-Christina C)*. IMO 7714753. Bulk carrier. Length 170 m, 7,334 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Oshima (Japan) by Oshima SB. Owned by Fitway Ship Management Ltd (China). Sold for demolition in Mumbai (India).





*Optima (ex-Uraga, ex-Dalila, ex-Henrique Leal)*. IMO 7433115. Bulk carrier. Length 173 m, 7,933 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Genbulkmarin (Russia). Detained in 1998 in Saint Petersburg (Russia), in 2002 in Gdansk (Poland), in 2005 in Antwerp (Belgium) and in 2010 in Saint Petersburg again. Sold for demolition in Mumbai (India).



*Panamax Dawn (ex-Bosco Dawn, ex-Spear, ex-World Spear)*. IMO 8100961. Bulk carrier. Length 229 m, 12,367 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Koyo (Japan) by Mihara. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2009 in Gladstone (Australia). Sold for demolition in India. US \$ 502 per ton.



*Panamax Success (ex-Panamax Star, ex-Agios Nikolas, ex-Venette, ex-Wilrover, ex-Bulk Trader)*. IMO 8109137. Bulk carrier. Length 227 m, 12,197 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1983 in Oshima (Japan) by Oshima SB. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2002 in Port Kembla (Australia), in 2003 in Rotterdam (Netherlands) and in 2010 in Rizhao (China). Sold for demolition in India. US \$ 500 per ton.



*Panamax Sun (ex-Bosco Sun, ex-Big Blue, ex-Lei Zhou Hai)*. IMO 8023967. Bulk carrier. Length 225 m, 12,299 t. Cyprus flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2000 in El Ferrol (Spain) and Lisbon (Portugal), in 2002 in Qinhuangdao (China), in 2003 in Port Adelaide (Australia), and in 2009 in Taean (South Korea) and Ningbo (China). Sold for demolition in India. US \$ 505 per ton.



*Pataliputra*. IMO 8409757. Bulk carrier. Length 189 m, 10,253 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation Of India (India). Sold for demolition in India.

*Pearl C (ex-Pearl of Fujairah, ex-Pearl of Abu Dhabi, ex-CSK Fortune)*. IMO . Bulk carrier. Length 225 m, 11,151 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Jiangnan (China) by Shanghai Shipyards. Owned by Cosmship Management SA (Greece). Detained in 1999 in Seattle (United States), in 2000 in Vancouver (Canada), in 2003 in Kwinana (Australia), in 2004 in Hay Point (Australia), in 2005 in Lianyungang and Tianjin (China) and in 2011 in Portland (United States) and le Cap (South Africa). Sold for demolition in Pakistan. US \$ 520 per ton.



*Pioneer Epos (ex-Grand Epos, ex-Epos Breeze, ex-Timios Stavros, ex-Bruma, ex-Docebruma)*. IMO 7526584. Bulk carrier. Length 242 m, 13,165 t. Hong Kong flag abandonné pour celui des Comores for her last journey. Classification society



Bureau Veritas. Built in 1981 in Angra Dos Reis (Brazil) by Verolme. Owned by Interunity Management Corp SA (Greece). Detained in 1999 in Ghent (Belgium), in 2003 in Port Cartier (Canada), in 2004 in Hamburg (Germany) and Lisbon (Portugal), in 2005 in Newcastle (Australia) and again in Hamburg, in 2007 in Bandirma (Turkey) and in 2011 in Yuzhnyy (Ukraine). Sold for demolition in Pakistan. US \$ 475 per ton.



The beaching of *Pioneer Epos* in Gadani (Pakistan), January 2012 © artemteslya /Shipspotting

*Pioneer Sky* (ex-Grand Porto Cervo, ex-Porto Cervo, ex-Cetra Lyra, ex-Hunga, ex-Louis L.D., ex-Richfield). IMO 8026177. Bulk carrier. Length 259 m, 16,774 t. Panamanian flag. Classification society RINA. Built in 1983 in Marghera (Italy) by Breda. Owned by Fedcominvest Monaco SAM (Monaco). Detained in 2000 in Aalesund (Norway) and in 2007 twice in Ghent (Belgium). Sold for demolition in India.



*Popi S* (ex-Ioannis Zafirakis, ex-Pacific Pioneer, ex-Pacific Prominence). IMO 8028644. Bulk carrier. Length 224 m, 11,024 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1982 in Maizuru (Japan) by Hitachi Zosen. Owned by Bright Navigation Inc (Greece). Detained in 2012 in Hamburg (Germany). Sold for demolition in India. US \$ 488 per ton.



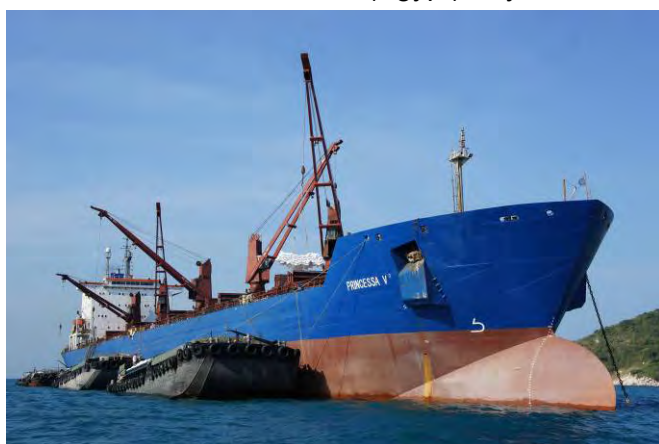
*Prayag* (ex-Devprayag). IMO 8321072. Bulk carrier. Length 189 m, 10,047 t. Indian flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Headland (Australia), in 2009 in Lyttelton (New Zealand) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



*Princess Katherine I* (ex- Princess Katherine, ex-Waasland). IMO 8407668. Bulk carrier. Length 275 m, 26,263 t. Deflagged from Panama to Sierra Leone for her last journey. Classification society Lloyd's Register of Shipping. Built in 1986 in Tamise (Belgium) by Boelwerf. Owned by COSCO (China). Sold for demolition in India. US \$ 440 per ton.



*Princessa V* (ex-Qena). IMO 8203402. Bulk carrier. Length 200 m, 9,042 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Alexandria (Egypt) by Alexandria SY. Owned by Pendulum



Shipmanagement Inc (Greece). Detained in 2001 in Amsterdam (Netherlands) and Cardiff (United Kingdom), in 2004 in Liverpool (United Kingdom), in 2007 in Rouen (France) and Novorossiysk (Russia) and in 2009 in Durban (South Africa). Sold for demolition in India. US \$ 490 per ton.

*Princessa V*, in Koh Si Chang (Thailand) transhipment area © Geir Vinnes

*Pyramis* (ex-Mielec). IMO 7725647. Bulk carrier. Length 95 m, 1,702 t. Moldovan flag. Classification society Maritime Bureau Of Shipping. Built in 1980 in Govan (United Kingdom) by Govan Sb. Owned by Epirus Navigation (Albanie). Detained in 2009 in Koper (Slovenia) and in 2011 in Hopa (Turkey). Sold for demolition in Pakistan.



*Raffles* (ex-Marine Pioneer, ex-Superior Leader, ex-Antarctic Mariner, ex-Sinela, ex-Canela, ex-Etoile, ex-Chestnut, ex-Sanko Chestnut). IMO 8316273. Bulk carrier. Length 188 m, 7,320 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2001 in Singapore, in 2003 and 2004 in Hong Kong and in 2010 in Kwangyang (South Korea). Sold for demolition in China. US \$ 422 per ton.



*Rania* (ex-Samsun Rania, ex-Ais Nikolas, ex-Pina Prima, ex-Pina). IMO 8304256. Bulk carrier. Length 222 m, 9,919 t. Panamanian flag. Classification society RINA. Built in 1984 in Oppama (Japan) by Sumitomo. Owned by Samsun Logix Corp (South Korea). Detained in 2001 and 2005 in Newcastle (Australia). Sold for demolition in China. US \$ 445 per ton.





*Rishikesh*. IMO 8321084. Bulk carrier. Length 189 m, 10,291 t. Indian flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Detained in 2000 in Hay Point (Australia) and in 2006 in Tangshan (China). Sold for demolition in India. US \$ 450 per ton.



*Safeer Express* (ex-Mina, ex-Paean, ex-Kapitan Boev, ex-Joo Veeex-Tro maas). IMO 8127282. Bulk carrier, ex-OBO. Length 207 m, 12,478 t. Bahamian flag. Classification society RINA. Built in 1983 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Pioneer Marine Serv Pvt Ltd (India). Sold for demolition in India. US \$ 500 per ton.



*Santa Cruz II* (ex-Pine Royal, ex-Aerosmith, ex-Prodigy, ex-Kali L, ex-Quebec, ex-Port Quebec). IMO 7423940. Bulk carrier. Length 224 m, 12,270 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Soosung Corp Ltd (South Korea). Detained in 2000 in Hamburg (Germany) and in 2011 in Zhuhai (China). Sold for demolition in Bangladesh.



*Sarim* (ex-Giem, ex-Diman, ex-Bunga Sripagi). IMO 7507320. Bulk carrier. Length 184 m, 8,251 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1976 in Mizushima (Japan) by Sanoyasu. Owned by AK Ship Management & Services (Bangladesh). Detained in 2001 in Naples (Italy). Sold for demolition in Bangladesh.



*Sea Bird* (ex-Hanjin Casablanca, ex-Westin Won, ex-West Ballori). IMO 8117328. Bulk carrier. Length 224 m, 11,739 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Hellenic Star Shipping Co (Greece). Detained in 2001 in Lisbon (Portugal), in 2010 in Hamburg (Germany) and Incheon (South Korea) and in 2011 in Galveston (United States). Sold for demolition in Pakistan. US \$ 517 per ton including 250 t of bunkers.



*Sea Bird* in Europoort, Beneluxhafen (Netherlands), September 2007 © **Eero Isotalo**



*Sea Bright* (ex-Maria Topic). IMO 7641073. Bulk carrier. Length 188 m, 8,102 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Navegadora Panoceanica SA (Pakistan). Detained in 1999 in Miami (United States), in 2002 in Bari (Italy) and in 2009 in Fujairah (United Arab Emirates). Sold for demolition in India.



*Sea Dream* (ex-Lobelia, ex-Nave, ex-Mansurnave II, ex-Mercantil Rio Bonito, ex-Antonio Ferraz). IMO 7433062. Bulk carrier. Length 173 m, 7,296 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by SP Shipmanagement Ltd (Cyprus). Detained in 1999 in Amsterdam (Netherlands), in 2001 in Ama (Louisiane, United States), in 2002 in Mumbai (India), in 2003 in Santander (Spain), in 2004 in Silvertown (United Kingdom) and in 2007 in Rades (Tunisia). Sold for demolition in India. US \$ 500 per ton.





*Sea Green* (ex-Belgreeting, ex-Western Greeting, ex-Pacific Greeting). IMO 8313350. Bulk carrier - OBO. Length 186 m, 10,262 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Trader Maritime Ltd (Greece). Detained in 2000 in Vancouver (Canada), in 2007 in Genoa (Italy), in 2010 in Novorossiysk (Russia) and in 2011 in Gioia Tauro (Italy) and Bandar Khomeini (Iran). Sold for demolition in India.



*Sea Star 7* (ex-Peljesac). IMO 7932549. Bulk carrier. Length 236 m, 13,625 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Rijeka (Croatia) by 3 Maj. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2007 in Piombino (Italy) and in 2011 in Mundra (India). Rebaptisé *Lai Gang Tuo 1* avant sa revente for demolition in China. US \$ 435 per ton including 500 t of bunkers.



*Sea Star 8* (ex-Sun Harvest, ex-Seorax, ex-Miyagi maru). IMO 8103951. Bulk carrier. Length 228 m, 12,111 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Tadotsu (Japan) by Hachihama. Owned by Sea Star Ships Management Co Ltd (China). Detained in 1998 in Amsterdam and in 2008 in Amsterdam (Netherlands). Sold for demolition in China. US \$ 435 per ton including 800 t of bunkers.



*Sea Wave* (ex-Chios Sun, ex-Saloos, ex-Huaxinghai, ex-China Progress, ex-Havtjeld, ex-Wani River, ex-General Lukban, ex-Loftnes). IMO 8126642. Bulk carrier. Length 183 m, 9,040 t. Greek flag. Classification society China Classification Society. Built in 1984 in Govan (United Kingdom) by Govan SB. Owned by Harbor Shipping & Trading SA (Greece). Detained in 2005 in Bourgas (Bulgaria). Sold for demolition in China. US \$ 470 per ton including 500 t of bunkers.



In 1987 in Vancouver (Canada) © Rick Garcia



March 2011 on the Mississippi River ©J van Stratum

*Servet Y* (ex-Lone Star, ex-Markos Lyras). IMO 8119340. Bulk carrier. Length 193 m, 8,344 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Deptford Yard (United Kingdom) by Sunderland SB. Proprietaire Derya Denizcilik Ticaret (Turkey). Detained in 2008 in Varna (Bulgaria). Sold for demolition in Pakistan. US \$ 480 per ton.



*Setsuyo Star* (ex-Setsuyo Maru). IMO 840639. Bulk carrier. Length 290 m, 24,077 t. Bahamian flag. Classification society Bureau Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in Pakistan.



*Shao Shan 1* (ex-Western Tiger, ex-Western Pride, ex-Saga Rose). IMO 8401767. Bulk carrier. Length 190 m, 7,989 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by COSCO (China). Sold for demolition in India. US \$ 490 per ton.

*Shun Xing* (ex-Zheng Tong, ex-Santa Cruz I, ex-Christen, ex-Sorokaletie Pobedy). IMO 8422955. Tanker converted into a bulk carrier. Length 243 m, 15,820 t. Panamanian flag. Classification society Panama Maritime Documentation Services.



Double hull ship built in 1985 in Kerch (Ukraine) by Zaliv. Owned by Shunxing Shipping (China). Sold for demolition in China. US \$ 420 per ton.

*Siam Opal* (ex-*African Shark*, ex-*Handy Trader*, ex-*J Suda*, ex-*Gransol*, ex-*Albasol*). IMO 8509430. Bulk carrier. Length 176 m, 7,061 t. Bahamian flag. Classification society Bureau Veritas. Built in 1985 in Usuki (Japan) by Minami-Nippon. Owned by Pioneer Marine Services (India). Detained in 2002 in Quebec City (Canada) and Kwinana (Australia), in 2003 in Melbourne (Australia), in 2006 in Antwerp (Belgium) and Bandar Abbas (Iran), in 2007 in Bandar Khomeini (Iran) and in 2011 in Nantong (China). Sold for demolition in India. US \$ 475 per ton.



*Siam Star* (ex-*Taxideftis*, ex-*Trident Mariner*). IMO 8300597. Bulk carrier. Length 180 m, 6,332 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Pioneer Marine Service (India). Detained in 2007 in Novorossiysk (Russia) and in 2009 and 2011 in Bandar Abbas (Iran). Sold for demolition in India. US \$ 502 per ton.



*Siouxmaiden* (ex-*Ikan Tuxpan*, ex-*New Ample*, ex-*Angel Feather*). IMO 8901133. Bulk carrier. Length 180 m. Filipino flag. Classification society American Bureau of Shipping. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by Roymar ShipManagement Inc (United States). Detained in 2008 in Gdynia (Poland). Sold for demolition in India.



*Sky Treasure* (ex-*Hebei Treasure*, ex-*Kapitan Zhuravlyov*, ex-*Dodsland*). IMO 8023292. Bulk carrier. Length 245 m, 16,930 t. Hong Kong flag. Classification society RINA. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Guangzhou Kuifenghang Shipping Co (China). Detained in 2003 in New York (United States) and in 2008 in Cartagena (Spain). Sold for demolition in China. US \$ 429 per ton.



*Smaragda* (ex-*Yue Dian 3*, ex-*Ourania Smile*, ex-*Sea Pioneer*, ex-*Pioneer*). IMO 8114728. Bulk carrier. Length 178 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Spianada Shipmanagement (Greece). Detained in 2003 in Tilbury (United Kingdom) and in 2006 in Kwinana and Port Adelaide (Australia). Sold for demolition in Bangladesh.



*Smaragda* in Rouen (France), January 2011 © Erwin Poelstra / Marinetraffic

*St. George* (ex-*St. Matthew*, ex-*Adzhigol*, ex-*Deputat Lutskiy*). IMO 8624553. Bulk carrier. Length 215 m, 13,330 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolayev (Ukraine) by Okean. Owned by Unimor Shipping Agency (Ukraine). Sold for demolition in India. US \$ 522 per ton.

*St. Mark* (ex-*Eva*, ex-*Southern Star I*, ex-*Korean Pioneer*). IMO 8202733. Bulk carrier. Length 186 m, 8,514 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Unimor Shipping Agency (Ukraine). Detained in 2006 in Odessa (Ukraine), in 2008 in Dublin (Ireland) and Ashdod (Israel) and in 2010 in Klaipeda (Lithuania). Sold for demolition in India.



*St. Vasilios* (ex-Svyatoy Ioan, ex-Pretty Lady, ex-Anita Venture). IMO 7916337. Bulk carrier. Length 223 m, 11,604 t. Liberian flag. Classification society Bureau Veritas. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Unimor Shipping Agency (Ukraine). Detained in 2000 in Vancouver (Canada) and Incheon (South Korea), in 2006 in Odessa (Ukraine) and in 2008 in Tianjin (China). Sold for demolition in Pakistan. US \$ 485 per ton.



*St. Vladimir* (ex-Svyataya Yekaterina, ex-Eleni M, ex-Ruddy, ex-New Wave, ex-Khariton Greku). Bulk carrier. IMO 8134962. Bulk carrier. Length 215 m, 13,580 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Nikolayev (Ukraine) by Okean. Owned by Unimor Shipping Agency (Ukraine). Detained in 2001 in Aarhus (Denmark), in 2005 and 2006 in Odessa (Ukraine), in 2008 in Falmouth (United Kingdom) and in 2010 in Rotterdam (Netherlands). Sold for demolition in India. US \$ 455 per ton.



*St. Vladimir*, East China Sea, August 2010 © Vladimir Knyaz

*Star Ypsilon* (ex-Falcon Cape, ex-Linda Emilia, ex-Charger, ex-Rubin Emblem). IMO 8914257. Bulk carrier. Length 273 m, 19,158 t. Marshall Islands flag. Classification society RINA. Built in 1991 in Imari (Japan) by Namura. Owned by Star Bulk Management Inc (Greece). Detained in 2011 in Gladstone (Australia). Sold as is in Singapore for demolition in India. US \$ 480 per ton.



*Steel Andronikos* (ex-Ali Ekinci, ex-Great Pearl, ex-World Pearl). IMO 8103236. Bulk carrier. Length 190 m, 9,514 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Dianik Bross Shipping Corp (Greece). Detained in 2000 in Antwerp (Belgium) and in 2009 in Novorossiysk (Russia). Sold for demolition in Bangladesh. US \$ 473 per ton.



*Strait Challenger* (ex-Khloud F, ex-Zephyros Breeze, ex-Jupiter Light, ex-Handy Diamond, ex-Vinstra, ex-Cynthia n°6, ex-Great Diamond, ex-World Diamond). IMO 8103200. Bulk carrier. Length 160 m, 5,945 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Wisdom Marine Lines (Taiwan). Detained in 2004 in Punta Arenas (Chile), in 2008 in Cork (Ireland) and in 2010 in Kandla (India). Sold for demolition in Bangladesh. US \$ 496 per ton including 300 t of bunkers.





*Svilen Russev*. IMO 8128145. Bulk carrier. Length 202 m, 9,989 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 200 in Baie-Comeau (Canada) and in 2001 in Hamburg (Germany). Sold for demolition in Pakistan. US \$ 472 per ton.





*Taiglad* (ex-Georgios S, ex-Atlantic Savior, ex-Silver Victory, ex-Tensho Maru). IMO 8208153. Bulk carrier. Length 227 m, 12,317 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Detained in 2000 in Butzfleth (Germany) and in 2003 in Vancouver (Canada). Sold for demolition in Bangladesh.







*Theotokos* (ex-*Miho Pracat*, ex-*Atlant II*, ex-*Atlant 2*, ex-*Cast Beaver*, ex-*Konale*). IMO 8023656. Bulk carrier. Length 236 m, 13,943 t. Liberian flag. Classification society Det Norske Veritas. Built in 1984 in Rijeka (Croatia) by Brodogradiliste 3 Maj.   Owned by Polembros Shipping Ltd (Greece). Detained in 2008 in New Orleans (United States). Sold for demolition in India. US \$ 517 per ton.



*Trust Integrity* (ex-*Tjore Fremgang*, ex-*SKS Banner*, ex-*Scanobo Banner*). IMO 9002233. Bulk carrier - OBO. Length 243 m, 15,379 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Trustoil Tankers (Greece). Sold for demolition in Bangladesh. US \$ 470 per ton. 



*Vanlee* (ex-*Anodad Naree*, ex-*Hyundai n°12*, ex-*Asia n°12*). IMO 7917135. Bulk carrier. Length 158 m, 5,350 t. Hong Kong flag. Classification society RINA. Built in 1980 in (South Korea) by Hyundai. Owned by ITG Shipping Co Ltd (China). Detained in 2008 in Vlissingen (Netherlands) and in 2011 in Posiet (Russia). Sold for demolition in China. 

*Vista* (ex-*Winckley*, ex-*Myrina*, ex-*Nissos Amorgos*, ex-*Tomis Indiapendence*, ex-*Ambra Baleen*, ex-*Jahre Princess*, ex-*Orient Venture*). IMO 8323472. Tanker converted into a bulk carrier in 2010. Length 244 m, 14,620 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1987 in Kobe (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in India. US \$ 465 per ton.

*VSP Ruby* (ex-*Thrasyvoulos V*, ex-*Panayia Moutsaina*, ex-*North Viscountess*). IMO 8125820. Bulk carrier. Length 225 m, 11,470 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Viet Hai Shipping (Vietnam). Detained in 2002 in Dampier (Australia), in 2004 in Vancouver (Canada), in 2010 in Shenzhen (China) and in 2011 in New Orleans (United States). Sold for demolition in China. US \$ 432 per ton including 300 t of bunkers. 

*Wan Da* (ex-*Jianmao 19*, ex-*Antwerp Ace*, ex-*Pearl of Muscat*, ex-*Great Dove*, ex-*World Dove*). IMO 8010893. Bulk carrier. Length 236 m, 11,725 t. Panamanian flag. Classification society RINA. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by Jian Mao International (China). Detained in 2001 in Newcastle (Australia) and in 2006 in Lianyungang (China). Sold for demolition in Bangladesh. 

*Warrior* (ex-*Faial*, ex-*Leira*, ex-*Hellepont Vanguard*). IMO 8323202. Bulk carrier. Length 180 m, 7,148 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Leros Management (Greece). Detained in 2004 in Port Adelaide (Australia) and in 2006 in San Francisco (United States). Sold for demolition in India.  

*Xin Hua* (ex-*Abkhazia*, ex-*Anangel*, ex-*Libexpress*). IMO 8103834. Bulk carrier. Length 178 m, 7,382 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Shimonoseki (Japan) by Misubishi. Owned by Good Trend Shipping Ltd (China). Detained in 2007 in Newport (United Kingdom) and Lianyungang (China), in 2008 in Tianjin (China) and in 2010 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 457 per ton.  

*Xin Hua* as *Abkhazia* in Xiamen (China) October 2009 ©  
Ivan Meshkov



*Yasin C* (ex-Freedom Waves, ex-Oktem Aksoy, ex-Sariseki, ex-Halcyon, ex-Gateway West, ex-Estrella Filipinas). IMO 8208191. Bulk carrier. Length 190 m, 8,832 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Bergen Denizcilik Ltd Sti (Turkey). Detained in 1998 in Rotterdam (Netherlands), in 1999 in Mobile (Alabama, United States), in 2000 again in Rotterdam, in 2003 in Brindisi (Italy) and in 2008 in Gdynia (Poland). Sold for demolition in India. US \$ 484 per ton.

*Yong Xiang Men* (ex-Festivity). IMO 8103468. Bulk carrier. Length 193 m, 9,757 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by Nanjing Ocean Shipping Co Ltd (China). Sold for demolition in Bangladesh.



*Zoitsa* (ex-Zoitsa S, ex-Nomadic Princess, ex-Dona Sophia). IMO 7701043. Bulk carrier. Length 172 m, 6,442 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by BM Shipping (Ukraine). Detained in 2000 in Port-Cartier (Canada) and in 2009 in Rotterdam (Netherlands). Sold for demolition in India. US \$ 500 per ton.



### Car carrier

*Esra* (ex-Trans Auto, ex-Autotrans, ex-Kowa Maru). IMO 7915943. Bulk carrier converted into a car carrier in 1985. Length 160 m, 8,815 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by EUKOR Car Carriers (South Korea). Detained in 2009 in Pyeongtaek (South Korea) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



*Esra* berthed in Auckland (New Zealand), April 2007 © Jörg Ziegler

*Traviata*. IMO 7616250. Car carrier. Length 190 m. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Innoshima (Japan) by Hitachi. Owned by Wallenius Lines AB (Sweden). Detained in 2011 in Piraeus (Greece). Sold for demolition in China.



### Miscellaneous

#### Dredger

*Mexi* (ex-Puerto Mexico, ex-Cosmos I, ex-Bocas de Ceniza, ex-Cosmos). IMO 7917214. Dredger. Length 114 m. Tuvaluan flag. Classification society Bureau Veritas. Built in 1980 in Kinderdijk (Netherlands) by IHC Smit. Owned by Dragamex SA DE CV (Mexco). Sold for demolition in India.



#### Tug

*Pantanassa* (ex-Poseidon, ex-Tornado). IMO 7741861. Tug. Length 53 m. Panamanian flag. Classification society Panama Shipping Register. Built in 1978 in Yaroslavl (Russia) by Yaroslavsky SZ. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2004 in Eemshaven (Netherlands). Sold for demolition in Turkey.





### Heavy load carrier

*Storman Asia* (ex-*Starman Asia*, ex-*Gloria Virentium*). IMO 7533721. Heavy load carrier. Length 80 m. Portuguese flag. Classification society Bureau Veritas. Built in 1977 in Brake (Germany) by Lühring. Owned by Mak Offshore SpA (Italy). Detained in 1998 in Gdansk (Poland), in 2007 in Molfetta (Italy), in 2009 in Venice (Italy) and in 2012 in La Spezia (Italy). Sold for demolition in Turkey.



The *Storman Asia* is erecting the bridge over the local breakwater in Valletta (Malta), October 2011 © Airphotomalta / Marinetrain

### Cattle carrier

*SM Spiridon* (ex-*Agios Efstathios*, ex-*Filippos*, ex-*Ro-Ro Primula*, ex-*Angelina Maglione*, ex-*Freccia del Nord*, ex-*Corriere del Nord*). IMO 7365253. Ro Ro converted into a cattle carrier in 2006. Length 140 m. Lebanese flag. Classification society International Register of Shipping. Built in 1975 in Leghorn (Italy) by Orlando ; jumboized and lengthened in 1980 from 117 to 140 m. Owned by Rami Shipping Management (Lebanon). Detained in 2000 in Ancone (Italy) and in 2007 in Las Palmas (Spain). Sold for demolition in Turkey.



*SM Spiridon* in Puerto Cabello (Venezuela), November 2011 © Captain Ted



*Freccia del Nord* in Southampton (United Kingdom), September 1983 © Brian Fisher



## The END

### ***Pacific Princess*, the Love Boat is not entertaining anymore**

The passenger ship *Pacific* which has been laid up in the Genoa port since 2009 will finish her long forty year career in the Turkish ship-breaking yard in Aliağa. It is a discreet and sad end for a vessel which was once a star.



Summer 1987, in the Geiranger Fjord © Tzman / Shipspotting



Built in 1971 in Emden by Rheinstahl Nordseewerke as the Norwegian *Sea Venture* under the ownership of Oivind Lorentzen she was first destined to cruise between New York and the Bermuda Islands. Acquired in 1975 by Princess Cruises, a subsidiary company of the British P&O, she was renamed *Pacific Princess*, a name under which she would become famous across the globe.

Official poster © Simplon Postcards

Effectively she was chosen as the flagship for the American TV series “The Love Boat” aired from 1977 to 1987, a series which greatly contributed to popularize ocean cruises as a form of holiday in particular across the Atlantic.



The Love Boat  
©ABC



*Pacific Princess*, in Helsinki, June 1999  
© Aleks Lindström





September 2002, New York (USA) © **wirednewyork**



Following twenty seven years of flying Princess Cruises' colours, she was sold in 2002 to Seahawk North America and was transferred to the Bahamian flag and simply named *Pacific*. She was then chartered to Pullmantur, a Spanish cruise ship company, which became a subsidiary company of Royal Caribbean Cruises Ltd.

Ajaccio (France), September 2007  
© **Pascal / Shipspotting**



2008 in dry dock, Marseille (France) © **George Pavlou**



Recife (Brazil) January 2008 © **Augusto Vinicius**

Acquired in 2008 by Quail Cruises Ship Management, a company set up by Pullmantur's former director, she was scheduled to undergo maintenance in the San Giorgio del Porto shipyards in Genoa; however the plans were eventually dropped. The *Pacific Princess* was 169 meters in length with a width of 24.60 meters. Her gross tonnage reached 20,186 tonnes and she was equipped with 324 cabins. She could navigate at a speed of 19 knots, thanks to four Fiat engines with a total horse power of 18,000.



April 2010, Genoa (Italy) © **Gianpaolo**

**Sources**

*American Bureau of Shipping ; Associated Press ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Cape Breton Post (the) ; Chittagong Port Authority (the) ; Clarkson's ; Daily Post (the) ; Daily News and Analysis (DNA) - India ; Det Norske Veritas ; Elwatan ; Equasis ; European Maritime Security Agency ; Gala ; Germanischer Lloyd ; Global Marketing Systems ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Maritime New Zealand ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Indiax ; Mumbai Port Trust (the) ; Nippon Kaiji Kyokai ; Optima Shibrokers ; Ouest-France ; Presse-Ocean ; Radio Canada ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles and archives ; RTBF ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Simplon Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping.*

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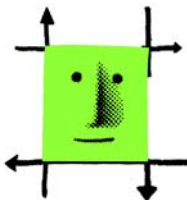
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**Many thanks to Cornier for his contribution  
and to Shiploversworldwide**



# # 28

From April 16<sup>th</sup> to July 15<sup>th</sup>, 2012



ROBIN DES BOIS

## Ship-Breaking.com

**Tamuno Ibi: Demolition by way of punishment.** The Nigerian forces are without pity: after the crew evacuation, they put a radical end to the career of the petroleum smuggler by setting fire to it.



*Tamuno Ibi*, former American oil pollution control vessel, in the Niger Delta. © News Agency of Nigeria

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		Container ship		
		Reefer		

**Swan Diana : European until the end.** This small bulker, originally sailing as an East-German navy supply ship will not leave the European shores; she is being broken up in Ghent (Belgium).



*Swan Diana* in the Irish Sea, February 2008 © Capt A Koryukin / Marinetraffic

## ***Ocean Producer*, a fast ship leaves for the scrap yard** (ex-*MSC Kiwi*, ex-*Perth*, ex-*CP Master*, ex-*Lykes Master*, ex-*ADCL Sultana*, ex-*Norasia Sultana*)

1995-2000, was the big time for fast ship projects. The office of consultants made them hold out the prospect. The Cherbourg docks waited for them. The Norasia company representing Chinese and German interests dreamed of these fast container ships reaching the speed of 40 knots. The result was recognized less easy and less sumptuous. Former *Ocean Producer*, eldest of a family today split up is also the first to leave for ship breaking, at the age of 13. Norasia fast ships were not lacking in style but they had been forced well before the other container ships and for other reasons that the cost of fuel to adopt a slow speed.



© Boris Paulien

The *Ocean Producer* was the first of a series of ten container ships with a capacity of 1,388 (TEU) put in service between 1998 and 2000 by the Norasia company, based in Freiburg (Switzerland). They had been designed to ensure trafficking of “niche” which could be more profitable, and to do this, they had been provided with a very powerful propulsion (34,000 hp) in comparison to their size, giving them a speed of 25 knots. Norasia was acquired in 2000 by the South American Company Vapores (Chile), and the ships had been taken over by a new company, Abu Dhabi Container Line (ADCL) named by the former operators of Norasia and the investors from Abu Dhabi.

We could see them on three main routes for Norasia, then ADCL: Europe/ Montreal, trans-Pacific, and the Mediterranean / Far East. The results have not lived up the expectations and their operation was disrupted by technical problems apparently complex enough. From 2001 they were all decommissioned and for the most part seized. Bought out in 2001 by the Monaco V. Ships, they sailed again after having been the subject of adaptations for a lower speed (20 knots).

All but one passed in 2004/2005 to the Mediterranean Shipping Company - MSC, owned or chartered. Only the *Norasia Shereen* was acquired in 2005 by the Moroccan navigation company, now subsidiary of CMA CGM, and became the *Soraya* under Maltese flag.

The series

### \*Constructed in Shanghai by Jiangnan Shipyard (1999/2000):

- *Norasia Sultana* (demolished)
- *Norasia Selma* current *MSC Provider* (UK)
- *Norasia Shereen* currently *Soraya* (Malta)
- *Norasia Salwa* currently *MSC Asli* (Panama)
- *Norasia Sabrina* currently *MSC Lea* (Malta)

### \*Constructed in Kiel by Howaldtswerke Deutsche Werft in 1998/1999

- *Norasia Samantha*, currently *MSC Edith* (Malta)
- *Norasia Savannah* currently *MSC Marylena* (Malta)
- *Norasia Shamsha* currently *MSC Caitlin* (Malta)
- *Norasia Sheba* currently *MSC Adriana* (Malta)
- *Norasia Scarlet* currently *MSC Mia Summer* (Malta)

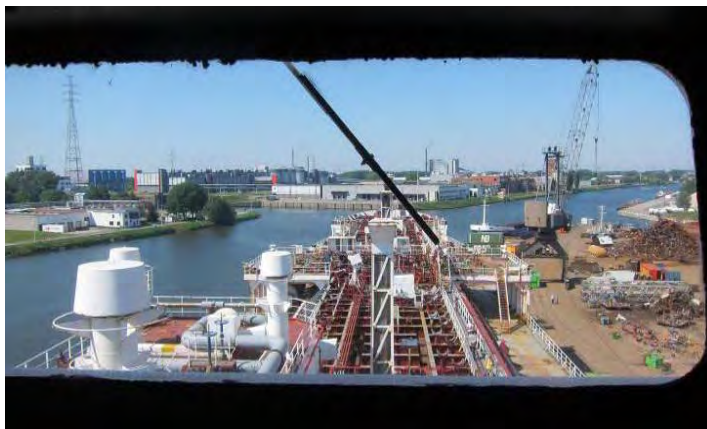


## The gas carrier *Tellier* leaves with honors

After several months of suspense regarding to her future and laid-up on a back-dock in Le Havre, the *Tellier* had been sold for demolition in Ghent (Belgium) by Van Heygen Recycling ([Ship-breaking.com](http://Ship-breaking.com) #.24, p. 2-3 and [Ship-breaking.com](http://Ship-breaking.com) # 26 p. 3).

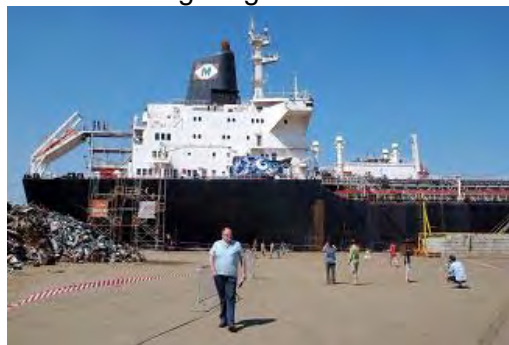
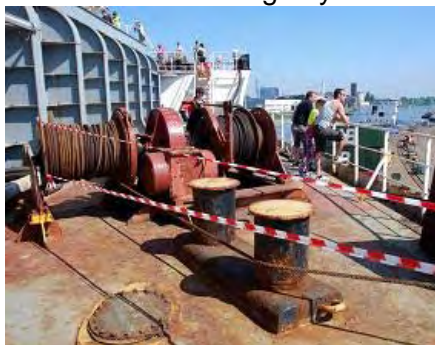


April 26th 2012, *Tellier* leaves Le Havre  
© Peter Wyntin



May 28th 2012, Ghent  
© Ulrik de Wachter / Marinetraffic

The gas carrier leaves with honors. On May 28<sup>th</sup>, the Belgian demolition yard is organizing an open house. The public was invited in exchange for paying 2 euros to visit the ship whose demolition will commence the following day. The collected sums will be used for the fight against cancer.



© www.gentblogt.be

## *Matterhorn*, from Brest to Bordeaux

The *Matterhorn* was abandoned in May 2009 in Brest (France) where she took over a dock of the commercial port (see [Ship-breaking.com](http://Ship-breaking.com) # 26 p.8). A tender had been called for the ship demolition as she had become the property of Domaines (i.e. State) after the bankruptcy of her ship owner; the deal had finally been accredited to Bartin, subsidiary company of Veolia, located in the Gironde estuary, a site which had in its time answered the tenders for the demolition of the ex-*Clemenceau*.



July 6th 2012, *Matterhorn* leaves for demolition at Bassens/Captain *Tsarev* leaves to hide at the far end of the port  
© Michel Floch



© Mor Glaz

On July 6<sup>th</sup>, the *Matterhorn* in tow left Brest for the dry dock of Bassens. Let's wish that the demolition yards pass this full size test and know how to take all precautions to avoid polluting the Gironde and the plumes of dust.



July 6<sup>th</sup>, it is otherwise just in time to avoid her from polluting the 20<sup>th</sup> anniversary of maritime festival "Tonnerres de Brest" starting July 13<sup>th</sup>. The same day, the *Captain Tsarev*, another ship stuck in Brest since November 2008, is temporarily towed to a less visible dock. This is both sad and worrying that Brest, big maritime town if any, and a port of refuge for the European Far West, considers a shame the presence in its harbour of ships abandoned by their owners. Tonnerres de Brest who introduces the event as a scientific crossroads and a platform of ideas would have been better to show the *Matterhorn* and the *Captain Tsarev* and present the universal theme of ship-breaking and the best available or forward-looking techniques. Congratulations to Ghent for showing what ship-breaking is and blame for Brest who does not want to hear about it.

Bordeaux and Brest exchange decommissioned ships. The *Colbert* arrived in Brittany from Bordeaux in June 2007. Will she return there?



Also see the [press releases](#) from Mor Glaz on the subject of *Captain Tsarev* (French)

© Mor Glaz

## Letters to the Editor

### From Ron, Leith, Scotland, received April 6, 2012

Hello Robin,

Just seen your excellent stuff on the internet about ships being broken up, I run a website about the history of all the ships built in the [Leith Shipyards of Henry Robb](#) in Scotland where I started my working life in the Mould Loft. One of the ships built was called PORT TUDY for a company called Soflumar of France, I see from Miramar that she was last know of in Nigeria called Ocean Challenger and last input as 2010 could you be able to tell me if she has been broken up or is she still in use as she is well past her sell by date and would imagine not very well maintained after spending 15 years under a Nigerian Flag.

### **Response from Robin des Bois**

According to the Equasis database, and its last update from October 19<sup>th</sup> 2011, the status of the ship *Ocean Challenger* is always "in service" and owned by Al-Dawood Shipping Lines of Lagos, Nigeria. This company has had in the past, problems with the Nigerian Navy that accused one of its ships, the *Mahdi* of diversions and illegal oil trafficking: in December 2003, the *Mahdi* was arrested along with the *African Pride*, a tanker that she was supposed to have delivered. The *Mahdi* was released at the beginning of 2005 but *African Pride* disappeared. There is some confusion in the Nigerian press that wrongfully makes the *African Pride* and *Ocean Challenger* the same ship. The *Ocean Challenger* was photographed in August 2004 in Lagos.

In April 2005, Al-Dawood attempted to sell for demolition 5 ships from its fleet: *Ocean Challenger*, *Sea Pearl*, *Carolina*, *Great Atlantic*, and *Mahdi*. According to Equasis, in June 2012, the *Sea Pearl* and the *Ocean Challenger* are still properties of the company.

We regret to not having additional information but appealing to all the readers from Ship-breaking.com, which would have the information.



August 6<sup>th</sup> 2004, *Ocean Challenger* at Badagri Creek, Lagos (Nigeria) © Bjørn Poulsen

**From Hans, Netherlands, received April 11, 2012**

Hallo,

My name is Hans, I'm from Holland and have a question about a single hull tanker from which I wonder if she still exist because I can't find anything about her for more than 10 years, so I hope maybe you can help me with some info.

This tanker was build in 1968 as the *Toyama Maru* (IMO 6800610)

In 1976 she was sold to Barque Sg Corp. Piraeus, Greece (Chandris Services London Ltd) and renamed *Mariblanca*. In 1980 she was sold to Terminal Installations Inc., Monrovia (SBM Production Contractors, Monte Carlo) and rebuild into a FPSO. After rebuilding she was renamed *FSPO II* and chartered to Amoco for service at the "Cadlao" and "Liapacan" fields in the Phillipines. In 1996 she was rebuild at the Keppel Sembawang shipyard in Singapore and chartered to Petrobras for service in their "Marlim Sul" field.

After this there is no more news about this ship and so, after 15 years I wonder if she is still in service or already scrapped. (44 years old ??). I hope you can help me with some more info,

**Response from Robin des Bois.**

The *FSPO II*, constructed in 1968 in Nagasaki under the name *Toyama Maru* has actually disappeared from all usual databases. At most she is still sometimes mentioned as "lost or decommissioned".

Owned by SBM, she was time chartered by Petrobras for its Marlim Sul oil field north of Rio de Janeiro. The *FSPO II* started her career there from August 1997 to well No.6 MLS, then continued operations to wells No.3-MLS in 1999 and No.4-RJS in December 2000. From December 2001 the mode of production on these wells was made directly from wells to platform P-40 making the *FSPO II* unnecessary. According to her owner SBM, the *FSPO II* had been decommissioned in the second trimester of 2002. It is then likely that she had been demolished in the wake without having certainty as to the exact destination.



© Offshore Technology

**From Antonio, Asturias, Spain, received June 26, 2012**

Good day,

I have been following your work on ship breaking throughout these years, and i truly think it is amazing... however, i think we should also start looking at the work done at home to promote a better job outside the EU...

I show you here some pictures i just took in Sao Jacinto, Aveiro, Portugal of the dismantling of a navy vessel sold to the highest bidder...

I think we also need some help here to stop these kind of things from happening within the EU... if someone tries to do things right gets trapped in the administration, and then whoever does whatever and no one lifts a finger...

I have managed to stop a couple of similar jobs in Spain, but there is little i can do... however, with some publicity from environmental pressure groups... maybe we can also change things here...

The pictures taken are from an abandoned shipyard used eventually to dismantle vessels (many military)... it is located just by the natural dunes reserve of Sao Jacinto... i have many pictures and even some samples of likely asbestos left around the area in open bags, next to where local and weekend fishermen and their families hang around while trying to catch some fish... i just send you some, if you want more, i will send them too...

**From Antonio, Asturias, Spain, received July 18, 2012**

The pictures were taken at the Estaleiros Sao Jacinto (see attached pdfs)

I have several more pictures and actually a box with samples that I took on site (have not been able to analyse them thou). I will send them to you via dropbox if you want...

I searched for the vessel and found out its name (F484 *Augusto Castilho*). It was sold to a company whos owner is or was in jail due to tax or money laundering or something called "Dossier Face Oculta" (see attached pdf)...

It was sold together with another sister vessel yet to come for a crazy price of 1.6M€ (way more than they are worth...

The amazing thing is that right on the other side of the river we are working on a project on shipdismantling for the EU (LIFE+ RECYSHIP) for which we had to go through a very large process to get permits to dismantle some small fishing vessels... we were not allowed breaking afloat, we had to be residue managers, we are constantly controlled from the harbour authorities and the environmental agencies, etc... and these guys were given permission to do that!!!

We presented this also to the authorities and seams they are now doing something about it... a bit too late... and surely will just let it fade away and let the next one in...

I can give you also details of a similar act in Pasajes, San Sebastian, Guipuzcoa, Spain... and several others...

I believe the EU should start looking at what is being done here too, instead of just considering that EU members are perfect... (...)

### Response from Robin des Bois

Thank you for your mails and information. Like you, we are very critical towards the practises of some ship-breaking yards in Europe. The scrapping of this Portuguese Navy vessel is a particularly enlightening case ; one must be objective and note that within the European Union many efforts have to be made and many scandals have to be reported.

So do we, and we complete your photo report with a picture of sisterships of F484 *Augusto de Castilho* laid up in Lisbon naval base and waiting for demolition.

### The scrapping of the Portuguese corvette F484 *NRP Augusto de Castilho*,

The corvette F484 *NRP Augusto de Castilho* was one in a series of six vessels built for the Portuguese Navy for service in the African colonies. The *João Coutinho* class was designed by naval architect Rogério de Oliveira but the ships were built in Hamburg (Germany) by Blohm & Voss and in El Ferrol (Spain) by Empresa Nacional Bazán.

*Augusto de Castilho* was built in Spain in 1968, launched in July 1969 and entered service in November 1970 during the conflicts in the Portuguese colonies. After 1975, she was assigned to patrol duties in the Portuguese territorial waters. 84 m in length, served by 97 crewmen, she was decommissioned in 2003 and has been laid up in Lisbon naval base until the end of 2011.

Late 2011, she was sold under obscure conditions and for a sum five times her real value, along with a sistership, probably the F485 *Honorio Barreto* which is also officially decommissioned.

*Augusto de Castilho* was then towed to Sao Jacinto, in North Portugal and stripped down on a naval waste-land.



Satellite view of the ria de Aveiro (Portugal), of the São Jacinto Dunes Nature Reserve and localization of the ship-scraping yard on the former Estaleiros Sao Jacinto.





Bow view of the F 484 *Augusto de Castilho*



Stern view of the F484 *Augusto de Castilho*



Waste inside the F 484



Ripped big bags containing asbestos outside the ex shipyard.



Lisbon naval base, the F484 is waiting for demolition along with some sisterships one of which being the F 485 *Honorio Barreto*. The F481 is a frigate, *CDT Hermenegildo Capelo* built in 1966 in Nantes (France) by Ateliers et Chantiers de Bretagne, entered in service in 1968 and decommissioned in 2004 © **Hi5 Augusto de Castilho**

© Photos by Antonio Barredo, unless otherwise stated

## The India- Bangladesh Pendulum. Assessment mid-April to mid-July 2012.

After the Tsunami earlier this year, the flood of ships left for demolition has significantly lowered, especially at the end of the trimester, with an average rate of 22 ships per week. The rate remains superior to the full year of 2011 (20 ships per week). The average age still younger: it is 27 years old, and even 24 for oil tankers and 25 for container-ships.

**282** ships have left for demolition during this second period of 2012. The combined demolition allows the recycling of more than **2.5 million tons** of metal. Of **282** ships to destroy, **256** (91%) went to Asia; **83** (29%) were constructed in Europe, and **127** (45%) belonged to European ship-owners. A record. Greek ship-owners sell a lot.

### Per Unit

- 1 India, 77 (27%)
- 2 Bangladesh, 71 (25%)
- 3 China, 49 (17%)
- 4 Pakistan, 33 (12%)
- 5 Turkey, 26 (9%)
- 6 Denmark, 8 (3%)

### By Tonnage of Metal Recycled

- 1 Bangladesh 848,000 t (33%)
- 2 India, 591,000 t (23%)
- 3 China, 508,000 t (20%)
- 4 Pakistan, 316,000 (13%)
- 5 Turkey, 134,000 t (5%)

### By Category

- 1: Bulker, 106 (38%)
- 2: Tanker, 55 (20%)
- 3: General cargo, 43 (15%)
- 4: Container ship 36 (13%)
- 5: Reefer, 27 (10)

India is the first destination for ship demolition by a small margin, but the market collapsed there: the number of arrivals was divided by 2.5. Added to economic difficulties- decrease of growth rates and exchange rate of the Indian rupee- the case with *Oriental Nicety ex- Exxon Valdez* has awakened the mistrust of ship owners always hurried to quickly close their sales. The demolition clearance of the ship, arrived at the end of April in Indian waters and suspected of containing dangerous materials, was initially suspended. On the issue of various judicial procedures, the government of Gujarat gave the go ahead, and the ship, anchored since then off Mumbai, was arrived for demolition at Alang on June 29<sup>th</sup>. The question is whether the Indian authorities will be content in the future with the obligatory inventory of dangerous materials or if they will innovate and require the prior extraction of onboard pollutants. Beyond the case of the *ex-Exxon Valdez*, this would be the turn of the Indian demolition market to be blocked. The *ex-Exxon-Valdez* is one of these few ship symbols chosen by the Court of Justice and the Indian ecologists to call for the full compliance of the regulations. Refused at first, these ships are hitherto always accepted in a second step.

For its part, Bangladesh confirms its return and moved to second place with regards to units; as the demolition destination for larger sized ships, it takes the lead by far in terms of recyclable volume. It is also the only major ship-breaking country to more ships arriving in its yards during the period. Ships initially fated for the scrap yard in India have finally been diverted to Bangladesh.

With the overcapacity of the fleet, damaged ships or in failure no longer find favor with their ship owners and are demolished there where they are located, in Constanta (Romania) for *Seawind* (p. 25), Sevastopol (Ukraine) for the *ex-Slavutich 8* and *11* (p. 20 and 26) or at Esbjerg (Denmark) for *Celina* (p. 28).



*Slavutich-8* at Sevastopol (Ukraine) © Yevgeniy B



*Celina* at Esbjerg (Denmark) © Arne Jürgens

The decline of the rates offered by the demolition yards continued and even accelerated in particular in the Indian subcontinent. The depreciation reached there 100\$ and a ship markets today less than **\$400**. The gap was still reduced between the subcontinent and China, and also Turkey where ships reach **\$320** per ton.








Europe is exporting. **45 %** of the ships leaving for demolition in Asia, Turkey included, are under a European or EFTA state flag or their owner is European or from an EFTA state. The ship-breaking yard scarcity in Europe is a cause for exporting but it is not the only one. Asian yards pay a much higher price for disused hulls than European yards do. European owners do not complaint about this scarcity. The *Marfret Mejean*, damaged in Marseille, owned by Marfret Company whose director is also the President of Armateurs de France, has just been sold according to an information to be confirmed to a non European ship-breaking yard.

## After the bars, the scrap yard

**38** (14%) of ships departing for the scrap yard were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or unclassified. The sub-standard ships are leaving in priority: at least **170** (60%) were the subject of preliminary detentions(s) in worldwide ports with a rate of detentions of more than 80% for general cargo carriers and 75% for bulk carriers. The detention rate is 18% for oil tankers. The small cargo carrier flying the Togolese flag, *Lady Itidal* broke the detention records: no less than **16** between 2000 and 2008, in Asian ports and the Middle East (p 23). It is accompanied on the detention podium by two other general cargo carriers, the Moldovan *Anna K* (p. 21), **9** detentions between 2006 and 2011, and Panamanian *Lady Bana K* (p. 23), **8** detentions between 1999 and 2010, and by two bulk carriers the *La Jolla Belle* (p. 23), and *Oriental Key* (p. 48), also 8 detentions each

## Years and Meters

The age of ships leaving the fleet ranges between **10 years** for container ship *Celina*, victim of a stranding off the Norwegian coasts and **50 years** for Indian ore carrier *Swatirani*. The average age is **27 years**. 74 ships have an inferior length of 150 m, 115 measuring between 150 and 199 m and 93 m over 200m. 7 ships measure more than 300m; the largest ship to leave for the scrap yard is the ore carrier ex-single hull *Hebei Ambition VLCC*, of a length of **327 m**.

	Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).
	Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.
	Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.
	Ship and crew detained in a port for deficiencies.
	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.

## Barge and container carrier

*Baco Liner 3*. IMO 8203696. Barge and container carrier. Length 205 m, 9,104 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Emden (Germany) by Thyssen Nordseewerke. The *Baco Liner 3* is a



member of the Seereederei Baco-Liner Gmb family (Germany) (see « [The Eventful Life of a Family](#) », March 10<sup>th</sup> 2010). In 1991 in Hamburg , 600 kg of marijuana were discovered onboard the ship sailing from Nigeria; in 1993 she struck a submerged wreck while entering the port of Nouadhibou in Mauritania. Detained in 2011 in Hamburg (Germany). Sold for demolition in India. 365 \$ per ton, including 18 barges.

*Baco Liner 3*, December 2011, Antwerp (Belgium) © Stan Muller



## Cattle carrier

*Ocean Shearer* (ex-*Stella Deneb*, ex-*Deneb Prima*, ex-*Rodolfo Mata*, ex-*Med Genova*, ex-*Ming Universe*). IMO 7810935. Cattle carrier. Length 213 m, 21,588 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Detained in 2007 in Port Adelaide (Australia) and in 2011 in Fremantle (Australia). Sold for demolition in Bangladesh. See the chapter The END p. 53.



## Tug

*Amsterdam* (ex-*Salvanguard*, ex-*Statesman*, ex-*Statesman I*, ex-*Alice L Moran*). IMO 6607525. Tug. Length 66 m. Bahrain flag. Classification society Bureau Veritas. Built in 1966 in Kure (Japan) by Kure Zosensho. Owned by Gulf Corp (Bahrain). The 9600 bhp *Alice L Moran* starred in the Moran International Towing Corporation advertising. In 1969, presented as the world's most powerful tug, she towed the offshore drilling rig SEDCO 135E the 8.400 km between Yokohama (Japan) and Portland (Victoria, Australia) where she delivered the rig safely. Sold for demolition in India.



© Tugboat Enthusiasts Society of the Americas



© International Petroleum Encyclopedia

*Boluda Abrego* (ex-*Tara II*, ex-*Call Shot*). IMO 6402717. Tug. Length 42 m. Spanish flag. Unknown classification society. Built in 1964 in Woolston (United Kingdom) by Thornycroft JI. Owned by Boluda Group (Spain). Sold for demolition in Turkey.



*Resolve Suhaili* (ex-*Suhaili*). IMO 7626592. Tug. Length 55 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1977 in Higashino (Japan) by Matsuura Tekko. Owned by Resolve Marine Group Inc (United States). Detained in 2002 in Charleston (United States) and in 2008 in New Orleans (United States). Sold for an unknown destination of demolition. The ship seems to be heading to Mobile, Alabama.



## Offshore supply vessel

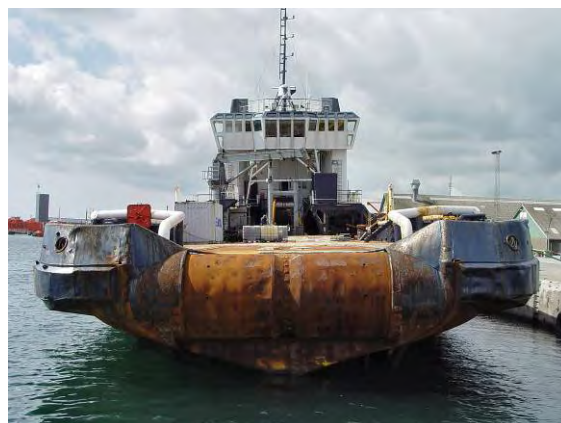
*Bin Hai 244* (ex-*Jin Hai 2*, ex-*Odys Alpha*). IMO 8222886. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Dieppe (France) by Ateliers de la Manche. Like *Bin Hai 245*, from the day she was delivered by the Normandy shipyard until her sale in 1991 to Chinese interests, she remains French and property of Compagnie Nationale de Navigation, a subsidiary of Elf oil company; she was operated on the offshore fields of the West African coast. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.



*Bin Hai 245* (ex-*Jin Hai 3*, ex-*Odys Bravo*). IMO 8222898. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Dieppe (France) by Ateliers de la Manche. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.



*Hebron Sea* (ex-*Tuna Service*, ex-*Wimpey Seatiger*). IMO 7403471. Offshore supply vessel. Length 78 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Millingen (Netherlands) by Bodewes H.H ; jumboized in 1994 and lengthened from 64 to 78 m. Owned by Secunda Canada LP (Canada). Underpowered by today's needs, plus that one of the two main engine is not working anymore, the ship is sold for demolition in Grenaa (Denmark). She was towed all the way from Canada escorted by the Icelandic coast guard vessel *Tyr*.



*Hebron Sea*, in Grenaa (Denmark), June 2012 © **Bendt Nielsen**

*Putford Sky* (ex-*Dawn Sky*, ex-*Corella*). IMO 6607393. Ex fishing trawler converted in 1985 into an offshore supply vessel. Used by BP on the Amethyst gas field off Yorkshire. Length 40 m. United Kingdom flag. Classification society Lloyd's Register of Shipping Built in 1967 in Lowestoft South (United Kingdom) by Brooke Marine. Owned by Seacor Marine (United States). Sold for demolition in Grenaa (Denmark) by Fornæs Shipbreaking.



### Ferry

*Joshu Maru* (ex-*Sutoretia Maru*). IMO 7727762. Ferry. Length 111 m, 3,012 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1978 in Shimonoseki (Japan) by Mitsubishi.



This ship was built as the Japanese *Sutoretia Maru* for Tokai Kisen company. She was decommissioned in 2002. In 2005 she was acquired by the Japanese group Kambara (shipowner and otherwise holder of the Tsuneishi shipbuilding yard). She was then converted to carry prefabricated. ship elements from the Japanese to the Chinese facilities. Most of the superstructures was demolished to clear a large storage deck. The ship was renamed *Joshu Maru* flying the Hong Kong flag and managed by the Chinese CPN Frontier Shanghai Company. Owned by Astro Shipmanagement Inc (Philippines). Sold for demolition in China. 330 \$ per ton.

*Spodsbjerg* (ex-*Aero-Pilen*). IMO 7204394. Ferry. Length 68 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Husum (Germany) by Husumer. Owned by Danske Faerger A/S (Denmark). This little ferry operated all her life on domestic lines in the Danish islands, first as the *Aero-Pilen* from 1972 to 1974 (Soby/Faborg line), then *Spodsbjerg* (Nakskov/Spodsbjerg line, then Lohals/Korsor). She was lengthened by 12 m in 1976. Sold for demolition in Frederikshavn (Denmark) by Orlas Produktforretning/Jatob.





## Passenger ship

*Sapphire* (ex-*Princesa Oceanica*, ex-*Sea Prince V*, ex-*Sea Prince*, ex-*Ocean Princess*, ex-*Italia*). IMO 6513994. Passenger ship. Length 149 m, 9,554 t. Deflagged from Malta to Saint Kitts & Nevis for her last journey. Classification society RINA.



*Sapphire* leaving Piraeus (Greece) © Dimitrios P



*Italia* berthed in Valetta (Malta), May 1982. Costa cruiseship © Emmanuel.L / Shipspotting

Built in 1967 by Cantiere Navale Felszegi, in Trieste, as Italian *Italia* for Crociere Oltremare, this ship, first leased for Princess Cruises, was acquired by Costa in 1973 without changing her name. In 1983 she became *Ocean Princess* (Bahamas) for Ocean Cruise Line. This company having been rebought in 1990 by the French group Croisières Paquet, she made her entry into the "French controlled" fleet without changing name and flag. March 1<sup>st</sup> 1993, she was voluntarily grounded in the Amazon with serious damages after having hit a wreck near Belem (Brazil). A crack in the hull caused a strong column of water to flood the engine room and both bottom decks. The evacuation of the ship was carried out without injuries. Refloated March 20<sup>th</sup> and first considered as a total loss, she was finally resold as is to Greek owners who had her towed in May 1993 to Piraeus for refurbishment as *Sea Prince* (St. Vincent). May 26<sup>th</sup> 1995, at the end of work, she suffered a fire at Drapetzone. She was commissioned in 1996 as *Princess Oceanica* (Cyprus) by the Cyprian company Louis Cruise Lines and renamed *Sapphire* the same year following a charter by the English company Thompson Holidays. She is reported in 1999 as chartered for three years by the French company France Croisières. Since 2004 and until 2010, she has been flying the Marshall Islands flag. Not complying with the new Solas standards, she was laid up since 2010.

Detained in 2009 in Limassol (Cyprus). In April, the Maltase *Sapphire* was deflagged to Saint Kitts & Nevis, renamed « *Aspire* » and ended up for demolition in India.

## Tanker

*Aker Smart 2* (ex-*Polar California*, ex-*Arco California*). IMO 7500889. Tanker. Length 290 m, 30,043 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in San Diego (United States) by NASSCO. Converted in 2007 into a Floating Production Storage Offshore unit (FPSO) by Jurong shipyard in Singapore. Owned by Aker Contracting FP ASA (Norway). Laid up since 2010, she is eventually sold as is in Indonesia for an unknown destination of demolition. 400 \$ per ton.



*Apollo 16* (ex-*Apollo Sun*, ex-*Idemitsu Maru*). IMO 8405983. Tanker - Very Large Crude Carrier. Length 322 m, 34,673 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Asian Supply Base (Malaysia). Sold as is in Labuan (Malaysia) for demolition in Bangladesh. 461 \$ per ton.



*Archimid* (ex-*Archimidis*, ex-*Solaris*). IMO 8322014. Tanker. Length 244 m, 17,269 t. Comorian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1985 in Ulsan (South Korea) by Hyundai ; Converted into a floating storage unit in 2009 like her sistership *Trust* IMO 8322038. Sold for demolition in Bangladesh where she arrived renamed *Arch 1*.



Tanker *Archimid* anchored with her sistership *Trust* in Subic Bay (Philippines), January 2009. The two ships are then waiting for conversion into floating storage units. © **Stuart Scott**

*Cougar* (ex-*Psara*). IMO 8618906. Tanker. Length 183 m, 9,550 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Prime Marine Management Inc (Greece). Detained in 2005 in Aliaga (Turkey). Sold for demolition in Pakistan.



*Cougar* before and after new painting at Neorion Shipyard, Syros (Greece)  
March 2009 © **M Kavallaris**

April 2009 © **Christina Drakakis**

*DHT Ania* (ex-*Overseas Ania*, ex-*Ania*). IMO 9053672. Tanker. Length 245 m, 17,045 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Goodwood Shipmanagement (Singapore). Sold as is in Singapore for demolition in Pakistan. 425 \$ per ton including 400 t of bunkers.

*Genmar Alexandra* (ex-*Nordpacific*, ex-*Skaunord*). IMO 9007568. Tanker. Length 241 m, 15,145 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by General Maritime Management (United States). Sold for demolition in Pakistan. 500 \$ per ton.

*Hongbo n°9* (ex-*Samjin Sun*, ex-*Selangor Express*). IMO 8317033. Tanker. Length 102 m, 2,009 t. South Korean flag. Classification society Korean Register of Shipping. Double bottom ship built in 1983 in Imabari (Japan) by Higaki. Owned by HWA Sung Marine Co Ltd (South Korea). Sold for an unknown destination of demolition.

*ISI Olive (ex-Mastera)*. IMO 9003237. Tanker. Length 274 m, 20,608 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Okpo (South Korea) by Daewoo. Owned by Isim Olive Ltd, subsidiary of Islamic Republic of Iran Shipping Lines (Iran). In December 2007, *ISI Olive* ran aground on the western bank of the Suez Canal due to steering problems. All traffic was blocked for 6 hours; the forepeak and n°1 port ballast tank have been breached but no pollution is reported though ; In 2012, the ship was deflagged twice from Malta to Bolivia in March, then Sierra Leone in May and sold for demolition in Pakistan. 405 \$ per ton.



May 2004, *ISI Olive* in Europoort (Netherlands) © Frans Sanderse

*Lei Tsu II*. IMO 9006198. Tanker. Length 273 m, 24,377 t. Taiwanese flag. Classification society American Bureau Of Shipping. Single hull ship built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Petroleum Co - CPC (Taiwan). Sold for demolition in Pakistan where she arrived as *Tsu*.

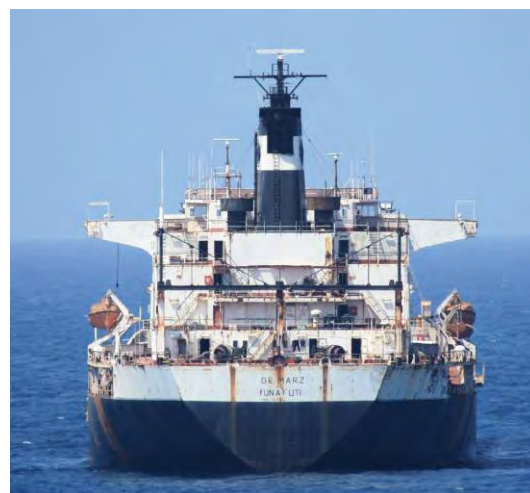
*Lion (ex-Halki)*. IMO 8618918. Tanker. Length 183 m, 9,550 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea Shipbuilding. Owned by Prime MarineManagement Inc (Greece). Sold for demolition in Pakistan.



*Meizhen (ex-18 de Marzo)*. IMO 7383346. Tanker. Length 207 m, 11.195 t. Deflagged from Sierra Leone to Tuvalu. Classification society Lloyd's Register of Shipping. Single hull ship built in 1977 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. In summer 2011, the ship was announced sold for demolition by an Indian ship-breaking yard at 185 \$ per ton (Cf [Ship-breaking # 25](#)). Pemex has been playing for time. One renaming and two deflaggings later, « *Meizhen* » eventually leaves for demolition in Pakistan. The Indian crew hired for the initial journey has been staying onboard while waiting for the speculation to end.



Still off Mexico, but under Tuvaluan flag, March 2012  
© Captain Ted / Shipspotting





*Pioneer (ex-Pioneer Spirit)*. IMO 9039676. Tanker. Length 243 m, 14,164. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Koje (South Korea) by Samsung. Owned by V Ships (United Kingdom). Sold for demolition in India. 403 \$ per ton.



*Ratna Urvi (ex-Kliomar, ex-Sanko Phoenix)*. IMO 8813568. Tanker. Length 242 m, 14,251 t. Indian flag. Classification society American Bureau of Shipping. Double bottom ship built in 1989 in Imari (Japan) by Namura. Owned by India Steamship (India). Detained in 2002 in Kurnell (Australia) and in 2003 in San Francisco (United States). Sold for demolition in Pakistan. 410 \$ per ton.



*Sebastian Lerdo de Tejada (ex-Viken Vest)*. IMO 7383293. Tanker. Length 207 m, 11,962 t. Deflagged from Mexico to Saint Kitts & Nevis for her last journey. Unknown classification society. Single hull ship built in 1976 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexico). Laid up since late 2006. Announced sold for demolition in China, at 357 \$ per ton, *Sebastian Lerdo de Tejada*, sailing from Mexico, just passed Singapore. On July 13<sup>th</sup> she was beached for demolition in Bangladesh. The ship has been playing cat and mouse ; late 2010, her sale for demolition in India had already been announced (cf Shipbreaking # 22), at a modest 220 \$ per ton.



© PEMEX

*Senang Spirit*. IMO 9041382. Tanker. Length 247 m, 15,911 t. Deflagged from Bahamas to Tanzaniq for her last journey. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Teekay Navion Offshore (Singapore). Sold for demolition in Bangladesh. 490 \$ per ton.

*Sri Kadriah 1 (ex-Titan Mercury, ex-Verona, ex-Columbia)*. IMO 8706131. Tanker converted into a floating storage unit. Length 326 m, 33,800 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Ariake (Japan) by Hitachi Zosen. Owned by Nathalin Management Co Ltd (Thailand). Sold for demolition in Bangladesh. 416 \$ per ton.

*Sri Kadriah I*, anchored as floating storage off Tanjung Pelapas (Malaysia) until new crude oil terminal is ready. © Emilyan / Shipspotting





*Sri Kadriah II* (ex-Crystal Ace, ex-Provence, ex-Provence I). IMO 9051856. Tanker. Length 327 m, 33,534 t. Saint Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1994 in Okpo (South Korea) by Daewoo. In April 2012, the Thai *Sri Kadriah II* is sold to the Pakistanese Terra Marine Shipmanagement, becomes *Riah* under Saint Kitts & Nevis flag and is beached for demolition in Bangladesh.

*Taka* (ex-Takama, ex-Takamatsu Maru). IMO 8500472. Tanker. Length 321 m, 32,309 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Sold and towed for demolition in Bangladesh.

*Tamuno IBI* (ex-Clean Waters 1, ex-Response 1, ex-Stacey Tide, ex-Martha Theriot). IMO 6709165. Tanker. Length 42 m. Nigerian flag. Unknown classification society. Built in 1964 in New Orleans (United States) by American Marine Corp. Previously a ship of the American MSRC - Marine Spill Response Corp ; lately a bunkering tanker in the Niger delta. Owned by GFL Marine Services Ltd (Nigeria). In May 2012, the Joint Military Task Force intercepted the vessel carrying 600.000 l of stolen crude oil off Akassa Island.. The 17 crewmen were arrested and evacuated. The ship and cargo were set ablaze by the JTF in the delta. See photo p 1.



*Trust Navigator* (ex-Rowan). IMO 8814421. Tanker. Length 182 m, 8,450 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Dalian (China) by Dalian SY Co. Owned by Trinity Ships Inc (Greece). Detained in 2007 in Augusta (Italy). Sold for demolition in Pakistan.



*Unity* (ex-Sea Sapphire, ex-SPT Sapphire, ex-Pacific Sapphire, ex-Burwain Helena). IMO 9047415. Tanker. Length 247 m, 18,238 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Gdynia (Poland) by Gdynia Stocznia. Owned by Tomini Ship Management (Pakistan). Sold for demolition in Bangladesh. 388 \$ per ton.



#### Ore Bulk Oil carrier / OBO

*Adriatic Sea* (ex-Genmar Champ, ex-Genmar Champion, ex-SCF Champion, ex-SKS Champion). IMO 9002269. OBO. Length 243 m, 16,562 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Sold for demolition in Pakistan. 500 \$ per ton ; probably including stainless steel tanks.



Istanbul, March 2006 © Ilhan Kermen

*Alaskan Sea* (ex-Genmar Star, ex-SCF Star). IMO 9002257. OBO. Length 243 m, 16,821 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2003 in Newcastle (Australia). Sold for demolition in Pakistan. 500 \$ per ton.



*Bic Clare* (ex-*Allegro II*, ex-*Vancouver Spirit*). IMO 9006863. OBO. Length 244 m, 17,087 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Petro Med Shipping (Greece). Detained in 2009 in Port Kembla (Australia). Sold for demolition in India. 425 \$ per ton.



*Bic Clare* entering Port Kembla (Australia), October 2009 © Peter Karberg

*Bic Irini* (ex-*Amore Moi*, ex-*Victoria Spirit*). IMO 9006875. Tanker OBO. Length 244 m, 17,137 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Petro Mar International Inc (United States). Sold for demolition in Bangladesh.

#### Gas carrier

*Anadoluhisari* (ex-*Aygaz 4*, ex-*Fridtjof Nansen*). IMO 7926447. Gas carrier. Length 89 m. Turkish flag. Classification society American Bureau of Shipping. Built in 1981 in Kristiansand (Norway) by Kristiansands MV. Owned by Anadoluhisari Tankercilik AS (Turkey). Sold for demolition in Turkey.



*Pirgas* (ex-*LPG Adrastea*, ex-*Henriette Kosan*, ex-*Henriette Tholstrup*, ex-*Henriette Gas Nordzee*). IMO 8012865. Gas carrier. Length 82 m, 1,690 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Svendborg (Denmark) by Svendborg Skibsvaerft. Owned by Transgas Shipping Lines (Peru). Detained in 2011 in Cuba. Sold as is in the Dominican Republic for an unknown destination of demolition.



*Qi Xing* (ex-*Gaz Fidelity*, ex-*Gaz Far East*). IMO 8108925. Gas carrier. Length 100 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Ise (Japan) by Ichikawa. Owned by Dalian Surui Shipping Co (China). Sold for an unknown destination of demolition.

*Yin Long* (ex-*Goodwood*, ex-*Sun Merlion*). IMO 8004313. Gas carrier. Length 94 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Saiki (Japan) by Honda. Owned by Shenzhen Southern China LPG Shipping Co (China). Sold for demolition in China.

#### Chemical tanker

*Anjasmoro*. IMO 9117234. Chemical tanker. Length 179 m, 10,830 t. Deflagged from Singapore flag to Saint Kitts & Nevis for her last journey. Classification society Det Norske Veritas. Double hull ship built in 1996 in Kherson (Ukraine) by Khersonskyi SZ. Owned by PT Berlian Laju Tanker (Indonesia). Detained twice in 2004 in Nakhodka (Russia) and in 2008 in Ventspils (Latvia). Sold as is in Singapore for demolition in Bangladesh where she arrives as « *Jas* ». 490 \$ per ton.



*Asia Star* (ex-*Sea Braves*, ex-*Tulipan*, ex-*Petersfield*, ex-*Arianna*). IMO 8007987. Chemical tanker. Length 158 m, 6,277 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by CSC Oil Transportation (Singapore). Detained in 1999 in Houston (Texas, United States) and in 2000 in Bremen (Germany). Sold for demolition in India.





*Bluefin (ex-Sitavera, ex-Petrobulk Jupiter)*. IMO 8715510. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 507 \$ per ton.



*Bonito (ex-Sitacamilla, ex-Burwain Pacific, ex-Chrisholm)*. IMO 8615552. Chemical tanker. Length 229 m, 14,898 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 403 \$ per ton.



*Bonito*, off Benin, August 2010 © Thomas Dyrehauge

*Bow Fertility (ex-Fertility L)*. IMO 8420529. Chemical tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Management AS (Norway). Sold for demolition in India. 535 \$ per ton including 200 t of stainless steel.



*Bow Peace (ex-Peaceventure L)*. IMO 8420464. Chemical tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Chemical Tankers (Norway). Sold for demolition in India. 535 \$ per ton including 265 t of stainless steel.



*Bow Pride (ex-Prideventure L)*. IMO 8420488. Tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Chemical Tankers (Norway). Sold for demolition in India. 535 \$ per ton including 200 t of stainless steel.



*Edeva (ex-Sirtica, ex-Chembulk Westport, ex-Mimi)*. IMO 8920347. Chemical tanker. Length 179 m, 10,830 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Aegean Shipping Management (Greece). Sold for demolition in Pakistan.



September 2009, loading in Nikolayev (Ukraine)  
© Andrey Jakimenko



June 2012, demolition in Gadani (Pakistan)  
© Shipspotting



*Freyja* (ex-*Hordafor Pilot*, ex-*Tom Lima*, ex-*Solvent Explorer*, ex-*Essberger Pilot*). IMO 7392610. Chemical tanker. Length 77 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1974 in Lauenburg (Germany) by Hitzler. Owned by Fjord Shipping AS (Norway). Detained in 2002 in Newcastle (United Kingdom). Sold for an unknown destination of demolition. In June, the ship was in Klaipeda (Lithuania).



*Freyja*, Breisundet (Norway), March 2012 © **Magnar Lyngstad**

*Harley* (ex-*Bee*, ex-*Beaver*, ex-*Dion*, ex-*Mekhanik Yakovenko*, ex-*Aniara*, ex-*Black Marlin*). IMO 8009002. Chemical tanker. Length 176 m, 9,032 t. North Korean flag. Classification society Korea Classification Society. Built in 1984 in Pula (Croatia) by Uljanik. Sold for demolition in Pakistan.



*Margita* (ex-*Deniz-A*, ex-*Alchemist Flensburg*, ex-*Chemathene*). IMO 7036591. Chemical tanker. Length 91 m. Swedish flag. Classification society Germanischer Lloyd. Built in 1971 in Geesthacht (Germany) by Ernst Menzer-Werft. Owned by SH Tankships AB (Sweden). Sold for demolition in Grenaa (Denmark).



*Margita* in Karlshamn (Germany), June 2011 © **Marinetraffic**

*Noor 1* (ex-*Danum*, ex-*Tradewind Dragon*, ex-*Shoko*). IMO 8907278. Chemical tanker. Length 111 m, 2,581 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Imabari (Japan) by Asakawa. Detained in 2006 in Busher (Iran). Sold for demolition in Bangladesh.



*Primula* (ex-*Wels*). IMO 9038593. Chemical tanker. Length 170 m, 6,442 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1992 in Kiel (Germany) by Lindenau. Owned by Vadero Ship Management HB (Sweden). Sold for demolition in China. 360 \$ per ton. Early July, *Primula* was still in Klaipeda (Lithuania).



*Sea Lion 1* (ex-*Veesham Pokatfinn 1*, ex-*Pokatfinn*, ex-*Ivyan*, ex-*Tol Runner*, ex-*Chemtrans Sirius*). IMO 7414781. Chemical tanker. Length 125 m, 3,077 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Double bottom ship built in 1976 in Rendsburg (Germany) by Kroegerwerft ; jumboized in 1987 and lengthened from 114 to 125 m. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 1997 in Rotterdam (Netherlands) and in 2006 in Tuzla (Turkey). Sold for demolition in India.



*Theresa Blossom* (ex-Nordic Blossom, ex-Nordic, ex-Nordic Sun). IMO 8000276. Chemical tanker. Length 154 m, 6,793 t. Tuvaluan flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1981 in Shimonoseki (Japan) by Hayashikane. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2003 in Quebec (Canada), in 2009 in Mundra (India), in 2010 in Guangzhou (China) and in 2011 in Dumai (Indonesia), Shenzhen (China) and again in Guangzhou. Sold for demolition in India.



*Theresa Blossom*, anchored off Dumai, Indonesia, June 2011 © Knut Helge Schistad

*Trans Holm* (ex-Estrella). IMO 7931193. Chemical tanker. Length 96 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1981 in Leirvik (Norway) by Kleven Loland. Owned by Seatrans AS (Norway). Sold for demolition in Grenaa (Denmark) by Fornæs Shipbreaking Ltd.



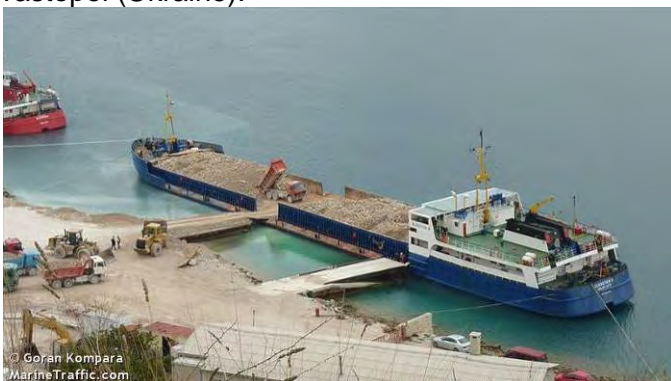
### General cargo

*African Lark* (ex-NDS Proteus, ex-Westminster Bridge, ex-Jolly Giada, ex-Zim Mexico 1, ex-CSAV Rauten, ex-Isla Bartolomeex-Nedlloyd Cartagena, ex-Kapitan L Golubev). IMO 8918112. General cargo. Length 155 m, 7,175 t.

Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Rostock (Germany) by Kvaerner Warnow Werft. Owned by Sea Management Ltd (United Kingdom). Detained in 2011 in Xiamen (China). Sold for demolition in Bangladesh.



*Andrey Artemenko* (ex-Slavutich 8). IMO 8849593. General cargo. Length 109 m, 1,312 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Kiev (Ukraine) by Kiyevskiy SSZ. Detained in 2006 in Pula (Croatia). Sold for demolition in Sevastopol (Ukraine).



December 2009 Rakalj (Croatia) © Goran Kompara



June 2012, Sevastopol (Ukraine) ©Yevgeniy B

*Angola* (ex-Safmarine Angola, ex-Aeolian Sun, ex-Torm Agnete, ex-Rama, ex-Kupres ). IMO 8701064. General cargo. Length 165 m, 7,528 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Oceanstar Management Inc (Greece). Sold for demolition in India. 460 \$ per ton.





*Anna K* (ex-Epirus, ex-Alexandros S, ex-Alexandros, ex-Judi Muhieddine, ex-Ebn Batuta). IMO 7525487. General cargo. Length 116 m, 2,952 t. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1977 in Imabari (Japan) by Asakawa. Owned by Pyramis Shipmanagement SA (Greece). Detained in 2006 in Mersin (Turkey), in 2007 in Nikolayev (Ukraine), Odessa (Ukraine) and Novorossiysk (Russia), in 2009 in Aliaga (Turkey) and Cagliari (Italy), in 2010 in Aliaga again and then in Pylos (Greece) and in 2011 in Durban (South Africa). Silver medal on the podium of detained ships. Sold and towed for demolition in Pakistan.



*Anna K* in Istanbul, June 2011 © Gerolf Drebes

*Asco* (ex-Iran Bayan, ex-Arya Sepand, ex-Aristonimos). IMO 7360734. General cargo. Length 150 m. Cambodian flag. Classification society International Naval Survey Bureau. Built in 1974 in Bremerhaven (Germany) by Weser Seebeckwerft AG. Owned by Yass Marine Co Ltd (Lebanon). Detained in 2004 in Mumbai (India), in 2010 in Damiette (Egypt) and in 2011 in Nikolayev (Ukraine). Sold for demolition in Turkey.



*Aztec Maiden* (ex-Kibishio Maru). IMO 8408753. General cargo. Length 155 m, 5,500 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Roymar Ship Management Inc (United States). Detained in 2002 in



Antwerp (Belgium), in 2005 in Nordenham (Germany) and in 2012 in Amsterdam (Netherlands). In January 2012, the *Aztec Maiden* ran aground on the Dutch coast shortly after departing Amsterdam. She was towed away, proceeded on voyage towards Germany, then North and South America and finally arrived for demolition in China. 350 \$ per ton.

21 January 2012, 11h06 *Aztec Maiden* stranded in Wijk aan Zee, Dutch coast © Leonard Smit

*Castle* (ex-Hever Castle, ex-Timberland, ex-San Felice, ex-Cielo di Genova, ex-Barbican Success, ex-Mosman Star). IMO 7921954. General cargo. Length 183 m, 11,220 t. Maltese flag. Classification society RINA. Built in 1981 in Kure (Japan) by Kanda Zosen. Owned by Navalmar Ltd (United Kingdom). Detained in 2012 in Venice (Italy). Sold for demolition in Pakistan.



*Chang Tai* (ex-Betty, ex-Jetta, ex-Max Adrienne, ex-Julie Pacific, ex-Queen Denis, ex-Vela II, ex-Cristina C). IMO 8322856. General cargo. Length 97 m, 2,409 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Hengfa Shipping Inc (China). Detained in 2004 in Ulsan (South Korea), in 2006 in Nanjing (China), in 2007 in Tianjin (China), in 2011 in Vishakhapatnam (India). Sold for demolition in India.



*Cranz* (ex-Christian, ex-Alita). IMO 7702126. General cargo. Length 86 m, 1,182 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1977 in Wewelsfleth (Germany) by Peters H; jumboized in 1987 and lengthened from 80 to 87 m. Owned by Meyer H-U Bereederungs (Germany). Sold for demolition in Grenaa (Denmark).





*Dagger* (ex-SDK Italy, ex-Matua, ex-Forum Rarotonga, ex-Rarotongan Rover II, ex-Maelifell, ex-Katya, ex-Alex, ex-Stenholm). IMO 8120868. General cargo. Length 90 m, 1,530 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1982 in Oldenburg (Germany) by Brand H. Owned by M Shipping Ltd (Ukraine). Detained in 2000 in Rotterdam (Netherlands), in 2010 in Ashod (Israel) and again in Rotterdam and in 2012 in Kolkata (India). Sold for demolition in Bangladesh.



*Dibena Happy* (ex-Sun Kung n°8, ex-Eastern Corridor, ex-Lychee King). IMO 7381348. General cargo. Length 110 m, 2,505 t. Thai flag. Sans Classification society selon la dernière inspection de l'Etat du port. Built in 1974 in Ishinomaki (Japan) by Yamanishi. Owned by Dibena Maritime (Thailand). Sold for demolition in Bangladesh.



*Efdim Junior* (ex-AI Awa). IMO 7718163. General cargo. Length 146 m. Greek flag. Classification society American Bureau of Shipping. Built in 1979 in Yokohama (Japan) by Ishikawajima-Harima. Owned by D Efthymiou Shipping SA (Greece). Detained in 1997 in Gdansk (Poland) and in 2007 in San Antioco (Italy). Sold for demolition in India.



*Elsin Rani* (ex-F Blue, ex-Traun, ex-Ever Brisk). IMO 9065900. General cargo. Length 126 m, 4,256 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Detained twice in 2004 in Vladivostok (Russia), in 2006 in Szczecin (Poland), in 2009 in Bordeaux (France) and in 2011 in Barcelona (Spain). Sold for demolition in Bangladesh. 465 \$ per ton.



*Esther* (ex-Melissa, ex-Daewoo Dalian, ex-Pioneer Spirit). IMO 9037044. General cargo. Length 159 m, 6,492 t. South Korean flag Classification society Korean Register of Shipping. Built in 1999 in Galati (Romania) by Damen Galati. Owned by Han Kook Capital co Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran), in 2009 in Bandar Khomeini (Iran) and in 2010 in Novorossiysk (Russia) and Mersin (Turkey). Sold as is in South Korea in damaged conditions for an unknown destination of demolition. 260 \$ per ton.




*First Sino* (ex-Bao Yua, ex-Ocean Success, ex-Athenian Success, ex-Petrobulk Ruler, ex-Eulima, ex-Martita, ex-Balder Apuania). IMO 8028577. General cargo . Length 171 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Marina di Carrara (Italy) by Nuovi Cantieri. Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2011 in Incheon (South Korea). Sold for demolition in China.







*Gati Zipp* (ex-Belkaid, ex-Asian Cosmos, ex-Kyowa Cosmos). IMO 8223531. General cargo. Length 100 m, 2,643 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Gati Coast To Coast (India). Detained in 2006 in Shanghai (China). Sold for demolition in Bangladesh.





*Gati Zipp* anchored at Port Blair, Andaman Islands (India), January 2011 © Brian Crocker

*Gold Wing* (ex-*Toros Pearl*, ex-*Aruba Pearl*, ex-*Demetrios*, ex-*Betio*, ex-*Millenium Amanda*, ex-*Hawkes Bay*). IMO 8303692. General cargo. Length 183 m, 9,300 t. Panamanian flag. Classification society RINA. Built in 1983 in Marugame (Japan) by Imabari Zosen. Owned by Five Ocean Maritime Services Co (China). Detained in 2007 in Patillos (Chile), in 2008 in Tianjin (China) and in 2010 in Ningbo (China). Sold for an unknown destination of demolition. 



*Hodasco 19* (ex-*Tan Binh 19*, ex-*Sea Joy*, ex-*Pakarti Enam*). IMO 8403648. General cargo. Length 97 m, 1,914 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Hakata (Japan) by Hakata Zosen. Owned by Hoang Dat Co Ltd (Vietnam). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh. 440 \$ per ton. Late June, the ship was still in Vietnam.  

*Lady Bana K* (ex-*Princess Juana*, ex-*Sunrise I*, ex-*Majestic*, ex-*Yamburg*, ex-*Petra*, ex-*Pyotr Dutov*). IMO 7830959. General cargo. Length 162 m, 4,858 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Metkar Shipping & Trading Co (Romania). Detained in 1999 in Antwerp (Belgium), in 2000 in Sines (Portugal), Tampa (Florida, United States) and Houston (Texas, United States), in 2005 in Aliaga (Turkey), in 2006 and 2007 in Nikolayev (Ukraine) and in 2010 in Damietta (Egypt) . Sold for demolition in Turkey.  



*Lady Itidal* (ex-*Jia Cheng*, ex-*Lucky City*, ex-*Adonis*, ex-*Hai Hong n°1*, ex-*Sun Flora*, ex-*Koshin Maru*, ex-*Asahizan Maru n°1*). IMO 7724681. General cargo. Length 95 m, 1,857 t. Togolese flag. Classification society Dromon Bureau Of Shipping. Built in 1978 in Iwagi (Japan) by Iwagi Zosen. Owned by Yifeng Shipping (China). Detained in 2000 in Bangkok (Thailand) and Ulsan (South Korea), in 2001 in Onomichi and Kashima Ibaraki (Japan), in 2002 in Osaka (Japan) and Incheon (South Korea), in 2003 in Nagoya (Japan), in 2004 in Shenzen (China) and Hong Kong, in 2005 in Gunsan (South Korea), in 2006 in Chinhae and Yeosu (South Korea), in 2007 in Gunsan again and in 2008 in Tangshan (China), Niigata (Japan) and Port Saïd (Egypt). Record holder and gold medal on the podium of detained ships. Sold for demolition in Mumbai (India).  



*Lady Itidal* in Odessa (Ukraine), November 2009 © Sergey Bykov

*Lang Jiang*. (ex-*Fabric*, ex-*Sang Thai Sunny*, ex-*Sqelecta*, ex-*Batangas*, ex-*Southern Cruiser*). IMO 8213689. General cargo. Length 106 m, 2,859 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Yawatahama (Japan) by Kurinoura. Owned by Langjiang Shipping Inc (China). Sold for demolition in China.  

*Lian Feng* (ex-*Ilovik*). IMO 8615930. General cargo. Length 99 m. Panamanian flag. Classification society China Classification Society. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Fujian Orient Shipping Co Ltd (China). Sold for demolition in China.

*Little Princess* (ex-*Anita G*, ex-*Anita I*, ex-*Anita Smits*). IMO 7712042. General cargo. Length 98 m, 2,203 t. Lebanese flag. Classification society Polski Rejestr Statkow. Built in 1979 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Mody Shipping Co (Lebanon). Detained in 2005 in Casablanca (Morocco) and in 2009 in Antalya (Turkey). Sold for demolition in Pakistan.  



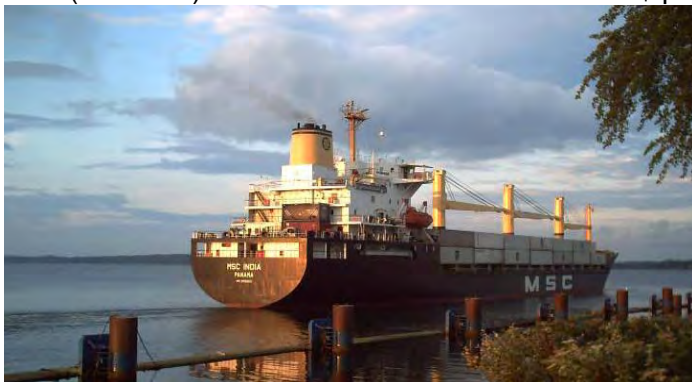
*MDD Aurora* (ex-*Thor Captain*, ex-*Cape Keppel*, ex-*Caledonia*, ex-*DSR African Sun*, ex-*Lanka Amitha*, ex-*Victoria Bay*, ex-*California*, ex-*Norasia Gabriele*, ex-*Gabriele Wesch*). IMO 8111752. General cargo. Length 169 m, 7,965 t. Panamanian flag. Classification society Turk Loydu. Built in 1983 in Kiel (Germany) by Howaldtswerke AG. Owned by Ataduru (Turkey). Detained in 2001 in Brisbane (Australia), in 2002 in Geraldton (Australia), in 2009 in Marseille (France) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Bangladesh.



*Mikhail Isakovskiy* (ex-*Santana*). IMO 8136673. General cargo. Length 124 m, 2,650 t. Pavillon Ukraine. Classification society Ukraine Shipping Register. Built in 1983 in Navashino (Russia) by Oka. Owned by Donbass (Ukraine). Detained in 2007 in Taranto (Italy) and in 2008 in Sibenik (Croatia). Sold for demolition in Turkey. 358 \$ per ton.



*MSC India* (ex-*Albert Bridge*, ex-*Kiribati Chief*, ex-*Niugini Chief*, ex-*Chekiang*, ex-*Nedlloyd Everest*, ex-*Aleksandr Marinesko*, ex-*Orient Shreyas*). IMO 8918069. General cargo. Length 155 m, 7,555 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rostock (Germany) by Neptun Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 in Brisbane (Australia). Sold for demolition in India. 423 \$ per ton.



Kiel canal, June 2011 © L Graupeter



Alang, June 2012 © Bansal / Marinetraffic

*MSC Patricia* (ex-*Torm America*, ex-*Tisno*, ex-*Vardar Delmas*, ex-*Vardar*). IMO 9000209. General cargo. Length 165 m, 7,560 t. Panamanian flag. Classification society RINA. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2008 in Antwerp (Belgium). Sold for demolition in India. 375 \$ per ton.



*Musketeer* (ex-*Saga Musketeer*, ex-*Hoegh Musketeer*, ex-*Star Musketeer*, ex-*Westwood Musketeer*). IMO 7516656. General cargo. Length 201 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by SMT Ship Management & Transport (Cyprus). Detained in 2007 in Shanghai (China). Sold for demolition in China.



*Nadin II* (ex-*Simoon II*, ex-*Burg*, ex-*Orient Star*, ex-*Alpine Star*). IMO 7500267. General cargo. Length 107 m, 2,087 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1976 in Imabari (Japan) by Nishi Zosen. Owned by OMAR-MBZ Shipping Co SA (Syria). Detained in 1999 in Thessaloniki (Greece), in 2001 in A Coruña (Spain), in 2006 in Bordeaux (France), in 2007 in Izmit (Turkey) and in 2009 in Damietta (Egypt). Sold for demolition in Pakistan.



*Orient Pacific* (ex-*Rattana Manii*, ex-*Grace*, ex-*Chahaya Star*, ex-*Safina E Najam*, ex-*Asunaro*). IMO 7608370. General cargo. Length 132 m, 3,679 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1976 in Hashihama (Japan) by Kurushima. Owned by CTS Marine Co (Thailand). Detained in 2003 in Singapore, in 2006 in Qingdao (China) and Zhenjiang (China) and in 2007 in Singapore again. Sold as is in Singapore for demolition in Bangladesh. 405 \$ per ton.



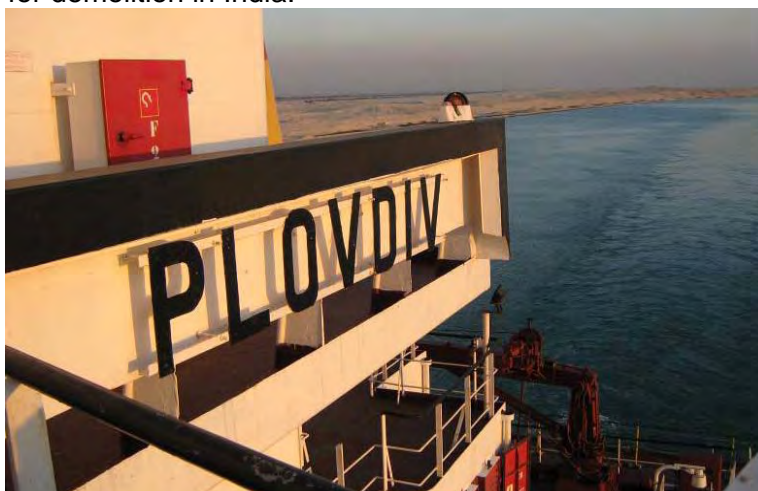


*Pioneer Karel II*. IMO 7733668. General cargo. Length 130 m, 4.003 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Mumbai (India).



*Pioneer Karel II*, Corinthian Gulf, January 2012  
© **Evangelos Patsis**

*Plovdiv* (ex-Nedlloyd Marne, ex-Armada Sprinter, ex-Waterdrager). IMO 8912479. General cargo. Length 157 m, 6,635 t. Bulgarian flag. Classification society Germanischer Lloyd. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2011 in Koper (Slovenia). Sold for demolition in India.



Canal de Suez, January 2012 © **Mladen Todorov**

*Rosethorn* (ex-Rosebank, ex-Moyle, ex-Shamrock Endeavour). IMO 8028307. General cargo. Length 69 m. Saint Vincent & Grenadines flag. Classification society Polski Rejestr Statkow. Built in 1982 in Hoogezand (Netherlands) by Coops. Owned by Kurs Doo (Croatia). Sold for demolition in Denmark.



*Russel Rani* (ex-Russel Rania, ex-F Spirit, ex-Forum Fiji III, ex-Salzach, ex-Ever Amply) IMO 9080170. General cargo. Length 126 m, 4,256 t. Deflagged from India to Marshall Islands. Classification society Germanischer Lloyd. Built in 1995 in Varna (Bulgaria) by Varna Shipyard. Owned by Rarefield Shipping (India). Detained in 2006 in Auckland (New Zealand). Sold for demolition in Bangladesh.



*Sea Wind* (ex-Paico, ex-Sammarina, ex-Plataresti). IMO 8503852. General cargo. Length 131 m, 3,551 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Braila (Romania) by Santierul SN. Owned by Sammarina Shipping & Trading Ltd (Romania). Detained in 2000 in Setubal (Portugal), in 2001 in Antwerp (Belgium) and in 2002 in Santander (Spain). Announced sold for demolition in India, the ship actually never left Constanta (Romania) and was broken up there.



*Sergey S* (ex-Sergey Smirnov). IMO 7828724. General cargo. Length 124 m, 2,650 t. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1979 in Navashino (Russia) by Oka Navashino. Detained in 2000 and 2001 in Genoa (Italy), in 2004 in Barcelona (Spain) and in 2008 in Venice (Italy). Sold for demolition in Turkey. 358 \$ per ton.



*Siboney Belle* (ex-Sea Pistis, ex-Oinoussian pride, ex-Alam Talang, ex-Ikan Talang, ex-Alikmos). IMO 8306931. General cargo. Length 145 m, 4,245 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1985 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States). Detained in 2005 in San Juan (Porto Rico) and in 2008 in Donghae (China). Sold for demolition in Bangladesh. 493 \$ per ton including 293 t of bunkers.



*Tayrona Princess* (ex-Cape Jervis, ex-Rickmers Shanghai, ex-Concord Jimba, ex-Golden Orchid Jr, ex-Golden Orchid, ex-CC Seattle). IMO 8220242. General cargo. Length 166 m, 7,318 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Roymar Ship Management Inc (United States). Detained in 2012 in Jiangyin (China). Sold for demolition in China. 439 \$ per ton including 200 t of bunkers.



*Teteven*. IMO 8915861. General cargo. Length 122 m, 4,543 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2005 in Iskenderun (Turkey). Sold for demolition in India. 355 \$ per ton.



Rotterdam, June 2010 © Frans Sanderse

*Tiran* (ex-Sirorat Naree, ex-Ocean Fortress, ex-Gulf Glory). IMO 8316302. General cargo. Length 172 m, 6,234 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Sea Gate Management (Egypt). Detained in 1999 in Antwerp (Belgium), in 2004 in Lyttelton (New Zealand), in 2010 in Kakinada (India), in 2011 in Posiet (Russia) and in 2012 in Saigon (Vietnam). Sold for demolition in India. 380 \$ per ton.



*Valeriy Onischuk* (ex-Slavutich 11). IMO 8841503. General cargo. Length 109 m, 1,310 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Kiev (Ukraine) by Kiyevskiy SSZ. Sold for demolition in Sevastopol (Ukraine).

*Viktor Khara* (ex-Scala). IMO 8033247. General cargo. Length 124 m, 2,650 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Navashino (Russia) by Oka. Owned by Donbass (Ukraine). Detained in 2003 in Barcelone (Spain), in 2004 in Galati (Romania), in 2008 in Limassol (Cyprus) and in 2010 in Taranto (Italy) and Koper (Slovenia). Sold for demolition in Turkey. 356 \$ per ton.



*Wael H* (ex-Wael, ex-Oylum, ex-Ferzan Kaptanoglu). IMO 7425273. General cargo. Length 79 m, 1,012 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1976 in Kavak (Turkey) by Hidrodinamik. Owned by Hamadah Shipping (Syrie). Detained in 1999 in Genoa (Italy), in 2000 in Alicante (Spain), in 2001 in Las Palmas (Spain), in 2002 in Port-la-Nouvelle (France), in 2006 in Novorossiysk (Russia) and in 2007 and 2009 in Suez (Egypt). Sold for demolition in Mumbai (India).





*Yuan Tong* (ex-Cape Conway, ex-Delmas tourville, ex-C.D. Pointe Noire, ex C.R. Pointe Noire). IMO 8130253. General cargo. Length 170 m, 9,091 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Hongyuan Marine Co Ltd (China). Detained in 2000 in Hong Kong, in 2001 in Singapore, in 2006 in Fremantle (Australia), in 2008 in Newcastle (Australia) and in 2011 in Novorossiysk (Russia). Sold for demolition in India.



Malacca Strait, March 23<sup>rd</sup> 2012, *Yuan Tong*'s last voyage towards India © nmj / Shipspotting

### Container ship

*Acx Lily*. IMO 8914271. Container ship. Length 184 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Tostec Ltd (Japan). Sold for demolition in China.

*Bunga Bidara*. IMO 8907981. Container ship. Length 177 m, 7,340 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2011 in Ningbo (China). Sold for demolition in India .510 \$ per ton.



*Bunga Delima*. IMO 8907993. Container ship. Length 177 m, 7,274 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2001 in Tauranga (New Zealand). Sold for demolition in India. 510 \$ per ton.



*Bunga Terasek*. IMO 9009011. Container ship. Length 177 m, 7,242 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2000 in Tauranga (New Zealand). Sold for demolition in India. 510 \$ per ton.



**Zero incident, Zero accident**  
*Bunga Terasek* in Port Klang (Malaysia), January 2009 © Marizan Nor Basirun

*Celina* (ex-CMA CGM *Caucase*, ex-CMA CGM *Alger*). IMO 9235373. Container ship. Length 123 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 2002 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Klingenberg Bereederungs- und Befrachtungs GmbH (Germany). On March 9<sup>th</sup> 2012, the *Celina* ran aground on rocks at Gang Island off the Norwegian coast. The 14 Russian, Ukrainian and Filipino crewmen were safe and 12 of them evacuated ; at least two cargo holds and the engine room flooded. There were about 270 t heavy oil and 70 t diesel oil onboard the ship ; according to the Norwegian coast guard, the oil leak was contained by booms. Salvors pumped out the fuel, the cargo was removed and the ship was then towed for demolition in Esbjerg (Denmark) by Smedegaarden.



The grounding and salvage of the *Celina*, March 2012 © Kystverket / Norwegian Coast Guard

*Cooper River Bridge* (ex-Henry Hudson Bridge). IMO 8617598. Container ship. Length 243 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by K' Line Ship Management Co Ltd (Japan). Sold for demolition in China.

*Endurance* (ex-CP *Endurance*, ex-Canmar *Endurance*, ex-Cast *Performance*, ex-Contship *Endeavour*, ex-Canmar *Endeavour*, ex-Alligator *Joy*, ex-Tokyo *Maru*). IMO 8204626. Container ship. Length 222 m, 13,365 t. Deflagged from Bermuda to Saint Kitts & Nevis for her last journey. Classification society Det Norske Veritas. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Hapag-Lloyd AG (Germany). Detained in 2004 in Fos-sur-Mer (France). Sold for demolition in India where she arrived shortened to « *Endura* ».



*Fiducia* (ex-TS *Kobe*, ex-Colombus *Florida*). IMO 9141132. Container ship. Length 168 m, 7,329 t. Deflagged from Germany to Saint-Kitts-et-Nevis for her last journey. Classification society Germanischer Lloyd. Built in 1997 in Emden (Germany) by Thyssen Nordseewerke. Owned by Maritime Dienstleistungen GmbH (Germany). Sold for demolition in India where this European arrives discreetly under the short name « *Ducia* ». 485 \$ per ton.



*Fiducia*, in Maputo (Mozambique), March 2010 © Jean Mandeville



*Fresena* (ex-*Alianca Patagona*, ex-*Cap Cortes*, ex-*Cabo Creus*, ex-*Monte Rosa*, ex-*Azteca*, ex-*Colombus La Plata* ). IMO 9141120. Container ship. Length 168 m, 7,406 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Emden (Germany) by Thyssen Nordseewerke. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2008 in Valparaiso (Chile). Sold as is in Cyprus for demolition in Turkey. 295 \$ per ton.



*Genius I* (ex-*Ever Genius*). IMO 8200137. Container ship. Length 231 m, 14,340 t. Liberian flag). Classification society American Bureau of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement SA (Greece). Detained in 2005 in Valencia (Spain) Sold for demolition in China.



*Gifted* (ex-*Ever Gifted*). IMO 8217879. Container ship. Length 231 m, 14,340 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement SA (Greece). Detained twice in 2005 in Hong Kong. Sold for demolition in China.



*Go Express* (ex-*Santiago Express*, ex-*Isla de la Plata*, ex-*Cordillera Express*). IMO 8208268. Container ship. Length 206 m, 8,489 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1984 in Koje (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Sold for demolition in India.



June 2012, the *Santiago Express* became the *Go Express* by the grace of a paintbrush and has just been beached for demolition in Alang (India) © Soham / Shipspotting



*Great Pride* (ex-*Sinokor Tianjin*, ex-*Asian Progress*). IMO 8210900. Container ship. Length 138 m, 3,634 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Gemadept Corp (Vietnam). Detained in 2003 in Hong Kong. Sold for demolition in Bangladesh. 482 \$ per ton.



*Hammurabi* (ex-*Australian Advance*). IMO 8117287. Container ship. Length 211 m, 13,212 t. Kuwait flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Koweit). Sold for demolition in India. 498 \$ per ton.

*Han Yang* (ex-*Gaia*, ex-*Tiger Bay*, ex-*Nordluck*, ex-*Tiger Bridge*, ex-*Ragna*, ex-*Eagle Tide*, ex-*Ragna Bakke*). IMO 8110576. Container ship. Length 134 m, 4,230 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Guangzhou (China) by Guangzhou SY. Owned by Korea Shipmanagers Co (South Korea). Sold for demolition in China.

*Hanjin Montreal* (ex-*Montreal Senator*, ex-*Pacific Bridge*, ex-*MSC Fremantle*, ex-*Zim Mumbai*, ex-*Hyundai Seattle*, ex-*Makalu*). IMO 8308109. Container ship. Length 240 m, 14,466 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding Corp ; jumboized in 1989 and lengthened from 195 to 240 m. Owned by Danaos Shipping (Greece). Detained in 2006 in Shanghai (China) and in 2010 in Cagliari (Italy). Sold for demolition in India. 482 \$ per ton.



*Jupiter* (ex-Sky Jupiter, ex-Maersk Nara, ex-P&O Nedlloyd Brisbane, ex-Raleigh Bay, ex-Sea Cavalier, ex-Nedlloyd Tokyo, ex-Maersk Tokyo, ex-C.R. Tokyo). IMO 8308719. Container ship. Length 243 m, 16,322 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Lloyd's Register of Shipping. This container ship of 2,536 TEU was delivered in November 1985 as the French *CR Tokyo* by Chantiers de l'Atlantique, at Saint-Nazaire, to maritime company Chargeurs Réunis (after her sister ship *CR Paris*, which was handed over in September 1985). She is assigned to the Northern Europe/ Far East line. In 1987 Chargeurs Reunis sell their Middle East business to Maersk and the *CR Tokyo*, chartered by Maersk, became *Maersk Tokyo*.



Acquired in 1990 by the "Compagnie Générale Maritime" (CGM), she enters service on the Mediterranean/Far East line from the Scandutch/CGM consortium and takes the name *Nedlloyd Tokyo* (Nedlloyd is a member of the consortium). In 1994, she is acquired by Nedlloyd and flies the Dutch flag. She changes names several times owing to external chartering periods (*Sea Cavalier* in 1994, *Raleigh Bay* in 1994 as well, returns to *Nedlloyd Tokyo* in 1996). After the merger between Nedlloyd and P&O Containers, she becomes in 1997 *P&O Nedlloyd Brisbane*, then in 2006 the *Maersk Nara* after the acquisition of P&O Nedlloyd by Maersk. Then she changes over in 2007 to Tianjn Centrans Shipping, under Honk Kong flag and is renamed *Sky Jupiter*. Sold for demolition in Bangladesh.



Departing Buff (New Zealand), November 2010

© Chris Howell

*Manhattan Bridge*. IMO 8604292. Container ship. Length 241 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by K' Line ShipManagement Co (Japan). Detained in 2011 in Singapore. Sold for demolition in China.



*MSC Amy* (ex-Pellini, ex-Esteclipper, ex-MSC Ukraine, ex-Melbridge Pride, ex-Cielo del Venezuela, ex-Nedlloyd Catarina, ex-AUrore, ex-Kalamazoo, ). IMO 9003483. Container ship. Length 157 m, 6,417 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by MTW. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in Mumbai (India).



*MSC Chaneca* (ex-Sinar Java, ex-Red Sea Ensign, ex-Eagle Direct, ex-Lloyd Maranhao, ex-Ville de Lumière, ex-Patricia Rickmers). IMO 8415677. Container ship. Length 163 m, 5,610 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bremerhaven (Germany) by Rickmers. Sold for demolition in India. 483 \$ per ton.



*MSC Finland* (ex-West Gate Bridge, ex-George Washington Bridge). IMO 8511184. Container ship. Length 241 m, 15,957 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India. 475 \$ per ton.



*MSC Hailey* (ex-Alva Star, ex-Norasia Malta, ex-MSC Jasmine). IMO 8818180. Container ship. Length 236 m, 17,009 t. Panamanian flag. Classification society RINA. Built in 1994 in Castellammare (Italy) by Fincantieri. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2011 in Naples (Italy). Sold for demolition in India. 486 \$ per ton.



*MSC Peggy* (ex-Atlantic Bridge, ex-CMBT Maeterlinck, ex-Med Barcelona, ex-Ville de Canopus, ex-Scandutch Helvetia, ex-Maeterlinck). IMO 8208672. Container ship. Length 207 m, 13,845 t. Panamanian flag. Classification





society Germanischer Lloyd. Built in 1984 in Tamise (Belgium) by Boelwerf. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 and 2002 in Fremantle (Australia). Sold for demolition in India. 480 \$ per ton.

*MSC Prospect* (ex-CMA CGM Papagayo, ex-Bernhard Schulte, ex-Temastar II, ex-Maersk Paita, ex-TMM Tuxpan, ex-Calapedra, ex-Contship Tahiti). IMO 9057135 Container ship. Length 166 m, 7,200 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey. 350 \$ per ton.



*MSC Roberta* (ex-Hyundai Challenger, ex-P&O Nedlloyd Panama). IMO 8511287. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2002 in Vancouver (Canada) and in 2005 in Ambarli (Turkey). Sold for demolition in Bangladesh.



*MSC Samantha* (ex-Pacific Sky, ex-Safmarine Vaal, ex- Vaal, ex- SA Vaa). IMO 8013766. Container ship. Length 210 m, 13,179 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2003 in Fremantle (Australia) and in 2005 in Izmir (Turkey). Sold for demolition in India. 468 \$ per ton.



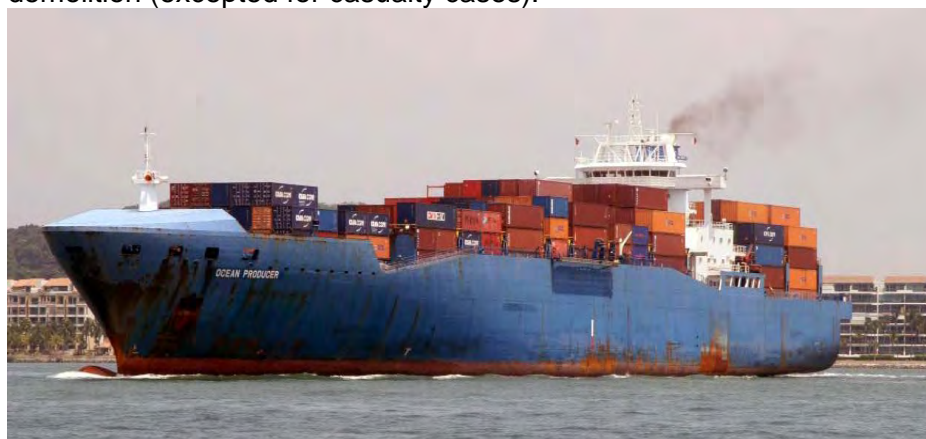
*MSC Sukaiyna*. (ex-La Boheme, ex-Antares, ex-Isla Gran Malvina) IMO 8310530. Container ship. Length 198 m, 10,482 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Ensenada (Argentina) by AFNE. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



*MSC Tina* (ex-Ambassador Bridge). IMO 8512243. Container ship. Length 241 m, 15,806 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2000 in Long Beach (California, United States) and in 2011 in Melbourne (Australia) et La Spezia (Italy). Sold for demolition in India 487 \$ per ton.



*Ocean Producer* (ex-MSC Kiwi, ex-Perth, ex-CP Master, ex-Lykes Master, ex-ADCL Sultana, ex-Norasia Sultana). IMO 9162605. Container ship. Length 217 m, 9,890 t. Deflagged from United Kingdom to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1999 in Shanghai (China) by Jiangnan shipyard. Owned by Lomar Shipping Ltd (United Kingdom). Detained in 2007 in Bremerhaven (Germany). In May 2012, the British *Ocean Producer* becomes the Comorian *Ocean* before being beached for demolition in Alang (India) (see also p. 2). At the age of 13, this 1388 TEU container ship wins the title of youngest container ship to leave for demolition (excepted for casualty cases).



*Ocean Producer* in Singapore, August 2010 © John Wrightson

*Porthos (ex-Ever Grade)*. IMO 8208220. Container ship. Length 231 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Technomar Shipping Inc (Greece). Detained in 2000 in Hong Kong. Sold for demolition in China. 438 \$ per ton.



*Power (ex-CP Power, ex-Montreal Senator, ex-Cast Power, ex-Contship Success, ex-Canmar Success, ex-Alligator Excellence, ex-America Maru)*. IMO 8103406. Container ship. Length 222 m, 13,820 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in India.



*Stellar Pacific (ex-Stellar Bay, ex-Saipan Harvester, ex-Aizan, ex-Phuket Bridge, ex-Iris Wave, ex-Eagle Wave, ex-Iris Ace, ex-Paget)*. IMO 8105973. Container ship. Length 112 m, 3,632 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Yokkaichi (Japan) by Mie. Owned by Gemadept Corp (Vietnam). Sold for demolition in Bangladesh. 482 \$ per ton.

*Umbul Mas (ex-Vira Bhum, ex-Cala Mediterranea, ex-Hodeidah Crown, ex-Colombus Caribic, ex-Tristan)*. IMO 7349845. Container ship. Length 144 m, 4,550 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1974 in Lübeck (Germany) by Orenstein & Koppel. Owned by Tirtamas Express Pt (Indonesia). Sold for demolition in Bangladesh.



*YM Asia (ex-Ming Asia)*. IMO 8807727. Container ship. Length 276 m, 18,637 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1991 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2000 in Yokohama (Japan) and in 2011 in Singapore et Bandar Abbas (Iran). Sold for demolition in India.



## Reefer

*Africa Reefer (ex-Atlas Mountains, ex-Winfast Reefer, ex-Frontier Reefer, ex-Kijima)*. IMO 8130942. Reefer. Length 140 m, 5,220 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Towa. Owned by Lavinia Corp (Greece). Detained in 2010 in Antwerp (Belgium). Sold for demolition in India.



*Antarctic Star (ex-White Arrow)*. IMO 8301682. Reefer. Length 138 m, 3,802 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Akitsu (Japan) by Taihei Kogyo. Owned by Lavinia Corp (Greece). Detained in 2004 in Iquique (Chile) and in 2011 in Algeciras (Spain). Sold for demolition in Bangladesh. 320 \$ per ton.



*Antarctic Star*, on April 25<sup>th</sup> 2012, Ijmuiden (Netherlands) © Marcel & Ruud Coster

*Argentina (ex-Argentina Star, ex-Polar Argentina, ex-Horntide, ex-Gordian)*. IMO 8814304. Reefer. Length 150 m, 6,375 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Gdansk (Poland) by Gdanska Lenina. Owned by Star Reefers (Poland). Detained in 2009 in Galveston (United States). Sold for demolition in India.





*Baltic Melody* (ex-Swan Ocean, ex-Swan Lake, ex-Potomac, ex-Isla Payana). IMO 7710915. Reefer. Length 152 m, 5,900 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf. Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Sold for demolition in Turkey.



*Brazilian Lady* (ex-Caribbean Lady, ex-Powisle). IMO 8509521. Reefer. Length 140 m, 5,827 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gdansk (Poland) by Gdanska Lenina. Owned by Fairwind Shipmanagement Ltd (Russia). Sold for demolition in Mumbai (India). 454 \$ per ton including 22 t of aluminium.



*Capricorn* (ex-Pegasus, ex-Transporter, ex-Del Monte Transporter). IMO 8713603. Reefer. Length 141 m, 5.702 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1990 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India..



*Centaurus* (ex-Planter, ex-Del Monte Planter). IMO 8713574 Reefer. Length 141 m, 5,700 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1989 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Detained in 1999 in Antwerp (Belgium), in 2003 in Townsville (Australia), in 2006 in Valparaiso (Chile) and in 2007 in Antwerp again. Sold for demolition in China. 412 \$ per ton.



*Frio Hamburg* (ex-EW Rainier). IMO 8807478. Reefer. Length 125 m, 3,230 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Akitsu (Japan) by Shin Kurushima. Owned by Lavinia Corp (Greece). Sold for demolition in Bangladesh. 320 \$ per ton.



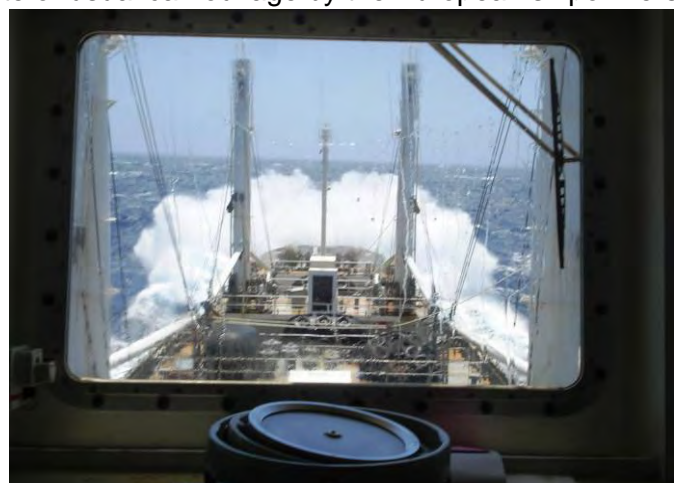
*Gemini* (ex-San Antonio, ex-Dubrava). IMO 8811663. Reefer. Length 153 m, 7,398 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Sold for demolition in China. 340 \$ per ton.



*Marsas* (ex-Reefer Moon, ex-Future, ex-Matema Lumo). IMO 8818893. Reefer. Length 106 m, 2,302 t. Lithuanian flag. Classification society Det Norske Veritas. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Limarko Shipping Co (Lituanie). Detained in 2002 in Whangarei (New Zealand) and in 2008 in Bangkok (Thailand). Sold for demolition in India. 440 \$ per ton. The ship has just been renamed *Amina H*, flying the Tanzanian flag ; in the mean time, the obscure Intertek Maritime Bureau took charge of the statutory surveys and certificates instead of Det Norske Veritas. Respite or usual camouflage by the European shipowners ?



Trans-shipping fish in the Marshall Islands, February 2003 ©Gena Anfimov



Storm in the Pacific, August 2006 © Gena Anfimov

*Pisang* (ex-Sevillan Reefer, ex-Packer, ex-Del Monte Packer). IMO 8713598. Reefer. Length 141 m, 5,702 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sevilla (Spain) by AESA. Owned by Roswell Navigation Corp (Greece). Detained in 2002 in Townsville (Australia) and in 2004 in Zeebrugge (Belgium). Sold for demolition in Turkey. 300 \$ per ton.



*Pluto*. IMO 8618853 Reefer. Length 137 m, 4,161 t. Lithuanian flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Ulsan (South Korea) by Donghae SB Co. Owned by Limarko Shipping Co AB (Lithuania). Detained in 2006 in Ambarli (Turkey). Sold for demolition in India. 445 \$ per ton.



*Ref Vega* (ex-Bereg Yunosti). IMO 8422709. Fish carrier. Length 153 m, 7,261 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias Thesen. 27 fish carriers of this *Kristall II* class were built between 1983 and 1993 by the East-German shipyard; 21 are still in service. Owned by Aquaship Ltd (Latvia). Sold for demolition in Bangladesh.



*Saipan Winner* (ex-Hub Winner, ex-Malacca, ex-Hyundai Malacca, ex-Big Olive, ex-Oriental Hawk One, ex-Kinyo Maru). IMO 8313257. Reefer. Length 121 m, 3,603 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Akitsu (Japan) by Taihei Kogyo. Owned by Hub Shipping (Malaysia). Sold for demolition in Mumbai (India)

*Seattle Reefer* (ex-Andes Mountains, ex-Greenland Rex). IMO 8208969. Reefer. Length 142 m, 5,077 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by Lavinia Corp (Greece). Detained in 2008 in Incheon (South Korea). Sold for demolition in Mumbai (India).



*Seattle Reefer*, November 2011 in Ijmuiden (Netherlands) © Willem Oldenburg

*Silver Stockholm* (ex-Cape Cod). IMO 8702848. Reefer. Length 120 m, 4,303 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1990 in Shanghai (China) by Shanghai SY. Owned by Fjord Shipping AS (Norway). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in India. 440 \$ per ton.



*Splendid Harvest*. IMO 8710364. Reefer. Length 141 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sasebo (Japan) by Sasebo HI. Owned by NYK Reefers Ltd (United Kingdom). Detained in 2008 in Gdansk (Poland). Sold for demolition in Turkey.



*Spring Bear* (ex-Spring Dream). IMO 8220383. Reefer. Length 152 m, 8,489 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Seatrade Groningen BV (Netherlands). Sold for demolition in India. 390 \$ per ton.





*Spring Bob (ex-Spring Blossom)*. IMO 8213665. Reefer. Length 151 m, 7,808 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 418 \$ per ton.



*Spring Bok (ex-Spring Bee, ex-Spring Bird)*. IMO 8213677. Reefer. Length 151 m, 7,895 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Sold for demolition in Turkey. 345 \$ per ton.



*Spring Bok* in Hamburg (Germany), July 2011 © Harmut Brockmüller

*Spring Deli (ex-Spring Delight)*. IMO 8220424. Reefer. Length 152 m, 8,088 t. Curacao flag. Classification society Bureau Veritas. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Seatrade Groningen BV (Netherlands). Detained in 2002 in Saint Petersburg (Russia) and in 2003 in Mackay (Australia). Sold for demolition in Turkey. 345 \$ per ton.



*Spring Dragon (ex-Spring Dream, ex-Spring Desire)*. IMO 8220436. Reefer. Length 152 m, 4,200 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Pusan (South Korea) by Korea SB & E Corp. Owned by Roswell Navigation Corp (Greece). Detained in 2003 in Sheerness (United Kingdom), in 2004 in Rotterdam (Netherlands), in 2008 in Hamburg (Germany) and in 2009 in Hamburg and Rotterdam again. Sold for demolition in Turkey. 307 \$ per ton.



*Spring Panda (ex-Spring Ballad, ex-Spring Blossom)*. IMO 8213653. Reefer. Length 151 m, 7,895 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Detained in 2000 in Dunkirk (France), in 2002 in Valparaiso (Chile) and in 2006 in Hamburg (Germany). Sold for demolition in Turkey. 345 \$ per ton.



*Supreme Harves.t* IMO 8710376. Reefer. Length 141 m, 4,740 t. Vanuatu flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sasebo (Japan) by Sasebo HI. Owned by NYK Reefers Ltd (United Kingdom). Sold for demolition in India.



*Valencia Carrier (ex-Spring Bride)*. IMO 8317148. Reefer. Length 148 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Norbulk Shipping (United Kingdom). Detained in 2009 et 2010 in Galveston (United States). Sold for demolition in Turkey.



*Vinson (ex-Kaneshima)*. IMO 8612641. Reefer. Length 146 m, 3,997 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Takamatsu (Japan) by Shikoku Dock. Owned by Agder Ocean Shipping AS (Norway). Detained in 2008 in Dalian (China). Sold for demolition in India. 350 \$ per ton.



*Viviana* (ex-Genoa, ex-Milano, ex-Hercules, ex-Milano Universal, ex-Chiquita Milano, ex-Chiquita Italia, ex-Nellik). IMO 8220333. Reefer. Length 137 m, 5,460 t. Cook Islands flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Holy House Shipping AB (Sweden). Sold for demolition in Turkey. 302 \$ per ton.



## Ro Ro

*Archangelos* (ex-Aegean Sun, ex-Seahawk, ex-Cetam Victoriae, ex-Dana Minerva, ex-Fichtelberg, ex-Norcliff, ex-Spirit of Dublin, ex-Tor Caledonia). IMO 7383451. Ro Ro. Length 134 m, 4,551 t. Greek flag. Classification society RINA. Built in 1975 in Kristiansand (Norway) by Kristiansund MV. Owned by Melody Shipping Company (Greece). Sold for demolition in India.



*ECS Cristina I* (ex-Trakia). IMO 8513259. Ro Ro. Length 125 m, 5,070 t. Saint Vincent & Grenadines flag. Classification society International Naval Survey Bureau. Built in 1987 in Vigo (Spain) by J. Barreras. Owned by Foukatrans Sarl (Maroc). Detained in 2006 in Ambarli (Turkey), in 2009 in Alexandria (Egypt), in 2010 in Vlissingen (Netherlands) and in 2011 in Sagunto (Spain). Sold for demolition in Turkey. 360 \$ per ton.



*Eliana M* (ex-Golfo del Sole, ex-Esaryna I, ex-Espresso Veneto, ex-Languedoc). IMO 7350985. Ro Ro. Length 163 m. Italian flag. Classification society RINA. Built in 1978 in Pietra Ligure (Italy) by Nuovi Cantieri; jumboized in 1993 and lengthened from 148 to 163 m. Owned by Moby SpA (Italy). Detained twice in 2005 in Italy. Sold for demolition in Turkey.



*Eliana M* berthed in Genoa (Italy) after leaving dry dock, December 2008 © Baldizzone Pietro

*European Trader* (ex-Tor Maxima, ex-Dana Maxima). IMO 7708778. Ro Ro. Length 172 m. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Sakai (Japan) by Hitachi Zosen; jumboized in 1995 and lengthened from 141 to 172 m. Owned by P&O Ferries Holdings Ltd (United Kingdom). Sold for demolition in Turkey.



*Global Carrier* (ex-Stena Carrier, ex-Jolly Smeraldo, ex-Jolly Bruno, ex-Imparca Miami, ex-Imparca Express I). IMO 7528647. Ro Ro. Length 156 m. Finnish flag. Classification society Det Norske Veritas. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco (Finland). Sold for demolition in Turkey.



*Iron Monarch*. IMO 7305502. Ro Ro. Length 179 m, 8.963 t. Australian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Whyalla (Australia) by Whyalla SB & E Works. Owned by Ever Rich International Marine Co (Australia). Sold for demolition in India.

*Kapitan Man*. IMO 8406690. Ro Ro. Length 166 m, 10,995 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Vuosaari (Finland) by Valmet Oy. Owned by Far Eastern Shipping Company (Russia). Detained in 2007 in Aliaga (Turkey). Sold for demolition in Bangladesh.



*Seaboard Costa Rica* (ex-Takoradi, ex-Seki Roanoke). IMO 8200591. Ro Ro. Length 165 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Ship Management Inc (United States). Sold as is in Jamaica for an unknown destination of demolition. 265 \$ per ton.



*SP5 Eric G Gibson (ex-Lykes Adventurer, ex-Sea Wolf, ex-American North Carolina, ex-Sea Wolf)*. IMO 8320547. Container ship. Length 199 m, 13,494 t. United States flag. Classification society American Bureau of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by APL Maritime Ltd (United States). Sold for an unknown destination of demolition. 370 \$ per ton. After the *Ltc. Calvin P. Titus*, the *CPL Louis J.Hauge Jr*, the *1st Lt Alex Bonnyman*, the *PFC James Anderson Jr*, this is one more vessel chartered by the Military Sealift Command to carry supply to the US troops which is leaving for an unidentified destination of demolition ; unidentified but considering her selling price obviously Asian and not American.



*Strada Gothica (ex-RoRo Gothica, ex-Stena Gothica, ex-Monawar L, ex-Stena Project, ex-Railro 2, ex-Melbourne Trader, ex-Tor Flandria)*. IMO 7383138. Ro Ro. Length 189 m. Italian flag. Classification society RINA. Built in 1975 in Sandefjord (Denmark) by Framnaes ; jumboized in 1990 and lengthened from 140 to 189 m. Owned by Stradeblu Srl (Italy). Detained in 2004 in Port Everglades (United States). Sold for demolition in Turkey.



*Yong An Men (ex-Shahrazade Dream, ex-Lykes Raider, ex-Global Brazil, ex-Nota Libre, ex-Seaboard Venezuela, ex-Nordana Successor, ex-Bremer Voyager, ex-Barbara L, ex-Kislovodsk)*. IMO 8811704. Ro Ro. Length 174 m, 9,210 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Warnemunde (Germany) by Warnowwerft. Owned by NASCO - Nanjing Ocean Shipping Co (China). Detained in 1998 in Genoa (Italy). Sold for demolition in India. 365 \$ per ton.



#### Bulk carrier

*Al Khaliq (ex-New World, ex-New Noble, ex-Sanko Noble)*. IMO 8307155. Bulk carrier. Length 179 m, 6,624 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by SNP Shipping Services (India). Detained in 2002 in Incheon (South Korea), in 2003 in Singapore and in 2010 in Durban (South Africa). Sold for demolition in Pakistan. 460 \$ per ton.



*Alamayn (ex-Kanok Naree, ex-Sulu Warrior, ex-Handy Bonita, ex-Mar Bonita, ex-Reina del Mar, ex-Jovian Lotus, ex-Sanko Symphony)*. IMO 8307519. Bulk carrier. Length 175 m, 6,727 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Sea Gate Management Co SA (Greece). Detained in 2008 in Casablanca (Maroc), in 2010 in Shanghai (China) and in 2011 in Novorossiisk (Russia). Sold for demolition in Pakistan.



*Alexa M (ex-Obi Wan, ex-Ma Guan Hai)*. IMO 8308771. Bulk carrier. Length 189 m, 8.926 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Labris Shipping Co (Russia). Detained in 2000 in Mizushima (Japan) and in 2009 in Tianjin (China). Sold for demolition in China. 354 \$ per ton.



*Alexia (ex-Beth B, ex-Pantokrator, ex-Bengerir)*. IMO 8100894. Bulk carrier. Length 188 m, 7,717 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Alloceans Shipping Co (Greece). Detained in 2001 in Rotterdam (Netherlands) and in 2007 in Yuzhnyy (Ukraine). Sold for demolition in Pakistan.



*Alexia* arriving at Ilo (Peru)  
© Antonio Montalvo Núñez

*Amber Star* (ex-*Amber*, ex-*Concorde Spirit*, ex-*Concorde Maru*). IMO 8420139. Bulk carrier. Length 290 m, 22,809 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Charterwell Maritime SA (Greece). Sold for demolition in Bangladesh. 490 \$ per ton.



*Ariana* (ex-*Space*, ex-*Eastern Pace*, ex-*World President*). IMO 8014150. Bulk carrier. Length 229 m, 12,327 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by Seven Seas Maritime Ltd (United Kingdom). Detained in 2003 in Porto Torres (Italy). Sold for demolition in Pakistan.



*Atlantic Majesty* (ex-*Searider*, ex-*Thebes*). IMO 8204286. Bulk carrier. Length 188 m, 8,352 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Pacc Ship Managers (Singapore). Detained in 2000 in Wallaroo (Australia). Sold for demolition in China. 419 \$ per ton including 300 t of bunkers.



*B America* (ex-*Saba*, ex-*Annika N*, ex-*Lucky Victory*). IMO 8312019. Bulk carrier. Length 186 m, 7,977 t. Panamanian flag. Classification society RINA. Built in 1984 in Tadotsu (Japan) by Hachihama Zosen. Owned by Portunato & C Srl (Italy). Detained in 2005 in Genoa (Italy) and Guangzhou (China), in 2006 in Antwerp (Belgium) and in 2011 in Foynes (Ireland). Sold for demolition in Bangladesh. 383 \$ per ton.



*B America* passing by Inishowen lighthouse (Ireland), August 2008 © Michael Doherty

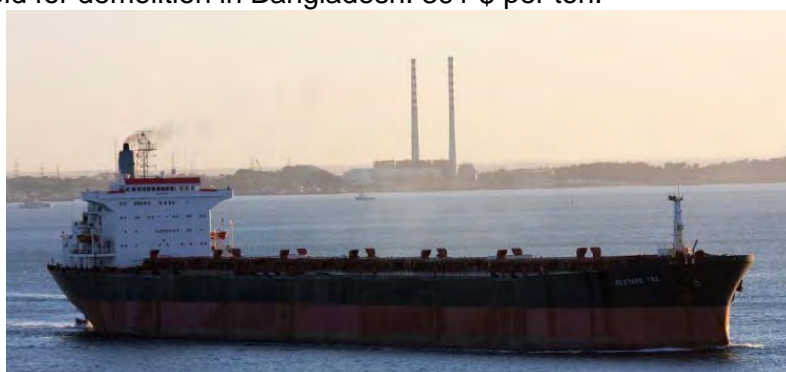
*B India* (ex-*Thanos*, ex-*Elena Heart*, ex-*Prabhu Parvati*). IMO 8204016. Bulk carrier. Length 197 m, 9,535 t. Panamanian flag. Classification society RINA. Built in 1983 in Kudamatsu (Japan) by Kasado Dock. Owned by Portunato & C Srl (Italy). Detained in 2000 in Camden (New Jersey, United States) and Galveston (Texas, United States), in 2003 in Stockton (California, United States), in 2004 in Rotterdam (Netherlands), in 2005 in Fredericia (Denmark), in 2007 in Oristano (Italy) and in 2009 in Newport (United Kingdom). Sold for demolition in Bangladesh. 383 \$ per ton.



*Bestore Tre* (ex-*Realmar*, ex-*Docemar*, ex-*Maria do Rosario*). IMO 8124278. Bulk carrier. Length 242 m, 13,000 t. Italian flag. Classification society RINA. Built in 1984 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Augustea Atlantica SpA (Italy). Detained in 2011 in Haifa (Israel). Sold for demolition in Bangladesh. 391 \$ per ton.



November 2011, *Bestore Tre* is leaving Setubal (Portugal) © Antonio Almeida Serra





*Bet Fighter (ex-Ferosa)*. IMO 9004839. Bulk carrier. Length 298 m, 27,053 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1992 in Constanta (Romania) by Santierul Naval Constanta. Owned by Enterprise Shipping & Trading (Greece). Detained in 2002 in Port Headland (Australia). Sold for demolition in China. 425 \$ per ton including 500 t of bunkers.



© Marinetrtraffic

*Bet Scouter (ex-Saldanha)*. IMO 9050010. Bulk carrier. Length 296 m, 27,984 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1995 in Constanta (Romania) by Santierul Naval Constanta. Owned by Enterprise Shipping & Trading (Greece). Detained in 2006 in Dampier (Australia) and in 2008 in Esperance (Australia). Sold for demolition in China.



*Blue Mariner (ex-Afea, ex-Impériale, ex-Prodigy, ex-Neptune Sirius)*. IMO 8103286. Bulk carrier. Length 187 m, 7,604 t. Cyprus flag. Classification society Bureau Veritas. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by Blue Shipmanagement Corp (Greece). Detained in 2000 and 2001 in Port Pirie (Australia). Sold for demolition in India. 472 \$ per ton.



*Bonafide (ex-Samsun Veritas, ex-Fertilia, ex-Mineral Ordaz)*. IMO 9047439. Bulk carrier. Length 296 m, 27,828 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Constanta (Romania) by Santierul Naval Constanta. Owned by Samsun Logix Corporation (South Korea). Sold for demolition in Bangladesh. 453 \$ per ton.






At Newcastle (United Kingdom), December 2009 © Rick Banyard

*By Ford (ex-Orient Pearl, ex-Maritime Chiangmai, ex-Maritime Integrity, ex-Sun Glorious)*. IMO 8024911. Bulk carrier. Length 160 m, 5,698 t. Panamanian flag. Classification society RINA. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Auspicious Shipping Ltd (China). Sold for demolition in Bangladesh.

*Cape Warrior (ex-Silver Constellation, ex-Orient Brilliance, ex-Champel, ex-Cape Cosmos, ex-Cape Daisy)*. IMO 8417883. Bulk carrier. Length 273 m, 20,538 t. Panamanian flag. Classification society Isthmus Bureau Of Shipping. Built in 1986 in Tsu (Japan) by Nippon Kaiji Kyokai. Owned by Courage Maritime Technical Service Corp (China). Detained in 2012 in Yingkou (China). Sold for demolition in China. 440 \$ per ton.




*Capt Ore* (ex-Capt.Thomas J.Hudner, ex-Akritas, ex-Iliad, ex-Sinbad, ex-). IMO 8613994. Bulk carrier. Length 185 m, 11,992 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo.    
Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2007 in Algeciras (Spain) and in 2010 in Norfolk (Virginie, United States). Sold for demolition in Pakistan. 437 \$ per ton including 540 t of bunkers.



*Caravos Horizon* (ex-Bestore Due, ex-Mount Popa, ex-Cygnus Maru). IMO 8419257. Bulk carrier. Length 225 m, 9,907 t. Marshall Islands flag. Classification society RINA. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Iason Hellenic Shipping Co Ltd (Greece). Sold for demolition in Bangladesh. 





*Caravos Horizon* in Aqaba (Jordan), April 2012 © **Marinetraffic**

*Caribbean Wind* (ex-Aegean Wind). IMO 8130746. Bulk carrier. Length 185 m, 8,913 t. Belizean flag abandonné pour celui de Saint-Kitts & Nevis. Classification society American Bureau of Shipping. Built in 1983 in Oshima (Japan) by Oshima SB. Owned by Tunja Ltd (United States). Sold for demolition in India where she arrives shortened to « *C Wind* ».

*Central Carrier* (ex-Adaro, ex-Orient Eternity, ex-Adamas). IMO 8204028. OBO Converted in Bulk carrier in 2004. Length 253 m, 14,880 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1983 in Kobe (Japan) by Kawasaki. Owned by Sinokor (South Korea). Sold as is in Singapore for demolition in Bangladesh. 425 \$ per ton including bunkers for the journey. 

*Chios Wind* (ex-Capetan Lefteris, ex-Pine Beauty, ex-Sanko Beauty). IMO 8309414. Bulk carrier. Length 183 m, 7,154 t. Greek flag. Classification society Det Norske Veritas. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Harbor Shipping & Trading SA (Greece). Detained in 2006 in Gladstone (Australia) et Qingdao (China) and in 2007 in Vlissingen (Netherlands). Sold for demolition in Pakistan.  

*Courage* (ex-Ming Courage). IMO 8026933. Bulk carrier. Length 230 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding. Owned by Courage Maritime Technical Service Corp (China). Detenu in 2002 in Newcastle (Australia), in 2003 in Qinhuangdao (China) and in 2008 in Dangjin (South Korea). Sold for demolition in China. 360 \$ per ton.  

*CS Alpha* (ex-Gozde D, ex-Lady Mafra, ex-Bulk Sapphire, ex-Hong Qi 206). IMO 8404836. Bulk carrier. Length 163 m, 6,126 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Jiangnan Shipyard. Owned by Palaemon Marine Services (Pakistan). Sold for demolition in Pakistan.



*Danica (ex-Miljet)*. IMO 8113372. Bulk carrier. Length 190 m. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Split (Croatia) by Brodosplit. Owned by Losinjaska Plovidba Brodarstvo (Croatia). Detained in 2006 in Philadelphie (United States) and in 2010 in Foynes (Ireland). Sold for demolition in China.



*Emine (ex-Khudozhnik Moor)*. IMO 8222575. Bulk carrier. Length 185 m, 7,755 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Cosmos Shipping AD (Bulgaria). Detained in 2008 in Contrecoeur (Canada). Sold for demolition in Pakistan. 447 \$ per ton.



*Francesco (ex-Maritime Dignity)*. IMO 8011421. Bulk carrier. Length 225 m, 11,099 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1983 in Namura (Japan) by Imari. Owned by Gestion Maritime SAM (Monaco). Detained in 2002 in Geraldton (Australia), in 2005 in Gladstone (Australia) and in 2011 in Xiamen (China). Sold for demolition in Bangladesh. 450 \$ per ton.



*Front Climber*. IMO 8906896. Ex-Ore Bulk Oil carrier converted into bulk carrier. Length 285 m, 23,067 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore for an unknown destination of demolition. Mid July, the ship was still in Ukraine. 400 \$ per ton.



Enhanced anti piracy protection on *Front Climber's* deck , March 2012 © V Basko

*Front Rider*. IMO 9002764. Ex-Ore Bulk Oil carrier converted into bulk carrier carrier. Length 285 m, 23,473 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Detained twice in 2004 in Port Headland (Australia). Sold as is in Singapore for demolition in Bangladesh. 440 \$ per ton.



*Georgete K (ex-Star Castor, ex-Star Orchid, ex-High Challenge)*. IMO 8309220. Bulk carrier. Length 176 m, 6,880 t. Greek flag. Classification society Bureau Veritas. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Genimar Shipping & Trading (Greece). Sold for an unknown destination of demolition.



*Glory Fuzhou (ex-Castillo de Gormaz, ex-Alhambra, ex-Marvelous)*. IMO 8719126. Bulk carrier. Length 289 m, 24,289 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Sea Star Ships Management Co (China). Detained in 2008 in Ningbo (China). Sold for demolition in Bangladesh. 484 \$ per ton.



*Glory Rizhao (ex-Front Leader)*. IMO 8906860. Ex-Ore Bulk Oil carrier converted into bulk carrier in 2005. Length 285 m, 23,269 t. Panamanian flag. Classification society RINA. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Sea Star Ships Management Co Ltd (China). Sold for demolition in Bangladesh. 484 \$ per ton.

*Glorysun* (ex-*Jadran*, ex-*Atlant I*, ex-*Atlant 1*, ex-*Orion Tecumseh*, ex-*Cast Polarbear*). IMO 7925364. Bulk carrier. Length 234 m, 13,966 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by COSCO (China). Sold for demolition in Bangladesh. 440 \$ per ton including 200 t of bunkers.



*Golden Huahai* (ex-*Ocean Island*). IMO 8109242. Bulk carrier. Length 224 m, 11,688 t. Sierra Leone flag. Classification society RINA. Built in 1983 in Pusan (South Korea) by Korea Shipbuilding. Owned by Hua Yang International Marine Transportation (China). Sold for demolition in Bangladesh.

*Good Purpose* (ex-*Alexandroupolis*, ex-*Theomitor*, ex-*Berlinda*, ex-*Sumatra*, ex-*La Chakra*). IMO 8010776. Bulk carrier. Length 230 m, 12,445 t. Indian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Goodearth Maritime Ltd (India). Detained in 2011 in Qingdao (China). Sold as isin China for demolition in Bangladesh. 435 \$ per ton including bunkers for the journey.



*Good Union* (ex-*Captain George II*). IMO 9071715. Bulk carrier. Length 216 m, 13,630 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Nikolayev (Ukraine) by Okean. Owned by Good Earth Maritime Ltd (India). Detained in 2006 in Shenzhen (China). Sold for demolition in Bangladesh. 493 \$ per ton.



*Grand Sea* (ex-*Docecape*). IMO 8317813. Bulk carrier. Length 277 m, 21,896 t. Panamanian flag. Classification society RINA. Built in 1987 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Huayang Maritime Center (China). Sold for demolition in China. 400 \$ per ton.

*Green Sky* (ex-*Jin Ace*, ex-*Naftilos*, ex-*Alkimos*). IMO 8316546. Bulk carrier Length 188 m, 9,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Hanaro Shipping Co (South Korea). Detained in 2000 in Nantong (China), in 2004 in Guangzhou (China) and in 2007 et 2008 in Gladstone (Australia). Sold for demolition in Bangladesh. 480 \$ per ton.



*Guo Shun* (ex-*Blade Runner*, ex-*Akmi*). IMO 7530468. Bulk carrier. Length 177 m, 6,617 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Osaka (Japan) by Namura. Owned by Fujian Province Zhangzhou Shipping Co (China). Detained in 2011 in Beihai (China). Sold for demolition in China. 417 \$ per ton.



*Guo Shun* in Halong Bay, November 2011 © Patrick Lawson

*Hanjin Dampier*. IMO 8811144. Bulk carrier. Length 309 m, 25,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 490 \$ per ton.



*Harissa* (ex-*Sea Luck V*, ex-*Green Trader*, ex-*Spiro*, ex-*Semena*, ex-*Behice Urkmez*, ex-*Elaine*, ex-*Alani*, ex-*Mulpha Jasin*, ex-*Tugking Career*, ex-*Lilac*, ex-*Akitsuki Maru*). IMO 7530418. Bulk carrier. Length 161 m, 5,826 t. Panamanian flag. Classification society Turk Loydu. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Ismail MaritimeCo (Syrie). Detained in 2000 in Novorossiysk (Russia), in 2001 in Lisbonne (Portugal), in 2002 in Lisbonne (Portugal), in 2004 in Bandar Khomeini (Iran) and in 2011 in Nikolayev (Ukraine). Sold for demolition in India. 380 \$ per ton.



*Hebei Ambition* (ex-*Napa*, ex-*Argo Athena*). IMO 8715651. Very Large Ore Carrier (VLOC). Length 327 m, 38,720 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 480 \$ per ton. This is the largest ship to leave for demolition this trimester.

July 2010, *Hebei Ambition* off Puerto de La Luz y Las Palmas (Canary Islands) © Charran



*Hebei Pride* (ex-*Triwati*, ex-*Trijata*, ex-*Sevilla Spirit*, ex-*Sandra Tapias*, ex-*Front Melody*). IMO 8910110. Bulk carrier. Length 274 m, 22,570 t. Hong Kong flag. Classification society China Classification Society. Built in 1991 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co (China). Sold for demolition in Bangladesh. 485 \$ per ton.

*Heng Shun Xing* (ex-*Arosia*, ex-*Cielo di Vancouver*, ex-*Atlas*, ex-*Fjord Star*). IMO 8028876. Bulk carrier. Length 183 m, 9,168 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Kawajiri (Japan) by Kanda Zosenho. Owned by JOSCO Yuansheng Shipping Management Co (China). Detained in 2006 in Houston (Texas), in 2007 in Porsgrunn (Norway) and Murmansk (Russia). Sold for demolition in Bangladesh. 360 \$ per ton.



*Hong Qi 202*. IMO 8226909. Bulk carrier. Length 163 m, 4,547 t. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Intermodal (China). Sold for demolition in China. 407 \$ per ton.



*Hong Qi 203*. IMO 8226894. Bulk carrier. Length 163 m, 4,567 t. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Intermodal (China). Sold for demolition in China. 407 \$ per ton.

*Ivan Susanin*. IMO 8131879. Bulk carrier. Length 162 m, 8,365 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by Murmansk Shipping Co (Russia). Detained in 2005 in Muuga (Estonia). Sold for demolition in China.



*Kapitan Vodenko*. IMO 8225498. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemunde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Sold for demolition in China.



*Katsuragi Maru*. IMO 8416138. Bulk carrier. Length 298 m, 23,800 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by Johann M K Blumenthal GmbH & Co (Germany). Detained in 2004 in Dampier (Australia), in 2005 in Shanghai (China) and in 2009 in Port Walcott (Australia). Sold as is in Singapore for demolition in Bangladesh. 490 \$ per ton.



*Khaled T (ex-Sea Power, ex-Magna Power, ex-Green Rainier, ex-Toyo Maru, ex-Shinto Maru)*. IMO 7913141. Bulk carrier. Length 173 m, 6,668 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onishi (Japan) by Kurushima. Detained in 2004 in Vladivostock (Russia). Sold for demolition in Pakistan.



*Kholmsk (ex-Jamno, ex-Kopalnia Gottwald)*. IMO 7725738. Bulk carrier. Length 159 m. Domenica flag. Classification society Inclama. Built in 1980 in Hebburn (United Kingdom) by Swan Hunter. Owned by Sadent Shipping Ltd (Cyprus). Detained in 2006 in Rouen (France), in 2010 in Trieste (Italy) and Nikolayev (Ukraine) and in 2012 in Venice (Italy). Sold for demolition in Mumbai (India).



*Kholmsk*, in Bristol Bay (United Kingdom), June 2011 © Pavel Strukov

*Khudozhnik Kraynev*. IMO 8521012. Bulk carrier. Length 185 m, 7,755 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Far-Eastern Shipping Co - FESCO (Russia). Detained in 1999 in Hull (United Kingdom), in 2004 in Ijmuiden (Netherlands) and in 2008 in Bordeaux (France). Sold for demolition in Turkey. 312 \$ per ton.



*Krissa (ex-Kao Cheng)*. IMO 7626504. Bulk carrier. Length 159 m, 5,653 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1979 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Good Faith Shipping Co Greece). Detained in 1999 in Genoa (Italy), in 2001 in New Orleans, in 2008 in Klaipeda (Lithuania), in 2011 in Paranagua (Brazil) and in 2012 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



*KS Challenger (ex-Sea Wind I, ex-Sea Wind, ex-New Wind, ex-Idee Fixe, ex-Ma Quan Hai)*. IMO 8322923. Bulk carrier. Length 189 m, 9,332 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2009 in Mersin (Turkey) and in 2011 in Ashdod (Israel). Sold for demolition in Bangladesh. 445 \$ per ton.



*KS Frontier (ex-Planica, ex-Western Mariner, ex-Belnor, ex-Tairu, ex-Taichu, ex-Cape Wrath)*. IMO 8109046. Bulk carrier. Length 183 m, 8,126 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2010 in Paradip (India) and in 2011 in Chennai (India). Sold for demolition in Bangladesh. 445 \$ per ton.





*La Jolla Belle* (ex-Rockaway Belle, ex-Marine Universal II, ex-Sea Tiger II, ex-Marine Universal, ex-Ho Yu). IMO 8123030. Bulk carrier. Length 176 m, 7,755 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shiogama (Japan) by Tohoku. Owned by Roymar Ship Management Inc (United States). Detained in 2000 in Incheon (South Korea, in 2001 in Brisbane (Australia), in 2003 in Hong Kong, Vancouver (Canada) and Albany (Australia), in 2010 in Odessa (Ukraine) and Aliaga (Turkey) and in 2011 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh. 375 \$ per ton.



*Leon V* (ex-New Bright, ex-Ohtori Maru). IMO 8600569. Bulk carrier. Length 268 m, 18,080 t. Domenica flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Newcastle (Australia) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh. 385 \$ per ton.



December 2007, *Leon V* bunkering in Gibraltar ©

*Lindos* (ex-Ling Xian). IMO 8922383. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1990 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2003 in Kobe (Japan), in 2008 in Changshu (China), in 2010 in Kobe again and in 2011 in Rizhao (China). Sold for demolition in Bangladesh.

*Lingayen Star* (ex-Orchid Sky, ex-Bright Queen, ex-ex-Grand Ocean, ex-Soarer Bellona). IMO 8319691. Bulk carrier. Length 186 m, 8,071 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Dusung Shipping Co (South Korea). Detained in 2000 in Singapore, in 2002 in Newcastle (Australia) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 412 \$ per ton.



*Lively Falcon* (ex-Glory Qingdao, ex-Tyhi, ex-Rainier, ex-Elise). IMO 7525475. Bulk carrier. Length 179 m, 7,359 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kawajiri (Japan) by Kanda. Owned by Falcon Shipping Co (Vietnam). Detained in 2009 in Khark Island (Iran), in 2010 in Shanghai (China) and in Vishakhapatnam (India). Sold for demolition in Bangladesh.



*Magda* (ex-Sibotura, ex-Futura). IMO 9002934. Bulk carrier. Length 228 m, 14,650 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Goodwood Ship Management Pte (Singapore). Detained in 2011 in Port Kembla (Australia). Sold for demolition in India.

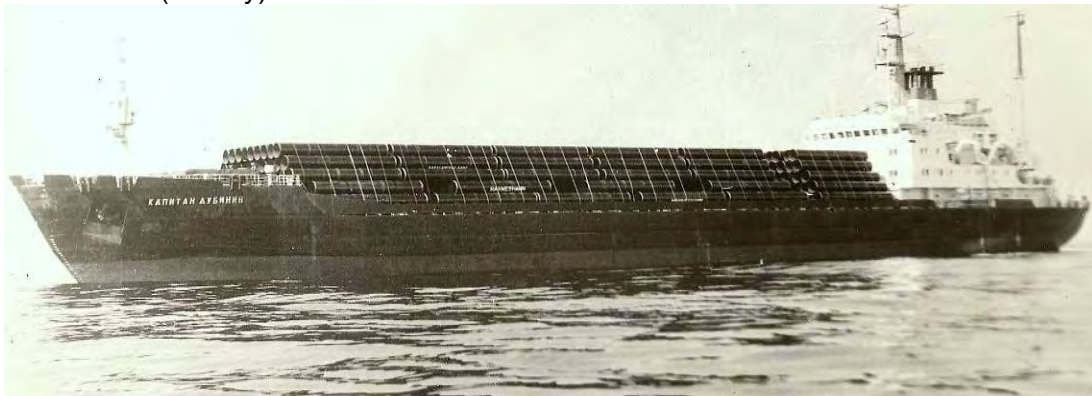


*Majestic* (ex-Ocean Regina, ex-Lucky Union, ex-Hortensia Estrella, ex-Hydrangea Star, ex-Sanko Salvia). IMO 8307399. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Sea Lion Shipmanagement (India). Detained in 2009 in Mersin (Turkey) and in 2011 in Damiette (Egypt). Sold for demolition in Pakistan.



*Maranata* (ex-Ocean, ex-Chemi Ocean, ex-Irene Oldendorff, ex-Margarita, ex-Santa Teresa Maru). IMO 8103963. Bulk carrier. Length 228 m, 12,073 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Tadotsu (Japan) by Hashihama. Owned by Daeyang Shipping Co Ltd (South Korea). Sold for demolition in China. 425 \$ per ton.

*Maya Land* (ex-Kapitonas Sevchenko, ex-Kapitonas Dubinin, ex-Kapitan Dubinin). IMO 7645134. Bulk carrier. Length 146 m, 5,615 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Kherson (Ukraine) by Khersonskiy SZ. Detained in 2008 in Iskenderun (Turkey). Sold for demolition in India.



1987, *Kapitan Dubinin* is carrying pipes in the English Channel © Shipspotting

*Mexico City* (ex-Lamyra). IMO 8025288. Bulk carrier. Length 224 m, 10,979 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Tsurumi (Japan) by Nippon Kokan. Owned by Cyprus Maritime Co (Greece). Detained in 2005 in Savona (Italy) and in 2009 in Ghent (Belgium). Sold for demolition in China. 367 \$ per ton.



*Ming Zhou 28* (ex-Baltic Mermaid). IMO 8108614. Bulk carrier. Length 225 m, 12,257 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Ningbo Marine Co Ltd (China). Sold for demolition in China. 367 \$ per ton.



*Ming Zhou 3* (ex-Pandelis L, ex-Andreas Spirit, ex-Tolten). IMO 7628112. Bulk carrier. Length 186 m. Chinese flag. Unknown classification society. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Ningbo Marine Group (China). Sold for demolition in China. 3,6 million \$.



*Mohave Maiden* (ex-Diasozousa, ex-Tecam Sea, ex-Alam University, ex-University, ex-Monte Bonita, ex-Rich Alliance). IMO 8308824. Bulk carrier. Length 178 m, 6,408 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Roymar Ship Management Inc (United States). Detained in 2009 in Vostochny (Russia). Sold for demolition in India. 471 \$ per ton.



*Morgiana* (ex-Mugungwha). IMO 8712099. Bulk carrier. Length 291 m, 22,162 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by TMS Dry Ltd (Greece). Detained in 2007 in Dampier and Port Headland (Australia). Sold for demolition in India and renamed *Dikoni* for her last journey. 485 \$ per ton.



*Nassau Paradise* (ex-Golden Prince). IMO 8110318. Bulk carrier. Length 177 m, 7,899 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Trojan Maritime Inc (Greece). Detained in 2003 in Manilla (Philippines), in 2005 in Constanta (Romania) and in 2012 in Quangninh (Vietnam). Sold for demolition in Bangladesh.



*New Coast* (ex-New Shanghai, ex-Eurydice, ex-Jahre Prince, ex-Friendship Venture). IMO 8319938. Bulk carrier. Length 244 m, 18,699 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by New Shanghai Shipping Co Ltd (China). Detained in 2012 in Lianyungang and Weihai (China). Sold for demolition in Bangladesh.





*Nightwhisper* (ex-*Seakoh*, ex-*Takami Maru*). IMO 8309177. Bulk carrier. Length 290 m, 22,761 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Alcyon Shipping Co Ltd (Greece). Sold for demolition in Bangladesh. 430 \$ per ton.

*Niitaka Maru*. IMO 8606159. Bulk carrier. Length 290 m, 21,500 t. Deflagged from Japan to Marshall Islands for her last journey and renamed « *Niitak* ». Classification society Nippon Kaiji Kyokai. Built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Detained in 2003 in Qingdao (China). Sold for demolition in China. 370 \$ per ton including 400 t of bunkers.



*Norsul Tubarao*. IMO 8128640. Bulk carrier. Length 175 m, 6,513 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Rio de Janeiro (Brazil) by Caneco. Owned by Norsul Navegacao (Brazil). Sold for demolition in Mumbai (India). 458 \$ per ton.

*Ocean Merry* (ex-*Mitec*, ex-*Captain George Tsangaris*, ex-*World Jade*). IMO 8100959. Bulk carrier. Length 223 m, 12,040 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by Hengfa Shipping Inc (China). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in China. 360 \$ per ton including 400 t of bunkers.



*Ocean Olympic*. IMO 8323446. Bulk carrier. Length 179 m, 6,865 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki. Owned by STX Pan Ocean Co (South Korea). Detained in 2011 in Tyne (United Kingdom). Sold for demolition in Bangladesh. 410 \$ per ton including 360 t of bunkers.



*Ocean Star* (ex-*Miranda Rose*, ex-*Western Team*, ex-*Western Shore*, ex-*eastern Jay*). IMO 8307973. Bulk carrier. Length 186 m, 8,384 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Tuan Huy Shipping Co Ltd (Vietnam). Detained in 2004 in Novorossiysk (Russia) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Le mongol *Ocean Star* dans la zone de transbordement de Koh Si Chang (Thailand) © Geir Vinnes

*Odigitria* (ex-*Nego Lombok*, ex-*New Marquesa*, ex-*Sanko Marquesa*). IMO 8307105. Bulk carrier. Length 179 m, 7,208 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kawajiri (Japan) by Kanda Zosensho. Owned by Vamvaship Maritime SA (Greece). Detained in 2012 in Nantong (China). Sold for demolition in China. 347 \$ per ton.



*Olemare* (ex-*starlight*, ex-*Helena Oldendorff*, ex-*Noble River*). IMO 8118815. Bulk carrier. Length 196 m, 7,742 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Shanghai (China) by Jiangnan Shipyard. Owned by Skoukla Inc (Greece). Detained in 2003 in Baie Comeau (Canada) and in 2008 in Algeciras (Spain). Sold for demolition in India. 435 \$ per ton.



*Oriental Key* (ex-*Soukai Maru*, ex-*Mrinal*, ex-*Winco Trader*, ex-*Alliance Trader*, ex-*Atlantic Bulker*, ex-*Iloilo Victory*, ex-*Oceanic Spring*, ex-*Yuben Spring*). IMO 7916222. Bulk carrier. Length 174 m, 8,329 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kudamatsu (Japan) by Kasado Docks. Owned by Seatime Shipping (Singapore). Detained in 2003 in Nakhodka (Russia), in 2005 in Chennai (India), in 2006 in Hong Kong, in 2007 in Qingdao (China), in 2008 in Shenzhen (China), in 2010 in Tianjin (China) and in 2011 in Paradip (India) and Quangninh (Vietnam). Sold for demolition in Bangladesh. 482 \$ per ton.



*Panamax Anna* (ex-*Striggl*, ex-*Madonna Lily*, ex-*Magnolia I*, ex-*Santa Amelia Maru*). IMO 8202678. Bulk carrier. Length 228 m, 12,272 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Tadotsu (Japan) by Hashihama. Owned by Chian Spirit Maritime Enterprises Inc (Greece). Detained in 2005 in Baltimore (United States). Sold for demolition in Pakistan. 432 \$ per ton.



*Panamax Strength* (ex-*Pantodinamos*, ex-*Co-op Express V*). IMO 8204420. Bulk carrier. Length 209 m, 10,982 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1983 in Imabari (Japan) by Namura. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1999 in New Orleans, in 2004 in Ravenna (Italy) and in 2012 in Fangcheng (China). Sold for demolition in India. 473 \$ per ton.



*Protector* (ex-*Naganita*, ex-*Azalea Estrella*, ex-*Azalea Star*, ex-*Sanko Magnolia*). IMO 8307349. Bulk carrier. Length 189 m, 7,783 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi HI. Owned by SNP Shipping Services (India). Detained in 2011 in Taman (Russia). Sold for demolition in India. 375 \$ per ton.



*Raku Yoh*. IMO 9004102. Bulk carrier. Length 200 m, 9,022 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Mizushima (Japan) by Sanoyasu. Owned by Magsaysay (Philippines). Detained in 2003 and 2010 in Geelong (Australia). Sold for demolition in China. 405 \$ per ton including 600 t of bunkers.



*Royal Diamond* (ex-*St.Georgij*, ex-*Sincere Gemini*, ex-*Gemini*). IMO 8300391. Bulk carrier. Length 160 m, 5,834 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Blue Fleet Management Co Ltd (Greece). Detained in 2004 in Cardiff (United Kingdom), in 2005 in Tees (United Kingdom), in 2009 in Vishakhapatnam (India) and in 2011 in Kanda (India). Sold for demolition in Pakistan.



*Sakhalin* (ex-*Leonid Sobolev*). IMO 8325925. Bulk carrier. Length 184 m, 8,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov. shipyard Proprietaire Interfleet Shipmanagement (Bulgaria). Detained in 1998 in Emden (Germany), in 2000 in Thessalonique (Greece) and in 2011 in Amsterdam (Netherlands). Sold as is in Hong Kong for an unknown destination of demolition. 355 \$ per ton including 250 t of bunkers.



June 2008, le *Leonid Sobolev*, futur *Sakhalin* dans le canal de Kiel © Michael Neidig



*Santa Suria I* (ex-*Spar Emerald*, ex-*Mockingbird*). IMO 8512841. Bulk carrier. Length 177 m, 7,410 t. Malaysian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Shimizu (Japan) by Nippon Kokan. Owned by Hellas Marine Services (Malaysia). Sold for demolition in Bangladesh.

*Santos* (ex-*Norsul Santos*, ex-*Doceduna*, ex-*Fernado Frota*). IMO 8128652. Bulk carrier. Length 225 m, 12,434 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Companhia de Navegacao Norsul (Brazil). Detained in 2001 in Charleston (United States), in 2005 in Taranto (Italy) and in 2007 in Seattle (United States). Sold for demolition in Bangladesh.



*Sea Pride* (ex-*Red Cherry*, ex-*Massimiliano*, ex-*D. Francisco de Almeida*, ex-*Pacific Patriot*). IMO 8011794. Bulk carrier. Length 228 m, 11,902 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Hellenic Star Shipping Co (Greece). Detained in 2000 in Sept-Iles (Canada) and Dampier (Australia), in 2001 in Ghent (Belgium) and in 2002 in Qinhuangdao (China). Sold for demolition in Pakistan.



*Sersou* (ex-*Epson Trader*, ex-*Pepe le Moko*). IMO 8103822. Bulk carrier. Length 178 m. Algerian flag. Classification society Bureau Veritas. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by Nolis-Spa (Algérie). In 1991, the *Sersou* is damaged after colliding on the St Lawrence river with the Canadian bulk carrier *Silver Isle*. Detained in 2002 in Leixoes (Portugal). Sold for demolition in Turkey, she is only a bit late to meet with the ex-*Silver Isle*, renamed *Algoisle* and broken up in Turkey in 2010.



*Sersou* anchored after her collision, Lanoraie (Quebec, Canada), April 13<sup>th</sup> 1991 © Eastsailor – Shipspotting



*Shagang Sunrise* (ex-*Ogishima*). IMO 9164457. Bulk carrier. Length 289 m, 24,896 t. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1997 in Tsu (Japan) by NKK. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2011 in Zhoushan, (China). Sold for demolition in China. 355 \$ per ton.



October 2008, *Shagang Sunrise* is leaving Port Headland (Australia) for Qingdao (China) with an iron ore cargo © Tropic Maritime Photos

*Spyros B* (ex-*Wadi Al Natroon*). IMO 8309880. Bulk carrier. Length 195 m, 6,261 t. Maltese flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by AB Maritime Inc (Greece). Detained in 2004 in Geraldton (Australia) and in 2011 in Naples (Italy). Sold for demolition in India. 484 \$ per ton.



*St Peter* (ex-Pioneer Wave, ex-Jade Breeze, ex-Seadrive, ex-Don Catarino, ex-Sedge). IMO 8001036. Bulk carrier. Length 198 m, 8,680 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Fedcomshipping (Ukraine). Sold for demolition in India.



*St. Marfa* (ex-Anageia, ex-Olevsk, ex-Vasiliy Matuzenko, ex-Maritime Pride). IMO 8011469. Bulk carrier. Length 189 m, 8,559 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Osaka (Japan) by Osaka Zosen. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Port Headland (Australia). Sold for demolition in India.



*Stellar Fortune*. IMO 9109380. Bulk carrier. Length 273 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsu (Japan) by NKK Corp. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2004 in Gladstone (Australia) and in 2011 in Dampier (Australia). Sold for demolition in China. 355 \$ per ton.



*Stonegate* (ex-Sunny Ocean), ex-River Star). IMO 8216875. Bulk carrier. Length 305 m, 22,737 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Ariake (Japan) by Hitachi Zosen. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2007 in Ningbo (China). Sold for demolition in China. 425 \$ per ton.



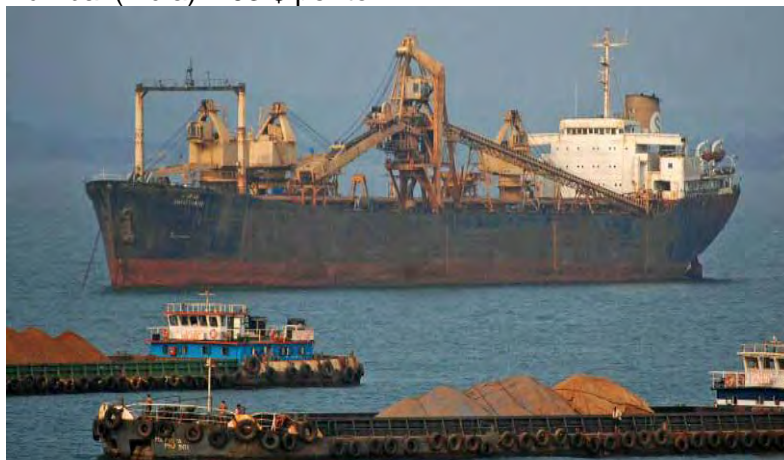
*Sun Enterprise* (ex-Sahar, ex-Sea Angel, ex-Star Antares, ex-Nordvind, ex-Kelvin Enfeavour, ex-Tai, ex-Taian, ex-Sea Taian, ex-cape Breton). IMO 8109022. Bulk carrier. Length 183 m, 8,157 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Atlantic Wave Management (Malaysia). Detained in 2007 in Bandar Abbas (Iran) and in 2008 in Guangzhou (China). Sold for demolition in Pakistan. 450 \$ per ton.



*Swan Diana* (ex-Priority, ex-Triobulk, ex-Eide Rescue III, ex-Allvag, ex-Werdau). IMO 8843848. Bulk carrier. Length 90 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1983 in Rostock (Germany) by Neptun VEB comme ravitailleur de la marine est-allemande ; jumboized in 1998 and lengthened from 76 to 90 m. Owned by Swanland Shipping (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2003 in Goteborg (Sweden) and Swinoujscie (Poland) and in 2007 in Drogheda (Ireland). Sold for demolition in Ghent (Belgium). (see picture on p. 1)



*Swatirani* (ex-Navjee Vani, ex-Ocean Beauty, ex-Beaufort Career, ex-Pacific Treasure, ex-Tetsuho Maru, ex-Teppo Maru). IMO 5356686. Ex ore carrier used as trans-shipment vessel. Length 178 m, 7,948 t. Indian flag. Classification society Indian Register of Shipping. Built in 1962 in Uruga (Japan) by Uruga Dock. Veteran of this edition of Ship-breaking.com. Owned by Salgaocar Mining Industries (India). Sold for demolition in Mumbai (India). 403 \$ per ton.



April 2012, the veteran *Swatirani* anchored off the port of Mormugao, Goa iron ore terminal (India) © Lee Brown



*Sydney* (ex-*Hanjin Sydney*, ex-*Westin Nine*). IMO 8606329. Bulk carrier. Length 291 m, 23,019 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Koje (South Korea) by Samsung. Owned by Tsakos Columbia Shipmanagement (Greece). Sold for demolition in Bangladesh. 500 \$ per ton.



*Taharoa Express* (ex-*Stellar Cape*). IMO 8903117. Bulk carrier. Length 269 m, 18,348 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hachiuma Teamship Co Ltd (Japan). The *Taharoa Express* is operated by New Zealand Steel off Taharoa, on the west coast of the North Island. The “black sands” forming dunes up to 90 m high were first noted by James Cook in 1769. This potential iron reserve has been known for centuries but mining started only in 1972 on a site “leased” from the local Maori landowners. The ironsands - rich in titanomagnetite - are extracted by a floating dredge ; the ore is concentrated by magnetic and gravity separation processes in a plant which can produce 200 to 300 t an hour. The concentrate is pumped in a slurry form to a stockpiling area ashore. The ore extracted in Taharoa will be exported towards Asia – Japan, Korea, China. The slurry is pumped via pipeline to an offshore buoy and from there transferred to the bulk carrier. After dewatering onboard, the ore can be exported while the process waters are obviously discharged in the sea ... Detained in 2009 in Auckland (New Zealand). Sold for demolition in China.



*Taharoa Express* is part of the New Zealand Steel mining facilities in Taharoa (New Zealand) and discharges process waters in the ocean, January 2007 © Alison Mac Master

*Trader* (ex-*M Pioneer*, ex-*S Pioneer*, ex-*Pisces Pioneer*). IMO 8117055. Bulk carrier. Length 177 m, 7,714 t. Greek flag. Classification society RINA. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Mega Shipping Line Corp (Greece). Detained in 2005 in New Orleans (United States) and in 2006 in Port Elizabeth (South Africa). Sold for demolition in India.



*Trans Gulf* (ex-*Bandar*, ex-*Bulkgulf*, ex-*Red Ivy*, ex-*Porto Ercole*, ex-*Cetra Vega*, ex-*Manga*, ex-*Robert LD*, ex-*Purple Planet*) IMO 8020185. Bulk carrier. Length 259 m, 16,997 t. Liberian flag. Classification society RINA. Built in 1982 in Monfalcone (Italy) by Italcantieri. Owned by Pioneer Ship Management Services (United Arab Emirates). Sold for demolition in India. 446 \$ per ton.



*Troy* (ex-*Wrestler I*, ex-*Loucas H*, ex-*Ocean Razor*). IMO 8029521. Bulk carrier. Length 153 m, 5,216 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Crown Shipman (Greece). Detained in 2000 in Hong Kong (China), in 2006 in Gdynia (Poland), in 2007 in Antwerp (Belgium) and in 2010 in Antalya (Turkey). Sold for demolition in Bangladesh. 410 \$ per ton.



*Turhan Bey* (ex-Haci Resit Kalkavan, ex-Staholm, ex-John M, ex-Thekos, ex-Korean Dool). IMO 7640316. Bulk carrier. Length 177 m, 6,855 t. Tanzanian flag. Classification society Turk Loydu. Built in 1978 in Pusan (South Korea) by Korea SB & E Corp. Owned by Umar Denizcilik (Turkey). Detained in 1999 in Rotterdam (Netherlands) and Rostock (Germany), in 2002 in Santa Cruz de Tenerife (Spain), in 2004 in Novorossiysk (Russia) and in 2011 in Kavkaz (Russia) and Nikoayev (Ukraine). Sold for demolition in Turkey. 310 \$ per ton.



*Union Trader* (ex-Imandra, ex-Brookhaven, ex-Berga Pride, ex-Bergen Pride, ex-Finnwhale). IMO 8116336. Bulk carrier. Length 195 m, 9,270 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sovereign Shipmanagement Ltd (United Kingdom). Detained in 2000 in Fredericia (Denmark), in 2010 in Saint Petersburg (Russia) and in 2012 in Rizhao (China). Sold for demolition in China. 370 \$ per ton.



*Welmountain* (ex-Causeway, ex-Genmar Harriett, ex-Harriet, ex-Nausicaa). IMO 8802430. Bulk carrier OBO. Length 277 m, 24,308 t. Panamanian flag. Classification society China Classification Society. Built in 1989 in Sakaide (Japan) by Kawasaki HI. Owned by Oriental Jinrong Ship Management (China). Detained in 2011 in Coquimbo (Chile). Sold for demolition in China. 360 \$ per ton. Late June, the ship was heading to Brazil.



*Welwater* (ex-Star Alpha, ex-A Duckling, ex-Hebei Puma, ex-Great Lady, ex-Euterpia, ex-Tocumen, ex-Pierre LD). IMO 8800391. Bulk carrier. Length 282 m, 24,308 t. Panamanian flag. Classification society RINA. Built in 1992 in Gdynia (Poland) by Gdynia Stocznia. Owned by Oriental Jinrong Ship Management (China). Detained in 22008 in Dampier (Australia), in Ningbo (China) et Tianjin (China). Sold for demolition in China. 355 \$ per ton including bunkers for the journey.



*Welwind* (ex-Ocean Opal, ex-Front Spirit, ex-Sea Spirit, ex-Sea Empress). IMO 8906999. Bulk carrier. Length 274 m, 23,533 t. Deflagged from Panama to Saint Vincent & Grenadines for her last journey. Classification society China Classification Society. Built in 1993 in Puerto Real (Spain) by AESA. Owned by Oriental Ocean Shipping (Singapore). Detained in 2002 in Whangarei (New Zealand) and in 2006 in Quanzhou (China). Sold for demolition in Bangladesh. 448 \$ per ton plus bunkers for the journey.



### Car carrier

*Atlantic Spirit* (ex-Honmoku Maru). IMO 8517372. Car carrier. Length 190 m, 13,134 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sumitomo (Japan) by Oppama. Owned by Nissan Motor Car Carrier Co Ltd (Japan). Detained in 2002 in San Diego (United States), in 2006 in Seattle (United States), in 2008 in Brisbane (Australia) and in 2011 in Galveston and Baltimore (United States). Sold for demolition in India. 494 \$ per ton.



*Atlantic Spirit* in Bremerhaven (Germany), July 2010 © Martin Groothuis



## The END

### *Ocean Shearer*, end of the cruise for the sheep



*Ocean Shearer* at Fremantle, July 2010 © Tania Dottore

The container ship *Ming Universe* was built in Kaohsiung by Taiwanese yards China Shipbuilding Corp for Yang Ming Marine Transport Corporation. For a time renamed *Med Genova*, she then became *Ming Universe* again, she assumed the missions of a conventional container ship of a capacity of 1988 container, with the casual accidents from sea voyages. A hazy morning in August 1985, she was seriously damaged after colliding with the bulk carrier *Regent Tampopo*, towed, then repaired in Yokohama (Japan) ; in September 1986, she was more lightly damaged after her confrontation with the bulk carrier *Bouira* in the Red Sea and can continue her route.



*Ming Universe* at Cuxhaven (Germany), June 2000 © A Spörri

In 2001, the Taiwanese shipowner rejuvenated its fleet and decided to get rid of a ship already 20 years old : he sold the *Ming-Universe* to a subsidiary company of the Lebanese Fare Group for the sum of \$8 million dollars, a good operation and, according to Ming Yang, an estimated \$6 million dollars gain on the sale.

The new owner is specialized in livestock transport and conversion of old ships; he owned the *Farid Fares*, *Fernanga F*, *Danny F*, and *Danny F II*, former tankers, and general cargo carriers, converted for livestock transport. In 1980, the *Farid Fares* sank following a fire in the engine room: one sailor and 40,000 sheep died.

The *Ming Universe* was converted by Pan United yards in Singapore and became the *Rodolfo Mata*. In January 2002, she left Singapour for Fremantle (Australia) and transported for her maiden voyage 117,000 sheep to Saudi Arabia. She is the largest livestock carrier in the world.



Conversion in Singapour  
© Pan-United Shipyard Pte Ltd



Container Version  
© Gerald Sorger



Cattle Truck Version  
© Bob Prins



*Rodolfo Mata*, 2006 © Shipspotting

According to her designers, the ship was ideally laid out for shipping 120,000 sheep or 25,000 cattle, or a combination of both, and a crew of 100 men : a top speed of 25 knots, 14 decks, 2,000 pens supplied with fresh air by a ventilation system, 5 generators provide the main electrical power supply and another five secondary generators could produce 4.5 MW, 3 reverse osmosis plants have a capacity to deliver 1,800 tons of fresh water per day, a storage capacity of 5,000 tons of fodder and 8,000 tons of fresh water... In case of unexpected delay, the cruise agency guarantees the same conditions of comfort to more than 8 days beyond the anticipated 24 days allowed for the longest voyage.





The *Deneb Prima* loads cattle at Napier (New-Zealand), May 2007 © Tony des Landes



*Ocean Shearer* in Portland (Victoria, South Australia), March 2011 © Joy Loughnan

Despite the specialized carriers pretend to take the animal welfare into account, the deaths of their cattle passengers and especially sheep are often by the several hundreds and thousands, not to say dozens of thousands when an incident occurs. In 1996, after the *Uniceb* took fire, nearly 70,000 sheep perished in the flames or drowned while no rescue operation was triggered for at least nine days. In 2003, 17,000 sheep died during the wandering of the *Como Express*, refused entry to the Middle East ports ; after 3 months, the survivors were unloaded and abandoned in Eritrea.

In September 2003, after the owner Fares group reneged on the payment for the conversion costs, Pan United seized the *Rodolfo Mata* then entrusted her to its subsidiary company Advantec Shipping. It sold her in 2006 to the Italian Siba Ships for 23 million dollars. The ship became the *Deneb Prima*. She changed hands and names several times, continuing her voyages as *Stella Deneb*, then *Ocean Shearer* from Australia or from New Zealand to the Middle East, from Fremantle, Darwin, Townsville, Port Adelaide, Napier.... was detained at least twice, in 2007 at Port Adelaide and in 2011 at Fremantle.

The super livestock cruise ship just made her last voyage from Doha (Qatar) and was beached for demolition in Chittagong (Bangladesh) May 17th 2012.



January 18th 2012, entering Port Adelaide (South Australia) © Les Blair

## Sources

*American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Daily Independent (The) ; Det Norske Veritas ; EMSA – European Maritime Security Agency ; Equasis ; Espresso ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Legal Oil ; Lloyd's List ; Lion Shipbrokers ; Live Export Shame ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Coast Guard Agency ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; New Zealand Steel ; NAN – News Agency of Nigeria ; Nigel Gee & Associates Ltd ; Nippon Kaiji Kyokai ; Norwegian Coast Guard ; Optima Shipbrokers ; Ouest-France ; Pan United Marine ; Presse-Ocean ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personal sources and archives ; Russian Maritime Register of Shipping ; SBM – Single Buoy Mooring Inc ; Ship Nostalgia ; Shipspotting ; Simplon Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; Tugboat Enthousiasts Society of Americas (The) ; Ugly Ships.com ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; Yang Ming Marine Transport Corporation.*

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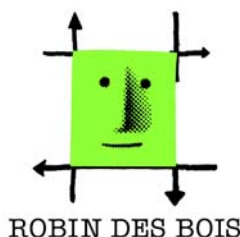
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**Many thanks to Cornier for his contribution**



# # 29



ROBIN DES BOIS

From July 16 to October 14, 2012

# Ship-breaking.com

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## After the *Exxon Valdez*, the *Hebei Spirit*

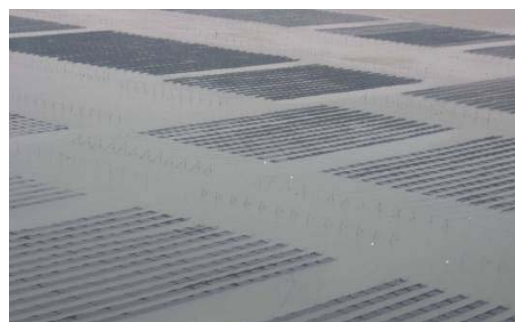
On 7<sup>th</sup> December 2007, the *Hebei Spirit*, a VLCC tanker flying the Hong Kong flag, was anchored around ten kilometres off Incheon, on the western coast of the Korean peninsula. her tanks contained 260,000 t of crude oil from various origins. The weather conditions were bad. At 7am local time, the ship was hit by a barge drifting out of the control of her tugs. No injuries were reported among the crew but the single hull of the *Hebei Spirit* was perforated and 10,000 t of hydrocarbons escaped from the portside tanks 1, 3 and 5. Violent north-west winds pushed the oil slicks to the south. The first of such reached land on the night of 7<sup>th</sup> December. Ten days later, 150 km of coastline was black, mostly in the Taean-gun National Park - a region reputed for its rocky coastline, sandy beaches and its fishing and aquaculture.



© Korea Coast Guard



© Korea Coast Guard

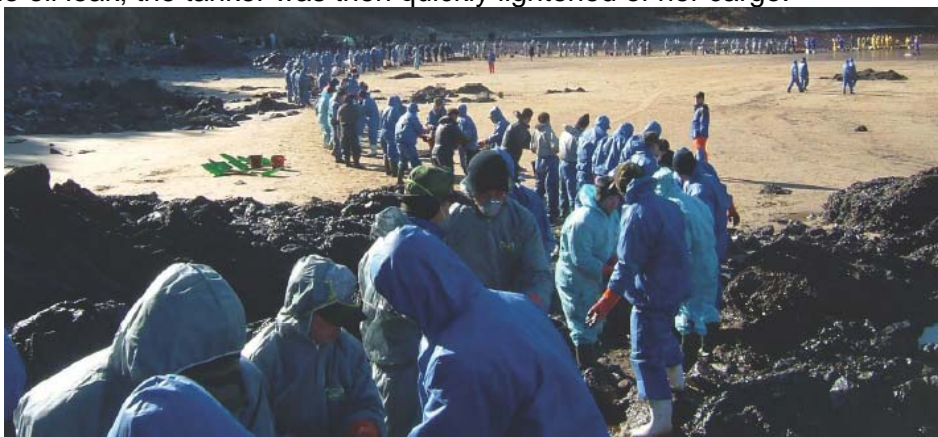


In total, 350 km of coastline was to be affected by hydrocarbon from the *Hebei Spirit*. It was the worst oil spill South Korea had ever experienced.

© Korea Coast Guard



In the hours immediately following the accident, navy coastguard response vessels and fishermen spread out dispersant and deployed oil booms in order to protect the islands and bays most at risk, as well as the Taean thermal power plant. From 8<sup>th</sup> December, rescuers managed to seal the cracks in the ship and stop the oil leak; the tanker was then quickly lightened of her cargo.



© Korea Coast Guard

On land, the Korean people, civilians, fishermen, soldiers and police alike, mobilised to manually clean up the oil using buckets, shovels and absorbent pads and rescued oiled birds. One month after the accident, one million volunteers had got involved.



© Korea Coast Guard

Once repaired, the *Hebei Spirit* continued her career for HOSCO, or its subsidiary companies such as, and most recently, Ocean Champion Maritime Co Ltd. under the names of *Tanker Glory* then *Sea Glory*, still sailing under the Hong Kong flag. Now, aged 19, this single-hulled vessel, has just been beached for demolition in Chittagong, Bangladesh, renamed *Gloria 21*, and deflagged to one of the most popular flag adopted by the vessels en route to the scrap yard - that of Saint Kitts and Nevis. Unlike the case of the former *Exxon Valdez*, the *Hebei Spirit* sparked no outcry.

### The damaged ship conundrum

Managing ships that have been damaged, stranded, suffered explosions or technical or human failures can be an inconsistent process, yet it is always a long and complex one. No ocean is spared. The costs involved are exorbitant: the salvage of the *Canadian Miner* has been estimated at \$24 million, and re-floating the *Costa Concordia* may exceed 500 million.

#### Pacific Ocean

In South Korea, on 14<sup>th</sup> December 2011, the bulk carrier *Pacific Carrier*, transporting coal from Indonesia, collided at high speed with the container ship *Hyundai Confidence* south of the peninsula. The bow of the container ship was hit; the bulk carrier was heavily damaged and took on water. Both vessels were rescued and separated from one another by Nippon Salvage. No pollution was reported.



December 2011, the *Hyundai Confidence* after the collision © Maritime Bulletin





The *Pacific Carrier*, offloaded of her cargo, remained at anchor, on ballast, close to Sacheon (South Korea), awaiting further survey or potential repairs. Eight months later, on 28<sup>th</sup> August 2012, Typhoon Bolaven struck South Korea; the *Pacific Carrier* broke her moorings, drifted and broke in two. She will have to be broken up on the spot with the resulting and inevitable local pollution.

Bolaven © Reuters/ Cho Jung-ho/Yonhap



August 2012, the *Pacific Carrier* after the typhon © NEWSis



Broken and grounded © Tongyeong Coast Guard

**Last minut:** at least the bow of the Pacific Carrier has been towed to Gamcheon port in Busan.



October 2012, the *Pacific Carrier* at Gamcheon port © Matthaios

In Taiwan, removal of the wreck of the gas carrier, *Oberon*, and her butane tanks has just finished. The ship ran aground on 18<sup>th</sup> February in the Taiwan Strait, 7 miles from the Penghu archipelago. Operations were slowed by the 9 typhoons that have since hit the region. The gas was transferred to another vessel. The wreck will be scrapped by the Tongliang shipyards in Penghu and the intact tanks will be sold.

Transfer of gas from the *Oberon* © Tradenewswire



In New Zealand, rescuer support for the container ship *Rena* that ran aground on a reef was immediate. One year later, the containers remaining on-board after the grounding have been recovered but the dismantling of the broken-up ship has only just begun. A financial settlement has been reached between the ship-owner and the New Zealand authorities, but it is possible that part of the wreck will not be raised and removed (see [Ship-breaking.com # 26](#) et [# 27](#), « Demolition on the job »).



June 1, 2012 © Smit & Svitzer



September 22, 2012 © Maritime New Zealand

### **Mediterranean**

On the island of Giglio (Italy), the wreck of the *Costa Concordia* remains lying on her side where the ship ran aground on the night of 13<sup>th</sup> January 2012. Rescue teams are still working to stabilise and re-float the ship. Meanwhile, the public relations officers have been very busy too: the slide and swimming pool have been removed and installed in a playground for the children of Giglio and the shard of reef that pierced the hull of the *Costa Concordia* has been removed to become a memorial to the victims.



July 5, 2012 © DR / Robin des Bois

The installation of stakes to prevent the ship slipping and the underwater platform to be used for re-floating the vessel has been delayed. Stabilisation of the wreck, originally scheduled for 31<sup>st</sup> August, should finally be completed at the end of October; the recovery and the evacuation of the ship have been delayed accordingly. Furthermore, the Italian-American consortium Titan-Micoperi, in charge of the salvage operation, has guaranteed that the seabed will be restored to its prior state by "June 2013 at the latest". The local population is afraid of having to spend a second summer with such a macabre wreck on the horizon.

The flamboyant yellow funnel adorned with the C logo of the ship-owner was dismantled in the summer to lighten the ship. That is a good thing: Costa Cruises does not like the publicity; at least not negative publicity. In Genoa, the funnels of another stricken vessel, the *Costa Allegra* (see page 23) were repainted before departure to the Turkish shipbreaking yard.



April 13, 2012 © M. Geismar/ Robin des Bois



## Arctic Ocean

The Russian cruiser *Murmansk*, one of the jewels of the Northern Fleet and a relic of the Cold War was launched in 1955 from the Severodvinsk shipyard. Measuring 210 metres in length and 22 metres in width, she was decommissioned in 1992 and pushed aside in a Kola Bay ship graveyard in the Russian Arctic.

*Murmansk* in her glory days © AF Gruppen



En hiver 1994, il commence à être remorqué à destination d'un chantier de démolition de Bombay en Inde. La veille de Noël, le convoi est pris dans une tempête, le *Murmansk* rompt son amarre, dérive et finit par s'échouer près du village de Sørvær sur l'île norvégienne de Sørøya dans le Finnmark.



In 1995 in Sørøya © Gunnar Sætra - scanpix



And in 2002 © AF Gruppen

It was only in 2008, after the discovery of traces of chemical and radioactive waste that had escaped from the *Murmansk*, that the Norwegian government decided to dismantle the wreck. A Norwegian company won the tender. The dismantling contract was fixed at €44.5 million. Salvage was expected to be concluded in late 2011. This deadline was exceeded due to seepage into the protective dykes around the wreck. Today, dismantling operations are almost complete and 14,000 t of metal and other materials have been removed from the wreck site and sent on for recycling or disposal. It is possible, however, that remnants of the wreck may still be present on site, in sediments, before the arrival of the 2012-2013 winter storms.



The *Murmansk's* breaking yard on Sørøya island © Norwegian Coastal Administration

## Indian Ocean

In January 2010, the *OSM Arena* was abandoned by her owner in Chennai, south-east India. Port authorities have banished her from the harbour, exiling her in a temporary waiting area. A fatal accident almost occurred: in January 2012, the ship broke her moorings and drifted towards the beach. Worse, her crew was trapped on board in unacceptable health and psychological conditions (see the Robin des Bois press release « [The Seafarers Alcatraz Award 2012](#) », 1<sup>st</sup> October). On 2<sup>nd</sup> October, 6 crew members were taken ashore for medical attention and immediately brought back on board.



© Bijoy Ghosh



© Dinamalar

## Atlantic Ocean

The *Canadian Miner* which was being towed from Canada to be demolished in Turkey ran aground off the coast of Nova Scotia a year ago. She is still there, in a decaying state as a result of winter weather conditions. Her dismantling on site has just started. The company hired to check for PCBs in the ship generators instead stripped the vessel of copper and brass on-board. Local communities, and fishermen in particular, hope the *Canadian Miner* will not have to spend a second winter on Scatarie Island, aggravating the disruption and the pollution of marine resources. It has not started well. Shortly after it began, on 15<sup>th</sup> October 2012, the removal of the wreck was stopped by an order of the Nova Scotia Government: the condition of the hull would not ensure a safe workplace for the workers. At the expense of the Bennington Group in charge of operations, an independent expert has been charged with determining the ship's structural integrity and the safety of the site.

Either through the recklessness or irresponsibility of the owners and the Canadian Authorities, the *Canadian Miner* disaster has still not prevented two other old tankers, the *Algocape* and the *Gordon C. Leitch*, being towed to Turkey (see p. 41 and 46).

In Europe, the chequered past of the container ship *MSC Flaminia*, a vessel flying the German flag and whose last port of call was Charleston (USA), has continued on throughout the summer (see [on Robin des Bois' website](#)). The maritime authorities of neighbouring countries, primarily France and the United Kingdom, have claimed for weeks that taking charge of the container ship in distress, following explosions on-board in mid-July, was not a matter of urgency.



*MSC Flaminia*, August 23, 2012 © Havarie Kommando

Miraculously, the *MSC Flaminia* did not sink in the Atlantic with her containers of hazardous materials, nor did she collide with another ship. She arrived towed and under high surveillance in the new container port of Wilhelmshaven (Germany) on 9<sup>th</sup> September. After three weeks of searching, as ordered by the



German court, the body of a missing sailor was still not found. Systematic searches have been abandoned; human remains may well be discovered at a later date in parts of the ship that are currently inaccessible. After cleaning the superstructure, the unloading of intact containers began on 28<sup>th</sup> September.

The extinguishing waters in the bilges and ballast tanks are estimated to total 22,000 t. Partial sampling reveals no significant presence of dioxins. Systematic analyses will take place at a later date. A total of 1,000 t extinguishing water will be treated by incineration in Hamburg. Plans comprise the treatment of almost all extinguishing water by physico-chemical means in a temporary installation under construction at the port. Unloading each burnt, exploded or damaged container will be subject to an individualised procedure requiring precise knowledge of the load, its condition after the accident and information on the external or internal contamination of the container walls. According to planners, the hardest, longest and most dangerous work regarding the integrity of the vessel will be clearing the damaged bilges of metal magma and melted material. The latter may well take place in a location other than the port of Wilhelmshaven. The future of the *MSC Flaminia*, whether that is her repair or demolition, is currently pending.

The clean-up operation for the container ship could be completed, according to the diverging opinions of technicians, by the end of the year or else by April 2013. The investigation continues in order to determine the cause of the initial fire. The loading plan of *MSC Flaminia* on departure from Charleston has not been released.

Containers of hazardous materials lost at sea at the time of explosion or during the drift would have landed on the Irish coast in early September and one of the ship's lifeboats was salvaged and towed to Douarnenez in early October by a Bigouden trawler. The badly burned sailor who had been transferred to a Portuguese hospital died on 7<sup>th</sup> October.



October 2012, one of *MSC Flaminia*'s damaged hold © Jakob K / Robin des Bois

## Farewell to container ships

In 2011, container ships only represented 5% of vessels sent for demolition - a sharp drop compared to 2010 (8%) and 2009 (13%). In 2012, as Robin des Bois already noted in bulletin no. 27, fleet overcapacity and the shortage of goods to be transported has encouraged owners to dispose of their unused units. Since the start of the year, 121 container ships - 13% of total vessels - have been sent for demolition. We have returned to the 2009 post-crisis level.

Today, the typical container ship sold for demolition is a relatively small, young, European ship that will spend her last hours in India.

A total of 37 container ships have been recorded. Two thirds of them measure less than 200 m; the largest is the *APL Alexandrite* at 288 m and with a capacity of 3,820 TEU. In comparison, the Triple E-class ships ordered by the Danish shipping company Maersk which will enter service in 2013 have a capacity of 18,000 containers.

The profitability of mega container ships also leads towards the decommissioning of increasingly younger ships. The average age has dropped to 21. In 2011, it stood at 30 and was 25 the previous bulletin; 51% are aged 20 years or less. The youngest is 15.

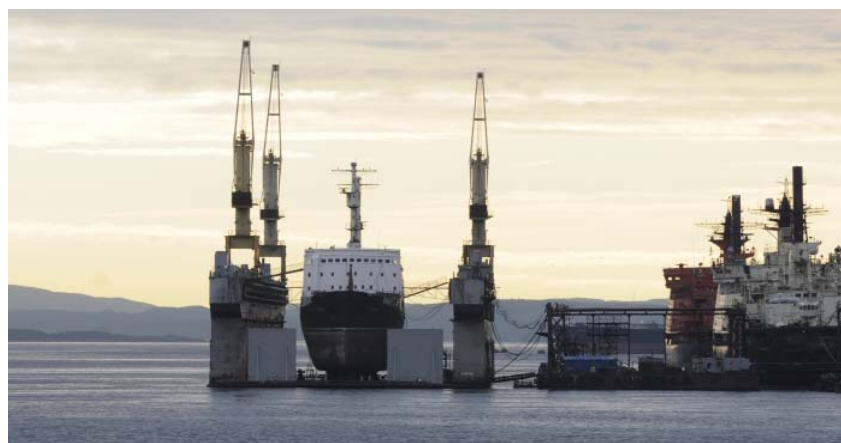
A total of 70% will be demolished in India and 11% in Bangladesh, even though 70% belong to EU or EFTA-based owners, and 41% to German owners. The *Northern Vitality*, belonging to Reederei Karl Schluter GmbH & Co KG, had the misfortune of being in the spotlight in the new container port of Wilhelmshaven at the time of the arrival of the *MSC Flaminia*; rightly suspected to be have been sold for scrap, the vessel, sailing under the flag of Antigua and Barbuda, was initially prohibited from leaving Germany. On 12<sup>th</sup> October, she sailed to Varna (Bulgaria). Demolition will be slightly delayed.

Virtue quickly found its limits and the provisional retention of the *Northern Vitality* looks like a smokescreen: at the same time, a ship belonging to the same company, the *Northern Dignity* was beached without mishap for demolition at Alang, soon joined by the *Buxcrown*, the *Northern Felicity*, the *Conti La Spezia* and the *Conti Asia*, all owned by the German ship-owner of *MSC Flaminia*, NSB - Niederelbe Schiffahrtsgesellschaft mbH & Co KG. Cautious, the last four arrived discreetly as the *Crown*, *Felicity*, *Lais* and *Asia*.

Early demolition of the container ships will continue. According to Lloyd's List, in mid-October, 279 units were waiting for recovery or for breakage.

### **The Lepse**

Cargo and radioactive materials star in the same old story that sometimes hits the headlines. In the Arctic, a veteran has become a floating radioactive waste vessel. But until when?



Early 2012 the *Lepse* is being prepared for the final voyage to Nerpa. © Thomas Nilsen Barents Observer

In mid-September 2012, the most dangerous maritime convoy of the century set off in relative discretion. It took the *Lepse* 5 hours, towed and escorted by three tugs, to cross the 38 km separating the port of Murmansk and the Nerpa shipyards north of the Kola Peninsula. The *Lepse*, 78 years old, holds more radioactive cargo than the volume released by the Chernobyl disaster.

The *Lepse*, named after a worker hero of the communist revolution, was commissioned in 1934 in Nikolayev, Ukraine, on the Black Sea coast. The "61 Communards" shipyard specialised in the construction of submarines and other warships known for their robustness and reliability. The "61 Communards" yard also built supply cargo ships for the Russian Navy. The *Lepse* was one of these. In 1936, construction was halted. In 1937, the hull was transferred to a naval shipyard in Kherson where the work ought to have been completed. In fact, there were yet more delays. The *Lepse* was anchored in a tributary of the Dnieper River and torpedoed in October 1942 during the Second World War. In 1945, she was re-floated and remained untouched in the port of Poti in Georgia until 1958. Considering the exceptional strength of the hull, the Soviet Supreme Command decided in 1958 to adapt the *Lepse* to her new role as a fuel supplier to nuclear-powered icebreakers. To do this, the *Lepse* was towed from the Black Sea to the Baltic Sea, then transformed and renovated in another historic shipyard - the Galerny shipyard near Leningrad.



From 1961 to 1981, the *Lepse* supported the ice breakers *Lenine*, *Arktika* and *Sibir*. She did not carry heavy fuel, but new or used nuclear fuel to or from the three atomic icebreakers. The *Lepse* became a storage ship for fuel elements deformed by critical and radiating accidents that took place on the *Lenine* and the *Sibir* between 1967 and 1980. The *Lepse* also carried out dumping operations for liquid radioactive waste into the Kara Sea in the Arctic Ocean. In 1984, a storm caused several hundred m<sup>3</sup> of radioactive water to flow into the storage hold containing radioactive fuel.



*Lepse* in the mid 60's



In 1990, cement was injected into the holds of the *Lepse* to reduce external radiation.

Injection of concrete in the *Lepse* :  
(1) truck mixer, (2) pump, (3) injection

© Yuri Chernogorov.

For 20 years, the *Lepse*, categorized as solid radioactive waste, has been waiting in the port of Murmansk. Her fate is a cause of concern for the international community, especially the surrounding Arctic States, and has been subject to technical and financial initiatives that have been regularly aborted. Thanks to a credit line of €43 million underwritten by the European Bank for Reconstruction and Development (EBRD), consolidation work on the hull of the *Lepse* has been underway since 2011. This operation takes place on a floating dock. It is governed by radiation protection rules. A protocol for dismantling and management of the radioactive cargo has been deployed.



*Lepse* in Murmansk ©Thomas Nilsen Barents Observer

The *Lepse* is now berthed in the Nerpa demolition yard. She should be dry-docked next year. She will be divided into three sections. Waste will then be extracted, sorted and transported to suitable storage sites along with the remains of the hull itself which has become highly radioactive waste with a long half-life. Robotic methods offered by France will be employed to protect the health of those in direct contact with the waste as well as the 5,000 shipyard workers.

The cargo of the *Lepse* includes 260 kg of U<sup>235</sup> and 8 kg of fissile plutonium. If there is a surface ship deserving of the name “floating bomb”, this is her.

A new pitfall has just arisen: the manager of the Nerpa demolition yards is concerned that the berth reserved for dismantling the *Lepse* has been occupied for the last 7 years by the *K 3 – Leninskiy Komsomol*, the first Russian nuclear submarine. The plan is to decontaminate her and place her in a museum, but funds are lacking.

The *Lepse* may therefore have to wait her turn beyond 2013 - the date anticipated for dismantling operations to commence. Extraction of radioactive waste is currently scheduled to start at the end of 2015.

## Letters to the Editor

### **from Chris Swift, HMS Plymouth Trust, received in September 2012,**

*HMS Plymouth* built in 1959 and full of hazardous materials could be on a voyage to an unknown location with an anonymous owner. Peel Ports in the UK have sold her to 'the Turkish scrap dealer' but will not say who the scrap dealer company is.

We strongly believe based on what we have learnt that *HMS Plymouth* if she has been sold, could be going to an Indian beach since many reputable Turkish companies such as Simsekler or Leya have denied buying her. There is too much secrecy on this ship.

I have also attached a letter that was sent to my MEP who's party is involved in supporting our cause. This document shows how the scrap deal may exploit a loop hole in the Basel Convention (...)

My organisation *HMS Plymouth Trust Limited* want to save the ship and open her as a museum which is what she was between 1988 - 2006.

See the [HMS Plymouth Trust](http://www.hmsplymouthtrust.co.uk/) 's website <http://www.hmsplymouthtrust.co.uk/>

In addition to the mails of our English correspondents, Robin des Bois recall the story of *HMS Plymouth* and is considering her prospects.

### ***HMS Plymouth F 126***

The Royal Navy frigate *HMS Plymouth*, survivor of the Cod War with Iceland and the Falklands conflict with Argentina is facing a very uncertain future. A private trust (*HMS Plymouth Trust*), uniting enthusiasts, historians, seafarers, and supported by some political notables, wishes the return of the Gray Lady to Plymouth in order to use her, after restoration, as a museum like she was at Birkenhead between 1992 and 2006. This museum, run by the former Warship Preservation Trust, had other pieces that are threatened or even submerged: the submarine *Onyx* is awaiting a hypothetical rehabilitation in her historic homeport of Barrow in Furness, *HMS Bronington* and her teak decks is on her way to demolition and *7074 LCT* (Landing Craft Tank for amphibious assault and transport of tanks) sank in 2010 where she was moored.



*HMS Plymouth*, shortly before the Falklands conflicts  
© Crown copyright. IWM (FKD 588)



© Athenaeum Library of Philosophy



© Flicker

*LCT 7074* was the last survivor among the 700 landing craft tank used for the landings in Normandy by the Allied forces. After carrying 10 Sherman tanks on D Day, she returned to Southampton and carried American reinforcements back to Normandy for the assault on Cherbourg.

Today *HMS Plymouth F 126* is degrading like a ghost ship hidden in Birkenhead docks facing Liverpool. She has no visitors, no owner, no administrative existence. A contract was signed between an unidentified Turkish broker and Peel Ports, Britain's second largest group of ports, among which Liverpool and Manchester.



May 2009, Birkenhead © *HMS Plymouth Trust*



Initially, Peel Ports wished the frigate to be broken up in a Liverpool shipbreaking yard, like in 2009 *HMS Intrepid* and the Royal Auxiliary Fleet vessels *Grey Rover* et *Sir Percivale*, but since, this facility has since then been closed down for safety lacks. Other Royal Navy vessels have been dismantled by Van Heygen Recycling in Ghent (Belgium) within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal. Others left for demolition in Turkey by Leyal Shipbreaking, such as the destroyers *HMS-Cardiff*, *HMS-Newcastle*, *HMS-Glasgow*, *HMS-Exeter*, *HMS-Southampton* and *HMS-Nottingham* and lately the aircraft carrier *HMS Invincible*. These exports towards Turkey were also conducted according to the Basel Convention procedures.



June 2009 © Ian Collard 2009

HMS Plymouth Trust persists in collecting the 400.000 £ needed to buy *F 126* from the Turkish broker but Peel Ports pretends the transaction is irreversible. This is why the *F 126* along with her asbestos, PCBs, hydrocarbons and obsolete but still operational weapons and ammunition may very soon leave for demolition. Whether she can undergo a long distance towing has yet to be checked. Wisdom, if her fatal fate was finally sealed, would be to demolish her in a nearby yard.

The wardroom of *HMS Plymouth* was where the surrender of Argentine Forces was signed by Lieutenant Alfredo Astiz.

**From Matthaios South Korea, received on September 24**

Recently I found out that ships demolition is in progress in this country despite the fact that here are the biggest shipyards in the world.

Approximately 4 months ago I noticed a very old vessel located in a wharf of Hanjin shipyard in Busan (which bankrupted some years ago) I thought that this vessel's destiny was to be broken but soon I lost its traces.

Some days ago I found a half broken vessel (...). When I compared the 2 photos I assumed that there is a high possibility the vessel to be the same. Unfortunately I do not have details about this ship except its name which included the word "Bay"

I send you the photos so you may trace this vessel.

Is it possible to provide details for shipbreaking in developed countries (such as Korea). (e.g Number of breaking yards, vessels broken every year, price per ton of steel etc)?



Bay, May 31, 2012



September 18, 2012, dismantling of an unidentified ship in Busan (South Korea) © Matthaios

**Robin des Bois' answer**

Concerning the vessel you photographed in May, her name is simply Bay ; we noticed a Russian flag on the superstructure and Bay IMO 7384297 is actually Russian-owned, built in Poland in 1975.... we found a picture of her in 2010.

She is apparently sailing only in Asian waters, Japan, China, Korea and Russia. She was in Japan in early May, you saw her in Korea late May but after that she left for Russia and was around Sakhalin in July. There is no news from her since then, she is officially still in service but her status has not been updated since July 10th.

So it's hard to say it's her being dismantled on your September pictures. It leaves about two month to come back to Busan right after Russia and scrap; a bit too short ...

Bay, OMI 7384297, © AF van Rhijn



A few ship-breaking yards are active in Europe, essentially in Belgium and in Denmark or to a lesser extent in Bordeaux (France). In Asia as well we know of a few trials in Japan and a few big units had to be dismantled after the March 2011 Tsunami. A project had been considered in the Philippines and the activity has been developed in Vietnam for the local fleet. In America, the ship-breaking yard of Port-Colborne, Canada, has been dismantling a number of old Great Lake bulkers and in the United States several yards in Texas, Louisiana and California are appointed to recycle mainly the old ships from the National Reserve Defence Fleet. In these countries, and in Europe as well, most of the commercial fleet leaves for demolition in China, in the Indian sub-continent and in Turkey.

South Korean has an opportunity to develop its expertise with the demolition of the bulker *Pacific Carrier*, on site and as is (see the chapter « The damaged ship conundrum » p 2).

**From Matthaios, South Korea, received on October 17**

I could not gather any info from the local Koreans about the *Pacific Carrier* but I was lucky enough and I saw her by chance when I was travelling in Busan. I send you some photos of the fore half of the ship which currently is located in a port called Gamcheon in Busan. (...)

Although I could not see the name to confirm that this is a part of *Pacific Carrier* I assume that it is it. I do not think so that there are many bulk carriers with red color cut in half in Korea these days....

The vessel is anchored in the premises of a subcontractor who was building blocks for new ships. However due to recession and decrease of new orders plenty of small ones run out of business. But it is very easy from them to proceed in shipbreaking if needed.

PS. Regarding the aft part of the broken vessel I could not find any detail. It could be the one which I saw earlier this year but there is no proof neither location of demolition. But Gamcheon port seems to a good location for this type of work because is protected from waves and away from the city center....

**NDLR** : see the photos in the chapter « The damaged ship conundrum », *Pacific Carrier* p 2

**From Egidio, Genoa (Italy), received on October 10 to 13**

Something new about the cruiseship *Princess* ((NDLR see the chapter The END, [Ship-breaking.com # 27](#)): the Turkish company Cemsan just paid the first part of the money requested, failing to give the rest. So the ship is keeping on languishing in the port. The ship should be auctioned again.

The *Costa Allegra* is still here: her funnels have just been repainted in white and the "C" letter removed. She, is now *Santa Cruise*, flagging Sierra Leone flag. She was scheduled to sail tomorrow, but at present I have no info about her sailing.

I took a picture of this ship and I will send it soon. (...)

*Costa Allegra*: the tug for her final voyage is scheduled to arrive tomorrow in Genoa, coming from Turkey. She left Genova tugged this morning (October 13), inbound Aliaga.

**NDLR** : See the chapter *Costa Allegra* in this edition p 23 for history and photos of the ship.

**From Shahid, Pakistan, received on August 6 and October 8**

I've been seeing your shipbreaking report for quite some time and very much amazed to see the compiling of Data across the world. Anyways as ship enthusiastic, I frequently travel to Gadani ship-breaking yard for seeing the vessels comes for demolition and take pictures of the dying vessels.

Surprising one the pictures you have posted in your bulletin # 28 of ship name " EDEVA" is taken by me. I can gave you more of the ship pictures (...)

You may find some interesting pictures and especially avessel named "WENJIANG" the old belly has been standing in Gadani for 8-9 months until they decided to cut into pieces. (...)



*Wenjiang*, in Gadani, April 2012 © **Shahid Ayub**



*British Curlew*, in Hobart (Australia)  
© **David Kirby**



**NB :** *Wenjiang* ex-*British Curlew*, 160 m in length, built in 1960 in Glasgow by Stephen & Sons for Clyde Charter Co Ltd. The ship entered the BP fleet in 1972 and was later sold to the Hong Kong based Hemisphere Shipping Co Ltd in 1976. She was renamed *Wenjiang*. On September 29, 1980, the tanker is loading crude oil at Basrah (Iraq); the Iran–Iraq War has just started. The Iranian forces attacked the oil terminal, the cargo operation was stopped. The captain ordered all crew members ashore, they will never be able to return onboard



The ship has remained abandoned since. She was the backdrop of the Iranian film « Iron Island » in 2005. In August 2011, she was towed away to Gadani under unclear conditions. Her scrapping started in Spring 2012.

See also Shahid's photo of the tanker *Ailsa Craig* beaching in Gadani, chapter Tanker p 15

## No summer break. Assessment July 16 to October 14, 2012.

The average rate of vessels heading for demolition has stabilized at a high level: 24 ships per week. This is in spite of the postponement of beaching permits in India at the beginning of the period and the congestion of the beaches in Bangladesh at the end of the year. The average age is 28; 26 for tankers and 21 for container ships.

A total of **287** ships have left for demolition during this period. Cumulative demolition allows for the recycling of more than **2.5 million tonnes** of metal. The number of ships destined for Asia, including Turkey stands at **264** (92%); **112** (39%) were built in Europe; and **103** (36%) are owned by European companies.

### Per Unit

- 1 India, **104** (36%)
- 2 Bangladesh, **65** (23%)
- 3 China, **45** (16%)
- 4 Turkey, **31** (11%)
- 5 Pakistan, **20** (7%),
- 6 Denmark, **4** (1%)

### By Tonnage of Metal Recycled

- 1 India 863.000 t (34%)
- 2 Bangladesh, 721.000 t (28%)
- 3 Pakistan, 380.000 t (15%)
- 4 China, 335.000 t (13%)
- 5 Turkey, 130.000 t (5%)

### By Category

- 1 : bulk carrier, 128 (45%)
- 2 : general cargo 50 (17%).
- 3 : tanker 38, (13%)
- 4 : container ship 37, (13%)

India is back and receives the largest number of vessels for demolition: 104 (36%). It is the only major demolition country where arrivals have increased during this period (+35%); this is also the case, to a lesser extent, in Turkey. The Indian Ministry of Environment and Forestry has dispelled doubts about the local ship-breaking policy: it has swept aside references to the Basel Convention put forward by the Supreme Court at the end of July along with prior clean-up requirements for ships before beaching for demolition in India. The only obligation is to comply with the rules established in 2007. The *Oriental Nicety*, the former *Exxon Valdez* that should have been the last ship to be beached without extraction of on-board pollutants, was in fact followed by a cohort of ships from around the world and particularly from Europe.



*Union Brave*, February 2009, in the Mediterranean, south of Spain © **Sergey Bykov**

New pitfalls lie ahead however in the Indian demolition market where the policy of 'might is right' resists all regulations, whether Indian or International. On 12<sup>th</sup> October, the ISRA (Indian Ship Recycling Association) decided a lockout of shipyards. They were protesting against the arrest of 3 ship-breakers

and charging them with culpable homicide and negligent conduct with respect to safety standards. Six workers were killed in the *Union Brave* tanker fire that they were in the process of breaking up (see p. 18). It was the first time that recyclers had been charged with culpable homicide. The defence put forward by the ISRA was simple: the owner is not necessarily aware of the daily work going on in his shipyards and cannot be held responsible for fatal accidents that occur there. Will the Indian legal system resist pressure from the industry? Will it retain the offence of temerity and consciousness that a fatal accident may result from unsafe working conditions on ship-breaking yards? The police intend to reopen old cases of fatal accidents.

Bangladesh, which receives 65 vessels (23%), holds 2<sup>nd</sup> place in terms of units to be demolished and cumulative volumes. The number of vessels received after months without any has led to a backlog at the Chittagong beach and ship-breakers must first absorb these tonnages before buying new ones.

The rates offered by the demolition yards remain lower than previous months: below \$400 per tonne in Bangladesh and a little higher in India and Pakistan where prices increase \$20 per tonne. The Turkey-China differential that has steadily reduced since the beginning of the year has briefly passed to the advantage of Turkey; prices in these two countries are down to around \$300 per tonne.

### After the bars, demolition

A total of **66** (23%) of the vessels sent to be broken up were checked by a Classification Society which does not belong to the IACS (International Association of Classification Societies) or have no class. The sub-standard ships are priority candidates for demolition: at least **180** (63%) have been priorly detained in ports across the world with a detention rate of 80% for reefers, Ro Ros and bulk carriers; 68% for general cargo carriers; and 52% for container ships. The detention rate is 18% for tankers. The leader board for sub-standard ships is headed by the small general cargo carrier *Sea Flower*, 17 detentions (see p. 31), followed by bulk carriers *Dover*, 12 detentions (p. 44) and *Spring Breeze 1*, 10 detentions (p. 56); the latter is tied with another general cargo carrier *Silver I* (p. 31).



*Sea Flower* in Sulina (Romania), March 2011 : 17 detention between 2002 and 2012, gold medal © Sirotencu Liviu

### Years and metres

The age of vessels leaving the fleet ranges from **14** for the Indian double hull tanker, *Prem Divya*, which fell victim to an explosion during maintenance work (see p. 62 The END) off Fujairah (United Arab Emirates), **69** for the Second World War veteran tanker *Elena H*, and **78** for the *Lepse* (see p 8). The average age is **28**. A total of 69 vessels are less than 150 m in length, 119 are between 150 and 199 m and 99 are more than 200 m. Seven vessels are more than 300 m; the largest ship to be sent for breakage is the tanker *Sea Glory*, 338 m in length, beached in Chittagong under the name *Gloria 21*, but better known as the *Hebei Spirit*, responsible in 2007 for the largest oil spill ever experienced in South Korea (see p. 1).





Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).



Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.



Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.



Ship and crew detained in a port for deficiencies.



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.

## Tanker

*Ailsa Craig* (ex-Good News, ex-Egmond). IMO 7349950. Tanker FSO. Length 311 m, 32,152 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1974 in Kiel (Germany) by Howaldtswerke-DW for the Dutch Gelsenberg Scheepvaart Maats N.V ; shortened from 326 to 311 m and converted into a floating production and storage unit in 1991. Owned by World Carrier Corp SA (Greece). Sold for demolition in Pakistan. 430 US\$ per ton.



Live from Pakistan : the *Ailsa Craig* is beaching by her own means in Gadani © **Shahid Ayub**

*Al Muminah* (ex-Loyalty, ex-AC Atom, ex-Toluma). IMO 8311493. Tanker. Length 229 m, 15,293 t. Saudi Arabian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Red Sea Marine Services (Saudi Arabia). Sold for demolition in Pakistan. 440 US\$ per ton



*Ben K* (ex-Patricia A, ex-Alcudia, ex-Julia Rose). IMO 7812048. Tanker. Length 150 m, 4,524 t. Equatorial Guinea flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Sevilla (Spain) by AESA. Owned by Genesis Worldwide Shipping (Nigeria). Sold and towed for demolition in India.



Arriving at Pasajes (Spain) March 2003  
© **Valeriano Aguete**

*C.V. Raman*. IMO 8017798. Tanker. Length 175 m, 10,153 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi. Owned by Shipping Corporation of India – SCI (India). Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Mumbai (India). 416 US\$ per ton and an extra payment for bunkers.



*Concord I (ex-JS Trinity, ex-Nagayev, ex-Nagayevo)*. IMO 8406614. Tanker. Length 113 m, 3,190 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Veesham Shipping Inc (United Arab Emirates). Sold for demolition in Mumbai (India).



*Delaware Trader (ex-Polar Trader, ex-Arco Trader)*. IMO 8008929. Tanker. Length 201 m, 11,105 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by Sealift Inc (United States). Sold for demolition in Pakistan. 430 US\$ per ton.



*Delaware Trader* unloading at Murphy Oil, Port of Tampa (United States), November 2009 © Paul Sullivan

*Elena H (ex-Elena X, ex-NS Di Montallegro, ex-Paraggi, ex-Cotton Valley)*. IMO 5270416. Tanker. Length 67 m. Greek flag. Unknown classification society. Coastal tanker built in 1943 in Perryville (United States) by Lancaster Iron Works for the British Ministry of War. During the year 1944, she serviced in several supply convoys in the Mediterranean. On April 10, she was damaged after hitting a mine in the Black Sea. She was repaired but on October 6, she was mined 10 km off Port-de-Bouc (France). The ship was broken in two, the bow was lost but the stern was towed to Marseille, fitted with a temporary bow in Toulon and the vessel was later used as a water tanker. In 1947, she was sold to Italian buyers. She became Greek in 1995. She was sold for scrap in 2000 but actually went on sailing as a tar carrier. Owned by Elena H Navigation (Greece). In 2012, at the age of 69, she is eventually sold and towed for demolition in Turkey.



*Cotton Valley* in Toulon in 1945 © Marine marchande.net



*Helena H* in Piraeus, May 2009 © Aleksí Lindström

*Jin He*. IMO 8506206. Tanker. Length 231 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Shanghai (China) by Jiangnan. Owned by China Shipping Development Co (China). Sold for demolition in Xinhui (China).

*L Elephant (ex-Kanayama, ex-Kanayama Maru)*. IMO 9033335. VLCC Tanker (Very Large Crude Carrier). Length 330 m, 39,628 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Chiba (Japan) by Mitsui. Owned by Taiwan Maritime Transport - TMT Co Ltd (Taiwan). Sold for demolition in Pakistan. 415 US\$ per ton.



*Maharshi Karve*. IMO 7422738. Tanker OBO used as a floating storage. Length 257 m, 23,024 t. Indian flag. Classification society Indian Register of Shipping. Built in 1978 in Landskrona (Sweden) by Gotaverken. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in Pakistan.



*Maharshi Karve*. Unloading oil in Chennai (India), December 2010 © Jason / Shipspotting

*Messenger* (ex-*Global Bislet*, ex-*Chem Gory*, ex-*Mercure*, ex-*Danila*). IMO 8705591. Tanker. Length 175 m, 9,115 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1992 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by JSC Fortune Tanker (Russia). Detained in 1998 in Rotterdam (Netherlands), in 2000 in Amsterdam (Netherlands), in 2009 in Rostock (Germany), in 2009 in Baltimore (United States) and in 2010 in New Orleans (United States). Sold as is in Singapore for demolition in Bangladesh. 430 US\$ per ton.



*Narova*. IMO 9006667. Tanker. Length 274 m, 24,323 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Chita (Japan) by Ishikawajima-Harima. Owned by Cavodoro Shipping Corp (Greece). Sold for demolition in Pakistan. 435 US\$ per ton.



*Navion Fennia* (ex-*Futura*). IMO 9020687. Tanker. Length 241 m, 17.100 t. Deflagged from Bahamas to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1992 in Turku (Finland) by Kvaerner Masa. Owned by Teekay Navion Offshore Loading (Singapore). Sold as is in Singapore for demolition in Bangladesh where she arrived renamed *Avion*. 435 US\$ per ton.



*Navion Fennia*, February 2012 in Hamburg(Germany) © Klaus Kehrls

*Nisyros*. IMO 9006655. Tanker. Length 274 m, 24,286 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Chita (Japan) by Ishikawajima-Harima. Owned by Cavodoro Shipping Corp (Greece). Detained in 2002 in Trieste (Italy) Sold for demolition in Pakistan. 438 US\$ per ton.



*Ocean Amber (ex-Eclipse, ex-Ania)*. IMO 8711136. Tanker. Length 268 m, 20,898 t. Singapore flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Ocean Tankers Ltd (Singapore). Sold for demolition in Bangladesh. 465 US\$ per ton including a substantial amount of bunkers.

*Ocean Jewel (ex-Front Lillo, ex-Lillo)*. IMO 8809919. Tanker. Length 274 m, 22,322 t. Tuvaluan flag. Classification society International Ship Classification. Single hull ship built in 1991 in Puerto Real (Spain) by AESA. Owned by Ocean Tankers (Singapore). Detained in 2009 in Khark Island (Iran). Sold for demolition in Bangladesh.



*Prem Divya (ex-Seaqueen)*. IMO 9138599. Tanker. Length 245 m, 18,748 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1998 in Dalian (China) by Dalian New SB. Owned by Mercator Ltd (India). In December 2011, the *Prem Divya*, anchored on ballast off Fujairah (United Arab Emirates) for maintenance works, suffered three blasts. 105 men, sailors or workers were onboard. 3 got killed, two remained missing, one was seriously hurt.

In September 2012, *Prem Divya* was towed to Pakistan and beached for demolition as *Olivia*. See the chapter The END p 62.

*Prosperous (ex-Hawk I, ex-Arcadia I, ex-Arcadia, ex-Ioannis Coulouthros)*. IMO 8005094. Tanker reconverti en Bulk carrier. Length 218 m, 12,326 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Chiba (Japan) by Mitsui. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2009 in Tianjin (China). Sold for demolition in Bangladesh. 456 US\$ per ton.



*Sea Glory (ex-Tanker Glory, ex-Hebei Spirit, ex-Almare, ex-Apollo Ohshima)*. IMO 9034640. Tanker. Length 338 m, 41,402 t. Deflagged from Hong Kong to Saint Kitts & Nevis for her last voyage. Classification society China Classification Society. Single hull ship built in 1993 in Sakaide (Japan) by Kawasaki. She is the longest ship to leave for demolition in this edition of Ship-breaking.com. She was also responsible in 2007, under the name *Hebei Spirit*, for the worst oil spill which ever hit South Korea (Cf p. 1). Owned by Hebei Ocean Shipping Co - HOSCO (China). Sold for demolition in Bangladesh, she was beached as *Gloria 21*. 435 US\$ per ton.

*Star Hero (ex-Golden River, ex-Black Eagle II, ex-Pace)*. IMO 8814550. Tanker. Length 303 m, 33,393 t. Dominican flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Constanta (Romania) by Constanta SN. Owned by New Shipping Ltd (Greece). Sold for demolition in Pakistan. 412 US\$ per ton.



*Temasek (ex-Precious, ex-Petropearl, ex-Na Mu Hu)*. IMO 8108901. Tanker. Length 158 m, 5,150 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1982 in Shimonoseki (Japan) by Hayashikane ; jumboized in 1986 and lengthened from 135 to 158 m. Owned by Cakra Bahana PT (Indonesia). Sold for demolition in Bangladesh. 378 US\$ per ton.



*Triumph (ex-Ionian Trader, ex-Evros)*. IMO 8118401. Tanker. Length 178 m, 10,280 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Seven Islands Shipping Ltd (India). Detained in 2002 in Augusta (Italy), in 2007 in Suez (Egypt) and in 2008 in Mersin (Turkey). *Triumph* left Chennai and South India and was beached for demolition .... in Bangladesh. 425 US\$ per ton including 270 t of additional bunkers.



*Union Brave (ex-Galp Leixoes)*. IMO 8001115. Tanker. Length 164 m, 5,808 t. Comorian flag. Classification society Det Norske Veritas. Built in 1983 in Viana Do Castelo (Portugal) by EN Viana do Castelo. Owned by Union Brave Ltd (United Kingdom). Sold for demolition in India. 425 US\$ per ton. On September 1, *Union Brave* arrived in Alang ;

She was being dismantling after getting the necessary permissions from the authorities. On October 6, around 12.45 pm, a fire broke out while labourers were cutting a compartment inside the ship near the pump room. The other workers eventually took control over the fire but did not succeed in reaching their trapped co-workers. After 3 hours of rescue efforts, 5 workers were found dead, and one badly injured





later died in the hospital. The arrest of the recyclers charged with culpable homicide aroused the wrath of ISRA (Indian Ship Recyclers Association) and the lock out of the yards.

*Union Force (ex-Giacinta)*. IMO 8315047. Tanker. Length 165 m, 5,194 t. Deflagged from Hong Kong to Comoros for her last voyage. Classification society RINA. Built in 1984 in Kudamatsu (Japan) by Kasado Dock. Owned by UF Ltd (United Kingdom). Sold for demolition in India. 444 US\$ per ton.



*United Resolve (ex-Glen Roy)*. IMO 9018476. Tanker. Length 273 m, 24,331 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Imari (Japan) by Namura. Owned by Marine Management Services (Greece). Sold for demolition in Pakistan. 440 US\$ per ton.



*Valeri (ex-Valeriy Chkalov)*. IMO 8724860. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Det Norske Veritas. Built in 1988 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Eurotankers Inc (Greece). Sold for demolition in Pakistan.



*Vemabaltic (ex-Genmar Baltic, ex-Crude Baltic, ex-Nord Baltic)*. IMO 8325066. Tanker. Length 246 m, 17,707 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Koje (South Korea) by Samsung. Converted and used as a floating storage stockage off Gibraltar since 2004. Owned by Queensway Navigation Co Ltd (Greece). Sold for demolition in Pakistan. 435 US\$ per ton.



*Veres (ex-Akademik Vereshchagin)*. IMO 8729951. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Eurotankers Inc (Greece). Sold for demolition in Pakistan.



#### **Chemical tanker**

*Atlantia (ex-Taiko, ex-Tara)*. IMO 8221703. Chemical tanker. Length 175 m, 9,621 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi for the New Zealand Union Steam Ship Company. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 435 US\$ per ton.



New Zealand *Taiko*, 90's, Bluff © Chris Howell

*Gulf Star (ex-Osco Star)*. IMO 8617029. Chemical tanker. Length 176 m, 8,932 t. Bahamian flag. Classification society Det Norske Veritas. Double bottom ship built in in 1989 in Pula (Croatia) by Uljanik. Owned by International Tanker Management Holding Ltd - ITM (United Arab Emirates). Sold as is in Kalabar (United Arab Emirates) she became the *Star 11* before her last voyage for demolition towards India. 422 US\$ per ton including 80 t of stainless steel.

*Jin Hai Shun (ex-Da Qing 219, ex-Tomoe 1)*. IMO 8402046. Chemical tanker. Length 108 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Imabari (Japan) by Asakawa. Owned by Shanghai Jinhai Shpg & Trading (China). Sold for demolition in China.

*Omnimar Houston* (ex-Tail Wind, ex-Chem Faros, ex-Chem Clover, ex-Indian Ambassador, ex-Kogalym, ex-Iver Progress). IMO 9129275. Chemical tanker. Length 179 m, 10,659 t. Deflagged from Liberia to Marshall Islands. Classification society Det Norske Veritas. Built in 1996 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Omniblue Shipping Inc (Greece). Detained in 1998 in Lisbon (Portugal), in 2008 in Novorossiysk (Russia), in 2009 in Rotterdam (Netherlands) and in 2010 in Wilmington (United States). Auctionned as is in the Bahamas for an unknown destination of demolition. 175 US\$ per ton.



Berthed in Freeport (Bahamas), January 2012  
© Kamlo / Shipspotting



*Oriental Crane* (ex-Golden Crane). IMO 8014198. Chemical tanker. Length 112 m, 2,276 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1981 in Yawatahama (Japan) by Kurinoura. Owned by Raffles Shipping Group (Singapore). Detained in 2006 in Calicut (India), in 2008 in Quangninh (Vietnam) and Shenzen (China), in 2009 in Guangzhou (China), in 2010 in Quangninh and Shenzen again then in Dumai (Indonesia), in 2011 in Guangzhou again and in 2012 in Dumai again. Sold for demolition in Mumbai (India).



*Viking Star* (ex-Bow Viking, ex-Mauranger, ex-Kaupanger). IMO 7909786. Chemical tanker. Length 183 m, 8,828 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Floro (Norway) by Ankerlokken. Owned by Salhus Shipping (Norway). Sold for demolition in India.



*Yamahah* (ex-NCC Yamamah, ex-Bow Stellar, ex-Spinanger). IMO 7431210. Chemical tanker. Length 171 m, 9,467 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Szczecin (Poland) by Warskiego Stocznia. Owned by Salhus Shipping AS (Norway). Detained in 2001 in Rotterdam (Netherlands) and in 2010 in Naples (Italy). Sold for demolition in India. 625 US\$ per ton including more than 800 t of stainless steel.



### Gas carrier

*Gas Optimal* (ex-Optimus, ex-Busturia, ex-Butaonce, ex-Deuterio). IMO 8030192. Gas carrier. Length 113 m, 3,365 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Palma de Majorque (Spain) by Mallorca. Owned by Nautilus Marine SA (Greece). Detained in 2003 in Eleusis (Greece) and in 2012 in Sao Francisco do Sul (Brazil). She will be towed from Paranagua (Brazil) for demolition in Turkey 355 US\$ per ton.



*Gaz Optimal / Busturia*, in Illichevsk (Ukraine), January 2004 © Captain Valentin Mate Sanchez



*Lian Shun* (ex-*Santong*). IMO 8018077. Gas carrier. Length 101 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Nanjing Tanker Corp (China). Sold for demolition in China.

### OBO (Ore / Bulk / Oil)

*Sakonnet* (ex-*Sibohelle*). IMO 9036507. OBO. Length 247 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by B + H Equimar (Singapore). Sold for demolition in Bangladesh. Arrived on August 29 in Chittagong, the ship is considered as « in repair ». Will she leave Chittagong for a second career ?

*Sakonnet* unloading in Bassens (France),  
November 2011 © Pascal Riteau



*Seapowet* (ex-*Sibotessa*, ex-*Vitessa*). IMO 9014729. OBO. Length 229 m, 14,650 t. Bahamian flag. Classification society Det Norske Veritas Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by B + H Equimar (Singapore). Sold as is in Singapore for demolition in India where she arrived as *Power 11*. 415 US\$ per ton.



### Ferry

*Marinos D* (ex-*Chang Po Go*, ex-*Chang Po Po*, ex-*Sea Serenade*, ex-*Lady Terry*, ex-*Sorachi Maru*). IMO 7425558. Ferry. Length 145 m. Sierra Leone flag. Unknown classification society. Built as *Sorachi Maru* in 1976 in Hakodate (Japan) by Hakodate Dock, originally for the Japanese railways. Acquired in 1990 by Poseidon Lines (Cyprus flag) and renamed *Lady Terry*, then *Sea Serenade* in 1992. Mainly assigned to the Bari – Corfou – Igoumenitsa service. In 2002, she was operated on the Trieste/Durres (Albania) line, and was seized in Trieste (Italy). Auctioned in 2004, acquired by Four Season Cruise Company (South Korea) and renamed *Chang Po Po*, then *Chang Po Go* in 2005 (Korean flag). She became the Panamanian *Marinos D*. in 2006. Detained in 2000 in Rhodes (Greece), in 2001 in Brindisi (Italy) and in 2002 in Trieste (Italy). Actually, she has not been sailing since 2004. Late 2011, she was deflagged to Sierra Leone. Eventually sold for demolition in Turkey.



In Brindisi (Italy), as *Sea Serenade*, September 2001  
© Michael Neidig



In Koper (Slovenia), January 2012  
© Christian / Shipspotting

*Normandy* (ex-*Stena Normandy*, ex-*St. Nicholas*, ex-*Princessan Birgitta*, ex-*Drottning Silvia*) IMO 7901772. Ferry. Length 149 m, 10,975 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built as *Drottning Silvia* in 1982 in Goteborg (Sweden) by Gotaverken Arendal. This ship was owned by the Swedish group Stena until 1989 and has lived a quite complicated career. To summarize, she was assigned first to the Göteborg/Frederikshavn line as the Swedish *Princessan Birgitta*, then chartered by the English Sealink from 1983 on under the name *St. Nicholas* (English flag) on the Hoek van Holland/Harwich line. She became the *Stena Normandy* in 1991 and was operated on the Southampton/Cherbourg service, was then transferred in 1998 to Irish Ferries as *Normandy* (Rosslare/Roscoff or Cherbourg lines). Detained in 2005 in Belfast (United Kingdom) and Rosslare (Ireland) and in 2006 in Rosslare again.



1981, at Gotaverke Arendal shipyards © Hans Deijs



April 2000 departing Cherbourg © Det / Shipspotting

Early 2008, the ship was laid up in Denmark, and acquired by Equinox Offshore Accommodation (EOA), a Singapore-based company under Norwegian interests. She was briefly chartered by Ferri Morocco for use on the Almeida (Spain) – Nador service until she left the European shores in autumn 2008. EOA's Speciality is to provide accommodation and workshop to support offshore facilities - thus known as ARV Accomodation and Repair Vessel - by converting old ferries ; the conversion of a ferry purchased the previous year was being conducted ; the *Meloodia*, 137m, built in Papenburg, Germany, ex *Vironia* and sistership of the *Estonia* (859 fatalities in the ferry sinking in the Baltic Sea in 1994) became the *ARV 1*. The *Normandy* did not switch career ; she was decommissioned in Singapore and has stayed there since 2008 without being converted as *ARV 2*. She was eventually sold for demolition in China. 320 US\$ per ton.

Instead, EOA started the metamorphosis of the ex LD Lines *Norman Bridge*, ex-*Ave Liepaja*, ex-*Blanca del Mar*, ex-*Brave Merchant* and future *ARV 3* which should be delivered to Petrobras for service off Brazil.



*Meloodia*, 1999 © DG / Shipspotting



*ARV 1*, March 2011 © Martin Klingsick



## Passenger ship

*Costa Allegra* (ex-*Alexandra*, ex-*Regent Moon*, ex-*Annie Johnson*). IMO 6916885. Passenger ship. Length 174 m. Italian flag. Classification society RINA. Built in 1969 in Turku (Finland) by Wartsila as the container ship *Annie Johnson*.



*Annie Johnson* © kommandobryggan



*Alexandra* in Antwerp in 1990 © Michael Neidig



*Costa Allegra*, in Dover in 2005 © John Mavin

In 1992, yet at the age of 23, the ship was acquired by Costa Crociere SpA and converted into a cruiseship in a Italian shipyard. Her new career started. The ship has been misguidedly described on the company website as « built in 1992 ». In February 2012, a fire broke out in the “Crystal ship’s” engine room ; her back up power generators also failed, leaving the 636 passengers and 413 crew members without light, air conditioning and showers for the rest of the cruise... The ship was then sailing in the Indian Ocean, an area rich in pirates but poor in rescue means : two French fishing boats were derouted and towed the *Costa Allegra* to Mahé in the Seychelles. The cruiseship is later repatriated to Italy, and berthed first in Savona, then in Genoa. Costa did not plan to have her back into service but was hoping to sell her for further operation (like her sistership *Costa Marina* sold the previous year to South Korean interests). At the age of 43, the ex-container ship was sold for demolition in Turkey. She was prepared for her last voyage in Genoa. The funnels were freshly painted in white and the C of Costa erased; the ship became the *Santa Cruise*, flying the Sierra Leone flag. The tug for the final voyage towards Turkey arrived in Genoa and the convoy left Italy in the early hours of October 13.



*Santa Cruise*, ex-*Costa Allegra* in Genoa, October 10, 2012 shortly prior to her departure for breaking © Egidio Ferrighi



*The Emerald* (ex-Regent Rainbow, ex-Diamond Island, ex-Santa Rosa). IMO 5312824. Passenger ship. Length 178 m, 16,007 t. Deflagged from Greece to Saint Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1958 in Newport News (United States) by Newport News SB. Originally an American liner for Grace Line under the name *Santa Rosa* (New York/Central America). Sold to the Greek owner Lelakis in 1989 and sent to Chalkis shipyards; she came out in 1993 as *Regent Rainbow* (Bahamian flag) for Regent Cruises (Lelakis). Seized in 1995 in Tampa (Florida) following Regent's bankruptcy. Acquired in 1996 by Louis Cruise Lines from Cyprus and renamed *The Emerald*. Chartered for several years by the British Thomson Holidays, subsidiary of the German group TUI. Owned by Core Marine Ltd (Greece). Sold for demolition in India.



August 2007, in Koper (Slovenia) © Christian / Shipspotting

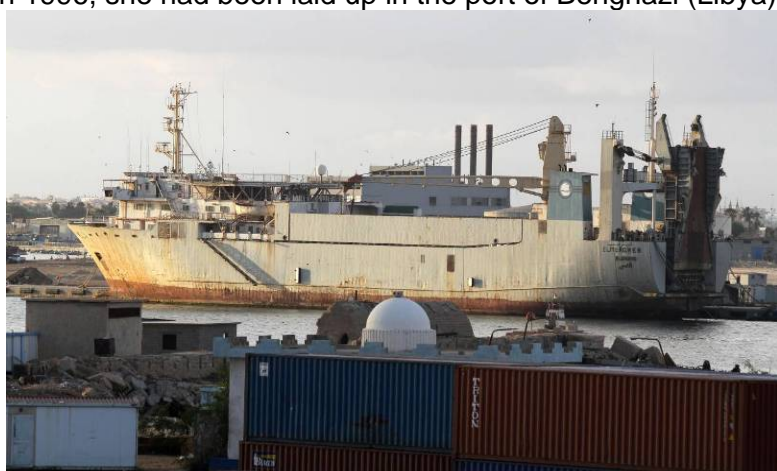
### Ro Ro

*Aegean Glory* (ex-Tolosa, ex-Vilja, ex-Tidero Star, ex-Anzere). IMO 7712121. Ro Ro. Length 152 m. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1978 in Capelle (Netherlands) by Vuijk. Owned by Aegean Cargo Management SA (Greece). Detained in 2004 in Ronne (Denmark), in 2005 in Bayonne (France), in 2008 in Alexandria (Egypt) and in 2011 in Izmir (Turkey). Sold for demolition in Turkey.



*Alianca Ipanema* (ex-Betelgeuse). IMO 9007269. Ro Ro. Length 192 m, 14,896 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage. Classification society Bureau Veritas. Built in 1992 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transroll Navegacao SA (Brazil). Sold for demolition in India.

*El Mergheb* (ex-Balquees). IMO 8027846. Ro Ro. Length 111 m, 3,900 t. Libyan flag. Unknown classification society. Built in 1983 in Elsinore (Denmark) by Helsingor Vaerft. Acquired in 1996 by General National Maritime Transport Company, the Libyan state company. Detained in 1999 in Leghorn (Italy), in 2000 in Leghorn again then in Sevilla (Spain) and in 2001 in Naples (Italy). This sistership of the *Al Zahraa* (cf [Ship-breaking.com](http://Ship-breaking.com) # 25, The END, Saddam's tank carrier) was also, as the *Balquees* of the Iraqi Navy, equipped for the transport of tanks and military equipment and a helicopter platform. Purchased by Libya in 1996, she had been laid up in the port of Benghazi (Libya) since 2003. Sold for demolition in Turkey.



*El Mergheb* in Benghazi, Libya, November 2010 © Brian Crocker



*Al Zahraa*, January 2009 in Bremerhaven (Germany) © Helmut Seger



*Fiona* (ex-*Fjord Ice*, ex-*Loen Stream*, ex-*Frio Indianic*, ex-*Everest*, ex-*Quasar*, ex-*Septimo Reefer*, ex-*El Septimo*). IMO 8008814. Ro Ro . Length 74 m. Togolese flag. Classification society Det Norske Veritas. Built in 1982 in Santander (Spain) by Atlantico. Owned by Nordic Shipping Group AS (Estonia). Detained in 2012 in Ancone (Italy). Sold for demolition in Turkey.



*Gigante* (ex-*Strada Gigante*, ex-*Galloway*, ex-*Gothic Wasa*, ex-*Tor Caledonia*). IMO 7617735. Ro Ro. Length 189 m, 6,331 t. Saint Kitts & Nevis flag. Classification society RINA. Built in 1977 in Fredrikstad (Norway) by Fredrikstad MV ; jumboized in 1990 and lengthened from 163 to 189 m. Detained in 2004 in Sheerness (United Kingdom) and in 2005 in Castellon de la Plana (Spain). In June 2012, the Italian owner Stradeblu sold the ship to a ghost company based in United Arab Emirates ; The Italian *Strada Gigante* became the *Gigante* flying the Saint Kitts & Nevis flag. She has just been beached for demolition in Bangladesh.



*Igarka*. IMO 8013027. Ro Ro. Length 177 m, 10,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Far Eastern Shipping Co -FESCO (Russia). Detained in 2006 in Seattle (United States). Sold for demolition in Xinhui (China)



*Igarka*, in Rio de Janeiro (Brazil), May 2008 © Edson de Lima Lucas

*Jolly Blu* (ex-*Debica*). IMO 8302296. Ro Ro. Length 147 m, 7,426 t. Italian flag. Classification society RINA. Built in 1988 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by Ignazio Messina & C SpA (Italy). Detained in 2006 in La Vallette (Malte). Sold for demolition in India. 350 US\$ per ton.



*Jolly Indaco* (ex-*Claire*, ex-*Sergey Kirov*, ex-*S Kirov*). IMO 8828642. Ro Ro. Length 158 m, 8,868 t. Italian flag. Classification society RINA. Built in 1989 in Leningrad (Russia) by Severnaya Verf. Owned by Ignazio Messina & C SpA (Italy). Detained in 2007 in Alexandria (Egypt). Sold as is in Suez (Egypt) for demolition in India. 350 US\$ per ton.



*Marienburg* (ex-*Roxane Delmas*, ex-*Robert*, ex-*Grand Bassam*, ex-*Saint Roland*, ex-*Bullaren*, ex-*Tarifa*, ex-*Vindafjord*, ex-*Bullaren*). IMO 7716660. Ro Ro. Length 188 m, 14,120 t. Panamanian flag. Classification society RINA. Built in 1979 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Jutha Maritime Public Co Ltd (Thailand). Detained in 2010 in Savannah (Georgia, United States). Sold for demolition in Bangladesh. 450 US\$ per ton.



*SNAV Campania* (ex-*Finlandia*, ex-*Transfinlandia*). IMO 8002640. Ro Ro. Length 158 m. Italian flag. Classification society Germanischer Lloyd. Built in 1981 in Lübeck (Germany) by Flender. Owned by Aliscafi SNAV SpA (Italy). Sold for demolition in Turkey.



## General cargo

*Afamia* (ex-*Heng Shung*, ex-*Larak*, ex-*Estro*, ex-*Maestro*, ex-*Carolina Express*, ex-*Mikarenos*, ex-*Karen S*). IMO 7710642. General cargo. Length 144 m, 4,127 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1979 in Olaveaga (Spain) by AESA. Owned by Al Fadel Shipping (Lebanon). Detained in 2003 in Mokpo (South Korea), in 2011 in Adabiya (Egypt) and in 2012 in Bandar Khomeini (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 415 US\$ per ton including 200 t of bunkers.



*Afamia* anchored at Lattakia port (Syria), April 2009 © Rasheed S / Shipsotting

*Aiud* (ex-*Captain Spanos*, ex-*Aiud I*). IMO 8601795. General cargo. Length 159 m, 7,038 t. Panamanian flag. Classification society RINA. Built in 1988 in Galati (Romania) by Galati SN. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2006 in Trieste (Italy) and in 2008 in Lianyungang (China). Sold for demolition in India.



*Al Zahra* (ex-*Seham S*, ex-*Hapag-Lloyd Amazonas*, ex-*Netun II*, ex-*Neptun*). IMO 7350076. General cargo. Length 125 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1973 in Rendsburg (Germany) by Nobiskrugwerft. Owned by Zahra Maritime Services Co (Lebanon). Detained in 1997 and 1998 in Hamburg (Germany), in 2007 in Antalya (Turkey), in 2010 in Alanya (Turkey) and in 2011 in Trieste (Italy). Sold for demolition in India.



*Anatoliy Kolesnichenko*. IMO 8406688. General cargo. Length 174 m, 10,995 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Vuosaari (Finland) by Valmet Oy. Owned by FESCO (Russia). Detained in 2005 in Setubal (Portugal), Seattle (Washington, United States) and Canakkale, (Turkey) and in 2009 in Auckland (New Zealand). Sold for demolition in Bangladesh.



*Benevolence* (ex-*Jutha Suphannika*, ex-*Safmarine Luba*, ex-*Tolteca*, ex-*Mercury Beach*, ex-*Hapag Lloyd Planalto*, ex-*Merkur Beach*). IMO 8310877. General cargo. Length 150 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Rostock (Germany) by Neptun VEB. Owned by Liaoning Foreign Trade (China). Detained in 1998 and 1999 in Antwerp (Belgium) and in 2002 in Pohang (South Korea). Sold for demolition in China in Jin Jiang.



*Safmarine Luba*, on the river Loire in Paimboeuf (France), December 2008 © Gilbert Cailler / Marine Traffic



*BM Warrior* (ex-Tolteca, ex-Canadian Express, ex-Cape York, ex-Als Express, ex-Rickmers Dalian, ex-Waterfort, ex-Bavaria, ex-Kriti Gold). IMO 8412534. General cargo. Length 146 m, 5,489 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by BM Shipping Group SpA (Italy). Detained in 2008 in Bilbao (Spain). Sold for demolition in Bangladesh.



*Captain Mustafa* (ex-Captain Christos, ex-Marygold, ex-Artemis, ex-Yue Hope). IMO 7610787. General cargo. Length 128 m, 3,403 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1976 in Usuki (Japan) by Minami-Nippon. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in El Ferrol (Spain) and Southampton (United Kingdom), in 2001 twice in Ploce (Croatia) in 2002 in Novorossiysk (Russia), in 2007 in Antwerp (Belgium), in 2008 in Nikolayev (Ukraine) and in 2010 in Novorossiysk and Nikolayev again. Sold for demolition in Mumbai (India).



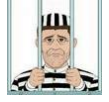
*Carrara Castle* (ex-Star Evanger, ex-Celestine, ex-Birdie, ex-Lily Star). IMO 8220072. General cargo. Length 211 m, 12,041 t. Maltese flag. Classification society RINA. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Navalmar UK Ltd (United Kingdom). Detained in 2000 in Yokohama (Japan). Sold for demolition in India. 407 US\$ per ton.



*CB Confidence* (ex-Thor Spirit, ex-Belmonte, ex-Nuevik, ex-Bahia de Nuevitas). IMO 8404707. General cargo. Length 149 m, 4,921 t. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Sevilla (Spain) by AESA. Owned by CB Marine Ltd (United Kingdom). Detained in 2007 in Aqaba (Jordan). Sold for demolition in India, the ship was renamed *Richard* for her last voyage.



*CEM Pioneer* (ex-Masha, ex-Brushsky, ex-Sky Line, ex-Ilfov). IMO 8314079. General cargo. Length 131 m, 3,616 t. Saint Vincent & Grenadines flag. Classification society Turk Loydu. Built in 1981 in Braila (Romania) by Braila SN. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 2000 in Sevilla (Spain), in 2007 in Novorossiysk (Russia), in 2008 in Civitavecchia (Italy) and Izmit (Turkey) and in 2010 in Novorossiysk again and then in Tianjin (China). Sold for demolition in Mumbai (India).



*Clare* (ex-Kirkclareli). IMO 7390014. General cargo. Length 124 m, 3,069 t. Turkish flag. Classification society Turk Loydu. Built in 1983 in Istanbul (Turkey) by Taskizak Navy Yard ; jumboized in 1994 and lengthened from 109 to 124 m. Detained in 2003 in Naples (Italy), in 2004 in Sevilla (Spain), in 2008 in Monfalcone (Italy) and in 2009 in Tyne (United Kingdom). Sold for demolition in Turkey.



*Etna* (ex-Safmarine Kwanza, ex-African Kite, ex-NDS Prosperity, ex-Richmond Bridge, ex-Lykes Victor, ex-Zim Mexico II, ex-Libra Valparaiso, ex-Zim Itajai, ex-CMB Kiris, ex-Kapitan V Kiris). IMO 8918100. General cargo. Length 155 m, 7,175 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemunde (Germany) by Neptun. Owned by Sea Management Ltd (United Kingdom). Sold for demolition in India.



*Etna*, in Antwerp (Belgium), July 2012 © Alec Sansen



*Ever New* (ex-Si Sun, ex-Haemaji, ex-Waibona, ex-Sun Kung n°9, ex-Sunny Venture). IMO 8514813. General cargo. Length 98 m, 2,251 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Worlchun Commerce Marine Co (South Korea). Sold for demolition in Jiangyin (China).

*FGM Commander* (ex-Jak A, ex-Diane A, ex-Kris Terasek, ex-Arnstadt). IMO 8322193. General cargo. Length 122 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonesa. Owned by Bereket Gemi Sokum Ithalat (Turkey). Detained in 2011 in Hydra (Greece) and in Novorossiisk (Russia). On November 15, 2011, the *FGM Commander* loaded with iron bars grounded on Dokos Islet. In the first hours, the master refused the help of the tugs and anti-pollution vessel. Representatives of Hydra Port Authority proceeded to the casualty and observed a pollution at the grounding site due to an ingress of water. The cargo was transferred to a lightening vessel ; the *FGM Commander* was refloated and towed to Eleusis (Greece). Laid up since then in this marine cemetery, she was eventually sold for an unknown destination of demolition.



*Goodway* (ex-Elen, ex-Speciality). IMO 7610036. General cargo. Length 90 m, 1,379 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Goole (United Kingdom) by Goole Shipbuilding. Owned by TGS Shipping Services Ltd (Turkey). Sold for demolition in Turkey. 315 US\$ per ton.



Repairing in Hull in 1997 © Shipspotting



February 2009 © Sheremeta Volodymyr

*Hisar* (ex-Khoms, ex-Caribe Mar, ex-Fairsky F, ex-Fairsky, ex-Stephan Reith). IMO 7414793. General cargo. Length 126 m. Turkish flag. Classification society Turk Loydu. Built in 1975 in Kiel (Germany) by Lindenau. Owned by Kibris Turk Denizcilik (Turkey). Detained in 2000 in Thessalonique (Greece) and in 2009 twice in Damietta (Egypt). Sold for demolition in Turkey.



*Ice Pearl* (ex-Windfield, ex-Pierre LD). IMO 7711581. General cargo. Length 183 m, 12,253 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by SMT - Ship Management & Transport (Poland). Detained in 2001 in Mokpo (South Korea), in 2004 in Hong Kong and in 2006 in Bristol (United Kingdom). Sold for demolition in Bangladesh.



*Jiajixin1* (ex-Orbit, ex-Myroessa, ex-An An, ex-Langeron, ex-Podolsk, ex-Pyotr Vasev, ex-Sea Orchid, ex-Carrianna Orchid). IMO 7932599. Bulk carrier. Length 186 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2001 in Chesapeake (Virginia, United States) and in 2007 in Jacksonville (Florida, United States) and Antalya (Turkey). Sold for demolition in Bangladesh.





*Jihai 1* (ex-Luan He, ex-Victoria Bay, ex-Arabian Strength, ex-Columbia). IMO 7623136. General cargo. Length 169 m. Chinese flag. Unknown classification society. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCO (China). Sold for demolition in China.



*Jindal Kamla* (ex-Comorin Pride, ex-Mega-II, ex-Eco Dani, ex-Wester Till, ex-Sloman Supporter, ex-Vento di Tramontana, ex-Cam Azobe Express, ex-Ville de Latakia, ex-Ville de Smyrne, ex-Med Leader, ex-Thies, ex-Bacol Brasilia, ex-Thies). IMO 8518584. General cargo. Length 121 m, 2,917 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Rendsburg (Germany) by Nobiskrugwerft. Owned by JITF Waterways Ltd (India). Sold for demolition in India.



*Jindal Manjula* (ex-Inyathi, ex-Susak). IMO 8509715. General cargo. Length 100 m, 2,614 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by JITF Waterways Ltd (India). Sold for demolition in India.

*Jui Tai n°3* (ex-Pacific Sun, ex-Sunny Sky, ex-Prosperity, ex-Francis Sincere n°6). IMO 7700283. General cargo. Length 153 m, 4,944 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Muroran (Japan) by Narasaki Zosen. Owned by Jui Pang Shipping Co (Taiwan). Detained in 2002 in Singapore, in 2011 in Shanghai (China) and in 2012 in Zhangjiagang (China). Sold for demolition in China.



*Jui Tai n°3*, in Hong Kong, January 2009 © Ivan Meshkov

*Katherine L* (ex-Hong Hua, ex-Hua Di, ex-Transglory, ex-Entrepreneur, ex-Fittonia, ex-Onward, ex-Sanho Maru). IMO 7632656. General cargo. Length 146 m, 4,398 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosen. Owned by Wah Hing Shipping (China). Detained in 2001 in Incheon (South Korea), in 2002 in Zhangjiagang (China) and in 2011 in Zhangjiagang again. Sold for demolition in Jiangyin (China).



*Lady Maria* (ex-Kenai, ex-Nunki, ex-Maliano, ex-Valdaliga). IMO 7717743. General cargo. Length 107 m. Sierra Leone flag. Classification society international Register of Shipping. Built in 1979 in Santander (Spain) by Atlantico. Owned by Mamari Shipping Co (Lebanon). Detained in 2006 in Novorossiysk (Russia), in 2007 in Mersin (Turkey), in 2008 in Novorossiysk again, in 2009 in Nikolayev (Ukraine) and in 2011 and 2012 in Damietta (Egypt). Sold for demolition in Turkey.



*Leptis Star* (ex-Vento di Levante, ex-Cabot Strait, ex-Vento del Golfo, ex-Mile One, ex-Sea Venture, ex-Norasia Arabia, ex-Holcan Rijn, ex-John M). IMO 8318087. General cargo. Length 127 m. Panamanian flag. Classification society RINA. Built in 1983 in Kiel (Germany) by Lindenau. Owned by B Navi Ship Management (Italy). Detained in 2012 in La Spezia (Italy). Sold for demolition in India.



*Livarden*. IMO 7310818. General cargo. Length 79 m. Danish flag. Classification society Det Norske Veritas. Built in 1973 in Fevag (Norway) by Fosen MV ; jumboized in 1975 and lengthened from 62 to 79 m. Owned by Norresundby Shipping A/S (Denmark). Sold for demolition in Esbjerg (Denmark).



In Glomfjord, July 2011 © Jan Inge Karlsen

*Lorcon Davao (ex-Helgafell, ex-Ville de Lumiere, ex-Berhard S)*. IMO 7726885. General cargo. Length 117 m, 3,160 t. Filipino flag. Classification society Germanischer Lloyd. Built in 1978 in Oldenburg (Germany) by Brand. Owned by Lorenzo Shipping Corp (Philippines). Sold as is in Manilla (Philippines) for an unknown destination of demolition. 205 US\$ per ton.



*Monsunen (ex-Ota Riis)*. IMO 6522593. General cargo. Length 48 m. Danish flag. Classification society Bureau Veritas. Built in 1965 in Frederikshavn (Denmark) by Orskovs. Owned by JMB Bjerrum & Jensen ApS (Denmark). Sold for demolition in Grenaa (Denmark).



*Navigator (ex-Tokyo, ex-Dongjin Tokyo, ex-Jakarta Star, ex-Eastmed King , ex-Nordsund)*. IMO 7707425. General cargo. Length 120 m. Georgian flag. Classification society International Register of Shipping. Built in 1980 in Singapore by Singapore Shipbuilding. Owned by MSM Denizcilik (Turkey). Detained in 2010 in Rouen (France). Sold for demolition in Turkey.



*Norbjoern (ex-Bremer Handel, ex-Birte Ritscher, ex-Bell Voyager)*. IMO 7324871. General cargo. Length 78 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1973 in Neuenfelde (Germany) by Sietas. Owned by Marine Supply AS (Norway). Detained in 2002 in Saint Petersburg (Russia). Sold for demolition in Odense (Denmark).



*Ocean Integrity (ex-Johan III, ex-Thai Tubtim, ex-, Pacific Convoy, ex-Gretchen Isle, ex-Johann Isle, ex-Johann Blumenthal)*. IMO 6930374. General cargo. Length 95 m. Filipino flag. Unknown classification society. Built in 1969 in Bremerhaven (Germany) by Unterweser. Owned by Oceanic Containerlines Inc (Philippines). Sold for an unknown destination of demolition.



*Oriental Glory (ex-Princess Wave, ex-Windom I, ex-Aleglo)*. IMO 8202288. General cargo. Length 160 m, 5,428 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Uwajima (Japan) by Uwajima Zosenho. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India.

*Pasifik (ex-Geziena, ex-Meran, ex-Merak)*. IMO 7504469. General cargo. Length 77 m. Panamanian flag. Classification society Isthmus Bureau Of Shipping. Built in 1976 in Foxhol (Netherlands) by Bodewes Gruno. Owned by Coskal Shipping SA (Turkey). Detained in 1999 in Belfast (United Kingdom), in 2001 in Bremen (Germany), in 2002 in Olbia (Italy), in 2005 in Tarragone (Spain), in 2006 in Valence (Spain), Venice and Naples (Italy) and in 2007 in La Spezia and Torre Annunziata (Italy). Sold for demolition in Turkey.





*Sancris (ex-Ocean Line 1, ex-Busteni)*. IMO 7524287. General cargo. Length 131 m. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Galati (Romania) by Galati SN. Detained in 2001 in La Spezia (Italy), in 2004 in Venice (Italy) and twice in Leghorn (Italy), in 2005 in Leghorn again and in 2006 in Mumbai (India). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Sang Thai Ocean (ex-Balayan, ex-Japan Trader, ex-Victory Hope, ex-Sea Atlas, ex-Island Ruby)*. IMO 7616121. General cargo. Length 133 m. Thai flag. No classification society according to the last Port State Control. Built in 1977 in Akitsu (Japan) by Taihei Kogyo. Owned by Sinsimon Navigation Co Ltd (Thailand). Detained in 2004 in Lianyungang (China), in 2008 in Yingkou (China) and in 2010 in Zhenjiang (China). Sold for demolition in China.



*Santa Maria I (ex-Santa Maria, ex-Afrodite S, ex-Afrodite, ex-Alice)*. IMO 7329326. General cargo. Length 87 m. Sierra Leone flag. Classification society RINA. Built in 1974 in Falkenberg (Sweden) by Falkenbergs Varv. Owned by Ionian Marine Shipping (Greece). Detained in 1999 in Saint Petersburg (Russia), in 2004 in Cartagena (Spain), in 2007 and 2008 in Izmir (Turkey), in 2009 in Izmit (Turkey) and in 2011 in San Carlos de la Rapita (Spain) and then in Izmir again. Sold for demolition in Turkey.



*Sea Crystal (ex-Optima, ex-Barbro, ex-Oscar, ex-Dinlaken, ex-Vera, ex-Diogo Bernardes, ex-Cassiopeia)*. IMO 8002638. General cargo. Length 99 m, 1,774 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Elsfleth (Germany) by Elsflether Werft. Owned by Brouns Maritime (Ukraine). Detained in 2003 in Antwerp (Belgium), in 2006 in Bremen (Germany), in 2007 in Antwerp again and in 2012 in Torre Annunziata (Italy). Sold for demolition in Turkey.



*Sea Flower (ex-Fellow, ex-Tor, ex-Nikolskoye)*. IMO 8031380. General cargo. Length 82 m. Sierra Leone flag. Classification society Albanian Register of Shipping. Built in 1981 in Rosslau (Germany) by Rosslauer Schiffswerft. Owned by Pansia Denizcilik Ltd (Turkey). Detained in 2002 in Naples (Italy), in 2003 in Eleusis (Greece), in 2005 in Castellon de la Plana (Spain), in 2006 in Tuzla and Iskenderun (Turkey), in 2007 in Kdz.eregli and Izmit (Turkey), in 2008 in Constanta (Romania) and Trabzon (Turkey), in 2009 in Batumi (Georgie), Damietta (Egypt) and in Eleusis again, in 2011 in Sulina and Tulcea (Romania), Samsun (Turkey) and Odessa (Ukraine) and in 2012 in Eysk (Russia). Gold medalist on the podium of substandard ships with 17 detentions. Sold for demolition in Turkey.



*Silver 1 (ex-Silver, ex-Vaindlo, ex-Khudoznik Nesterov, ex-Lauriergracht)*. IMO 7514579. General cargo. Length 80 m. Saint Vincent & Grenadines flag. Unknown classification society. Built in 1976 in Shimizu (Japan) by Miho. Owned by Alfa Ships Ltd (Bulgaria). Detained in 2006 in Santander (Spain) and Ghent (Belgium), in 2007 twice in Rouen (France) and then in Antwerp (Belgium) and Alexandria (Egypt), in 2008 in Taranto and Torre Annunziata (Italy) and in 2009 in La Spezia (Italy) and Oran (Algeria). Bronze medalist on the podium of substandard ships. Sold for demolition in Turkey.



*Sino East (ex-MSC Africa, ex-Tiger Sea, ex-Scio Star, ex-Merkur River, ex-Venezuela, ex-MSC Diego, ex-CMB Antwerp, ex-Red Sea Enterprise, ex-Ville de Saturn)*. IMO 8513819. General cargo. Length 163 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Bremen (Germany) by Bremer Vulkan. Owned by Shanghai Vasteast International Shipping (China). Detained in 2001 in Houston (United States) and in 2007 in Las Palmas (Spain). Sold for demolition in Xinhui (China).



*Song Shan*. IMO 8225369. General cargo. Length 158 m, 3,610 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by COSCOL (China). Sold for demolition in China. 321 US\$ per ton.

*Supitan Mas* (ex-*Fortune Star*, ex-*Seabo*, ex-*Shun Cheng*, ex-*Castor*, ex-*Elsborg*, ex-*CMB Eagle*, ex-*Canmar Swift*, ex-*Thuringia*, ex-*Dirk*). IMO 8310853. General cargo. Length 150 m, 6,090 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Rostock (Germany) by Neptun Schiffswerft. Owned by Temas Line (Indonesia). Detained in 2001 in Pohang (South Korea), in 2002 in Ulsan (South Korea) and in 2003 in Incheon (South Korea). Sold for an unknown destination of demolition.



*Taino Maiden* (ex-*Anangel Bravery*, ex-*Alpha Bravery*, ex-*Anangel Leader*). IMO 8314847. General cargo. Length 164 m, 5,714 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 420 US\$ per ton.

*Tevla* (ex-*Vestvang*). IMO 6903486. General cargo. Length 57 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1968 in Trondheim (Norway) by Orens MV. Owned by Tomar Shipping AS (Norway). Detained in 1998 in Gdynia (Poland) and in 2003, 2008, 2010 and 2012 in Oslo (Norway). Sold for demolition in Grenaa (Denmark).



*Tirta Mas* (ex-*Hulu Mas*, ex-*Trade Longevity*, ex-*Yemen Pioneer*). IMO 8019332. General cargo. Length 106 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Westerbroek (Netherlands) by Smit EJ ; jumboized in 1985 and lengthened from 82 to 106 m. Owned by Temas Line (Indonesia). Sold for an unknown destination of demolition.



*Trade Fortune* (ex-*Fortunatus*, ex-*Tricolor Star III*, ex-*Aysen*, ex-*Tequila Runner*, ex-*Hornsee*, ex-*Free Runner*). IMO 8511134. General cargo. Length 91 m, 1,669 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1985 in Hakata (Japan) by Hakata Zosen. Owned by Kookyang Shipping Co Ltd (Ltd). Detained in 2002, 2005 and 2007 in Incheon (South Korea) and in 2012 in Lianyungang, (China) and Nagoya (japon). Sold for demolition in China. 290 US\$ per ton.



*Tycoon II* (ex-*Silver Lakes*, ex-*Jupiter*, ex-*Aeolos*, ex-*Inanc*, ex-*Hennigsdorf*). IMO 8503072. General cargo. Length 177 m, 8,381 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2001 in New Orleans (United States), in 2002 in San Francisco (United States), in 2003 in Aviles (Spain), in 2007 in Barcelona (Spain) and in 2010 in Bandar Khomeini (Iran) and Suez (Egypt). Sold for demolition in India.



*Tycoon II*, port of Nikolayev (Ukraine), December 2009 © Andrey Jakimenko



*VNL Dynamic (ex-Phu My, ex-Kedah, ex-Kamina, ex-Contship France, ex-Contship Champion, ex-Euro Florida, ex-Watergraaf)*. IMO 8715261. General cargo. Length 160 m, 6,638 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Vinalines Shipping Co (Vietnam). Detained in 2002 in Singapore and in 2005 and 2010 in Hong Kong. Sold for an unknown destination of demolition.



*Yi Xing (ex-Lunar Star, ex-Lunar River, ex-Lanka Srimathi)*. IMO 8015582. General cargo. Length 138 m, 4,760 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Rewell Ocean Shipping Ltd (China). Sold for demolition in Jingjiang (China).



*Yuan Cheng (ex-Safmarine Douala, ex-Mayor, ex-Torm Brooklyn, ex-Koral, ex-Vodice)*. IMO 8421963. General cargo. Length 165 m, 7,460 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1986 in Warnemunde (Germany) by Warnow-Werft. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Sold for demolition in India. 405 US\$ per ton.



### Container ship

*Abdul H (ex-Peltainer, ex-Brian Boroime)*. IMO 7015327. Container ship. Length 107 m. Sierra Leone flag. Classification society Korea Classification Society. Built in 1970 in Cork (Ireland) by Verolme. Owned by Arados Shipping (Romania). Detained in 2000 in Piraeus (Greece), in 2006 in Novorossiysk (Russia) and in Izmit (Turkey), in 2007 in Izmir (Turkey), in 2008 in Damietta (Egypt), in 2009 in Novorossiysk again, in 2010 in Aliaga (Turkey) and in 2011 in Antalya (Turkey). Sold for demolition in Turkey.



*Abdul H*, Southbound on the Bosphorus, June 2009 © Wil Weijsters

*Africa Star (ex-Delmas Capricorn, ex-Gluecksburg, ex-MSK Quito, ex-P&O Nedlloyd Chile, ex-CMBT Himalaya, ex-CGM Iguacu II, ex-Gluecksburg, ex-Ville de Neptune)*. IMO 8707434. Container ship. Length 177 m, 7,538 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1988 in Bremen (Germany) by Bremer Vulkan. Owned by Zim Integrated Shipping Services (Israel). Sold for demolition in India.



*Al Wajba*. IMO 8117251. Container ship. Length 199 m, 12,918 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 430 US\$ per ton including bunkers for the voyage.

*Algiers Star (ex-Jad Daniel, ex-Jaya Mars, ex-Nampula, ex-Westerhamm, ex-Eagle Sky, ex-Maersk Tango, ex-Indiependent Spirit, ex-BCR Queen, ex-Nedlloyd Westerhamm, ex-Neptune Marlin, ex-Sofati Carrier, ex-Eastmed Princess)*. IMO 7910852. Container ship. Length 127 m. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by Bro Intermed Lines Ltd (United Kingdom). Detained in 2007 in Casablanca (Morocco) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey.



*Anna 1 (ex-St Martin de Porres, ex-2 Go 2, ex-Annette S, ex-Emirates Jumeirah, ex-Phoenix, ex-Byron, ex-Armada Sprinter, ex-Atlanta, ex-Lanka Ruwan, ex-Anro Bangkok, ex-Kollmar)*. IMO 8908533. Container ship. Length 158 m, 5,581 t. Comorian flag. Classification society Germanischer Lloyd. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Negros Navigation Co Inc (Philippines). Detained in 2006 in San Francisco (United States). Sold for demolition in India.



*APL Alexandrite (ex-MOL Ideal, ex-Neptune Alexandrite)*. IMO 9015486. Container ship. Length 288 m, 18,712 t. Deflagged from Singapore to Saint Kitts & Nevis for her last voyage under the name *Alex*. Classification society Lloyd's Register of Shipping. Built in 1992 in Mihara (Japan) by Koyo Dock. Owned by Neptune Orient Line - NOL (Singapore). Sold for demolition in India. 425 US\$ per ton.

In Djibouti, February 2012  
© Viktor / Shipspotting

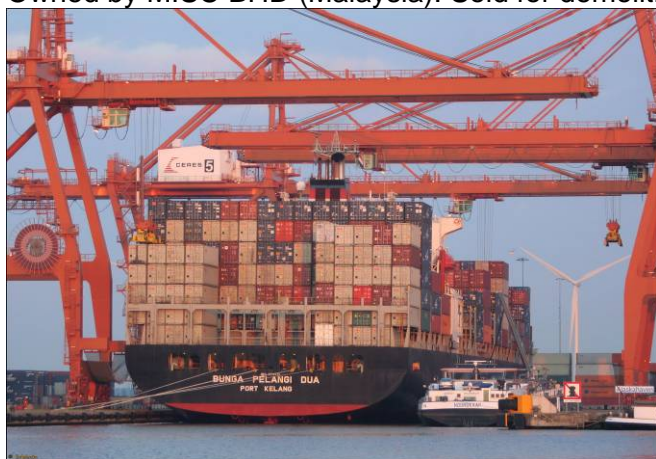


*APL Topaz (ex-MOL Commitment, ex-America, ex-President Hoover, ex-NOL Topaz, ex-Neptune Topaz)*. IMO 8710716. Container ship. Length 276 m, 17,825 t. Saint Kitts & Nevis flag. Classification society American Bureau of Shipping. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Neptune Orient Lines - NOL (Singapore). The Singaporean *APL Topaz* was deflagged to Saint Kitts & Nevis and renamed *Topa* for her last voyage to demolition in Alang (India). NOL will be delivered 10 Ultra Large Container Ships from 2013 on and gets rid of its oldest and smallest ships like the *APL Topaz*, 23 years old, 3.415 TEU.

*Atlantic Trader (ex-Cala Parati, ex-CSAV Rauten, ex-Sea Vista)*. IMO 9123104. Container ship. Length 168 m, 7,376 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Wisamr (Germany) by Mathias Thesen. Owned by Hermann Buss GmbH & Cie KG (Germany). Sold for demolition in India. 425 US\$ per ton.



*Bunga Pelangi Dua*. IMO 9111618. Container ship. Length 275 m, 21,769 t. Malaysian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by MISC BHD (Malaysia). Sold for demolition in India.



*Bunga Pelangi Dua*, Amsterdam, May 2008 © Eric Vroom

*Buxcrown (ex-X-Press Kailash, ex-Kota Pertama, ex-Singapor Senator)*. IMO 8808599. Container ship. Length 177 m, 7,403 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB - Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2001 in Brisbane (Australia) and in 2009 in Nhava Sheva (India). Sold as is in Qatar for demolition in India. 427 US\$ per ton including bunkers.





*Cape Natal (ex-Eagle Excellence)*. IMO 9112894. Container ship. Length 175 m, 8,220 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by DS Schifffahrt GmbH & Co KG (Germany). Detained in 2011 in Singapore and in 2012 in Tanjung Priok (Indonesia). Sold for demolition in India.



*Champion (ex-Nanjing Dragon, ex-CMA CGM Dardanelles, ex-Indamex Delaware, ex-Contship Champion, ex-Telendos)*. IMO 9137909. Container ship. Length 210 m, 11,614 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2008 in Port Botany (Australia). Sold as is in Singapore for demolition in India. 407 US\$ per ton.



*Conti Asia (ex-Contship Asia)*. IMO 9053244. Container ship. Length 163 m, 6,940 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). After scrapping the *Buxmaster* late 2011, the owner of the *MSC Flaminia* is going on with the destocking of its container ships towards India. (See also *Buxcrown, Conti La Spezia* and *Northern Felicity*).



*Conti La Spezia (ex-OEL Mumbai, ex-Aka Bhum, ex-MSC Amazonia, ex-Buxlady, ex-Contship La Spezia)*. IMO 8908179. Container ship. Length 163 m, 6,710 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2003 in Hong Kong (China) and in 2004 in Vancouver (Canada). Sold for demolition in India where she arrived as *Lais*.



*CS Christine (ex-Spirit of Esperance, ex-Maruba Cotopaxi, ex-Christine, ex-Argentina, ex-Argentina Express, ex-Charlotte Schulte)*. IMO 9031466. Container ship. Length 167 m, 6,930 t. Maltese flag. Classification society RINA. Built in 1992 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2001 in Singapore. Sold for demolition in Bangladesh. 435 US\$ per ton.



*Dollart Trader (ex-MOL Achievement, ex-Aruba Trader, ex-Cap Serrat, ex-Libra Genova, ex-Repubblica de la Boca)*. IMO 9162356. Container ship. Length 168 m, 7,393 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1997 in Wismar (Germany) by MTW Schiffswerft. Owned by Hermann Buss GmbH & Cie KG (Germany). Detained in 2009 in Algeciras (Spain). Sold for demolition in Turkey.



*DP Genoa (ex-Barrier, ex-St. Irene, ex-Beaver Express, ex-Mai Rickmers)*. IMO 8901937. Container ship. Length 150 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Dry Plus Maritime Corp (Greece). Detained in 2010 in Singapore. Sold for demolition in India. 445 US\$ per ton.



*Horizon (ex-S Caboto)*. IMO 8618413. Container ship. Length 167 m, 8,306 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Castellammare (Italy) by Fincantieri Italiani. Owned by Shanghai Costamare Ship Management Co (China). Sold for demolition in India. 428 US\$ per ton.



*Merkur Sky (ex-CMA CGM Ylang, ex-MSC California, ex-MSC Gauteng, MSC Sicily, ex-Zim Piraeus)*. IMO 9158977. Container ship. Length 202 m, 11,266 t. German flag. Classification society Germanischer Lloyd. Built in 1997 in Flensburg (Germany) by Flensburger. Owned by F A Vinnen & Co GmbH (Germany). Detained in 2001 in Bridgeport (United States) and in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in India. 423 US\$ per ton.



*MSC Shirley* (ex-Maria, ex-Tiger Sun, ex-APL Belem, ex-Kent Trader, ex-Independent Concept, ex-Karaman, ex-ACT 10, ex-Maria Sibum). IMO 8516603. Container ship. Length 133 m, 4,056 t. Panamanian flag. Classification society RINA. Built in 1986 in Leer (Germany) by Jansen Schiffswerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 in Busan (South Korea) and in 2003 in Hong Kong. Sold for demolition in Mumbai (India).



*MSC Tia* (ex-Raleigh Bay, ex-Sea-Land Value, ex-Kim D, exAmerican Maine). IMO 8212635. Container ship. Length 261 m, 21,263 t. Panamanian flag. Classification society RINA. Built in 1984 in Okpo (South Korea) by Daewoo ; shortened from 290 to 261 m in 1994. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2012 in Quebec City (Canada). Sold for demolition in India.



*MSC Ukraine* (ex-White Swan, ex-Zim Hamburg I, ex-Asia Jade, ex-LT Nipponica, ex-Nuova Nipponica, ex-Trieste, ex-T. Wenda). IMO 8302155. Container ship. Length 202 m, 13,190 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Cosmship Management SA (Greece). Detained in 2007 and 2008 in Gemlik (Turkey), in 2010 in Novorossiysk (Russia) and in 2011 in New York (United States), Mersin (Turkey) and Quebec City (Canada). Sold for demolition in India. 422 US\$ per ton including 400 t of bunkers.



*Nordstrand* (ex-ACX Lavender, ex-Nautic, ex-Byron Bay, ex-Med Marseilles, ex-Saint Corentin). IMO 9003299. Container ship. Length 205 m, 13,700 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by ER Schifffahrt GmbH & Cie Kg (Germany). Detained in 2002 in Tacoma (Washington, United States), in 2010 in Liverpool (United Kingdom), and in 2012 in Montreal (Canada) and La Spezia (Italy). Sold for demolition in Turkey. 325 US\$ per ton.



*Northern Dignity* (ex-Indamex Colorado, ex-Ville de Gemina, ex-Ming Gemina). IMO 9104897. Container ship. Length 245 m, 14,345 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Sold as is in Singapore for demolition in India. 455 US\$ per ton including 450 t of bunkers.



*Northern Dignity* rounding Landguard Point, Felixtowe (United Kingdom), June 2010 © Shipspotting

*Northern Felicity* (ex-Tiger Sky, ex-Far Haldia, ex-P&O Nedlloyd Beirut, ex-CMA Los Angeles, ex-P&O Nedlloyd Dammam, ex-Dammam Bay, ex-Nedlloyd Salvador). IMO 9082386. Container ship. Length 174 m, 7,698 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage under the name *Felicity*. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Hyundai. Owned by NSB - Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Tuticorin (India). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 430 US\$ per ton.





*Northern Vitality* (ex-Laguna, ex-MSC Rio Plata, ex-Ming Trusty, ex-Hyundai Trusty). IMO 9122423. Container ship. Length 196 m, 11,106 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei Karl Schluter GmbH & Co KG (Germany). Detained in 2005 in New York (United States). Arrived in Germany for engine repairs, the *Northern Vitality* has been used for training purpose before the opening of Jade Weser Port, Wilhelmshaven new container port. Her sale late August provoked turmoil in the public opinion which suspected the ship was to be sent for demolition in India. On September 12, the owner announced the sale process was stopped and that the company was considering the future deployment of the vessel, stressing she was only 15 years old and well away from scrap condition. The German authorities had suspended departure clearance. According to her owner, the *Northern Vitality* should proceed to sea trials of her newly repaired main engine before any decision should be taken concerning her future. On October 12, the *Northern Vitality* sailed away ; her next destination would be Varna (Bulgaria). Meanwhile, another ship of the company, the *Northern Dignity*, 17 years old, is on her way to demolition, in India.



*Northern Vitality*, immobilized in Wilhelmshaven (Germany), September 29, 2012 ©Peter Thomas

*Pacific Trader* (ex-Delmas Nacala, ex-CSAV Recife, ex-Maersk Sao Paulo, ex-Pacific Trader). IMO 9123116. Container ship. Length 168 m, 7,393 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by MTW. Owned by Hermann Buss GmbH & Cie KG (Germany). Sold as is in Colombo (Sri Lanka) for demolition in India. 402-407 US\$ per ton including 350 t of bunkers.



*R Partner* (ex-CMA CGM Condor, ex-Cala Palamos, ex-Cielo del Cile, ex-San Miguel, ex-Nordpartner). IMO 9057161. Container ship. Length 165 m. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 445 US\$ per ton.



*Saadet C* (ex-Vento di Grecale, ex-Delmas Angola, ex-Chile Star II, ex-Kent Scout, ex-CGM La Bourdonnais, ex-Lanka Abhaya, ex-Nordsun). IMO 8801357. Container ship. Length 157 m, 6,667 t. Panamanian flag. Classification society RINA. Built in 1991 in Wismar (Germany) by Mathias Thesen. Owned by Canbaz Denizcilik (Turkey). Detained in 2009 in Salerno (Italy) and in 2012 in Rio Grande (Brazil). Sold for demolition in India.



*Saint Andreas* (ex-Sicilia Breeze, ex-Candelaria B, ex-Guadalquivir, ex-Lago Enol). IMO 8206260. Reefer converted into container ship. Length 111 m, 2,866 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1984 in Santander (Spain) by Atlantico Santander ; converted and jumboized in 1989, lengthened from 96 to 111 m. Owned by Sea Velvet International SA (Greece). Detained in 2004 in Gioia Tauro (Italy), in 2007 in Bilbao (Spain) and Novorossiysk (Russia) and in 2008 twice in Limassol (Cyprus). Sold for demolition in Turkey. 346 US\$ per ton.



*Santa Cruz (ex-NYK Sunrise)*. IMO 8918825. Container ship. Length 251 m, 16,604 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh.



*Tegesos (ex-Norasia Tegesos, ex-Contship Action, ex-Tegesos)*. IMO 9122215. Container ship. Length 209 m, 11,800 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Warnemunde (Germany) by Kvaerner Warnow Werft. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2010 in Antwerp (Belgium) and in 2011 in Melbourne (Australia). Sold as is in Singapore for demolition in India. 407 US\$ per ton.



*Tian Shun (ex-Asian Light, ex-Kuo Lung)*. IMO 8504686. Container ship. Length 130 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Towa. Owned by Tianjin Marine Shipping (China). Sold for an unknown destination of demolition.

*Tiger Cloud (ex-Far Singapore, ex-Sinar Lombok, ex-Magna Vision, ex-MSC Lebanon, ex-California, ex-Wan Hai 201, ex-WH 201)*. IMO 8901743. Container ship. Length 164 m, 7,076 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Setoda (Japan) by Naikai. Owned by Seachange Maritime (Singapore). Detained in 2003 in Barcelona (Spain), in 2004 in Hong Kong (China) and in 2011 in Chennai (India). Sold for demolition in Bangladesh where she arrived as *Tiger*. 410 US\$ per ton including 400 t of bunkers.



*Vestfold (ex-Zoe Glory, ex-MSC Puglia, ex-MSC Tasmania, ex-Atlantic Lady)*. IMO 9031052. Container ship. Length 174 m, 8,228 t. Deflagged from Marshall Islands flag to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1992 in Heusden (Netherlands) by Verolme. Owned by CB Marine Ltd (United Kingdom). Sold for demolition in Bangladesh.



## Reefer

*Arctic Ocean*. IMO 8613009. Reefer. Length 151 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradilist. Owned by Ecuadorian Line Inc (United States). Detained in 2007 in New York (United States). Sold for an unknown destination of demolition. In August, the ship was berthed in Guayaquil (Ecuador). She may be scrapped by Aceria Nacional del Ecuador (ANDEC SA) which previously practised on the general cargo carrier *Arctic Clipper* (Cf [Ship-breaking # 26](#), p31).



*Arctic Ocean*, berthed in Guayaquil (Ecuador) © Wil Weijsters

*Atlantic Ocean*. IMO 8612990. Reefer. Length 151 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradilist. Owned by Ecuadorian Line Inc (Ecuador). Detained in 2000 in Rijeka (Croatia). Sold for an unknown destination of demolition. Maybe in Guayaquil like her sistership *Arctic Ocean*.





*Chi Hao (ex-Isokaze, ex-Isokaze Maru)*. IMO 7322550. Reefer. Length 108 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1973 in Taguma (Japan) by Naikai. Owned by Chi Hao Corp (Taiwan). Sold for demolition in Jiangyin (China).



*Crystal Hope (ex-Ionian Sprinter, ex-White Jasmin, ex-Rose Acacia)*. IMO 7375870. Reefer. Length 132 m, 3,535 t. Saint Vincent & Grenadines flag. Classification society Polish Register of Shipping. Built in 1975 in Takamatsu (Japan) by Shikoku. Owned by Alliance Marine UAB (Lithuania). Detained in 1999 in Brest (France). Sold for demolition in India.



October 1998, *Crystal Hope* is leaving Fortaleza (Brazil) after unloading cotton © Yvon Perchoc

*Montevideo (ex-Qingdao Reefer, ex-Green Mountain, ex-Manila Tiger, ex-Reefer Tiger)*. IMO 8312033. Reefer. Length 142 m, 4,992 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Hayashikane Sb. Owned by Lavinia Corp (Greece). Detained in 2009 in Koper (Slovenia). Sold for demolition in India. 390 US\$ per ton.



April 2010, *Montevideo* approaching Kiel Canal locks (Germany) © Michael Brakhage

*Orion Reefer*. IMO 8911097. Reefer. Length 144 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by NYK Reefers Ltd (United Kingdom). Detained in 2007 in Bushire (Iran). Sold for demolition in Jiangyin (China).



*Rania (ex-IMG 4, ex-Fayez, ex-Iceberg, ex-Fregata II, ex-Frost)*. IMO 7825643. Reefer. Length 67 m. Georgian flag. Classification society Isthmus Maritime Classification. Built in 1979 in Skali (Faroe Islands) by Skala Skipasmidja. Owned by Elkashawey Brothers Shipping Co (Egypt). Detained in 2006, 2007 and 2008 in Suez (Egypt). Sold for demolition in Turkey.



*SCI Prestige (ex-Santa Barbara, ex-NYK Surfwind)*. IMO 9017032. Container ship. Length 253 m, 15,837 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Mihara (Japan) by Koyo Dockyard. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 1999 in Long Beach (United States), in 2010 in Hong Kong, in 2011 in Singapore and in 2012 in Hong Kong again. Sold for demolition in India.



*Shun Fa* (ex-*Min Fa*, ex-*Tai Shui*, ex-*Argosea*, ex-*Emerald Aspen*, ex-*Extrelago*). IMO 7931686. Reefer. Length 84 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Bilbao (Spain) by Astilleros del Cadagua. Owned by Shun Fa Shipping SA (China). Detained in 1999 in Villagarcia de Arosa (Spain), in 2001 in Hakodate (Japan), in 2005 in Weihai (China) and Korsakov (Russia), in 2006 in Tongyeong (South Korea), in 2007 in Ningbo (China) and in 2011 in Zoushan (China) and Masan (South Korea). Sold for demolition in China in Jingjiang.



*Zarya* (ex-*Jaanivald*, ex-*Luzhskiy*). IMO 8226325. Reefer transporteur de poissons. Length 55 m, 707 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Khabarovsk (Russia) by SM Kirova. Owned by Zarya Fishing Collective (Russia). Detained in 2002 in Marin (Spain), in 2003 in Aveiro (Portugal), in 2005 in Grimsby (United Kingdom), and in 2006 in Las Palmas (Spain) and New Ross (Ireland). Sold for an unknown destination of demolition. The typical old tub injecting in the European market frozen fish from dubious or illegal catches in West Africa.



*Zarya*, in Ijmuiden (Netherlands), November 2008 © Erwin Willemse

### (Fish) Factory ship

*Nikolay Afanasyev*. IMO 8225606. Factory ship. Length 102 m, 3,250 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stralsund (Germany) by Volkswerft VEB. Owned by Iceberg Nord Co Ltd (Russia). Sold for demolition in Turkey.



*Nikolay Afanasyev*, in Murmansk (Russia), February 2011 © Sushkov Oleg

### Bulk carrier

*2Go 1* (ex-*Kally C*, ex-*Dubai Worl*, ex-*Perseus*, ex-*City of Stuttgart*, ex-*Seaboard Canada*, ex-*Kent Trader*, ex-*Widukind*). IMO 8908521. Bulk carrier. Length 158 m, 5,581 t. Deflagged from Philippines to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Aboitiz Jebsen Co Inc (Philippines). Sold for demolition in India.





*Akitec* (ex-*Sirocco Breeze*, ex-*Angel Light*, ex-*Byron V*, ex-*Brave Star*, ex-*Rose*). IMO 8109890. Bulk carrier. Length 176 m, 7,149 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 Imabari (Japan) by Imabari Zosen. Owned by Shanghai Adani Shipping Co Ltd (China). Detained in 1998 in Middlesbrough (United Kingdom), in 2000 in Oslo (Norway) and in 2004 in Avonmouth (United Kingdom). Sold for demolition in China. 310 US\$ per ton.



*Al Amal Bellah* (ex-*Seaforce Marianna*, ex-*Fu Zhou*, ex-*Ocean Blue*, ex-*Alethini*, ex-*Tsakaloff*, ex-*Aynur Urkmez*, ex-*Vela*, ex-*Felicidad*, ex-*St Nicholas*, ex-*Mandera*, ex-*Union Belle*, ex-*Stella Filipinas*). IMO 8109905. Bulk carrier. Length 160 m, 5,725 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Reem Maritime Ltd (Lebanon). Detained in 2000 in Brisbane (Australia), in 2002 in Quebec City (Canada), in 2007 in Huelva (Spain), in 2008 in Antwerp (Belgium) and in 2011 in Jiangyin (China). Sold for demolition in India. 420 US\$ per ton.



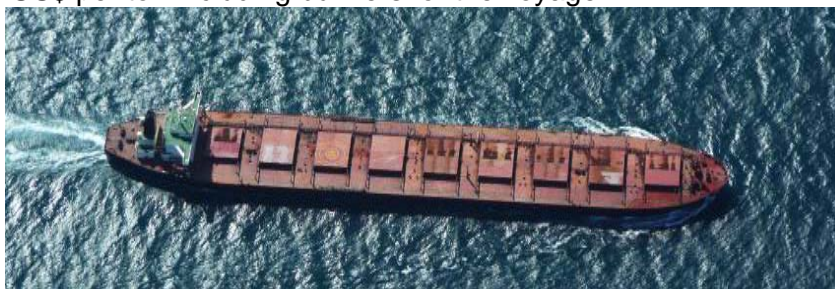
*Al Youssef* (ex-*Rimar*, ex-*Evropi*, ex-*Seahope*, ex-*Great Glen*, ex-*World Glen*). IMO 8005549. Bulk carrier. Length 170 m, 6,276 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Osaka (Japan) by Osaka Zosen. Owned by Delmar Logistics Ltd (Lebanon). Detained in 2006 in Bandar Khomeini (Iran) in 2009 in Odessa (Ukraine) and in 2011 in Novorossiysk (Russia). Sold for demolition in India.



*Alex P* (ex-*Centrans Leader*, ex-*Rubin Grace*). OMI9081150. Bulk carrier. Length 292 m, 21,129 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Nautilus Marine SA (Greece). Detained in 2006 and 2008 in Dampier (Australia) and in 2010 in Port Walcott (Australia). Sold as is in China for demolition in Bangladesh. 400 US\$ per ton including bunkers for the voyage.



January 2008, *Alex P* departing Port Hedland (Australia) after loading iron ore  
© Tropic Maritime



*Algocape* (ex-*Richelieu*). IMO 6703214. Bulk carrier. Length 223 m. Deflagged from Canada to Sierra Leone for her ultimate journey to demolition. Classification society Lloyd's Register of Shipping. Built in 1967 in Lauzon (Canada) by Davies. Owned by Algomar Central Corp (Canada). Unlike the *James Norris* (see [Ship-breaking # 27](#), p 8) owned by the same company and scrapped in Canada, on July 1, 2012, the *Algocape* was acquired by the Turkish Dido Steel Corp SA, deflagged to Sierra Leone and renamed *Goc*; on July 21, she left for demolition in Turkey, in tow of the *V.R. Artico*. She will be followed one month later by another Great Lakes bulker, the *Gordon C. Leitch*.



July 2012, *Algocape* downbound on the St-Lawrence river escorted by the tug *V.R. Artico* to Aliaga, Turkey for scrapping © Jacques Gautier

*Amagisan*. IMO 9056715. Bulk carrier. Length 280 m, 19,424 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sasebo (Japan) by Sasebo HI. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 380 US\$ per ton.



*Amagisan* in Hong Kong, July 2009 © Cesar T Neves

*Americana* (ex-*Ioannis M*, ex-*Trendy*, ex-*Yamahiro Maru*, ex-*Argo Enterprise*). IMO 7621932. Bulk carrier. Length 225 m, 11,499 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Sakai (Japan) by Hitachi. Detained in 1998 in Lisbon (Portugal), in 2009 in Santander (Spain) and in 2010 for 133 days in New Orleans (United States). In March 2012, the Panamanian *Americana* was purchased by the cash buyer GMS via the ghost company Sea Lion Marine Services based in Saint Vincent & Grenadines. She was deflagged to Comoros and became *Rican* before her beaching for demolition in India.



*Andhika Tsuraya* (ex-*Ionna P*, ex-*Trust Jakarta*, ex-*Daphna D*, ex-*Daphne*, ex-*Maritime Challenge*). IMO 8103169. Bulk carrier. Length 225 m, 11,237 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by PT Perusahaan Pelayaran Samudera (Indonesia). Detained in 2011 in Vungtau (Vietnam). Sold as is in Java for an unknown destination of demolition.



*Andros R* (ex-*Andros*). IMO 8125961. Bulk carrier. Length 225 m, 10,983 t. Liberian flag. Classification society Lloyd's Register. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Rainbow Shipmanagement SA (Greece). Sold for demolition in India. 435 US\$ per ton including 840 t of bunkers.



*Asha Prestige* (ex-*Road Runner*, ex-*Athloforos*, ex-*Halandriani*, ex-*Eidelweiss*, ex-*Handy Accord*, ex-*Southern Accord*). IMO 8318829. Bulk carrier. Length 161 m, 6,218 t. Saint Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Hermes Maritime (India). Detained in 2008 in Iskenderun (Turkey) and in 2010 in Maroli (India). Sold for demolition in India.



*Athanasios G Callistsis* (ex-*Pintail*, ex-*Punica*). IMO 8101953. Bulk carrier. Length 197 m, 7,990 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai China) by Jiangnan Shipyard. Owned by Callistsis Ship Management SA (Greece). Detained in 2010 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Aveiro* (ex-*Toumeh*, ex-*Yeditepe S*, ex-*Villa*, ex-*Keltic Confidence*, ex-*Adonis*, ex-*Kilbride*). IMO 7722712. Bulk carrier. Length 145 m, 4,507 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1978 in Osaka (Japan) by Namura Shipbuilding. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2003 in Huelva (Spain) and in 2011 twice in Mumbai (India). Sold for demolition in India. 427 US\$ per ton including 250 t of bunkers.





*Awobasan*. IMO 9063469. Bulk carrier. Length 270 m, 18,302 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mihara (Japan) by Koyo Docks. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 417 US\$ per ton.



*Awobasan*, January 2011 at Tata Steel in IJmuiden (Netherlands) © Moolen / Shipspotting]

*Bai Shun* (ex-*Western Rams*, ex-*Western Lark*, ex-*Lark*). IMO 8103523. Bulk carrier. Length 192 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by China Shipping Development Co (China). Detained in 2000 in Lisbon (Portugal). Sold for demolition in China in Jin Jiang



*Bin Dong Shan 35* (ex-*Aegean Tiger*, ex-*Bornes*). IMO 8617419. Ex OBO converted to bulk carrier. Length 244 m, 19,274 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Setubal (Portugal) by Setenave. Owned by Fuzhou Hailing Shipping Co Ltd (China). Sold for demolition in China. 320 US\$ per ton.



*Bogasari Dua*. IMO 7613985. Bulk carrier. Length 200 m, 7,926 t. Indonesian flag. Classification society RINA. Built in 1977 in Osaka (Japan) by Osaka Zosen; jumboized in 1979 and lengthened from 170 to 200 m. Owned by Samudera Sukses Makmur (Indonesia). Detained in 2007 in Kwinana (Australia) and in 2011 in Xiamen (China) and Quangninh (Vietnam). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Bouxsite Star* (ex-*Five Stars Union*, ex-*Pelagitissa*, ex-*Fanari*, ex-*Thalia*, ex-*Maritime Baron*). IMO 8013546. Bulk carrier. Length 225 m, 10,958 t. Deflagged from Panama to Comoros for her last voyage Classification society International Register of Shipping. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by COSCO (Shine). Detained in 2002 in Newcastle (Australia), in 2003 in Vancouver (Canada), in 2004 in Kwinana (Australia) and Zhenjiang (China), in 2006 in Huanghua (China), in 2007 in Bandar Abbas (Iran) and in 2010 in Taean (South Korea). Sold as is in Singapore for demolition in Bangladesh. 380 US\$ per ton. Includant 600-700 t of bunkers.



*C. Koreana* (ex-*Cape Breeze*, ex-*Belmaj*, ex-*Tai Shan*). IMO 8814732 Bulk carrier. Length 270 m, 18,447 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2000 in Newcastle (Australia) and in 2003 in Dampier (Australia). Sold for demolition in India. 405 US\$ per ton.



*Cape Madras* (ex-*Hanjin Madras*). IMO 8821618. Bulk carrier. Length 274 m, 18,954 t. Dominican flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Vancouver (Canada), in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 433 US\$ per ton.



*Carina K* (ex-,*Eastwind Rubicon*, ex-*EW Henfield*, ex-*Henfield*, ex-*Sitara*, ex-*BURwain Castor*, ex-*Nero*). IMO 8701533. Bulk carrier. Length 170 m, 8,384 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Szczecin (Poland) by Warskiego. Owned by Victoria Oceanway Ltd (Greece). Detained in 2007 in Amsterdam (Netherlands) and in 2011 in Piraeus (Greece). Sold for demolition in India. 425 US\$ per ton.



*Chikuzen Maru*. IMO 9044463. Bulk carrier. Length 270 m, 20,000 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Daiichi Chuo Kisen (Japan). Detained in 2006 in Newcastle (Australia). Sold for demolition in India. 415 US\$ per ton.



*Chuetsu Maru*. IMO 8611972. Bulk carrier. Length 200 m, 8,950 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India. 425 US\$ per ton.

*Da Bang* (ex-*Long Xing*, ex-*Bao Zhong 198*, ex-*Hua Fang*, ex-*Marianne Bolten*, ex-*Hermann Schulte*). IMO 7053484. Bulk carrier. Length 196 m. Panamanian flag. Classification society International Register of Shipping. Built in 1971 in Lubeck-Siems (Germany) by Flender. Owned by Vanguard Shipping Safety Management (Taiwan). Detained in 2007 in Ningbo and Guangzhou (China) in 2009 in Fuzhou (China) and in Guangzhou again, in 2010 in Ningde (China) and in 2011 in Guangzhou again and then in Xiamen (China). Sold for demolition in Jiangyin (China).



*Dobrush* (ex-*World Goodwill*). IMO 8101939. Bulk carrier. Length 196 m, 7,935 t. Pavillon Ukraine. Classification society Russian Maritime Register of Shipping. Built in 1982 in Shanghai (China) by Jiangnan Shipyard. Owned by Donbass (Ukraine). Detained in 2002 in Quebec City (Canada), in 2004 and 2009 in Ghent (Belgium) and in 2010 in Klaipeda (Lithuania). Sold for demolition in India.



*Dobrush*, Sault-Ste Marie (Canada)  
© NPD259 / Shipspotting

*Dong A Rhea* (ex-*Champel*, ex-*KWK Legacy*). IMO 9035424. Bulk carrier. Length 270 m, 18,500 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Dong-A Tanker Corp (Corée du Sud). Detained in 2004 in Redcar (United Kingdom), in 2007 in Gijon (Spain), in 2008 in Gijon again and in 2011 in Newcastle (Australia). Sold for demolition in Bangladesh. 428 US\$ per ton including 250 t of bunkers.



*Dover* (ex-*Vorios Ipiros Hellas*, ex-*Rio Grande*). IMO 7433634. Bulk carrier. Length 194 m, 9,167 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by EMAQ. Owned by World Wide Ocean Chartering (Greece). Detained in 1997 in Amsterdam (Netherlands), in 1999 in Sandnessjoen (Norway), in 2000 in Saint Petersburg (Russia), in 2003 in Vlissingen (Netherlands), in 2004 in San Francisco (United States), in Manilla (Philippines), Iquique (Chile) and in Saint Petersburg again, in 2005 in Amsterdam again, in 2006 and 2007 in Tianjin (China) and in 2010 in Yingkou (China). Silver medalist on the podium of substandard ships with 12 detentions s. Sold for demolition in India. 437 US\$ per ton.





*Eagle (ex-Fatima, ex-Docepraia)*. IMO 8126408. Bulk carrier. Length 200 m, 9,422 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Niteroi (Brazil) by CCN Maua. Owned by Perosea Shipping Co SA (Greece). Detained in 2001 in La Corogne (Spain), in 2005 in Jacksonville (United States) and Le Havre (France), in 2010 twice in Tianjin (China) and in 2012 in Paradip (India). Sold for demolition in Bangladesh.



*Eleftheria K (ex-Senho, ex-Senho Maru)*. IMO 8406418. Bulk carrier. Length 297 m, 26,048 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by European Navigation Inc (Greece). Detained in 2009 in Hong Kong (China). Sold for demolition in Bangladesh. 400 US\$ per ton.



*Eleftheria K*, Bosphorus Strait, November 2010 ©Mehmet Bucukoglu

*Erradale Star (ex-Erradale)*. IMO 9041033. Bulk carrier Length 284 m, 22,750 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Belfast (United Kingdom) by Harland & Wolff. Owned by Chartworld Shipping Corp (Greece). Detained in 2006 in Gijon (Spain). Sold for demolition in India. 420 US\$ per ton.



*Eternal Ocean (ex-Sea Tiger, ex-Genmar George, ex-Pacific Jupiter)*. IMO 8902369. Bulk carrier. Length 247 m. Hong Kong flag. Classification society RINA. Built in 1989 in Mihara (Japan) by Koyo DY Co. Owned by COSCO (China). Sold for demolition in China by Jiangmen Xinhui Shuangshui Ship Breaking Co.

*Fareast Sun (ex-GTS Sunrise, ex-Hua Feng, ex-Vale, ex-Golden Pine)*. IMO 7921203. Bulk carrier. Length 155 m, 5,037 t. Panamanian flag. Classification society China Classification Society. Built in 1980 in Shiogama (Japan) by Tohoku Sb. Owned by Fareast Pioneer Shipping SA (China). Detained in 1997 in Vlissingen (Netherlands) and in 2011 in Pyeongtaek (South Korea). Sold for demolition in Xinhui (China).



*Flourish (ex-Agios Nektarios, ex-Paul Keres, ex-Viktor Bakaev)*. IMO 8723610. Bulk carrier. Length 215 m, 13,650 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1988 in Nikolayev (Ukraine) by Okean. Owned by Ocean Star Shipping (China). Detained in 2002 in Newcastle (Australia), in 2006 in Yantai (China) and in 2007 in Liverpool (United Kingdom). Sold for demolition in Bangladesh. 392 US\$ per ton.



*Forest Wave*. IMO 8915251. Bulk carrier. Length 200 m, 9,089 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Oshima (Japan) by Oshima SB. Owned by MOL - Mitsui OSK Lines (Japan). Sold for demolition in China.

*Fox Maiden* (ex-*Desert Explorer*, ex-*Bulk Explorer*, ex-*Thalassini Axia*, ex-*Dimitris*). IMO 8306838. Bulk carrier. Length 189 m, 9,101 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Maizuru (Japan) by Hitachi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. 448 US\$ per ton including full spares.

*Gem of Safaga* (ex-*Konkar Lydia*, ex-*Deerpool*, ex-*Delphic Flame*, ex-*Alpha Flame*, ex-*Deborah L*, ex-*Shannon Venture*). IMO 8022444. Bulk carrier. Length 228 m, 11,994 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Numakuma (Japan) by Tsuneishi SB. Owned by West Asia Maritime Ltd (India). Detained in 2008 in Gladstone (Australia). The ship was seized by the Australian Federal Court due to a cargo dispute between the owner and the charterer and has been immobilized for several months in Sydney. In late December 2009, she returned to the coal trade. Sold for demolition in Xinhui (China).



*Gold Star* (ex-*Agia Thalassini I*, ex-*City of Port Louis*, ex-*Current*). IMO 8221674. Bulk carrier. Length 190 m, 7,843 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Onishi (Japan) by Kurushima. Owned by COSCO (China). Sold for demolition in Bangladesh.

*Good Hope* (ex-*Panos Earth*, ex-*Four Earth*, ex-*Antonis P*, ex-*Ideefix*, ex-*Adirondack*). IMO 8214695. Bulk carrier. Length 244 m, 12,539 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Sterling Shipping Co (Singapore). Detained in 2002 in Gdansk (Poland), in 2006 in Dangjin (South Korea) and in 2007 in Tarragona (Spain). Sold for demolition in Bangladesh. 430 US\$ per ton.



*Gordon C. Leitch*. IMO 6815237. Bulk carrier. Length 223 m. Deflagged from Canada to Sierra Leone for her last voyage to scrapping. Classification society Lloyd's Register of Shipping. Built in 1968 in Montreal (Canada) by Canadian Vickers. Owned by Algomar Central Corp (Canada). Like the *Algomar*, the *Gordon C. Leitch* is acquired in July 2012 by a Turkish ship-breaking yard, deflagged to Sierra Leone and her name shortened to *Don*.

In August, she left in tow for demolition in Turkey.



*Gordon C Leitch* on the Welland canal, Canada, May 2011 © Paul Beesley

*Govind Prasad* (ex-*Ikaria*, ex-*Thalassini Avra*, ex-*Kepwave*). OMI7926112. Bulk carrier. Length 263 m, 17,471 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Essar Shipping Ltd (India). Detained in 2006 in Amsterdam (Netherlands). Sold for demolition in Pakistan.



*Grand* (ex-*Grand George*, ex-*Captain George I*, ex-*Captain George L*, ex-*Stena Africa*, ex-*Fort Providence*). IMO 8102256. Bulk carrier. Length 224 m, 12,118 t. Panamanian flag. Classification society RINA. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Ningbo ShanglunShip Management Co (China). Detained in 2003 in Hay Point (Australia), in 2007 in Cadiz (Spain) and Corpus Christi (Texas, United States), in 2008 in Tyne (United Kingdom), in 2009 in Ningbo (China), in 2010 in Boryeong (South Korea) and in 2011 in Xiamen (China). Sold for demolition in Jiangyin (China).





*Grand Anemi* (ex-Global Trust, ex-Maratha Majesty). IMO 8111958. Bulk carrier. Length 245 m, 13,885 t. Maltese flag. Classification society Bureau Veritas. Built in 1988 in Cochin (India) by Cochin Shipyard. Owned by Stamford Navigation Inc (Greece). Detained in 1999 in Piombino (Italy), in 2003 in Rotterdam (Netherlands), in 2006 in Newcastle (Australia), in 2007 in Vancouver (Canada), in 2009 in Tianjin (China), in 2011 in Dangjin (South Korea) and in 2012 in Guangzhou (China). Sold for demolition in China. 342 US\$ per ton.



*Grand Anemi*, July 2007  
© Marek / Shipspotting



*Grandis*. IMO 8914049. Bulk carrier. Length 200 m, 9,022 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by MOL – Mitsui Osk Lines (Japan). Detained in 2006 in Geelong (Australia) and in 2011 in Tanjung Perak (Indonesia). Sold for demolition in India. 445 US\$ per ton.



*GS Beauty* (ex-Vega III, ex-Great Polaris, ex-Great Mars, ex-Millennium Star, ex-La Pampa, ex-Venora, ex-Snowdon, ex-Cetra Sagitta). IMO 8010958. Bulk carrier. Length 280 m, 19,053 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1983 in Sakaide (Japan) by Kawasaki. Owned by Global Service Corp (South Korea). Detained in 2000 in Brindisi (Italy), in 2001 in Dampier (Australia), in 2007 in Newcastle (Australia). Sold for demolition in India. 391 US\$ per ton including 180 t of bunkers.



*Harita Copper* (ex-Hebei Star, ex-Obelix I, ex-World Vale). IMO 8009507. Bulk carrier. Length 300 m, 27,585 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Tsu (Japan) by Nippon Kokan. Owned by Winning Shipping (China). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 398 US\$ per ton.



*Heng Shun Da* (ex-Ariella, ex-Cielo d'Istria, ex-Pohorje, ex-Golden Trader, ex-Lakes Star). IMO 8028864. Bulk carrier. Length 183 m, 9,003 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Kawajiri (Japan) by Kanda Zosenho. Owned by JOSCO Yuansheng Shipping (China). Detained in 2006 in Taranto (Italy). Sold for demolition in India. 375 US\$ per ton.



*Hong Qi 201*. IMO 8033637. Bulk carrier. Length 163 m. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping International Intermodal (China). Sold for demolition in China.



*Hong Qi 204*. IMO 8425036. Bulk carrier. Length 163 m, 6,157 t. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyards. Owned by China Shipping International Intermodal (China). Sold for demolition in China. 290 US\$ per ton.



*Houma Belle (ex-North Star, ex-Aghia Sophia)*. IMO 8312784. Bulk carrier. Length 183 m, 7,708 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 438 US\$ per ton including a spare shaft and tailshaft.

*Hua Fen (ex-Dyna Auk, ex-New Honor, ex-Hosei, ex-Hosei Maru)*. IMO 8903260. Bulk carrier. Length 273 m, 17,749 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sakaide (Japan) by Kawasaki. Owned by Shanghai Shenyue Ship Management Co (China). Detained in 2005 in Hunterston (United Kingdom) and in 2009 in Dampier (Australia). Sold for demolition in Bangladesh. 420 US\$ per ton.



*Hua Fen* in Ijmuiden (Netherlands), September 2008 © Erwin Willemse

*Hua Jin Hong (ex-Cape Courage, ex-Ateni, ex-Rialto)*. IMO 8103690. Bulk carrier. Length 225 m, 10,866 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kudamatsu (Japan) by Kasado Dock. Owned by Nanjing Huahai Shipping Co (China). Detained in 2003 in Fos-sur-Mer (France), in 2004 in Rotterdam (Netherlands) and in 2006 in Newcastle (Australia). Sold for demolition in Xinhui (China). 310 US\$ per ton.



*Hua Jin Xiang (ex-Mega Star, ex-Mitsa, ex-Menites, ex-Gortys, ex-Jasaka)*. IMO 7929255. Bulk carrier. Length 224 m, 11,217 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Nanjing Huahai Shipping Co (China). Detained in 2000 in Taranto (Italy) and in 2003 in Hamburg (Germany). Sold for demolition in Bangladesh. 396 US\$ per ton.



*Hui Shun Hai (ex-Sincere Apollo, ex-Kumander, ex-Ocean Commander)*. IMO 8319641. Bulk carrier. Length 190 m, 7,648 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Tadotsu (Japan) by Hachihama Zosen. Owned by Tianjin Tianhui Shipping Enterprises (China). Detained in 1999 in Los Angeles (United States), in 2005 in Albany (Australia) and in 2008 in Quangninh (Vietnam). Sold for an unknown destination of demolition.



*Hunter K (ex-Hiona, ex-Golden North, ex-Golden Diamond, ex-Dragon Ace, ex-Ocean Fame)*. IMO 8109888. Bulk carrier. Length 160 m, 5,721 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Imabari (Japan) by Imabari SB. Owned by Trans Marine Co (Lebanon). Detained in 1999 in Aviles (Spain) and in 2001 in Bremen (Germany). Sold for demolition in India. 402 US\$ per ton.



*Ilenao (ex-Artemis, ex-Engiadina)*. IMO 8322533. Bulk carrier. Length 225 m, 11,525 t. Liberian flag. Classification society RINA. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by C Transport Maritime SAM (Monaco). Detained in 2011 in Paradip (India). Sold for demolition in Bangladesh. 435 US\$ per ton including 185 t of bunkers.





*Infinite Hope* (ex-Good Hope, ex-Minas, ex-Chios Unity, ex-Nadia, ex-SJN Orcas, ex-Huawanghai, ex-China Prospect, ex-Havsul, ex-Hupeh). IMO 8200266. Bulk carrier. Length 183 m, 12,740 t. Panamanian flag. Classification society RINA. Built in 1984 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Glory Ships Co Ltd (China). Detained in 2007 in New Orleans (United States) and in 2008 in Taranto (Italy). Sold for demolition in Bangladesh. 430 US\$ per ton.



*Ivan Makarin*. IMO 8131908. Bulk carrier. Length 162 m, 8,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by FESCO (Russia). Detained in 2007 in Koper (Slovenia) and in 2009 in Guangzhou (China). Sold for demolition in Bangladesh. 424 US\$ per ton.



*Jasmin* (ex-Thor Jasmine, ex-Kapitan Betkher, ex-Tinita). IMO 8314457. Bulk carrier. Length 180 m, 10,328 t. Panamanian flag. Classification society RINA. Built in 1985 in Okpo (South Korea) by Daewoo Sb. Owned by ATL Shipping Ltd (China). Sold for demolition in India. 403 US\$ per ton.

*Jimnoble* (ex-Big Bang, ex-Prosper Venture, ex-Kyomi, ex-Kyomi Maru). IMO 8323422. Bulk carrier. Length 290 m, 22,387 t. Panamanian flag. Classification society RINA. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by TOSCO Keymax (China). Sold for demolition in Bangladesh. 415 US\$ per ton.

*Joanna A* (ex-Navision Bulker, ex-Copernico, ex-Maximus, ex-Asian Banner). IMO 8202513. Bulk carrier. Length 186 m, 8,020 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Oshima (Japan) by Oshima SB. Owned by Kouros Maritime Enterprises Inc (Greece). Detained in 2007 in Gdynia (Poland) and in 2011 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 423 US\$ per ton.



*Kamenitza*. IMO 8006256. Bulk carrier. Length 185 m, 7,636 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Hull (United Kingdom), in 2007 in Quebec City (Canada), in 2010 twice in Ghent (Belgium) and in 2011 in Jorf Lasfar (Morocco). Sold for demolition in India.



*Kapitan Nazarev*. IMO 8416542. Bulk carrier. Length 162 m, 7,956 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemunde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2009 in Ghent (Belgium). Sold for demolition in India.



*Kapitan Nazarev*, Gulf of Finland, April 2011 © M Alberts

*Kapitan Tsirul*. IMO 8131910. Bulk carrier. Length 162 m, 8,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



*Kassos Warrior* (ex-*Ocean Irene*, ex-*Mineral Nippon*). IMO 8408703. Bulk carrier. Length 300 m, 23,579 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Bangladesh. 450 US\$ per ton.



*Kassos Warrior*, berthed in Yuzhny (Ukraine), May 2012 © Riad Ismail

*Krikelo* (ex-*New Wave*, ex-*Artemision*, ex-*Costis*, ex-*New Amethyst*, ex-*Anglo Amethyst*, ex-*Sanko Amethyst*). IMO 8307222. Bulk carrier. Length 190 m, 7,922 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dockyard. Owned by Andrico Maritime Co (Greece). Detained in 1999 in Miami (United States) in 2005 in Newport (United Kingdom), in 2010 in Fremantle (Australia) and in 2012 in Puerto Real (Spain) and Quangninh (Vietnam). Sold for demolition in Bangladesh.



*KS Ace* (ex-*Effort One*, ex-*Sealink*, ex-*Seastar*, ex-*Sea Glory*). IMO 8018429. Bulk carrier. Length 195 m, 7,800 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Dalian (China) by Dalian Shipyard. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2010 in Alexandria (Egypt). Sold for demolition in India. 400 US\$ per ton.



*KS Pioneer* (ex-*Jia Hua*, ex-*Bao Chang Men*, ex-*Sea Swan*, ex-*Kapetan Trader*, ex-*RP Nisshin Trader*, ex-*Nisshin Trader*). IMO 8315231. Bulk carrier. Length 188 m, 8,083 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. 405 US\$ per ton.



*Laconia* (ex-*Baumare II*, ex-*Lago Biwa*, ex-*Lake Biwa*). IMO 8517578. Bulk carrier. Length 224 m, 10,614 t. Maltese flag. Classification society Bureau Veritas. Built in 1987 in Mihara (Japan) by Koyo DY Co. Owned by Delta International Shipping Co (Greece). Detained in 2004 in New Orleans (United States) and in 2012 in Portland (United States). Sold for demolition in Bangladesh. 428 US\$ per ton including 300 t of bunkers.



*Lady Sera* (ex-*Cruiser*, ex-*Sinhai*, ex-*Ocean Priti*). IMO 8026660. Bulk carrier. Length 183 m, 6,404 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Olaveaga (Spain) by AESA. Owned by Minamar Deniz Tasimacilik (Turkey). Detained in 1997 in Fredericia (Denmark), in 2007 in Aqaba (Jordan), in 2008 in Ulsan (South Korea), in 2010 in Kdz.eregli and Iskenderun (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in India. 415 US\$ per ton.





*Lian Fu Star* (ex-Sagaland, ex-Maha Roos, ex-Olympic Galaxy, ex-Ikan Bawal). IMO 8021804. Bulk carrier. Length 225 m, 11,197 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Jiuzhou Shipping Ltd (China). Sold for demolition in Jiangyin (China). 310 US\$ per ton.

*Lucky Rainbow* (ex-Halkaios, ex-Front Harrier, ex-OBO Harrier, ex-Nor-OBO 7, ex-Sioux, ex-Cougar). IMO 8106769. Ex OBO converti en Bulk carrier in 2009. Length 225 m, 13,768 t. Panamanian flag. Classification society RINA. Built in 1985 in Imari (Japan) by Namura. Owned by Huatai International Shipping (China). Sold for demolition in Taixing (China) by Taizou Weiye Scrapping.

*Lucky Viship* (ex-Great Well, ex-Kimoliatis, ex-Mastrogiorgis B, ex-Captain Leon CHR Lemos, ex-Costa Konialisdis, ex-Eva Venture, ex-Lopez). IMO 7916325. Bulk carrier. Length 230 m, 11,638 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Viship JSC (Vietnam). Detained in 2007 in Zhenjiang (China), in 2010 in Xiamen and Ningbo (China) and in 2011 in Dalian (China). Sold for demolition in China by Jingjiang Xinmin Ship Breaking Co.



*Mahavir Prasad* (ex-Mahavir, ex-Elsam Fyn). IMO 8023993. Bulk carrier. Length 270 m, 18,882 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Lindo (Denmark) by Odense Staal-Skibs. Owned by Essar Shipping Ltd (India). Sold for demolition in Pakistan. 398 US\$ per ton.

*Mei Fu Star* (ex-Georgia, ex-Celtic Light). IMO 8112433. Bulk carrier. Length 223 m, 12,199 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Keelung (Taiwan) by China SB. Owned by Ocean Sentinels Shipmanagement (China). Detained in 2006 in Aqaba (Jordan) and in 2012 in Rizhao (China). Sold for demolition in China by Jingjiang Xinmin Ship Breaking Co. 310 US\$ per ton.



*Mosel N* (ex-Mosel Ore). IMO 9085338. Bulk carrier. Length 268 m, 16,477 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Pronav Ship Management GmbH & Co (Germany). Detained in 2011 in Newcastle (Australia). Sold for demolition in Bangladesh. 410 US\$ per ton.



*Mosel N* arriving in Hamburg (Germany) ©Malte Classens

*North Star* (ex-Coral, ex-Wana Naree, ex-Seahorse, ex-Ace, ex-Seagrand Ace). IMO 7921605. Bulk carrier. Length 172 m, 6,787 t. Mongolian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Setoda (Japan) by Naikai. Detained in 2007 in Setubal (Portugal). Sold for demolition in Bangladesh.





*Ocean Castle* (ex-*Heiryu Maru*). IMO 8912584. Bulk carrier. Length 290 m, 21,017 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tsu (Japan) by NKK. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2009 in Port Headland (Australia). Sold for demolition in Bangladesh. 432 US\$ per ton.



*Ocean Castle*, Isla De Cedros, Baja Mexico, June 2011 © **Marinetraffic**

*Ocean King* (ex-*Khalijia 4*, ex-*Miltiadis Junior*, ex-*World Utility*). IMO 8102270. Bulk carrier. Length 196 m, 9,715 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Quadrant Maritime Pvt Ltd (India). Detained in 2009 in Zhanjiang (China). Sold for demolition in India. 415 US\$ per ton.



*Ocean Lovely* (ex-*Georgis Carras*, ex-*Ocean Trader*, ex-*Crown Trader*, ex-*Star Bay*, ex-*Mahonia*). IMO 8217520. Bulk carrier. Length 180 m, 8,360 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by Hengfa Shipping Inc (China). Detained in 2003 in Vancouver (Canada) and in 2006 in Bordeaux (France) and Shanghai (China). Sold for demolition in Bangladesh. 405 US\$ per ton.



*Ocean M* (ex-*Yick Lee*). IMO 8025525. Bulk carrier. Length 187 m, 7,914 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Hayashikane SB. Owned by Emir Denizcilik Insaat Sanayi (Turkey). Sold for demolition in India. 428 US\$ per ton.

*Ocean Peace* (ex-*Sincere Olympus*, ex-*Pag-Asa*, ex-*Ocean Arrow*). IMO 8213691. Bulk carrier. Length 189 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Mingtai Navigation Co Ltd (Taiwan). Detained in 2006 in Qinhuangdao (China). Sold for demolition in Jiangyin (China).



*Ocean Peace*, in Kaohsiung (Taiwan), June 2011 © **Andreas Spörri**



*Ocean Ranger* (ex-*Ken Leader*, ex-*Handy Leader*, ex-*Western Pal*, ex-*Western Falcon*, ex-*ficus*). IMO 8221959. Bulk carrier. Length 179 m, 7,244 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in 8221959 (Japan) by Tsuneishi. Owned by Kristen Marine SA (Greece). Detained in 1999 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 396 US\$ per ton.



*Ocean Universe*. IMO 8707513. Ore carrier. Length 326 m, 30,064 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by STX Pan Ocean Co Ltd (South Korea). Sold as is in South Korea for demolition in Pakistan. 380 US\$ per ton including bunkers.



*Ocean Universe*, Singapore, June 2011© Knut Helge Schistad

*Oceanline 1* (ex-*Triumph*, ex-*Galileo*, ex-*Flora C*) IMO 7622778. Bulk carrier. Length 170 m, 7,512 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Mihara (Japan) by Koyo Dockyard. Owned by Fitway Ship Management Ltd (China). Detained in 2011 in Guangzhou (China). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Originator* (ex-*Jin Sheng*, ex-*Vanri*, ex-*Star Vanri*). IMO 8223555. Bulk carrier. Length 190 m, 7,750 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by SNP Shipping Services (India). Detained in 2012 in Rio Grande (Brazil). Sold for demolition in India. 435 US\$ per ton.



*Otrada* (ex-*Gregos*, ex-*Triada*, ex-*Sea Ripple*, ex-*World Bridge*, ex-*New Topaz*, ex-*Sanko Topaz*). IMO 8307210. Bulk carrier. Length 190 m, 7,898 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by Transbulk Management Inc (Greece). Detained in 2005 in Rotterdam (Netherlands). Sold for demolition in India. 415 US\$ per ton.



*Pacific Carrier* (ex-*Dong A Helios*, ex-*Monalisa*, ex-*Meridian Spica*, ex-*Shirasagi Maru*). IMO 8417637. Bulk carrier. Length 272 m, 20,039 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Imari (Japan) by Namura. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 1999 in Limerick (Ireland), in 2007 in Vancouver (Canada), in 2008 in Newcastle (Australia), in 2009 in Gladstone (Australia) and in 2011 in Newcastle again. Victim of a collision in December 2011, the ship broke in two on the Korean shore in August 2012. (See the chapter « damaged ship conundrum, Pacific Ocean, p 2 »). Sold as is for an unknown destination of demolition. 275 US\$ per ton.



*Panamax Leader* (ex-*Cemtex Leader*). IMO 8716643. Bulk carrier. Length 230 m, 11,932 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1989 in Kaohsiung (Taiwan) by China SB. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2003 in Newcastle (Australia) and in 2006 in Gladstone (Australia). Sold for demolition in Xinhui (China). 323 US\$ per ton.



*Panamax Peppou* (ex-Kif Mif, ex-Estable Duckling, ex-C Mehmet, ex-United Approach). IMO 8024272. Bulk carrier. Length 223 m, 11,850 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Mihara (Japan) by Koyo Dockyard. Owned by Chian Spirit Maritime Enterprises Inc (Greece). Detained in 2003 in Antwerp (Belgium), in 2004 and 2005 in Vancouver (Canada), in 2009 in Pyeongtaek (South Korea) and in 2011 in Rio Grande (Brazil) and Koper (Slovenia). Sold for demolition in India. 422 US\$ per ton.



Arriving Rio de Janeiro (Brazil), December 2007 © Edson de Lima Lucas

*Panostar* (ex-Captain George L, ex-Peter L, ex-Fort Frontenac). IMO 8102000. Bulk carrier. Length 225 m, 12,303 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Copenhagen (Denmark) by B & W Skibsvaerft. Owned by Quantum Shipping Ltd (Greece). Detained in 2000 in Ghent (Belgium), in 2002 in Vancouver (Canada), in 2009 in Quebec City (Canada) and in 2011 in Aliaga (Turkey). Sold for demolition in Bangladesh. 432 US\$ per ton.



*Partnership* (ex-Sea Veteran, ex-Gunay A, ex-Berta Dan, ex-Nosira Sharon). IMO 7920039. Bulk carrier. Length 188 m, 6,800 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Hermes Maritime Services Pvt Ltd (India). Detained in 2001 in Gijon (Spain), in 2006 in Montreal (Canada) and in 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



*Patmos* (ex-Captain Abdullah, ex-Huta Zgoda). IMO 7361518. Bulk carrier. Length 146 m, 4,300 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1974 in Travemunde (Germany) by Schlichting. Owned by Neptunus SA (Greece). Detained in 2009 in Castellon de la Plana (Spain). Sold for demolition in India.



*Peace Star* (ex-ITC Golden, ex-Med Carrara, ex-ICL Jayam Kondan, ex-Hoxard Smith). IMO 7930369. Bulk carrier. Length 177 m, 8,032 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Kudamatsu (Japan) by Kasado Dock. Owned by Quoc Huy Shipping Co Ltd (Vietnam). Detained in 2001 in Savona (Italy), in 2004 in Novorossiysk (Russia), in 2005 in Aliaga (Turkey) and in Novorossiysk again, in 2006 in Hong Kong (China), in 2008 in Tianjin (Vietnam) and in 2010 in Quangninh (Vietnam). Sold for demolition in Xinhui (China).



*PFS Narayana* (ex-ABG Narayana, ex-Arkadia). IMO 8130667. Bulk carrier. Length 189 m, 9,488 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Tsu (Japan) by Nippon Kokan. Owned by PFS Shipping India (India). Detained in 2009 in Murmansk (Russia). Sold for demolition in Bangladesh.





*Phoenix (ex-Phenix, ex-Trinity Bulk, ex-CHS Moon, ex-Bartolomeu Dias)*. IMO 8911217. Bulk carrier. Length 271 m, 17,898 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Newcastle (Australia) and in 2004 in Dampier (Australia). Sold for demolition in India. 420 US\$ per ton.



*Porto Leone (ex-Big Fish, ex-Bay One, ex-Kuanyin)*. IMO 9039339. Bulk carrier. Length 143 m, 4,325 t. Marshall Islands flag. Classification society RINA. Built in 1993 in Tianjin (China) by Tianjin Xingang. Owned by G Bros Maritime SA (Greece). Detained in 2006 in Antwerp (Belgium), in 2010 in Silvertown (United Kingdom) and in 2011 in Bilbao (Spain). Sold for an unknown destination of demolition.



*Proikonissos (ex-Ulla)*. IMO 8309725. Bulk carrier. Length 180 m, 6,897 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Paschalmar Ltd (Greece). Detained in 2004 in New Orleans (United States). Sold for demolition in India. 425 US\$ per ton.



*PSU Third (ex-Carouge, ex-Chin Shan, ex-Lowlands Jade)*. IMO 9035230. Bulk carrier. Length 270 m, 18,580 t. Panamanian flag. Classification society Bureau Veritas. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by RGL Shipping Pte Ltd (Singapore). Detained in 1999 in Hamburg (Germany) and in 2005 in Newcastle (Australia). Sold for demolition in Bangladesh. 426 US\$ per ton.



*Pu Fa (ex-Irinikos 1, ex-Irinikos, ex-Ocean Pearl, ex-Ocean Ruby)*. IMO 8221454. Bulk carrier. Length 225 m, 10,983 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Shanghai Marukichi Ship Management Co (China). Detained in 2010 in Panjang, (Indonesia) and in 2012 in Guangzhou (China). Sold for demolition in China. 350 US\$ per ton.



*Road Runner (ex-Sea Max, ex-Errorless, ex-Knock Clune)*. IMO 9000182. Bulk carrier. Length 274 m, 26,663 t. Deflagged from Marshall Islands to Saint Kitts & Nevis for her last voyage as *Runner 1*. Classification society Det Norske Veritas. Tanker built in 1993 in Belfast (United Kingdom) by Harland & Wolff for the Norwegian Fred Olsen ; converted into an ore carrier in 2009. Owned by Narwhal Maritime Enterprises (Greece). Detained in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 400 US\$ per ton.



*Safe Rise (ex-Qiang Rong 1, ex-Eleni, ex-Unamonte, ex-Sunclover)*. IMO 7914080. Bulk carrier. Length 155 m, 5,125 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1980 in Shiogama (Japan) by Tohoku SB. Owned by Fitway Ship Management (China). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 411 US\$ per ton.







*SD Progress (ex-CSK Glory)*. IMO 8806034. Bulk carrier. Length 225 m, 11,566 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Shanghai (China) by Jiangnan Shipyard. Owned by World Management Inc (Greece). Detained in Australia in 2001 in Newcastle and in 2003 in Hay Point. Sold for demolition in India.





*Sea Rainbow (ex-River Eternity, ex-Sanko Eternity)*. IMO 8307179. Bulk carrier. Length 179 m, 6,604 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk Carrier Co (China). Detained in 2008 in Foynes (United Kingdom). Sold for demolition in Jiangyin (China).





*Sider Procida* (ex-Madzy, ex-Kuurtanes). IMO 7434925. Bulk carrier. Length 143 m, 8,777 t. Italian flag. Classification society Bureau Veritas. Built in 1976 in Bardenfleth (Germany) by Schurenstedt. Owned by Italttech Srl (Italy). Detained in 2007 in Ghent (Belgium). Sold for demolition in Turkey, she was renamed *Silver 1* prior to her departure to breaking.   



*Sin Ocean* (ex-Yuan Ji, ex-Feng Hua Men, ex-Zhong Hua Men, ex-Sexta, ex-Corn Racer, ex-Marine Express, ex-New Pacific I, ex-Pioneer, ex-Hirado). IMO 8005898. Bulk carrier. Length 176 m, 7,600 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shiogama (Japan) by Tohoku SB Co. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Detained in 2011 in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh. 375 US\$ per ton. 



*Spring Breeze 1* (ex-Spring Breeze, ex-Nand Rati). IMO 8026139. Bulk carrier. Length 186 m, 7,415 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Visakhapatnam (India) by Hindustan. Owned by Pendulum Shipping Inc (Greece). Detained in 1999 in deux reprises in Montreal (Canada), in 2000 in Rouen (France) and Big Stone (Delaware, United States), in 2001 in Quebec City (Canada), in 2004 in Nagoya (Japan), in 2006 twice in Mersin (Turkey), in 2008 in Rotterdam (Netherlands) and in 2012 in Torrevieja (Spain). Bronze medalist on the podium of substandard ships with 10 detentions. Sold for demolition in Bangladesh. 425 US\$ per ton.  



*Spring Breeze 1*, in Gibraltar, March 2012 © **Marinetraffic**

*Stelios B* (ex-Wadi Al Nakheel). IMO 8309878. Bulk carrier. Length 195 m, 9,305 t. Maltese flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by AB Maritime Inc (Greece). Detained in 2002 in Brake (Germany) and in 2009 in Izmit (Turkey). Sold for demolition in Bangladesh. 408 US\$ per ton.  

*Subic Star* (ex-Global Fortune). IMO 8113504. Bulk carrier. Length 224 m, 11,889 t. Panamanian flag. Classification society Isthmus Bureau of Shipping Built in 1984 in Okpo (South Korea) by Daewoo. Owned by Dusung Shipping Co Ltd (South Korea). Detained in 2010 in Fuzhou (China) and Pohang (South Korea). Originally sold for demolition in India, she was resold and derouted towards Bangladesh. 450 US\$ per ton.  

*Sunny Viship* (ex-Agios Nikolas, ex-Agios Nikolas K, ex-Orion II, ex-Nordpol, ex-Valcourt, ex-Slaney Venture). IMO 8111245. Bulk carrier. Length 223 m, 11,605 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dockyard. Owned by Viship JSC (Vietnam). Detained in South Korea in 2009 in Dangjin, in 2010 in Incheon and in 2011 in Taaen. Sold for demolition in China. 322 US\$ per ton.  



*Taiglory (ex-Jag Labh, ex-Sealoyalty, ex-Trmaas)*. IMO 8714011. Ex OBO converted into an ore carrier in 2008. Length 232 m, 16,463 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1988 in Oppama (Japan) by Sumitomo. Owned by COSCO (China). Detained in 2011 in Mundra (India). Sold for demolition in India. 402 US\$ per ton.



*Tuloma (ex-Solta)*. IMO 8123731. Bulk carrier. Length 190 m, 7,777 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Split (Croatia) by Brodosplit. Owned by Koma Shipping Service Ltd (Russia). Detained in 1999 in Ghent (Belgium), in 2001 in Belfast (United Kingdom) and in 2002 in Setubal (Portugal) and Miami (United States). Sold for demolition in India. 390 US\$ per ton.



*United (ex-Asian Friendship, ex-Prex, ex-Anastassia)*. IMO 9071686. Bulk carrier. Length 216 m, 13,755 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Nikolayev (Ukraine) by Okean. Owned by Asian Shipmanagement Corp (China). Detained in 2009 in Long Beach (United States). Sold for demolition in Bangladesh. 450 US\$ per ton.



*Universal Challenger (ex-Souillac, ex-Maersk Semakau, ex-Quorn, ex-Malvern, ex-Sealock)*. IMO 8108597. Bulk carrier. Length 225 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in



Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Wilhelmsen Ship Management (Norway). Detained in 2006 in Bandar Khomeini (Iran), in 2007 in Hamburg (Germany) and in 2012 in Beirut (Lebanon). Sold for demolition in Turkey. 321 US\$ per ton.

*Universal Challenger*, port of Santos in São Paulo (Brazil), February 2008 © Rogério Cordeiro

*Venus N (ex-Avalo, ex-Zamrud, ex-Thor Venture, ex-Skaustrand, ex-Muhittin Ozturk, ex-Baune, ex-Yampol, ex-Oinoussian Pride)*. IMO 8412132. Bulk carrier. Length 184 m, 8,152 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai Hi. Owned by Naftilos Shipmanagement SA (Greece). Detained in 2008 in Butzfleth (Germany) and in 2010 in Ningbo (China). Sold for demolition in India. 426 US\$ per ton.



*Victoria (ex-Mamry II, ex-Mamry, ex-Kopalnia Siemianowice)*. IMO 7725702. Bulk carrier. Length 159 m, 5,100 t. Dominican flag. Classification society Inclamar. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Sadent Shipping Ltd (Cyprus). Detained in 2005 in Lisbon (Portugal) and in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 428 US\$ per ton.



*Vivian (ex-Khalijia, ex-Brave Eagle, ex-Majesty, ex-Caledonian Prince, ex-Ionian Prince, ex-Dandy I, ex-West Winnis)*. IMO 8130289. Bulk carrier. Length 192 m, 7,952 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Quadrant Maritime Pvt Ltd (India). Detained in 1997 in Rotterdam (Netherlands). Sold for demolition in India. 415 US\$ per ton.



*VSP Diamond (ex-Liberty Sea, ex-Aurora)*. IMO 8300901. Bulk carrier. Length 225 m, 11,972 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Viet Hai Shipping (Vietnam). Detained in 2010 in Damietta (Egypt). Sold for demolition in Pakistan. 383 US\$ per ton.



*VSP Titan* (ex-Lowlands Saguenay, ex-Northern Enterprise). IMO 8408399. Bulk carrier. Length 228 m, 10,785 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Viet Hai Shipping (Vietnam). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 383 US\$ per ton.



Port de Santos, São Paulo (Brazil), *VSP Titan* after completing loading of soya beans for Saudi Arabia, June 2009. © Alex Matevko

*Wan Jia* (ex-Aigiorgis, ex-Jamaica, ex-Milleniul Baltica, ex-Baltic Confidence, ex-Baltic, ex-Trust). IMO 7903017. Bulk carrier. Length 147 m, 4,607 t. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Imabari (Japan) by Imabari Zosen. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 1998 in Montreal (Canada), in 2004 in Nantes (France), in 2008 in Algeciras (Spain) and in 2012 in Zhuhai (China). Sold for demolition in Bangladesh.



*Wei Sheng* (ex-Chris, ex-Joint Miriam, ex-Hua Jiang, ex-Wisdom, ex-San Carlos N°1, ex-Maya, ex-Ho Ming, ex-Fairmont). IMO 7715977. Bulk carrier. Length 125 m, 3,705 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Hashihama (Japan) by Kurushima. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2001 in Gunsan (South Korea) and in 2009 in Zhenjiang (China). Sold for demolition in Bangladesh. 385 US\$ per ton.



*Wei Yuan* (ex-Mani P, ex-Kerkini, ex-Ruby XL, ex-Angel, ex-Polar Star, ex-Kinushima Maru). IMO 8208165. Bulk carrier. Length 228 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2002 in Dampier (Australia), in 2004 in Newcastle, in 2005 in Izmit (Turkey), in 2006 in Hong Kong and in 2010 in Mundra (India). Sold for demolition in Xinhui (China).



*White Arrow* (ex-Jorita). IMO 8314469. Bulk carrier. Length 179 m, 10,265 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Strand Management SA (Greece). Detained in 2005 in Mackay (Australia) and Zhenjiang (China), in 2008 in Rizhao (China), in 2010 in Incheon (South Korea) and in 2011 in Zoushan (China). Sold for demolition in India. 452 US\$ per ton including 300 t of bunkers and full spares.



*Wugang Star* (ex-Starway, ex-Genmar Zoe, ex-J Dennis Bonney). IMO 8902644. Bulk carrier minéralier. Length 274 m, 25,652 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rio de Janeiro (Brazil) by Sermetal. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Pakistan.



*Xing Jian Da* (ex-Engin Kaptanoglu, ex-Marsi, ex-Mars, ex-Jin An, ex-Zannis). IMO 7926124. Bulk carrier. Length 182 m, 7,627 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 1999 in Chalkis (Greece), in 2002 in Amsterdam (Netherlands) and Chesapeake (Virginia, United States), in 2004 in Zhuhai (China), in 2007 in Gaeta (Italy) and in 2009 in Novorossiysk (Russia). Sold for demolition in Jingjiang (China).



*York*. IMO 8906690. Bulk carrier. Length 270 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Bangladesh.





*Zhongxin* (ex-Formosabulk n°2, ex-Maria, ex-Great Acclaimex-Worl Acclaim). IMO 7924877. Bulk carrier. Length 223 m, 11,040 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Jieheng Shipping Co Ltd (China). Sold for demolition in Jiangyin (China). 310 US\$ per ton.



*Ziemia Gnieznienska*. IMO 8207771. Bulk carrier. Length 180 m. Liberian flag. Classification society Det Norske Veritas. Built in 1985 in Avellaneda (Argentina) by Alianza. Owned by Polska Zegluga Morska PP (Poland). Detained in 1998 in Hull (United Kingdom) and in 2005 in Newcastle (United Kingdom). Sold for demolition in Turkey.



*Zui Yoh*. IMO 8909147. Bulk carrier. Length 200 m, 9,103 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Mizushima (Japan) by Sanoyas Corp. Owned by Magsaysay MOL Ship Management (Philippines). Detained in 2010 in Geelong (Australia). Sold for demolition in India. 425 US\$ per ton.



### Car carrier

*Rainbow Wing* (ex-Salvia Ace, ex-Continental Wing). IMO 8506751. Car carrier. Length 190 m, 15,199 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo Hi. Owned by MOL - Mitsui Osk Lines (Japan). Sold for demolition in Xinhui (China). 310 US\$ per ton.

### Heavy load carrier

*Virginian 11* (ex-Strong Virginian, ex-St Magnus, ex-Jolly Indaco). IMO 8300200. Heavy load carrier. Length 156 m, 9,849 t. United States flag abandonné pour celui de Tuvalu pur son dernier voyage. Classification society Germanischer Lloyd. Built in 1984 in Vegesack (Germany) by Bremer Vulkan. Owned by Sealift Inc (United States). Sold as is in Singapore for demolition in Bangladesh. 431 US\$ per ton including 690 t of bunkers.



*Zhen Hua 8* (ex-Dolvi, ex-Dolviken, ex-BT Stream, ex-Thorsaga, ex-Ambra Beluga, ex-Thoraas, ex-Akademik Lukyanenko, ex-Viking Falcon). IMO 7800784. Heavy load carrier. Length 229 m, 15,243 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1980 in Uddevalla (Sweden) by Uddevalavarvet as a tanker, converted into a heavy load carrier in 2004. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2006 and 2007 in Zeebrugge (Belgium). Sold for an unknown destination of demolition. 310 US\$ per ton.



*Zhen Hua 8* passing Flushing on her way to Antwerp (Belgium), May 2009  
© Capt. Wilfred Arendse



## Miscellaneous

### Tug

*Atlantic Tug (ex-Ariel)*. IMO 7226392. Tug. Length 40 m. Turkish flag. Unknown classification society. Built in 1972 in Savona (Italy) by Campanella. Owned by KS Denizcilik Ltd (Turkey). Sold for demolition in Turkey.



### Off-shore supply vessel

*Audrey (ex-Lady Audrey, ex-Jarl Viking, ex-Lowland Rambler, ex-Atlantic Andwi)*. IMO 8125076. Off-shore supply vessel. Length 68 m, 1,901 t. Saint Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1983 in Greker (Norway) by Sarpsborg MV. Owned by DTA Ship Trading Llc (United Arab Emirates). Sold for demolition in India



*Lady Audrey*, port of Geraldton (Australia), March 2007  
©Phil Melling

*COSL 672 (ex-RT Rednet, ex-Birgitte Viking, ex-Omega 809, ex-Ballochmyle, ex-Aqualantic West, ex-Atlantic West)*. IMO 8028553. Off-shore supply vessel. Length 65 m. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Kristiansund N (Norway) by Sterkoder. Owned by China Ocean Oilfields Services (China). Sold for an unknown destination of demolition.



*Kansi Namrata (ex-Nand Ratna, ex-Brooktor)*. IMO 6923228. Off-shore supply vessel. Length 54 m, 585 t. Indian flag. Classification society Indian Register of Shipping. Built in 1969 in Lauenburg (Germany) by Hitzler JG. Owned by Damodar Marine Services Pvt (India). Sold for demolition in Mumbai (India).



### Research vessel

*SD Newton (ex-Newton)*. IMO 7342940. Research vessel. Length 99 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Greenock (United Kingdom) by Scott-Lithgow for the British Ministry of Defense. Oceanographic trials and research for the Ministry of Defense, operated by the Royal Maritime Auxiliary Service (RMAS), the *Newton* was also equipped for cable laying. In 1996, all the RMAS ships were awarded to Serco Ltd (United Kingdom) under a. Le *Newton* devient *le SD Newton*. En 2000, she was re-equipped for the support and training of amphibious forces. Sold for demolition in Belgium by Van Heygen Recycling.



*SD Newton* departing Plymouth, February 2009 © Mike Greaves



### Cattle carrier

*Al Kuwait* (ex-*Al Shuwaik*, ex-*Erviken*). IMO 6705303. Cattle carrier. Length 195 m, 17,628 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Tanker built in 1967 in Nagasaki (Japan) by Mitsubishi ; shortened from 244 to 195 m and converted into a cattle carrier in 1981. Owned by Livestock Transport & Trading (Kuwait). Sold for demolition in India. 356 US\$ per ton. Because of corroded plates and dirt condition, cattle carriers never get top prices in the ship-breaking yards.



*Al Kuwait* in Port Sultan Qaboos (Oman), November 1999 © Christian Herrou

*BM Spiridon* (ex-*Frode Jarl*). IMO 6727272. Cattle carrier. Length 76 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Haugesund (Norway) by Lothe ; General cargo carrier acquired by a Lebanese owner in 1994 and converted for the transport of cattle. Owned by Rami Shipping Management (Lebanon). Detained in 1999 in Sète (France), in 2006 in Sète again then in Port Said (Egypt), in 2009 twice in Sète and in 2010 twice in Koper (Slovenia). Sold for demolition in Turkey.



*BM Spiridon*, in Koper (Slovenia), July 2010 © Edwin / Marinetraffic

## The END

### *Prem Divya*,

The tanker *Prem Divya* was built in 1998 in China by the Dalian New Ship Building Heavy Industry shipyard for the Greek company Thenamaris - specialists in the transport of petroleum products. She was launched as the *Seaqueen*. She is a double-hulled ship with a deadweight of 109,227 t. At the end of 2006, Thenamaris rejuvenated its fleet and sold the ship to Mercator Lines - an Indian operator with a fleet of around 25 ships.

*Seaqueen* in Genoa (Italy), August 2004 © Enrico Righetti



*Prem Divya* in Singapore, November 2009 © MG Klinsick /Marinetraffic



In December 2011, the *Prem Divya* left Karachi in Pakistan bound for the port of Fujairah (United Arab Emirates). On 27<sup>th</sup> December, she arrived and anchored off the coast to undergo scheduled maintenance works that were expected to last around ten days; local companies were hired to check the tanker's pipes and perform various repairs on board.

*Prem Divya* in Karachi, December 24, 2011 © Ali Mujahid

The vessel was not carrying any oil. She had a crew of 24 on board. Eighty workers went aboard to check the bridge, engine room and pump room.

On 29<sup>th</sup> December, at around 5:45pm local time, whilst welding work was in progress, there was a violent explosion followed by two others. The tanker was on fire. Ships anchored nearby or sailing close were moved away for safety reasons. The communications system on-board the *Prem Divya* failed and did not allow her to directly contact the port authorities; another tanker anchored half a nautical mile away coordinated the communications. The fire support vessels arrived and sprayed water to extinguish the flames.





Screenshot of the 2nd explosion © DanRey306 – YouTube

Two workers and a sailor were killed; one worker was seriously injured and two men, including the chief officer, were reported missing. Half the crew was picked up and taken ashore; the remainder stayed on-board awaiting completion of the investigation and an eventual repair plan.



In Fujairah, January 9, 2012 © Mercator

The vessel had been certified "gas free" according to Captain Mousa Morad, general manager of the Fujairah port. Nevertheless, the welding work on-board a tanker, especially when planned, should have been carried out in a dry dock, without crew and with immediate emergency assistance on standby.

In August, Mercator, manager of the *Prem Divya* declared that she was too damaged to be repaired. In September 2012, she was towed back to Pakistan and beached for demolition under the name *Olivia*.



No smoking, welding OK © Cargolaw

#### Sources

*American Bureau of Shipping ; Athenaeum Library of Philosophy ; Auke Visser Historical Tankers Site ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Business Standard (the) ; Capebreton Post (the) ; CEDRE (Centre of Documentation, Research and Experimentation on Accidental Water Pollution) ; Chittagong Port Authority (the) ; Clarkson's ; Costa Cruises ; Det Norske Veritas ; Equasis ; EMSA – European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Gulf News ; Havarie Kommando ; Hindu (the) ; HMS Plymouth Trust (the) ; Indian Express (the) ; Indian Ocean Memorandum of Understanding ; ITF (International Transport Workers' Federation) ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Coast Guard Agency ; Maritime Bulletin ; Maritime New Zealand ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; National (the) ; Nippon Kaiji Kyokai ; NSB - Niederelbe Schifffahrtsgesellschaft Buxtehude ; Optima Shibrokers ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles and archives ; Russian Maritime Register of Shipping ; Sea News ; SERCO ; Ship Nostalgia ; Shipspotting ; Times of India (the) ; Tokyo Memorandum of Understanding ; Trade News Wire ; Tsaviris Salvage Group ; UNEP (United Nations Environment Programme) ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; Walton & Morse.*

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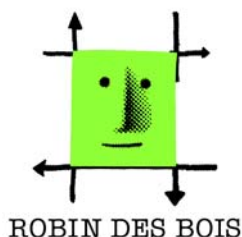
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**Many thanks to Cornier for his contribution**



# # 30



From October 15, to December 31, 2012

## Ship-breaking.com

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### Already broken-up, but heading for demolition!



N° IMO 7113674

Bow Elm © Syndin / Shipspotting



N° IMO 8990328

May 2010, *Ling Hai* in Thailand © Geir Vinnes

Careful examination of photos shows that two ships - *the Bow Elm* and the *Ling Hai* are very probably the same vessel. The design of the hull is exactly the same and the superstructure details are identical on both boats.

The *Bow Elm*, built in 1971 by the Norwegian Moss Rosenberg shipyard, became the *Norgas Discoverer* in 1988, and ought to have been sold for scrap in 2004 aged 33. Such claims are very plausible. But she would not have been demolished. Chinese experts considering that her Norwegian construction was of excellent quality, the *Bow Elm*, in all probability, has been converted into a general cargo carrier by removing all of her gas transport equipment. This sort of reconversion has already been carried out on other ships outside China. In this issue of Ship-breaking.com, it is observed that the *Follia*, a former gas carrier, demolished in Croatia, was converted into a cement carrier back in 1999 (p. 63). The ex-*Bow Elm* would have become the Chinese *Fu Xiang 9* in 2004, the *Jin Ling* in 2005 and the *Ling Hai* in 2006, sailing under the Panamanian flag for the Shanghai Shuojin Shipping Company. In all likelihood, the IMO number change can be explained by the return to service of a ship previously declared demolished.

A source mentions construction of a *Fu Xiang 9* by the Wenwan Shipyard in Lianjiang (China). The existence of this ship which was also renamed the *Jin Ling* from 2004 to 2006 and *Ling Hai* from 2006 remains a mystery. She cannot be found in any of the main shipping registers (for instance The Lloyd's Register of Ships). A Norwegian website goes as far as to allege a Chinese owner created a "false past" and new official number to put a supposedly demolished ship back into service! In any case, examination of the pictures leaves little doubt to the fact that the *Ling Hai* and the former *Bow Elm* are one and the same.

## Demolition in America

There is a lack of ship breaking yards in America. The handful of facilities in the United States just dismantle former U.S. MARAD vessels, and occasionally some oil tankers which do not get a following. In Canada, the breaking yard receives ships that are either too old, or in too poor condition to be towed over long distances. Commercial shipping from the North American continent continues to feed Asian demolition shipyards, despite the distance and risks related to towing.

In Latin America there is also a need for breaking yards, and Mexican, Brazilian, Chilean or Peruvian oil tankers and other discarded vessels are all sent to Asia. The few short-lived attempts in Ecuador and, in the more distant past, Mexico never truly materialised on an industrial level. Two former Canadian ferries, the *Queen of Vancouver* and *Queen of Saanich* have been towed to Ensenada (in Mexico). Dismantling them was to take place in a dry dock. But the perpetuation of such activity is not guaranteed as Petróleos Mexicanos - PEMEX - aims to use the dry docks in Baja California for shipbuilding.

On the Atlantic side, The Dominican Republic appeared on the market, but under what conditions? It is there that the former Russian cruise ship *Lyubov Orlova*, was to go (it was announced that she had been sold to be broken up at an unknown destination in Ship-breaking.com # 27 (p.22), but unfortunately on the day of her departure, in summer 2012, the ship suffered a fire and so must remain in St John's (Newfoundland, Canada). In the meantime another cruise ship, the *Ola Esmeralda*, formerly the *Black Prince*, sailing under the Venezuelan flag, is poised to usher in demolition in the Caribbean. Two options are being discussed:



*Lyubov Orlova*, berthed in St John's (Canada), October 2012 © Robert Young  
Last minut, « *Lyubov Orlova* left under tow, broke her line and is adrift off Newfoundland coast » - [see press release](#)

1 - The shipyard would be located upstream of the capital, in Santo Domingo Este on the left bank of the Ozama River. On its website, CIRAMAR established here since 2011, only mentions the design, construction, conversion and ship repair. The initial investment of 100 million pesos (\$2.5 million) included remediation of abandoned old yards, and the building of infrastructure. The maximum draught is 14.5 feet (4.5 m). The *Lyubov Orlova* measuring 100m for a draught of 5m and the *Ola Esmeralda* 142m for a draught of 6.4m could not access the yard without prior dredging that were also included in the initial investment.

2 - CIRAMAR runs another more accessible site in the bay of Las Calderas, west of the capital. The site would have two dry docks of 105 and 135m and three floating docks of 60m, 155m and 173m.



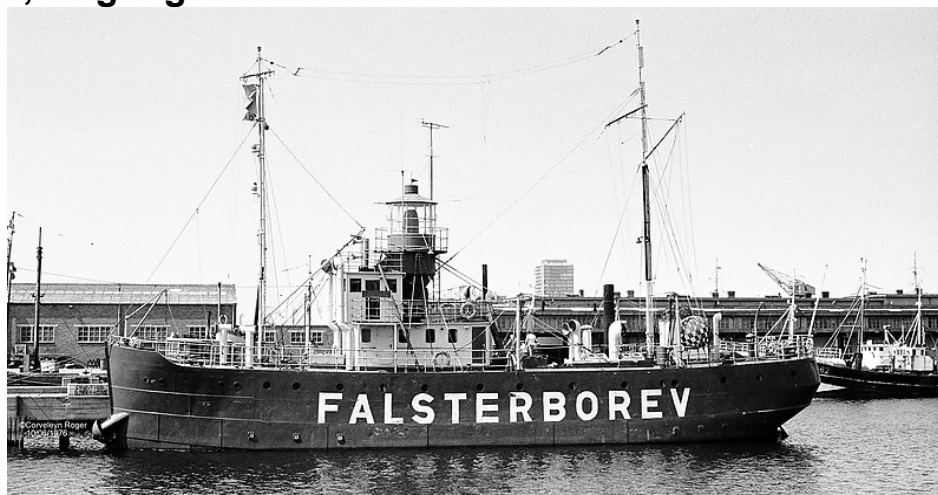
*Black Prince* arriving Cherbourg (France), December 2008 © quinquin29 / Shipspotting

If neither of these options is feasible, the ships could be beached for demolition. Another environmental issue that arises is the waste management, and in particular asbestos waste, which is in abundance in old passenger ships. In addition to the *Ola Esmeralda*, two other vessels are



currently laid up in the area. They were sold for demolition without reference to their final destination. These are the Ro Ro *Seaboard Trader* and *Seaboard Florida* belonging to the American company Seaboard Marine. Seaboard Marine ordinarily sells its vessels for scrap in India (see *Seaboard Costa Rica*, [Ship-breaking.com # 28](#)).

## ***Falsterborev*, a light goes out**



The Swedish lightship *Falsterborev*, Ostend (Belgium) June 1976 © Roger Corveleyn

A light has gone out forever. A lightship has been broken up in the inner harbour of Le Havre. She sank on the night of 18 August 2007. Arrived in France in March 2002 in a poor condition being towed by the tug *Willem B* and meant to continue in Paris, after refitting, her career as a restaurant, the *Falsterborev* kept on deteriorating. She had already sunk in 1994 in the port of Nieuwpoort in Belgium. The first shipwreck had ended her first spell as a "restaurant" that had begun in 1976 after a re-fit in Ostend. From 1931 to 1972, *Falsterborev* had served as a lightship south of Sweden facing the Danish coast. In 1930 she was lengthened from 26m25 to 32m50 in the Lindholmens shipyard in Göteborg. Launched in 1910, the ex-*Falsterborev* remained, it appears, in the Swedish reserve lightship fleet up until 1929.



Le Havre © Jacques Braquehais



October 2012, removal of the wreck © Quentin Déhais

She was dismantled in Le Havre, where she was anchored, at the foot of a pier, through subaquatic interventions, cutting up and was lifted with a floating crane. It was the French company Tetis/ETPO who won the tender of the port of Le Havre for a total contract value of €332,830.

See also [Ship-breaking.com # 13](#), September 2008

## Ships without place of refuge

Explosions, fires and typhoons had no mercy for ships of all categories and ages on every ocean. However, coastal states are very reluctant to provide refuge to stricken ships. The IMO recommendations arising from the *Erika* (1999) and *Prestige* (2002) shipwrecks, and also from the *Castor* (2001) wandering, do not fall within maritime customs. The *Stolt Valor* (see p21) had to wait out at sea for more than 3 months before being allowed into Bahrain's territorial waters, the *Bet Prince* (see p45), suffering from technical damage and beset by typhoons, had to wait one month before being admitted to a Chinese port. Both are now in the final stage of demolition. It took 19 months for the *Frey* that suffered a widespread fire off Mauritania to reach her only possible refuge (given her state) - a demolition yard. With regard to the *MSC Flaminia*, which found refuge in Germany nearly two months after her problems began, Ship-breaking.com cannot see how she could avoid demolition while her German owner and her charterer are selling series of container ships far from their age limit to Alang and Chittagong (see the page dedicated to the *MSC Flaminia* accident on the Robin des Bois website- [English/ French/ German](#)). The question is not whether she will be soon demolished, but where ... To be continued.



*Stolt Valor*, chemical tanker, explosion in the Persian Gulf, towed and broken up in Bahrain. p23



*Bet Prince*, bulk carrier, struck by typhoons in China, broken up in China. p 47



*MSC Flaminia*, container ship, explosions and fire, North Atlantic, towed to Germany



*Frey*, fish factory ship, fire off Mauritania, towed and broken up in Turkey. p 13

### Other casualties

*Kanthicha*, gas carrier, explosion off Thailand, unknown site of demolition. p 24

*Ala*, general cargo carrier, grounded off Denmark, towed and broken up in Denmark. p 34

*SST*, bulk carrier, grounded off Singapore, towed and broken up in Bangladesh. p 61

*PWP 1*, bulk carrier, powerless and distressed on her way to demolition in China, drifted, has to be towed to the ship-breaking yard. p 64



## Demolition on the field (continued)

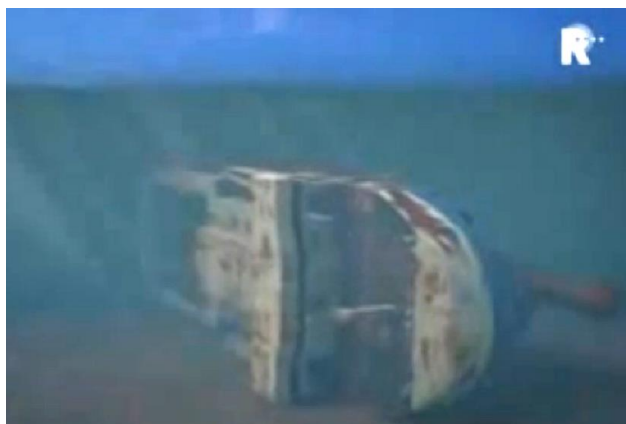
The removal of the **Costa Concordia** is the most expensive salvage operation ever carried out. The initial estimate was put at \$300 million. Moreover the success is not guaranteed. Over time, further cracks and ingress of water can degrade the wreck. The island of Giglio, after having suffered a psychological disaster, is not protected from an ecological disaster. The *Costa Concordia* wreck is a dump, but also a grave for at least two people. As time passes, more and more experts doubt that the *Concordia* operation no 1 could reach its conclusion. But what conclusion? Palermo, Piombino, Livorno or a deep... One thing is certain: Italy has no experience in ship-breaking. Ship-breaking.com has noted that 37 ships owned by Italian companies, such as Ignazio Messina, Stradeblu, BM Shipping, Grimaldi Lines and SNAV, went for scrap in 2012. But none of them were broken up in Italy: 19 went to India, 10 to Turkey, and 7 to Bangladesh.



April 14th, 2012, Giglio Island, centenary of the *Titanic* shipwreck © Robin des Bois

See also the press release (French language) « [La croisière de masse va droit dans le mur](#) », January 11th, 2013 and the file « [From the \*Titanic\* to the \*Concordia\*](#) », April 2012.

The wreck of the **Baltic Ace** that sank in the North Sea in December 2012 after a collision with the container ship *Corvus J* must also be raised. More than a month after the accident, the pumping of propulsion fuel (around 500t) has not started. It is partly solidified. Preheating techniques must be developed by the ship-owner and insurers, and then applied. The wreck contains more than 1000 cars. The *Baltic Ace* is a source of various and differed pollution. Immediately after the sinking, Rotterdam emphasised that there was no danger in approaching the port but the wreck, which is 36m deep, constitutes a navigational danger; there is only about 6 m between the sunken ship and the surface. The removal of the ship is still not on the agenda. Six crew members are missing, and the Dutch Navy divers searching in and around the wreck have been able to find the bodies yet. (See press release December 6th, 2012, “[Risk of oil spill in the North Sea](#)”). “



The sinking of *Baltic Ace*

© Mammoet Salvage - Screenshot Robin des Bois



Near the wreckage site © Robin Utrecht / ANP

## The Hong Kong Convention

The Hong Kong Convention "for the Safe and Environmentally Sound Recycling of Ships" was adopted by the International Maritime Organisation in May 2009. France was the first country to ratify it. The law was published in the Official Journal on 24 November 2012. France, ranking 26th in the commercial vessel fleet have opened the way; their example should encourage all other European countries including Denmark, Greece, Malta, Cyprus, Germany and the United Kingdom to do the same. Italy, the Netherlands, Saint Kitts and Nevis and Turkey are in the process of signing. The entry into force of the Convention is not going to happen overnight: it is going to take two years after ratification by 15 states representing 40% of world fleets. The finishing line for the Hong Kong Convention will be crossed in several years or decades.

The Convention does not apply to warships and other State vessels. It side-steps diesel or nuclear submarines, and gas or oil platforms. It does not explicitly prohibit the international practice of stranding ships on beaches for demolition known worldwide as "beaching". Many NGOs and experts believe that beaching is not compatible with the requirements of "Safe and Environmentally Sound Recycling of Ships", which is the basis of the Convention. In 2006, Ship-breaking.com counted 293 vessels being broken up. In 2013 the level will reach 1328. This quantitative lightning progress is not accompanied by qualitative progress in dismantling methods and in downstream management of hazardous waste from demolition. Pending the entry into force of the Hong Kong Convention, the transitional and voluntary improvement measures appear slow to emerge and yet to be engrained.

## The final sprint: 15 October to 31 December 2012.

The pace has accelerated, reaching 31 ships per week, even higher than during the "Tsunami" of the beginning of the year (28 ships per week).

**340** ships have left for demolition in the endly part of the year. Cumulative demolition permitted the recycling of more than **2.7 million tonnes** of metal. **305** (90%) went to Asia, including Turkey, **125** (37%) were built in Europe, and **134** (39%) were owned by European companies.

### By unit

- 1 India, **142** (42%)
- 2 China, **60** (18%)
- 3 Turkey, **40** (11%)
- 4 Bangladesh, **35** (10%)
- 5 Pakistan, **28** (8%),
- 6 Denmark, **5** (1%)

### By tonnage of metal recycled

- 1 India 1.150.000 t (43%)
- 2 China, 450.000 t (17%)
- 3 Bangladesh, 381.000 t (14%)
- 4 Pakistan, 354.000 t (13%)
- 5 Turkey, 125.000 t (5%)

### By category

- 1 : bulk carrier, 127 (37%)
- 2 : general cargo, 69 (20%).
- 3 : container ship, 52 (15%)
- 4 : tanker, 51 (15%)

India continues to race ahead with 142 ships (42%). Note that the Alang yards are increasingly visited by informal recyclers appropriating everything that can be taken off, the lives of some site managers have been threatened, and a security guard was killed. All countries have experienced a surge in arrivals for demolition (38% in India) with the exception of Bangladesh that overstocked the ships waiting in the summer and plummeted 49% at the end of 2012. China is ranked 2<sup>nd</sup> in volume and units to be broken up, helped by the rise in prices offered by its shipyards.

At the same time the rates offered by the Indian subcontinent ship-breaking yards have crumbled and are now barely above \$400 per tonne for tankers, and sometimes less than \$350 for other types of vessel. The subcontinent/China differential has significantly reduced and is no longer greater than \$30 to \$40. Ship-owners whose vessels are found in Asian waters favour China as it reduces the cost of their final voyage.

With 15% of vessels scrapped, the proportion of container ships continues to increase. 75% belong to European Union or EFTA registered owners, yet 100% were demolished in Asia.



## After the bars, demolition

**73** (21%) of vessels sent to be broken up were not controlled by a Classification society belonging to the IACS (the International Association of Classification Societies) or were without classification. The sub-standard ships are therefore a priority: at least **183** (54%) have been detained in worldwide ports with a rate of 77% for general cargo carriers; more than 60% for bulk carriers and reefers and 54% for container ships. The detention rate is 20% for tankers. Notable amongst sub-standard ships is the small general cargo carrier *Hilde G*, with **17** detentions between 1998 and 2010, abandoned for 2 years in the Brittany port of Saint-Malo and which will be finally demolished in Bassens near Bordeaux (see p 39). The other 'winners' are *Uranus*, a ship banned from European ports, with 14 detentions (p 43), *Vanernsee* with 9 (p 44) and *Hong Bo 8* with the same number. (p. 52).

## Years and meters

The age of vessels that leave fleets ranges from **8 years** for the chemical tanker *Stolt Valor*, which suffered an explosion and a fire while transiting the Persian Gulf with a dangerous cargo (see p 23) and **61 years** for the *Georg Buchner*, formally the *Charlesville* of the Compagnie Maritime Belge (see The END p 67). The average age is **28** years, **25** for tankers and **22** for container ships. 103 have a length less than 150m, 132 between 150 and 199m and 105 over 200m. 6 ships are greater than 300m, the largest ship being the tanker *Jerash*, with a length of 345m that was beached for demolition in Gadani, Pakistan.

## 2012: a record year

### Shipbreaking: an exploding industry:293 vessels in 2006, 1328 in 2012

#### By unit

1 India, **523** (40%)  
2 Bangladesh, **228** (18%)  
3 China, **207** (16%)  
4 Turkey, **152** (9%),  
5 Pakistan, **120** (11%),  
6 Denmark, **21** (2%)

#### By tonnage of metal recycled

1 India 4,4 million of t (38%)  
2 Bangladesh 2,5 million of t (22%)  
3 China, 1,8 million of t (16%)  
4 Pakistan 1,6 million of t (14%)  
5 Turkey 559.000 t (5%)  
6 United States 32.000 t (0%)

#### By category

1 bulk carrier : 509 (38%)  
2 general cargo carrier : 268 (20%)  
3 tanker : 203 (15%)  
4 container ship : 173 (13%)  
5 reefer : 70 (5%)

**2012** was a record year with **1328** vessels broken up. This smashed the figures of the previous years : the demolition market growth reached **+30%** in number of vessels scrapped compared to the previous year and even **+ 40%** in volume of recycled metal as ships have become larger and larger.

Persistent economic stagnation and more and more stringent inspections in ports in Europe, Asia, America and Australia are leading to more and more ships being demolished.

The average age (**28**) for demolition is lessening.

1245 ships (**94%**) were broken up in Asia.

India remains by far the number 1 destination of demolition, both in terms of units and volume ahead of Bangladesh and China. All the major ship-breaking countries have benefited from the trend and from an increase in arrivals in their ship-breaking yards. A special mention needs to go to Turkey, which has almost doubled the number and volume of ships it has received. The total tonnage of scrap metal in 2012 exceeded **11 million**.

544 ships (**41%**) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 35% were built in those countries. 802 (**60%**) have been detained in previous years with their crews in ports worldwide, for non-compliance with international safety regulations. Africa remains the only continent where sub-standard ships are not identified.

Bulk carriers remain the first category of vessels scrapped in 2012 with 38%, ahead of general cargo carriers (20%), tankers (15%) and container ships (13%).

Bullish are bulk carriers, reefers, general cargo carriers, livestock carriers and above all container ships. The number of container ships has more than tripled compared to 2011 (**173** versus **48**) and represents **13%** of demolished ships; shipowners who are being delivered their new Ultra Large container ships get rid of the smaller units even though many are under 20 years of age.

Bearish are tankers, with a share decreasing from 20 to 15%.

432 vessels (33%) are more than 200m, but they accounted for only 25% of the total in 2011. 31 ships over 300m were demolished in 2012 against 24 in 2011. In the absence of available dry docks, this trend towards longer ships contributes to develop ship-breaking on beaches or afloat in ports. This technique is polluting for the bottom of port basins.

Purchase prices were relatively stable in 2011. In 2012, the plethora of demolitions led to a drop in price in the Indian sub-continent at the end of the year. Vessels to be broken up are sold at \$ **365-400** per ton in the Indian subcontinent, **\$350-375** in China, and **\$300-325** in Turkey. The most expensive ship was the gas carrier *Norgas Energy* and her stainless steel tanks, sold by her Norwegian owner to India for **\$941** per ton.

In Central America, Mexico and the Dominican Republic were the final destinations of old passenger ships from Canada and South America. It is too early to know if these trials are consistent with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships.

In Europe, Denmark and Belgium are well established and the Baltic states are emerging.

Only Bassens (France) is developing a dismantling industry in dry dock. In Croatia, Ukraine, and Romania, some yards had, occasionally and with local means, got rid of the cumbersome ships clogging up their ports.

In the United Kingdom efforts from shipyards in Liverpool and Hartlepool, where the former *Clemenceau* and 4 American military vessels were broken up, have not been pursued.



Bassens, *Matterhorn* being dismantled in drydock © R Escher

France was the first nation to ratify the Hong Kong convention. It was a diplomatic event. However in practice, apart from the intermittent site at Bassens, the Le Havre site for small sea and river ships and the forced demolition of *TK Bremen* in Brittany, atony rules. In the Mediterranean, it is aphasia.





Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).



Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.



Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.



Ship and crew detained in a port for deficiencies.



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.

### Passenger ship

*Georg Buchner* (ex-*Charlesville*). IMO 5068863. Passenger ship. Length 154 m. German flag. Unknown classification society. Built in 1951 in Hoboken (Belgium) by Cockerill for the Compagnie Maritime Belge. She could carry 248 passengers at a speed of 16 knots; she has been serving on the CMB line until 1967. Acquired by the East German State ; property transferred to the City of Rostock in 1997. Sold for demolition in Klaipeda (Lithuania).



More on the career of the ex-*Charlesville* in the chapter The END, p 67.



December 2001, floating hotel-hostel at Am Stadthafen 72 - 18057 Rostock © Wolfgang Kramer

*Ola Esmeralda* (ex-*Prince*, ex-*Black Prince*, ex-*Venus*). IMO 6613328. Passenger ship. Length 143 m. Venezuelan flag. Classification society Det Norske Veritas. Built in 1966 in Lubeck-Siems (Germany) by Flender for Fred Olsen, she operated on the Kristiansand-Harwich and Kristiansand-Amsterdam services during the summer and between London and the Canary Islands in the winter. She was later repositioned on the Bergen / Newcastle (or Amsterdam) line and on Amsterdam-Canaries cruises, still on a dual service *Black Prince* in winter, she became *Venus* in summer.



In Glasgow, 1985 © Paul Strathdee

En 1986-87, after 20 years of this double life, the *Black Prince* was converted into a full time cruise by the Finish yard Wärtsilä.



January 1st 2006, in Madeira © Dimas Almada



Official Fred Olsen post card © Fred Olsen

Late 2009, Fred Olsen sold the ship to SAVECA - Servicios Acuaticos Venezuela. She became *Ola Esmeralda*, intended for further service in the Venezuelan waters and in the Caribbean. Her third life was short, even though she was chartered to the United Nations mission to Haiti following the 2010 earthquake. In November 2012, the ship was sold for demolition for 2.5 million US\$. She appeared in Santo Domingo Roads the morning after Hurricane Sandy. She could not anchor outside the port due to the wind and current, drifted, finally took shelter for a few days in Caucedo port, east of the Capital city and was finally berthed at Santo Domingo North Pier. The exact localization of the ship-breaking yard and the conditions of the dismantling remain unclear (See also p 2 "Demolition in America").



*Ola Esmeralda* in Willemstad (Curacao), September 2011 © Cees Bustraan

## Ferry

*Flaminia*. IMO 7602132. Ferry. Length 148 m, 8,958 t. Italian flag. Classification society RINA. Built in 1981 in Castellammare (Italy) by Italcantieri ; jumboized in 1987 and lengthened from 136 to 148 m. Owned by Tirrenia Di Navigazione SpA (Italy). This ship, with a capacity of 2000 passengers and 610 cars in her latest version, sailed mostly on the Italian Peninsula / Sicily or Sardinia lines. Since 2004 she had been on service on the Bari (Italy) / Durres (Albania) route.

In the way of concealment usual to European passenger ships, the *Flaminia* has just been sold to a ghost company based in St Kitts and Nevis and renamed *New York* flying also the St Kitts and Nevis flag. Her destination of demolition is yet unknown. Turkey or India ?

The *Flaminia* in Cagliari, May 2010 © Stampace / Marinetrafic





*Nona Mary* (ex-*Dimitios Miras*, ex-*Olympia*, ex-*Ion*, ex-*Monaco*). IMO 7217078. Ferry. Length 100 m. Greek flag. Classification society Hellenic Register of Shipping. Built in Le Havre (France) by Ateliers et Chantiers du Havre. Owned by Mare Naftiki (Greece). Sold for demolition in Turkey.



*Nona Mary* in Alexandroupoli (Greece), September 2011 © Alex Volos

*Pride of Dover* (ex-*P&O Dover*, ex-*P&OSL Dover*, ex-*Pride of Dover*). IMO 8517736. Ferry. Length 170 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in Vegesack (Germany) by Schichau-Unterweser. This ferry was the last one delivered to Townsend Thoresen before the company, controlled by P&O, was renamed P&O European Ferries following the *Herald of Free Enterprise* shipwreck off Zeebrugge on March 6<sup>th</sup> 1987. The *Pride of Dover* entered service on June 2nd 1987 on the Dover/Calais line and carried out this duty during all her career until her decommissioning in December 2010 when she was replaced by the brand new *Spirit of Britain*. During these 23 years of service, she might have transported some 35 million of passengers. Her sister-ship, the *Pride of Calais*, entered service in December 1987, was decommissioned last October, but chartered bareboat by Transeuropa Ferries, and back in service on the Ostend/Ramsgate line under the name *Ostend Spirit*.



Owned by P&O Ferries Ltd (United Kingdom). She had been laid up for two years in Tilbury (United Kingdom) and eventually left Tilbury under tow late november. In spite of the hopes raised by a rumour of purchase by German interests and of a possible transfer to the Arno repair yard in Dunkirk (France), the ship was resold in the wake and arrived late December at Aliaga ship-breaking yards.



March 2007, the *Pride Of Dover*, in Calais (France)  
© Ferry Fantastic



29 Novembre 2012, names and distinctive features hidden under the white paint, the *Pride of Dover* is towed to Turkey © Tedingham / Shipspotting



*Queen of Saanich*. IMO 5408142. Ferry. Length 130 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1963 in Victoria (British Columbia, Canada) by Victoria Machinery Depot ; jumboized in 1969 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). Decommissioned in November 2008 after 45 years of service and laid up since then. Sold and towed for demolition in in Ensenada (Baja California, Mexico) en bloc with *Queen of Vancouver*.



*Queen of Saanich* en route from Tsawwassen to Swartz Bay ferry terminals (Canada), August 2007  
© Jacob Blondahl

*Queen of Vancouver* (ex-*City of Vancouver*). IMO 5288035. Ferry. Length 130 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1962 in Vancouver (Canada) by Burrard DD Co ; jumboized in 1971 and 1981 and lengthened from 104 to 130 m. Owned by British Columbia Ferry (Canada). The two inseparable *Queens* have been linking Tsawwassen (near Vancouver) and Swartz Bay (near Victoria on Vancouver Island). In their latest version, lengthened and with an additional deck they could transport around 1.600 passengers and 350 cars. Sold and towed for demolition in Mexico.

*Rodanthi* (ex-*Virgo*). IMO 7353078. Ferry. Length 137 m, 6,500 t. Togolese flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai. Owned by GA Ferries (Greece). Sold for demolition in Turkey.



### Fishing ship

*Halten Bank* (ex-*Nicolas Copernic*). . IMO 7325758. Fishing ship. Length 55 m. French flag. Classification society Bureau Veritas. Built in 1973 in Gdynia (Poland) by Komun Paryskiej shipyards. Owned by Euronor (France). Sold for demolition in Belgium by Van Heygen Recycling. At the end of 2012, the parade of French ships to be demolished in Ghent is heterogeneous, including the gas carrier *Tellier*, the ex destroyer *Bouvet* and the big trawler *Halten Bank*.



*Halten Bank*, Boulogne-sur-Mer (France), March 2012  
© Shipspotting



Late October 2012, in Ghent (Belgium), at Van Heygen Recycling. *Bouvet* is in the background © Vesseltracker

## Factory ship (fish)

*Frey* (ex-*Pegasus*, ex-*Stimul*). IMO 8907008. Factory ship. Length 105 m. Vanuatu flag. Classification society Det Norske Veritas. Built in 1991 in Gijon (Spain) by Gijon Naval.



Fishing in the Pacific Ocean, October 2009 © **Marinetraffic**



May 12th 2011, Mauritania © **regtaim**

In May 2011, the ship caught fire while she was fishing for mackrels off Nouakchott (Mauritania). She will not join the ghost fleet rusting in Nouadhibou (cf [Ship-breaking.com](http://Ship-breaking.com) n°20) and polluting the Mauritanian shore : in February 2012 *Frey* was towed to Las Palmas in the Canary Islands. In November 2012, she left for demolition in Turkey, still under tow.



Mauritania, May 15th 2011, after the fire © **regtaim**



February 2012, Puerto de La Luz y Las Palmas (Canary) © **Rico Voss**

*Leonid Novospasskiy*. IMO 7704019. Factory ship. Length 94 m, 3,153 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Nord Pilgrim Ltd (Russia). Sold for demolition in Turkey.



*Or*. IMO 8326230. Factory ship. Length 62 m, 1,758 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Stralsund (Germany) by Volkswerft VEB. Owned by Kuzema (Russia). Sold for demolition in Liepaja (Latvia).



Fishing in the Smutthavet area, off Norway, May 2007 © **Frode Adolfsen**





*Sergey Makarevich*. IMO 8015908. Factory ship. Length 94 m, 3,357 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Virma Co Ltd (Russia). Sold for demolition in Turkey.



April 1999, Hamburg (Germany) © A Spörri



### Reefer

*Al Mareekh* (ex-Linderos, ex-Pacific Universal). IMO 8211461. Reefer. Length 150 m, 8,465 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by London Ship Managers Ltd (United Kingdom). Sold for demolition in India.



*Al Mareekh* in Antwerp (Belgium), June 2009 © Alec Sansen

*Frio Adriatic* (ex-San Paulo, ex-Kolskiy Zaliv, ex-Kolskij Zaliv). IMO 8620129. Reefer. Length 152 m. Belize flag. Classification society Bureau Veritas. Built in 1986 in Wismar (Germany) by Mathias Thesen. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in China. 350 US\$ per ton.



*Frio Baltasar* (ex-Green Freesia, ex-Pacific Freesia, ex-Gomba Victoria, ex-Santo Alakhram, ex-Alakhram, ex-Gomba Challenge). IMO 7508312. Reefer. Length 108 m, 2,372 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Mumbai (India) by Mazagon Dock ; general cargo carrier converted into a reefer in 1984 and lengthened from 91 to 108 m in Amsterdam (Netherlands). Owned by Baltic Atlant Shipping S.L. (Spain). Detained in 1998 in Ijmuiden (Netherlands). Sold for demolition in India.



*Frio Gaspar* (ex-Green Violet, ex-Pacific Violet, ex-Mechi Venture, ex-Gomba Venture). IMO 7508348. Reefer. Length 108 m, 2,423 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Mumbai (India) by Mazagon Dock ; general cargo carrier jumboized in 1983, lengthened from 91 to 108 m and converted into a reefer. Owned by Baltlanta (Lithuania). Sold for demolition in India.



*Frio Poseidon* (ex-San Louis, ex-Kildinskiy Proliv). IMO 8811687. Reefer. Length 173 m, 7,397 t. Belize flag. Classification society Bureau Veritas. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Baltmed Reefer Services (Greece). Detained in 2012 in Osaka (Japan). Sold for demolition in Jiangyin (China). 348 US\$ per ton.



*Frio Spain* (ex-Olypos, ex-Cold Wind, ex-North Wind, ex-East Wind). IMO 8303903. Reefer. Length 126 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Fu Long Marine Shipping Co Ltd (China). Detained in 1998 in Villagarzia de Arosa (Spain) and in 2012 in Busan (South Korea). Sold for demolition in Jiangyin (China).



*Indian Ocean*. IMO 8613011. Reefer. Length 151 m, 6,805 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Pula (Croatia) by Uljanik Brodogradiliste. Owned by Ecuadorian Line Inc (United States). Detained in 2003 Fernandina Beach (Florida, United States) and in 2008 in New York (United States). Sold for demolition in India. 405 US\$ per ton.



*Indian Ocean* last port call in Antwerp (Belgium) before leaving for demolition, October 2012 © Alec Sansen

*Invincible* (ex-Penzhinskiy Zaliv). IMO 8521828. Reefer used as fish carrier. Length 152 m, 7,240 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2007 in Nakhodka (Russia). Sold for demolition in China. 350 US\$ per ton.



*Pusan Reefer* (ex-Ural Mountain, ex-Mistrau). IMO 8316077. Reefer. Length 142 m, 5,248 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Lavinia Corp (Greece). Sold for demolition in India. 380 US\$ per ton.



*Sapphire* (ex-Interocean n°2, ex-Interocean n°8, ex-Podlasie). IMO 8509545. Reefer. Length 140 m, 5,827 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Murmansk Trawlfleet Co (Russia). Detained in 2003 in Kagoshima (Japan). Sold for demolition in Turkey.



### **(NDRF – National Defense Reserve Fleet (United States))**

The United States are taking up again the dismantling of the reserve fleet veterans. The 2009 plan to clean up the 57 ships laid up in Suisun Bay, California schedules their removal by September 2017. Three more vessels just left their anchorage to be broken up in Texas. They were towed to San Francisco where BAE Systems will clean the hulls of marine growth and loose exterior paint ; Then they will leave for their final voyage to Texas via the Panama canal.

*Cimarron* AO-177. IMO 6130803. Tanker. Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards ; jumboized in 1992 and lengthened from 180 to 216 m. Fleet oiler of the US Navy, she carried 150.000 barrels of fuel, tons of supplies and had a landing platform for helicopters. Decommissioned on December 15th, 1998 and struck from the naval register on May 3rd, 1999. Since then property of the US MARAD (Maritime Administration) and laid up in the Suisun Bay Reserve Fleet in California. Sold for demolition to ESCO Marine, of Brownsville, Texas. 991.726 US\$ i.e. 82 US\$ per ton. On December 16th, she passed Miraflores locks in the Panama canal under tow of the *Gulf Cajun*.





*Roanoke* AOR-7. IMO 6126932. Tanker. Length 201 m, 11,790 t. United States flag. Built in 1974 in San Diego (California, United States) by National Steel Co. Replenishment oiler of the *Wichita* class, she was nicknamed *Polar Express* after sailing in 1977 for cold weather operations in the Bering Sea. She later served in Southeast Asia and in the Western Pacific. In 1991, Mount Pinatubo erupted while *Roanoke* was underway near the Philippines; she helped evacuating 564 victims and the same year supported the US Navy during the operation Desert Storm, the 1st Gulf War. Decommissioned and struck from the naval register on October 6th, 1995. Owned by the US MARAD and laid up in the Suisun Bay Reserve Fleet since December 18th, 1998. Sold for demolition to ESCO Marine, Brownsville, Texas. 1.926.726 US\$, i.e. 163 US\$ per ton. Early December, the vessel joined the *Wabash* in BAE Systems dry docks. She will later leave California under tow of *Elsbeth III* for her final journey to Texas via the Panama canal.



*Roanoke* © Mark Perry

*Wabash* AOR-5. IMO 6126538. Tanker. Length 201 m, 11,790 t. United States flag. Built in 1970 in Quincy (Massachusetts, United States) by General Dynamics Corp. Replenishment oiler of the *Wichita* class, she served the US Navy at the end of the Vietnam war in 1972-73 and was then deployed mostly in West Pacific and Indian Ocean operations. Decommissioned on September 30th, 1994 and struck from the naval register on April 8th, 1997. Owned by the US MARAD since December 18th, 1998 and laid up in the Suisun Bay Reserve Fleet.. Sold for demolition to ESCO Marine, Brownsville, Texas. 2.026.726 US\$ i.e. 172 US\$ per ton. On December 3rd, the vessel left California under tow of *Maria Cano* and sailed across the Panama canal in early January 2013.



© Dennis Schrock

### Tanker

*Al Kawthar* (ex-*Dendro Gold*, ex-*Tartan*, ex-*Normar Splendour*, ex-*Rathmoy*, ex-*Tomoe 63*). IMO 8203804. Tanker. Length 96 m, 2,201 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1982 in Imabari (Japan) by Asakawa. Owned by Red Sea Marine Services (Saudi Arabia). Sold for demolition in Pakistan.

*Anna Knutsen*. IMO 8504090. Tanker. Length 256 m, 23.521 t. Deflagged from Norway to Saint-Kitts-and-Nevis for her last voyage. Classification society Det Norske Veritas. Double hull ship built in 1987 in Turku (Finland) by Wartsila AB. Sold by her Norwegian shipowner Knutsen Oas Shipping AS to the Indian Indico Maritime Services prior to her departure for demolition in Pakistan.



*Araucano*. IMO 6615106. Replenishment tanker of the Chilean Navy as AO-53, decommissioned in November 2010. Length 152 m, 5,600 t. Deflagged from Chile to Sierra Leone for her last voyage towards India. Unknown classification society. Built in 1967 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Chilean Government. Sold for demolition in India.



*Araucano* in l'ancre in Valparaiso (Chile), 10 janvier 2009 © Angel Luis Godar Moreira

*Brotas*. IMO 8124022. Tanker. Length 244 m, 16,491 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1985 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in India. 270 US\$ per ton.

*Capahuari* (ex-*Punta Angeles*, ex-*Lulu*). IMO 8920359. Tanker. Length 179 m, 10,827 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Naviera Transoceánica SA (Peru). Sold as is in Peru for an unknown destination of demolition. 290 US\$ per ton.

*Caravelas*. IMO 8200034. Tanker. Length 161 m, 6,841 t. Brazilian flag. Classification society Bureau Veritas. Built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Laid up and for sale since July 2010, the ship is eventually sold for demolition in Pakistan where she was beached on December 31<sup>st</sup> as *Aravelas*.



January 2012, *Caravelas* in the the foreground, laid up in Niteroi (Brazil), along with *Carioca* and *Candiota*. She has been beached for demolition in Pakistan, her two fellows should follow ; *Carioca* has just been renamed *Arioca* and deflagged to St Kitts & Nevis © **Benny N / Shipspotting**

*Continental* (ex-*Continental Spirit*, ex-*Continental*). IMO 9019688. Tanker. Length 243 m, 14,204 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Koje (South Korea) by Samsung. Owned by V Ships Plc (United Kingdom). Detained in 2012 in Dumai (Indonesia). Sold for demolition in India. 430 US\$ per ton. Delivered with "a gas free for hot works certificate for a guaranteed green recycling" according to her shipowner.



*Dar Yun*. IMO 9056947. Tanker. Length 329 m, 34,256 t. Taiwanese flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by CPC (Taiwan). Sold as is in Taiwan for demolition in China. 375 US\$ per ton.



*Dorado* (ex-*Dorado Star*, ex-*Golar Cordelia*). IMO 8715039. Tanker VLCC. Length 328 m, 35,254 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Okpo (South Korea) by Daewoo. Owned by Dynacom Tankers (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 435 US\$ per ton.



« Rado », Gadani © Shahid

*Eagle Strait* (ex-*Angel N°6*, ex-*Pacific Onyx*, ex-*Astrolabe*). IMO 8806383. Tanker. Length 176 m, 7,738 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Winson Shipping Co Ltd (Taiwan). Detained in 2003 in Geelong (Australia) and in 2007 in Daesan (South Korea). Sold for demolition in China. 385 US\$ per ton.



*Faith* (ex-*MT Faith*, ex-*Khian Island*, ex-*C Ruby*, ex-*Pacific Ruby*, ex-*Burwain Electra*). IMO 9047427. Tanker. Length 247 m, 18,238 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Gdynia (Poland) by Gdynia Shipyard. Owned by Fairline Maritime SA (Romania). Sold for demolition in Pakistan.



*Faith* being beached in Gadani (Pakistan), November 17<sup>th</sup>, 2012 © Shahid

*Glenross*. IMO 8719229. Tanker. Length 247 m, 18,668 t. Deflagged from Liberia to Comoros for her last voyage as *Ross*. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by International Tanker Management (United Arab Emirates). Sold as is in Brunei for demolition in Bangladesh. 415 US\$ per ton.



*Global Bright* (ex-*Compass 1*, ex-*Stena Compass*, ex-*Hawaiian Prince*, ex-*Seto Bride*, ex-*Seto Bridge*). IMO 9041186. Tanker. Length 247 m, 15,020 t. Deflagged from Panama to St Kitts & Nevis for her last voyage as *Bright*. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1992 in Marugame (Japan) by Imabari SB. Owned by Hanjoo Maritime Co (South Korea). Detained in 2007 in Incheon (South Korea). Sold as is in South Korea for demolition in Bangladesh. 377 US\$ per ton.



*Great News (ex-Saetta, ex-Minerva, ex-Bright Eagle)*. IMO 8208347. Tanker. Length 228 m, 13,676 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Worldwide Green Tankers Ltd (Greece). Sold for demolition in Bangladesh.



*Jelita (ex-Alexandros, ex-Mekhanik Yuryev, ex-Alkyonis)*. IMO 8521268. Tanker. Length 170 m, 7,165 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Kawajiri (Japan) by Kanda Zosenho. Owned by Benetech Surveys SA (Greece). Sold for demolition in Pakistan.



*Jerash (ex-Berge Chief, ex-Berge Beaumont, ex-Beaumont, ex-Sea Beauty)*. IMO 7382263. Tanker. Length 345 m, 32,401 t. Jordanian flag. Classification society Det Norske Veritas. Single hull ship built in 1976 in Leirvik (Norway) by Stord Verft; converted in 2006 into a floating storage unit. Owned by Ministry of Mineral Resources (Jordan). Sold for demolition in Pakistan.



*Jerash*, in Aqaba, Jordan, December 2010 © **Brian Crocker**



and in Pakistan © **Shahid**

*Jin Hai Tong (ex-Jian She 35)*. IMO 9109689. Tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1995 in Pusan (South Korea) by Daedong SB. Owned by Shanghai Dingheng Shipping Co (China). Sold for demolition in Xinhui (China).

*Jin Hai Yang (ex-Jian She 33)*. IMO 9109665. Tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1995 in Pusan (South Korea) by Daedong SB. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition in China.

*Lanka (ex-Rofos, ex-Saraband, ex-Biakh, ex-Probo Biakh)*. IMO 8309787. Tanker. Length 183 m, 13,707 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Siqiriya Maritime Corp (Philippines). Detained in 2012 in Khark Island (Iran). Sold for demolition in Pakistan.



*Navion Savonita (ex-Nordic Savonita)*. IMO 9012317. Tanker. Length 247 m, 16,151 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage as *Avon*. Classification society Det Norske Veritas. Double hull ship built in 1992 in Numakuma (Japan) by Tsuneishi. Sold by her Norwegian shipowner Teekay Shipping Norway AS to a Liberia based ghost company prior to her departure for demolition in Bangladesh.



*Okawango (ex-Ardesen 1, ex-Transpetrol III, ex-Rifat Nisanci, ex-Transport)*. IMO 7827378. Tanker. Length 52 m. Moldovan flag. Unknown classification society. Built in 1981 in Balat (Turkey) by Gunsin. Owned by Transpetrol Uluslararası (Turkey). Sold for demolition in Turkey.





*One Emerald* (ex-*Titan Gemini*, ex-*Progress*, ex-*Asian Progress*, ex-*Ariake*). IMO 8701844. Tanker FSO (Floating Storage and Offloading unit). Length 324 m, 32,724 t. Deflagged from Thailand to Comoros for her last voyage as *Mera*. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by Nathalin Offshore Co Ltd (Thailand). Officially renamed *Nas Energy I*, she is beached for demolition in Pakistan as *Mera*. 435 US\$ per ton.

*Mera*, Pakistan © **Shahid**



*Providence* (ex-*Severomorsk*, ex-*Petroskald*, ex-*Oktella*). IMO 7915826. Tanker. Length 174 m, 9,651 t. Nigerian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Genesis Worldwide Shipping Ltd (Nigeria). Sold for demolition in India. 400 US\$ per ton including 150 t of bunkers.



*Reboucas*. IMO 8501799. Tanker. Length 175 m. Deflagged from Brazil to Tanzania for her last voyage as *Boucas*. Classification society American Bureau of Shipping. Built in 1989 in Rio de Janeiro (Brazil) by Caneco. Owned by Petrobras (Brazil). Sold for demolition in India.

*Torben Spirit*. IMO 9041746. Tanker. Length 245 m, 16,841 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage as *Piri*. Classification society Lloyd's Register of Shipping. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Nabeel Shipmanagement (United Arab Emirates). Sold for demolition in Bangladesh.



*Torben Spirit* arriving Sydney Port (Australia), November 2011 © **Clyde Dickens**

*Union Force* (ex-*Giacinta*). IMO 8315047. Tanker. Length 165 m, 5,194 t. Deflagged from Hong Kong to Comoros for her last voyage. Classification society American Bureau of Shipping. Navire built in 1984 in Kudamatsu (Japan) by Kasado Dockyard. Owned by UF Ltd (United Kingdom). Sold for demolition in Mumbai (India).



The Italian *Giacinta* off Valetta (Malta), October 2003 © **Cpt. Lawrence Dalli**

*United Star* (ex-*Star Ohio*, ex-*Citadelle*). IMO 9014846. Tanker. Length 274 m, 20,437 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Kojé (South Korea) by Samsung. Owned by Marine Management Services (Greece). Sold for demolition in Pakistan. 437 US\$ per ton.



*Western Jewel* (ex-*New Vision*). IMO 9045467. Tanker VLCC. Length 334 m, 46,142 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific (Singapore). Sold for demolition in Pakistan, she actually stopped in Bangladesh and was finally beached there. 438 US\$ per ton.



*Western Jewel*, ex-*New Vision*, in Donges (France), February 2006 © Christian Plagué

*White Rose* (ex-*Rose*, ex-*Fos II*, ex-*Fos*, ex-*Aris Double*, ex-*Pobeda*). IMO 8033314. Tanker used as floating storage. Length 243 m, 16,240 t. Tuvaluan flag. Classification society Germanischer Lloyd. Built in 1981 in Kerch (Ukraine) by Zaliv Shipyard. Detained in 2005 in Nakhodka (Russia) and in 2006 in Port Kavakas (Russia). Sold for demolition in Pakistan.



### Chemical tanker

*Blackfin* (ex-*Sara Viking*, ex-*Torm Sita*, ex-*Bona Bay*, ex-*Golar Perth*). IMO 8913837. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double bottom ship built in 1990 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 440 US\$ per ton.



*Bow Fraternity* (ex-*Fraternity L*). IMO 8420517. Chemical tanker. Length 177 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Tankers AS (Norway). Sold for demolition in India. 511 US\$ per ton including 100 t of stainless steel.



*Bow Leopard* (ex-*Fort Leopard*, ex-*Northern Leopard*). IMO 8709286. Chemical tanker. Length 171 m, 9,440 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odfjell Management AS (Norway). Sold for demolition in India. 435 US\$ per ton including 70 t of stainless steel.



*Bow Leopard* approaching Hoek van Holland (Netherlands), September 2012 © BraCom / Shipspotting



*Bow Lion (ex-Fort Lion, ex-Northern Lion)*. IMO 8615837. Chemical tanker. Length 171 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odfjell Management AS (Norway). Detained in 2005 in Houston (United States) and in 2012 in Dumai (Indonesia). Sold for demolition in India. 468 US\$ per ton including 70 t of stainless steel.



*Choyang Greenpia (ex-Olympic Flame, ex-Robela, ex-Rathlynn, ex-Rich Crane)*. IMO 7818004. Chemical tanker. Length 106 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1978 in Imabari (Japan) by Higaki. Owned by Cho Yang Co Ltd (South Korea). Detained in 2001 in Zeebrugge (Belgium), in 2002 in Singapore and in 2003 in Las Palmas (Spain). Sold for demolition in Jiangyin (China).



*Larasati*. IMO 9012109. Chemical tanker. Length 90 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasak (Japan) by Hayashikane. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Xinhui (China).

*Longfin (ex-Torm Margrethe)*. IMO 8700008. Chemical tanker. Length 229 m, 15,050 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Detained in 2000 in New York (United States). Sold for demolition in Pakistan. 443 US\$ per ton.



*Longfin* passing Tilos (Greece), July 2007 © Frank Behrends

*Lucretia*. IMO 9161962. Chemical tanker. Length 118 m, 3,174 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Nagasaki (Japan) by Evergreen. Owned by Fuji Marine Ltd (Japan). Sold for demolition in India.

*Marlin (ex-AOG Marlin, ex-Difko Birtha, ex-Sitalouiseex-Burwain Baltic, ex-Nordfarer)*. IMO 8420610. Chemical tanker. Length 229 m, 14,995 t. Deflagged from Marshall Islands to St Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Double hull ship built in 1987 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Shipcare Management (Germany). Detained in 2012 in Port Elizabeth (South Africa). Sold for demolition in India.



*Saehan n°7 (ex-Hoshu Maru)*. IMO 8414427. Chemical tanker. Length 89 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Kinoe (Japan) by Sasaki Zosen KK. Owned by Saehan Marine Gas Co Ltd (South Korea). Sold for demolition in Jiangyin (China).

*Setyawati*. IMO 9100281. Chemical tanker. Length 89 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1994 in Fukuoka (Japan) by Fukuoka Zosen. Owned by PT Berlian Laju Tanker (Indonesia). Sold for an unknown destination of demolition.

*Stolt Valor*. IMO 9274290. Chemical tanker. Length 159 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2004 in Hakata (Japan) by Watanabe Zosen. Owned by Stolt Nielsen Ltd (Norway). On March 15th, 2012, the *Stolt Valor* suffered an explosion while transiting the Persian Gulf. She carried about 13,000 t of methyl tertiary-butyl ether (MTBE), a volatile organic compound used as a cheap solvent, in the pharmaceutical industry and as gasoline additive. This latter use declined after studies concluded to widespread contamination of groundwater and drinking water in the United States (Lake Tahoe, Santa Monica) from MTBE leaking from underground gasoline tank systems. The fire onboard the *Stolt Valor* had been raging for 7 days. The midship area was devastated but the ship did not sink. One of the 25 seafarers perished. Smit Salvage, in charge of the salvage, promptly managed lightering operations of the residual cargo ; entry to ports of refuge in the region have been refused for three months, and the distressed ship was finally allowed in Bahrain in June. Mid October, she was cut into three sections in ASRY drydock (Arab Ship Repair Yard). Stainless steel has been bought by a Belgian/Dutch company, while a local Bahraini company has bought the mild steel.



March 15th, 2012 © You Tube



*Stolt Valor*, after the fire was extinguished, March 27th, 2012 © MS Bakhshayesh / Shipspotting

*Theresa Mediterranean* (ex-*Maritina*, ex-*Amphitrite*, ex-*Torm Kristina*, ex-*Nortank Queen*, ex-*Stavik*). IMO 8308111. Chemical tanker. Length 229 m, 14,889 t. Tuvaluan flag. Classification society Bureau Veritas. Double hull ship built in 1986 in Koje (South Korea) by Samsung. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Montreal (Canada), in 2008 in Tianjin (China), in 2010 in New Orleans (United States) and in 2012 in Rotterdam (Netherlands). Sold for demolition in India. 445 US\$ per ton.



*Tristar Dubai* (ex-*Japanica*, ex-*Australian Pride*, ex-*Oluf Maersk*, ex-*Estelle Maersk*). IMO 8613281. Chemical tanker. Length 182 m, 10,368 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Lindo (Denmark) by Odense Staalskib. Owned by Tristar Energy Ltd (United Arab Emirates). Sold as is in Lome (Togo) for demolition in India. 330 US\$ per ton.



*Tristar Kuwait* (ex-*Jacaranda*, ex-*Olga Maersk*, ex-*Eleo Maersk*). IMO 8613293. Chemical tanker. Length 182 m, 11,200 t. Deflagged from Bahamas to St Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Lindo (Denmark) by Odense Staalskib. Owned by Tristar Energy Ltd (United Arab Emirates). Sold as is in Lome (Togo) for demolition in India. 330 US\$ per ton.



*Union Triumph* (ex-*Fortune Hera*, ex-*Neptra Progress*, ex-*Ammala 2*, ex-*Vokkou*, ex-*Tomoe 1*). IMO 8416578. Chemical tanker. Length 116 m. Togolese flag. Unknown classification society. Double hull ship built in 1984 in Imabari (Japan) by Asakawa. Owned by Union Triumph Ltd (United Kingdom). Detained in 2000 in Qingdao (China). Sold for demolition in Turkey. 310 US\$ per ton.





### Gas carrier

*Jemila* (ex-Bermeo, ex-Butadiez). IMO 7905522. Gas carrier. Length 127 m. Bahamian flag. Classification society Bureau Veritas. Built in Olaveaga (Spain) by AESA. Owned by Norbulk Shipping (United Kingdom). Sold for demolition in Turkey.



*Kanthicha* (ex-SME 1, ex-Song Thai Chan, ex-Chun Xing 128, ex-Golden Crux n°5). IMO 8029753. Gas carrier. Length 89 m. Thai flag. No classification society according her last Port State Control. Built in Ise (Japan) by Uchida SB Co. Owned by Ayudhya Development Leasing Co (Thailand). Detained in 2012 in Humen (China). On October 7th, 2012, a fire broke out in the radio room onboard *Kanthicha*; the ship had been anchored on ballast off Phuket for two months with a 4 maintenance crew and 5 tons of bunkers. The fire was extinguished in 3 hours, the only sailor onboard at the time of the incident was safe. Sold for an unknown destination of demolition.



Fire onboard the *Kanthicha*, October 2012 © Maritime Bulletin

### OBO – Oil / Bulk / Ore carrier

*Front Viewer*. IMO 9008160. OBO. Length 285 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in Okpo (South Korea) by Daewoo. Owned by Frontline Management AS (Norway). Sold for an unknown destination of demolition, the ship was still in China in December. 385 US\$ per ton.



### Container ship



*APL Zircon* (ex-President Wilson, ex-NOL Zircon, ex-Neptune Zircon). IMO 8802909. Container ship, 3502 teu. Length 276 m, 17,825 t. Deflagged from Bermuda to St Kitts & Nevis for her last voyage as *Irc*. Classification society American Bureau of Shipping. Built in Marugame (Japan) by Imabari Zosen. Sold by her Singaporean shipowner Neptune Shipmanagement Services Pte to United Kingdom-based NKD Maritime Ltd prior to her departure for demolition in India.




*APL Zircon* entering Port Botany (Australia) April 2008 © David Firth








*Bosporus Bridge*. IMO 9043768. Container ship, 3720 teu. Length 277 m, 17,720 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Onishi (Japan) by Shin Kurushima. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2008 in Ningbo (China) and in 2011 in Shenzhen (China). Sold for demolition in Bangladesh.



*Cape Norman* (ex-*TS Kelung*, ex-*YM Mumbai I*, ex-*Hong Kong Star*, ex-*Tiger Breeze*, ex-*Sea-Land Europe*, ex-*Maersk Ankara*, ex-*Cape Norman*). IMO 9121429. Container ship, 1384 teu. Length 175 m, 8,140 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by DS Schiffahrt GmbH & Co KG (Germany). Sold for demolition in Mumbai (India).  


*Cape Scott* (ex-*P&O Nedlloyd Thekwini*, ex-*Indiapendent Leader*, ex-*Cape Scott*). IMO 9134696. Container ship, 1170 teu. Length 151 m, 5,822 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2011 in Singapore. Sold for demolition in India.   



*Conti Hong Kong* (ex-*YM Pearl River*, ex-*MSC Guayaquil*, ex-*Nedlloyd Zaandam*, ex-*Buxmerchant*, ex-*Choyang Star*, ex-*Hong Kong Senator*). IMO 8808587. Container ship, 1743 teu. Length 177 m. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in Bangladesh. The German shipowner, also holding the *MSC Flaminia* in its fleet, is sending three more ships to demolition ; none of them in Germany, nor in Europe.   




*Conti Shanghai* (ex-*Norasia Shanghai*). IMO 9113630. Container ship, 3469 teu. Length 242 m, 14,850 t. German flag. Classification society Germanischer Lloyd. Built in 1996 in Kiel (Germany) by Howaldtswerke Deutsche Werft. Owned by BBG-Bremer Bereederungs Gesellschaft mbH & Co KG (Germany). Detained in 2005 in Ambarli Turkey). Sold for demolition in India where she arrived as *Shan*.   



*Conti Shanghai* in Vitoria (Brazil), March 2010 © Manoel Domingos

*Dubai*. IMO 8117225. Container ship. Length 212 m, 12,899 t. Deflagged from United Arab Emirates to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by UASC (Kuwait). Detained in 1999 in Genoa (Italy). Sold as is in Khor Fakkan (United Arab Emirates) to a St Kitts & Nevis-based ghost company prior to her departure for demolition in India. 437 US\$ per ton including sufficient bunkers for the journey. 

*Elbe Trader* (ex-*Tiger Trader*, ex-*TS Manilla*, ex-*Dal Reunion*, ex-*Zim Argentina III*, ex-*CSAV Rauli*, ex-*Elbe Trader*). IMO 9080522. Container ship. Length 168 m, 7,170 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as *E Trader*. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by MTW. Owned by Hermann Buss GmbH & Cie KG (Germany). Sold as is in Colombo (Sri Lanka) for demolition in India. 425 US\$ per ton.  

*Elisabeth Rickmers* (ex-*CCNI Vado Ligure*, ex-*Delmas Joinville*, ex-*Pacific Discovery*, ex-*CSAV Santos*, ex-*Elisabeth Rickmers*). IMO 9082790. Container ship, 1728 EVP. Length 185 m, 7,890 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2004 in Hong Kong and in 2010 in San Juan (Puerto Rico). Sold for demolition in India. 442 US\$ per ton.   



*German S* (ex-*MSC Manaus*, ex-*P&O Nedlloyd Swift*, ex-*Kota Salam*, ex-*City of Haifa*, ex-*CMA Dalian*, ex-*German Senator*). IMO 8901858. Container ship, 2000 teu. Length 182 m, 8,596 t. Deflagged from Antigua & Barbuda to St Kitts & Nevis for her last voyage as *GMS*. Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Karl Schluter GMBH & Co (Germany). Detained in 2012 in Singapore. Sold for demolition in India.



*Greet* (ex-*LT greet*, ex-*Ever Greet*). IMO 8204523. Container ship. Length 231 m, 14,180 t. Marshall Islands flag. Classification society RINA. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2002 in Rotterdam (Netherlands) and in 2003 in Hamburg (Germany). Sold for demolition in India.



*Hanjin Osaka* (ex-*Ville de Shanghai*, ex-*Hanjin Osaka*). IMO 9015527. Container ship, 4024 teu. Length 289 m. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Pusan (South Korea) by Hanjin HI Co. Owned by F Laeisz Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Hong Kong. Sold for demolition in India. 447 US\$ per ton.



*Hansa India* (ex-*NYK Prestige*, ex-*P&O Nedlloyd Yantian*, ex-*Largs Bay*). IMO 9070967. Container ship, 3424 teu. Length 243 m, 13,542 t. German flag. Classification society Germanischer Lloyd. Built in 1994 in Koje (South Korea) by Samsung. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH (Germany). Detained in 2006 in Melbourne (Australia) and in 2009 in Bandar Khomeini (Iran). Sold as is in Colombo (Sri Lanka) for demolition in India.



*Hansa India* in Oman, November 2011 © Viktor / Shipspotting

*Italia* (ex-*Zim Italia*). IMO 8806785. Container ship, 3352 teu. Length 236 m, 14,465 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1991 in Kiel (Germany) by Howaldtswerke DW. Owned by Doris Maritime Services SA (Switzerland). Detained in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in Bangladesh. 409 US\$ per ton including 200 t of bunkers.



At Port Phillip Heads (Victoria State, Australia), September 2012 © Mark Ridgway

*Jaru Bhum* (ex-Asian Plutus). IMO 8214528. Container ship. Length 137 m, 4,183 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by RCL Shipmanagement Pte Ltd (Thailand)). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in Mumbai (India).



*KMA 1* (ex-Esham, ex-Chesham, ex-CTE Alicante, ex-Oahu). IMO 7913191. Container ship. Length 121 m, 3,658 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co (Burma). Sold for demolition in Mumbai (India).



*Lola B* (ex-Carmen Dolores H). IMO 9071040. Container ship, 758 teu. Length 135 m. Spanish flag. Classification society Germanischer Lloyd. Built in 1994 in Lobith (Netherlands) by Scheepswerf De Hoop BV. Owned by Boluda Lines SA (Spain). Sold for demolition in Turkey as *Ola*.

*LT Genova* (ex-Nuova Genova). IMO 8818166. Container ship. Length 236 m. Panamanian flag. Classification society RINA. Built in 1993 in Castellammare (Italy) by Fincantieri. Owned by Technomar Shipping Inc (Greece). Detained in 2009 in Shanghai (China). Sold for demolition in Jiangyin (China).



*LT Trieste* (ex-Nuova Trieste). IMO 8818178. Container ship. Length 234 m, 17,259 t. Maltese flag. Classification society RINA. Built in 1993 in Castellammare (Italy) by Fincantieri. Owned by Technomar Shipping Inc (Greece). Detained in 2010 and 2011 in Singapore. Sold for demolition in India.



*LT Trieste* in Kaohsiung (Taiwan), December 2009 © Taiwan-UAV

*Madura* (ex-Kota Mawar, ex-Ibuki, ex-Mare Ibericum, ex-Indamex Impala, ex-ANL Impala, ex-Carina Challenger, ex-CSAV Ranco, ex-Mare Ibericum). IMO 9080405. Container ship, 1697 teu. Length 180 m, 7,381 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Sea Change Maritime Pte Ltd (United States). Detained in 2003 in Naples (Italy) and in 2011 in Singapore. Sold for demolition in India. 448 US\$ per ton.



*Maria* (ex-Teresa del Mar, ex-Maren S, ex-Egoli Star, ex-Nordana Challenger, ex-CMB Medal, ex-Cielo Del Brasile, ex-Yolande Delmas, ex-Red Sea Enfant, ex-Hyundai Riviera, ex-Ville de Mercure). IMO 8513792. Container ship, 1597 teu. Length 163 m, 6,869 t. Togolese flag. Classification society Bureau Veritas. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Ademar Shipping Lines Sarl (Lebanon). Sold for demolition in India where she arrived as *Ria*.



*Maria* in Istanbul (Turkey), August 2010 © Frank Behrends



*Maria Rickmers* (ex-*Boundary*, ex-*Marfret Normandy*, ex-*Melbridge Palm*, ex-*Karawa*, ex-*Coni Guayas*, ex-*Maria Rickmers*). IMO 9063976. Container ship, 1160 teu. Length 163 m. German flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in Turkey.



*Markella* (ex-*Islander*, ex-*Cerrina*, ex-*APL Quetzal*, ex-*Zim Caribe I*, ex-*Lucy Borchard*, ex-*City of Liverpool*, ex-*Cerrina*). IMO 9012771. Container ship, 626 teu. Length 128 m. Deflagged from Panama to Equatorial Guinea for her last voyage as *Kella*. Classification society Germanischer Lloyd. Built in 1993 in Stralsund (Germany) by Volkswerft. Owned by Commercial S.A (Greece). Sold for demolition in Pakistan.



*Marwan* (ex-*P&O Nedlloyd Kilindini*, ex-*Barrister*, ex-*Cabo Blanco*, ex-*Cala Palenque*, ex-*Marwan* ). IMO 9070008. Container ship, 1388 teu. Length 167 m, 7,015 t. Deflagged from Malta to St Kitts & Nevis for her last voyage as *Glory 2*. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Sold by Marwan Shipping Co Ltd (United Arab Emirates) to the Indian Prayati Shipping Pvt Ltd for demolition in India.



*MSC Brasilia* (ex-*Kobe*, ex-*Hanjin Kobe*). IMO 8502872. Container ship, 2668 teu. Length 241 m, 14,173 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Shipping & Trading S.A (Greece). Detained in 2008 in Melbourne (Australia). Sold as is in Singapore for demolition in India. 442 US\$ per ton including 350 t of bunkers.



*MSC Brasilia*, arriving Port Chalmers, Otago Harbour (New Zealand), October 2011 © **Gordon Allfrey**

*MSC Chelsea* (ex-*Concordia*, ex-*Hyundai Incheon*, ex-*Nedlloyd Seoul*, ex-*Red Sea Eureka*, ex-*Incotrans Pacific*, ex-*JSS Los Angeles*, ex-*Scandutch Concordia*, ex-*Concordia*). IMO 8128925. Container ship, 1282 teu. Length 164 m, 7,845 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Emden (Germany) by Thyssen Nordsee Werke. Owned by MSC Mediterranean Shipping Co - MSC (Switzerland). Sold for demolition in India.



*MSC Dymphna* (ex-*Hanjin Rotterdam*). IMO 8608195. Container ship, 2932 teu. Length 241 m, 12,774 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1988 in Koje (South Korea) by Samsung. Owned by MSC Mediterranean Shipping Co - MSC (Switzerland). Detained in 2000 in Hamburg (Germany). Sold for demolition in India. 430 US\$ per ton.



*MSC London* (ex-*Keelung*, ex-*Hanjin Keelung*). IMO 8502884. Container ship, 2668 teu. Length 241 m, 14,148 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2012 in Fremantle and in Port Botany (Australia). Sold for demolition in India where she arrived as *Don*.



*MSC Lugano* (ex-CSCL Bremen, ex-Choyang Success). IMO 8714217. Container ship, 3032 EVP. Length 241 m, 13,970 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Transman Shipmanagers SA (Greece). Detained in 2004 in Vancouver (Canada), in 2005 in Naples (Italy) and in 2006 in Savannah and New York (United States). Sold for demolition in India. 446 US\$ per ton.



*MSC Lugano*, In the swinging basin, Outer Harbour, Port Adelaide (Australia), October 2012 © Shipspotting

*MSC Sardinia* (ex-Hiong Kong, ex-Hanjin Hong Kong). IMO 8502896. Container ship, 3074 teu. Length 241 m, 14,093 t. Deflagged from Liberia to Tuvalu for her last voyage. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2003 in Felixtowe (United Kingdom) and in 2010 in Fremantle (Australia). Sold as is in Singapore for demolition in India, she was actually beached in Chittagong (Bangladesh) on December 14th. 408 US\$ per ton.



*MSC Washington* (ex-Maersk Trondheim, ex-Lars Maersk). IMO 8300145. Container ship, 3016 teu. Length 270 m, 19,220 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Costamare Shipping Co SA (Greece). Detained in 2003 in Port Botany (Australia). Sold for demolition in India.



*Northern Faith* (ex-Indamex Mumbai, ex-Conship Innovator, ex-Ville dde Libra, ex-Northern Faith). IMO 9064877. Container ship, 3538 teu. Length 226 m, 13,339 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as *Faith*. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH (Germany). Sold for demolition in Bangladesh. 415 US\$ per ton.



*Northern Faith*, in Puerto Cabello (Venezuela), November 2008 © Captain Ted / Shipspotting

*Northern Harmony* (ex-MSC Harmony, ex-City of Tunis, ex-Northern Harmony). IMO 9070761. Container ship, 1709 teu. Length 174 m, 7,734 t. Deflagged from Antigua & Barbuda to St Kitts & Nevis for last voyage as *SPM*. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Norddeutsche Reederei H Schuld (Germany). Sold for demolition in India.





*Northern Pioneer* (ex-CMA CGM Vernet, ex-Ville de Sagitta ). IMO 9064853. Porte-conteneur, 3538 teu. Length 240 m, 13,141 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage as *Pioneer* . Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH (Germany). Detained in 2006 in Norfolk (United States) and in 2010 in Gioia Tauro (Italy). Sold for demolition in India, the ship, coming from Singapore, actually and definitively stopped in Chittagong, Bangladesh on December 14th.



*Olympia* (ex-P&O Nedlloyd Cesme, ex-ACX Swallox, ex-QC Mallard, ex-Hansa Coral, ex-Sea Eagle, ex-Contship Australia, ex-Ocean Australia, ex-Fine Eagle). IMO 8513778. Container ship, 1022 teu. Length 148 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Peter Döhle Schiffahrts-KG (Germany). Sold for demolition in Turkey.



*Philip* (ex-MSC Rimini, ex-Maersk Rimini, ex-Safmarine Shebeli, ex-Estestar, ex-P&O Nedlloyd Kowie, ex-Kent Scout, ex-Ulf Ritscher). IMO 8908519. Container ship. Length 158 m, 5,099 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Neuenfelde (Germany) by Sietas. Owned by Dania Marine ApS (Denmark). Detained in 2007 in Gemlik (Turkey) and in 2012 twice in Singapore. Sold for demolition in Mumbai (India).



*Pos Yantian* (ex-Clifton Bridge, ex-Humber Bridge). IMO 8808226. Container ship, 3720 EVP. Length 277 m, 17,540 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sakaide (Japan) by Kawasaki. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India.



*Rabat* (ex-CMA CGM Rabat, ex-Kathrine Sif, ex-Maersk Lamentin, ex-Sea-Land Guatemala, ex-Kathrine Sif). IMO 8901638. Container ship, 967 teu. Length 133 m. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. Owned by CMA CGM (France). Detained in 2005 in Marsaxlokk (Malta) and in 2009 in Rades (Tunisia). Sold for demolition in Turkey.



*Red Strength* (ex-MOL Strength, ex-Alligator Strength). Container ship. IMO 9118836. Container ship. Length 250 m, 16,118 t. Deflagged from Panama to Tuvalu for her last voyage as *Jai Ho*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Sold for demolition in India.

*Saipan Carrier* (ex-Jaya Mercury, ex-Eagle Cloud, ex-Maersk Astro, ex-Westerland). IMO 8100698. Container ship. Length 133 m, 4,180 t. Malaysian flag. Classification society Bureau Veritas. Built in 1981 in Neuenfelde (Germany) by Sietas. Owned by Hub Shipping (Malaysia). Sold for demolition in India.



*Saipan Star* (ex-Asia Star). IMO 8130071. Container ship. Length 116 m, 2,971 t. Malaysian flag. Classification society Bureau Veritas. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by Hub Shipping (Malaysia). Detained in 2003 in Hong Kong. Sold for demolition in India.



*Saipan Star* in Port Kelang (Malaysia), October 2010  
© Mara

*San Lorenzo* (ex-*YM Fukuoka*, ex-*Colombus Ohio*, ex-*San Lorenzo I*, ex-*San Lorenzo*). IMO 9046215. Container ship. Length 167 m, 6,911 t. Deflagged from Liberia to Tuvalu for her last voyage as *San Enzo*. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Sold by her German shipowner Offen Reederei to the Indian Doehle Danautic prior to her departure for demolition in India.



*Santa Monica* (ex-*P&O Nedlloyd Samba*, ex-*Santa Monica I*, ex-*P&O Nedlloyd Dubai*, ex-*P&O Nedlloyd van Nes*, ex-*Genoa Senator*). IMO 8918992. Container ship, 1742 teu. Length 182 m, 8,515 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1991 in Lübeck (Germany) by Flender. Owned by Reederei Claus-Peter Offen GmbH & Co (Germany). Sold as is in Greece for demolition in India



*Silver Bay* (ex-*Ym Genova II*, ex-*Cape North*, ex-*Tiger Pearl*, ex-*Maersk Skagen*, ex-*Cape North*). IMO 9134567. Container ship, 1504 EVP. Length 175 m, 8,040 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by NSC SchiffahrtsgesellschaftmbH & Cie KG (Germany). Sold as is in Singapore for demolition in India. 411 US\$ per ton.



*Sin Chon* (ex-*Jutha Parichart*, ex-*X-Press Dhaulagiri*, ex-*Ensign*, ex-*CMBT Ensign*, ex-*CMB Ensign*, ex-*Marland*, ex-*WEC Rotterdam*, ex-*Elbe D*, ex-*Elbe*). IMO 7720881. Container ship. Length 163 m, 6,908 t. North Korean flag. Classification society Korea Classification Society. Built in 1979 in Kiel (Germany) by Howaldtswerke-DW. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2002 in Vostochny (Russia), in 2005 in Lisbon (Portugal) and Antwerp (Belgium), in 2006 in Larnaca (Cyprus) and Bandar Khomeini (Iran), in 2007 in Lianyungang (North Korea) and in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*Sinokor Star* (ex-*Vela*). IMO 8717790. Container ship. Length 107 m, 2,055 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Pusan (South Korea) by Daedong SB Co. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Jiangyin (China). 365 US\$ per ton.

*Soraya* (ex-*Beatrice I*, ex-*MSC Beatrice*, ex-*Lancashire*, ex-*ADCL Shereen*, ex-*Norasias Shereen*). IMO 9162629. Container ship. Length 217 m, 9,890 t. Maltese flag. Classification society Bureau Veritas. Built in 2000 in Shanghai (China) by Jiangnan Shipyard. This is a member of the fast container ship family built for Norasia. Sistership of the *Ocean Producer* (see Ship-breaking.com # 28, p2), she is passing away prematurely at the age of 12. Owned by COMANAV (Morocco). Sold for demolition in India where she arrived as *Ora*. 443 US\$ per ton including bunkers for the voyage.



*Soraya*, in Rozenburg (Germany) October 2009 © Hannes van Rijn



*Sujin* (ex-Cape Hatteras, ex-P&O Nedlloyd Inca, ex-Cala Panama, ex-Maersk Cebu, ex-Eagle Dawn, ex-Acx Iris, ex-Cape Hatteras). IMO 9004205. Container ship, 923 teu. Length 145 m, 4,950 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by MTW. Owned by Dania Marine ApS (Denmark). Sold for demolition in India.



*Teval* (ex-Cala Porlamar, ex-Armada Holland, ex-P&O Nedlloyd Camoes, ex-Emerald, ex-Red Sea Emerald, ex-Teval). IMO 9081734 Container ship, 1388 EVP. Length 167 m, 7,015 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by XSM Cross Ship Management GmbH (Germany). Detained in 2001 in Algeciras (Spain), in 2002 in Rotterdam (Netherlands) and in 2010 in Naples (Italy). Sold as is in Malta for demolition in Turkey. 324 US\$ per ton including 150 t of bunkers.



*Trader 1* (ex-Ocean Trader I, ex-Ocean Trader, ex-Calapadria, ex-Zim Brasil I, ex-Atlantico, ex-Ocean Trader). IMO 9129811. Container ship, 1608 teu. Length 168 m, 7,395 t. Deflagged from Liberia to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by Mathias Thesen Werke. Owned by Evette Shipmanagement Ltd (Greece). Sold for demolition in India.



*Trave Trader* (ex-CSAV Yokohama, ex-Zim Montevideo, ex-Trave Trader). IMO 9080534. Container ship. Length 168 m, 7,352 t. Deflagged from Liberia to St Kitts & Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen. Detained in 2011 in Shenzhen (China) and in 2012 in Beirut (Lebanon). Sold by her German shipowner Buss Rederei to the Indian Doehle Danautic prior to her departure for demolition in India.



*Vasco Bharathi* (ex-Adee, ex-APL Guadalajara, ex-Hannes Oltmann, ex-Susan Borchard, ex-Beaver Dimitra, ex-Hannes Oltmann). IMO 9012783. Container ship, 655 teu. Length 128 m, 4,040 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1993 in Stralsund (Germany) by Volkswerft VEB. Owned by Vasco Maritime (Singapore). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



## Ro Ro

*Dania* (ex-Brit Dania, ex-Tor Dania, ex-Maersk Essex, ex-Dana Hafnia, ex-Railo, ex-G. and C. Express, ex-Foss Dunkirk, ex-Ville de Dunkirk). IMO 7624051. Ro Ro. Length 194 m, 10,580 t. United Kingdom flag. Classification society Bureau Veritas. Built in 1978 in Dunkirk (France) by NORMED ; jumboized in 1995 and lengthened from 170 to 194 m.



September 2012, *Dania* in Terneuzen (Netherlands) © *Ghis v d Vijver*

This Ro Ro whose latest duty as *Tor Dania* was to connect Cuxhaven in Germany and Immingham in England for the Danish DFDS was originally the French *Ville de Dunkerque* delivered in 1978 by the Dunkirk shipyards. Built for their own maritime subsidiary, Société Dunkerquoise d'Armement, she was long-term chartered by Navale et Commerciale Havraise Péninsulaire (Worms) on its Red Sea Line, with an interruption from 1979 to 1981 when she was chartered in the same area by the Foss Shipping consortium as *Foss Dunkirk*. Worms acquired the ship from the shipyards in 1984, and then having no direct use of her anymore, let her to different charterers who had her renamed and reflagged to Mauritius in 1987 and Bahamas in 1989. She became *G and C Express* on Grimaldi-Cobelfret West African line from 1986 to 1988 and *Maersk Essex* for Norfolk Line on the Zeebrugge / Dartford route from 1989 to 1992. She was finally sold in 1992 to DFDS Group (Denmark) and renamed *Tor Dania*. In 1995, she was lengthened by 24 m by the Norwegian shipyard Horten A/S, which extended her life expectancy. Her sistership *Tor Belgia* (ex-*Ville du Havre*), with a parallel career, was beached for demolition in Alang (India) in July 2010.

Detained in 2007 in Cuxhaven (Germany). Sold as is in Port Said (Egypt) for demolition in India.

*Nafplio* (ex-*Makedonia 2*, ex-*Antares*, ex-*Antonios* ex-*Monte Roro*, ex-*Lady Queen*, ex-*Mounivet*, ex-*Monte d'Oro*). IMO 7011254. Ro Ro. Length 72 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1970 in Emden (Germany) by Schulte & Bruns. Owned by New Lines Shipping (Greece). Detained in 2005 in Izmir (Turkey). Sold for an unknown destination of demolition.



*Repubblica di Amalfi*. IMO 8521218. Ro Ro. Length 216 m, 15,552 t. Deflagged from Italy to St Kitts & Nevis for her last voyage as *Jai Bhole*. Classification society RINA. Built in 1989 in Castellammare (Italy) by Fincantieri Italiani ; jumboized in 1990 and lengthened from 181 to 216 m. This Ro Ro was essentially carrying freight. She mostly sailed on the Europe / West Africa Line and lately on the United States (East Coast) / West African line. Detained in 2001 in Hamburg (Germany). Sold by her Italian shipowner Grinavi to undisclosed interests prior to her departure for demolition in India.



*Seaboard Florida* (ex-*Contship Mexico*, ex-*Tarn*, ex-*Canmar Spirit*, ex-*Eastern Phoenix*, ex-*Seki Rokol*). IMO 7812842. Ro Ro. Length 152 m, 8,108 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Marine (United States). Sold as is in the Caribbean for an unspecified destination of demolition, maybe the Dominican Republic. The ship has just been deflagged to Sierra Leone and is now hiding as *Optima*. 215 US\$ per ton.

*Seaboard Trader* (ex-*Penny I*, ex-*Nopal Dana*, ex-*Union Sydney*, ex-*Leela Dan*, ex-*Mont Laurier*). IMO 7208194. Ro Ro. Length 149 m, 4,861 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Turku (Finland) by Wartsila. Owned by Seaboard Marine (United States). Sold as is in the Caribbean for an unspecified destination of demolition, maybe the Dominican Republic. 215 US\$ per ton.



*Seaboard Trader* anchored in Rio Haina, (Dominican Republic), August 2012 © Shipspotting



## General cargo

*Adria Blu* (ex-*Gazal Star*, ex-*Polar*, ex-*Arawak Chief*, ex-*Polarwind*, ex-*Disarfell*, ex-*Lucy Borchard*, ex-*Triton I*, ex-*Contship Three*, ex-*Triton*). IMO 7510860. General cargo. Length 94 m. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Muya Denizcilikve Ticaret Ltd (Turkey). Detained in 2004 in Constanza (Romania) and in 2012 in Poti (Georgia). Sold for demolition in Turkey.



*Ahmed Arab* (ex-*Cape York*, ex-*Delmas Durville*, ex-*Griffin Star*, ex-*Australia Current*, ex-*Delmas Joinville*, ex-*C.D. Abidjan*, ex-*C.R. Abidjan*). IMO 8122581. General cargo. Length 170 m, 9,052 t. Saudi Arabian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 2002 in Melbourne (Australia), in 2003 in Newcastle (Australia) and in 2006 in Singapore. Sold for demolition in India.



*Ala* (ex-*Gala*, ex-*Tor Normandia*, ex-*Gala*). IMO 6812637. General cargo. Length 68 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1968 in Neuenfelde (Germany) by Sietas. Owned by Svensons Skeppsmakleri (Sweden). In November 2012, *Ala* ran aground on the small Hjelm island off Jutland Northeastern coast (Denmark). The ship is freed by tug *Goiath Vig* and escorted to Grenaa for further investigation; the damage was too great to repair, and she has now been taken over by Fornaes Shipbreaking for scrapping.



*Ala* heading upstream to Wisbech (United Kingdom) to discharge a cargo of timber, September 2012  
© Holly / Shipspotting



*Alexander 1* (ex-*Alexander*, ex-*Golden Trader*, ex-*Quarry Bay*, ex-*Venus*, ex-*Uniserra*, ex-*Radom*). IMO 8302260. General cargo. Length 149 m, 6,876 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1990 in Gdynia (Poland) by Komuny Paryskiej shipyards. Owned by Euroafrica Linie Zeglugowe Sp z (Poland). Detained in 2001 in Savona (Italy). Sold for demolition in India. 450 US\$ per ton.



*Alexander 1* in Terneuzen (Netherlands), October 2011 © T Boendermaker

*Altanger* (ex-*Star Altanger*, ex-*Northern Dawn*, ex-*Star New York*, ex-*New York Rainbow*). IMO 8502822. General cargo. Length 168 m, 7,746 t. Singapore flag. Classification society Det Norske Veritas. Built in 1986 in Onishi (Japan) by Shin Kurushima. Owned by Masterbulk Maritime Pte Ltd (Singapore). Sold for demolition in India. 400 US\$ per ton.

*Atlantic Hope* (ex-*Olga*, ex-*Lykes Hunter*, ex-*Global Spirit I*, ex-*Norgate Pride*, ex-*PCC Houston*, ex-*Montreal*, ex-*Santiago*, ex-*Aenas*, ex-*Baltiysk*). IMO 8715285. General cargo. Length 174 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). Detained in 2001 in Novorossiysk (Russia), in 2005 in Montreal (Canada), in 2006 in Leghorn (Italy), in 2007 in Fredericia (Denmark) and in 2008 in Klaipeda (Lithuania). Sold for demolition in India.



*Balticland* (ex-*Nomadic Pollux*, ex-*Baltikum*, ex-*Pollux*). IMO 7514414. General cargo. Length 156 m, 6,765 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Haugesund (Norway) by Haugesund MV. Owned by Imperial Ship Management AB (Sweden). Detained in 2004 in Toledo (United States), in 2007 in Gulluk (Turkey) and in 2012 in Haifa (Israel). Sold for demolition in India. 422 US\$ per ton.



Arriving Ijmuiden (Netherlands), March 2012 © Peter Beentjes

*Barry* (ex-*Staris*, ex-*Concord*, ex-*Abitibi Concord*). IMO 8409616. General cargo. Length 123 m, 3,626 t. Lebanese flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Mody Shipping Co (Lebanon). Detained in 2004 in Grundartangi (Iceland) and in 2012 in Gabes (Tunisia). Sold for demolition in Mumbai (India). 391 US\$ per ton.



*Bay* (ex-*Samos Bay*, ex-*Lebork*). IMO 7384297. General cargo. Length 106 m, 2,554 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Norfes-Marine Service Co Ltd (Russia). Detained in 2003 in Niiagata (Japan). Sold for demolition in Jiangyin (China) where she arrived on November 28th. Robin des Bois had been previously alerted about this old cargo carrier suspected to be broken up (See [Ship-breaking.com #29](#), Letters to the Editor).



May 2012, South Korea © Matthaios

*Bhoruka Prabhu* (ex-Morsoe, ex-Hanne M, ex-Hanne Trigon). IMO 7637383. General cargo. Length 60 m, 545 t. Indian flag. Unknown classification society. Built in 1978 in Rongkobing (Denmark) by Nordsovaerftet. Owned by Mak Lines (India). Sold for demolition in India.



*Cape Preston* (ex-Delmas Bougainville, ex-C.D. Douala, ex-C.R. Douala). IMO 8122579.



General cargo. Length 170 m, 9,052 t. Liberian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by G Bros Maritime SA (Greece). Detained in 2002 in Brisbane (Australia) and in 2007 in Port Alma (Australia). Sold for demolition in Mumbai (India). 431 US\$ per ton.

*Cape Preston*, Vatica Bay (Greece), March 2011  
© KAP / Marinetrassic

*Cathrina* (ex-Breeze, ex-Raban I, ex-Hebei Friendship, ex-Hebei 2, ex-Slapy). IMO 7827691. General cargo. Length 146 m, 4,944 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Meramar General Trading LLC (United Arab Emirates). Detained in 2009 in Mumbai (India). Sold for demolition in Mumbai (India). 374 US\$ per ton.



*Cheremkhovo* (ex-Thalassini Axia). IMO 8306541. General cargo. Length 177 m, 8,097 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by FESCO (Russia). Sold for demolition in Jiangyin (China).



*Dak* (ex-Antivari, ex-Joy, ex-Port de Lyon, ex-Marina, ex-Terschelling, ex-Cargo Liner VI). IMO 7424542. General cargo. Length 80 m. Tanzanian flag. Classification society RINA. Built in 1975 in Oldersum (Germany) by Schlomer. Owned by Ray Shipping & Trading (Tanzanie). Detained in 1999 in Rijeka (Croatia) and in 2011 in Trapani (Italy), Alexandria (Egypt), and in Gulluk, Gemlik et Trabzon (Turkey). Towed for demolition in Turkey.



*De Sheng* (ex-Qingjiang, ex-Cluden). IMO 7611559. General cargo. Length 144 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by COSCOL (China). Sold for demolition in China.



*Debora* (ex-Porrino, ex-Lill-Nina, ex-Conti Lebanon, ex-Cremon) IMO 6501537. General cargo. Length 94 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1965 in Rendsburg (Germany) by Nobiskrug. Owned by M Hannestad AS (Norway). Detained in 2004 in Lisbon (Portugal), in 2005 in Randers (Denmark) and in 2007 in Koge (Denmark). Sold for demolition in Denmark in Grenaa.



*Debora* arriving in Grenaa ship-breaking yard, November 2012  
© Bendt Nielsen





*Deima (ex-Sormovskiy-18)*. IMO 7041405. General cargo. Length 114 m, 845 t. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1970 in Gorki / Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Unimarine Management (Syria). Detained in 2011 in Iskenderun and in 2012 in Novorossiysk (Russia) and Gemilk (Turkey). Sold for demolition in Turkey.



*Deima*, July 2006 © Fred / Marinetraffic

*Devon (ex-Pilos)*. IMO 8018053. General cargo. Length 164 m. Greek flag. Classification society American Bureau of Shipping. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima Hi. Owned by Scarmar Shipping Agency SA (Greece). Sold for demolition in Turkey.



*Eagle N (ex-Nikita A, ex-Thor Guardian, ex-Sitria, ex-Falstria, ex-Star Falstria, ex-FP Clipper)*. IMO 8401353. General cargo. Length 187 m, 8,728 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Germanischer Lloyd. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Silvia Shipmanagement Ltd (Bangladesh). Sold for demolition in India.

*Egemen Doven (ex-Onego Bay, ex-Eastern Navigator, ex-Plytenberg, ex-Southern Amelia, ex-Noumea Express, ex-Nils R, ex-Kodaly)*. IMO 8702874. General cargo. Length 93 m. Panamanian flag. Classification society International Register of Shipping. Built in 1991 in Guangzhou (China) by Guangzhou Wenchong. Owned by PTS Tasimacilik Vedenizcilik (Turkey). Detained in 2003 in Las Palmas (Spain), in 2006 in New Orleans (United States), in 2007 in Novorossiysk (Russia) and in 2009 in Izmir (Turkey). Sold for demolition in Turkey.



*Elbrus (ex-Battersea Bridge, ex-Jolly Topazio, ex-Nordana Benefactor, ex-Zim Houston, ex-Zim New York, ex-Kapitan A.Krivobokov)*. IMO 8918095. General cargo. Length 155 m, 7,175 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by Universal Maritime Services Ltd (Ukraine). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India.



*Emden I (ex-Emden, ex-Sirt, ex-El Hashaishi)*. IMO 7915175. General cargo. Length 134 m, 4,351 t. Togolese flag. Unknown classification society. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Sea Rose Maritime LLC (Syria). Detained in 1998 in Leghorn (Italy) and Hamburg (Germany), in 1999 in Antwerp (Belgium), in 2000 de nouveau in Hamburg and in 2009 in Damietta (Egypt). Sold for demolition in India.



*Ercan S (ex-Crown Pearl, ex-Mevlut Doven, ex-Marine Pride, ex-Onego Blues, ex-Western Navigator, ex-Bovenhusen, ex-Golden Trader, ex-Southern Cross, ex-Bartok)*. IMO 8702850. General cargo. Length 93 m. Panamanian flag. Unknown classification society. Built in 1990 in Guangzhou (China) by Guangzhou Wenchong. Detained in 2001 in Auckland and Whangarei (New Zealand), in 2005 in Montreal (Canada), in 2006 in Rostock (Germany) and in New Orleans (United States), in 2007 in Ghent (Belgium) and Cadix (Spain) and in 2008 in Norfolk (United States). Sold for demolition in Turkey.



*Everest* (ex-Safmarine Cavalla, ex-NDS Promoter, ex-Blackfriars Bridge, ex-Libra Callao, ex-Seal Madagascar, ex-Kapitan A Dotsenko). IMO 9015709. General cargo. Length 155 m, 7,122 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Universal Maritime Services Ltd (Ukraine). Detained in 2010 in Mumbai (India). Sold for demolition in India.



*Everest*, in Singapore, July 2012 © Viktor / Marinetraffic

*Fahim* (ex-Josephina I, ex-Orka, ex-Nikiti, ex-Sunrise, ex-Cupid). IMO 7504914. General cargo. Length 94 m. Tanzanian flag. Unknown classification society. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Murad AK (Syria). Detained in 2001 in Ravenna (Italy) and Rijeka (Croatia), in 2006 in Gabes (Tunisia), in 2008 in Chioggia (Italy), in 2009 in Ravenna again and in 2010 in Naples (Italy). Sold for demolition in Turkey.



*Fas Var* (ex-Vanessa). IMO 9064700. General cargo. Length 120 m. Maltese flag. Classification society Bureau Veritas. Built in 1994 in Mawei (Japan) by Mawei SY. Owned by CMA CGM (France). Detained in 2004 in Naples (Italy). Sold for demolition in Turkey.



*Gang Run 7* (ex-Gui Jiang, ex-Sea Falcon). IMO 7419535. General cargo. Length 143 m. Chinese flag. Unknown classification society. Built in 1977 in Chita (Japan) by Ishikawajima-Harima. Owned by Yingkou Gangrun Logistics Ltd (China). Sold for demolition in Jiangyin (China).



*Golden Bridge* (ex-Alkestis, ex-Velebit, ex-Bhasa). IMO 7719222. General cargo. Length 152 m, 6,284 t. St Kitts & Nevis flag. Unknown classification society. Built in 1981 in Pula (Croatia) by Uljanik Shipyard. Sold to the Indian Hermes Maritime Services just prior to her departure for demolition in India.



*Golden Light* (ex-Saigon 3, ex-Scotian Express, ex-Jade II). IMO 7822380. General cargo. Length 144 m, 3,906 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Hoang Dat Co Ltd (Vietnam). Detained in 2001 in Trieste (Italy), in 2009 in Zhanjiang (China), in 2011 in Vishakhapatnam (India) and Fangcheng (China) and in 2012 in Tanjung Priok (Indonesia) and Kakinada (India). Sold for demolition to Vietnamese buyers. 322 US\$ per ton.



*Golden Light*, Koh Si Chang (Thailand)  
© Geir Vinnes



*Hilde G* (ex-Amiral Akdeniz, ex-Es Deniz 1, ex-Tanga, ex-Covadonga, ex-Alalma). IMO 7707097. General cargo. Length 97 m, 2,200 t. Comorian flag. Classification society Bureau Veritas. Built in 1978 in Vigo (Spain) by J Barreras. Detained in 1998



in Sete (France), in 2001 in Sevilla and Cartagena (Spain), in 2002 in Cagliari (Italy) and Sète (France), in 2004 in Constanta (Romania), in 2005 in Bandirma (Turkey), in 2006 in Izmir and Gemlik (Turkey), in 2007 in Vasto (Italy), Novorossiysk (Russia), Port-Said (Egypt) and Limassol (Cyprus), in 2008 in Braila (Romania) and in 2010 in Marina di Carrara (Italy) and then again in Novorossiysk.

*Es Deniz*, Bosphorus Strait, June 2008 **Henk Kouwenhoven**

In October 2010, *Hilde G* arrived in Saint-Malo (France) with 3,950 t of ammonium phosphate. The seafarers who had not got their wages paid for several months went on strike before the cargo was unloaded. The maritime security inspector in Saint-Malo pointed out about 20 deficiencies. The ship was seized at the request of both an Arcelor Mittal representative for a cargo dispute and the ITF (International Transport Workers Federation) for non-payment of 112,000 € in crew salaries. The 14 seafarers (10 Georgians, 3 Ukrainians and 1 Azeri) were repatriated late December 2010. The Turkish shipowner was no longer giving sign of life and a legal action for withdrawal of property was therefore brought. *Hilde G* has been rusting for 2 years in Saint-Malo. Late October 2012, she was auctioned off and acquired by the metal recycler AFM Recyclage established in Bassens for 151.200 € (198.000 US\$), i.e. 90 US\$ per ton. The ship should be broken up in Bassens drydock, following the *Matterhorn* dismantling by Bartin / Véolia which is about to end up. With 17 detentions from 1998 to 2010, *Hilde G* wins the gold medal of sub-standard ships.



*Hilde-G*, idle in Saint-Malo (France), June 2011 © **Pascal Riteau**

*Ilya* (ex-Cecilia M, ex-Eagle Spirit, ex-Millennium Eagle, ex-Vidal Aboitiz). IMO 9111228. General cargo. Length 134 m, 5,060 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Kherson (Ukraine) by Khersonskiyi SZ. Owned by Balthellas Chartering SA (Greece). Detained in 2004 in Aviles (Spain), in 2005 in Saint-John (Canada) and Antwerp (Belgium) and in 2008 in Gdansk (Poland). Sold for demolition in India. 413 US\$ per ton.



*Indian Fortune* (ex-Indian Challenger, ex-Benefit Wisdom, ex-Kalinda, ex-Bertina, ex-Cordelia, ex-Carmel, ex-Diamond Fortune, ex-Luzon). IMO 8412948. General cargo. Length 156 m, 5,508 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Uwajima (Japan) by Uwajima Zosenho. Owned by Wisdom Marine Lines (Taiwan). Detained in 2004 in Gdansk (Poland), in 2006 in Port Headland (Australia), in 2007 in Tees (United Kingdom) and in 2008 in Vungtau (Vietnam). Sold as is in Singapore for demolition in Mumbai (India). 429 US\$ per ton.



*Kestrel Arrow* (ex-Jade Forest, ex-Star Everace, ex-Everace). IMO 8013857. General cargo. Length 208 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1983 in Kanasashi (Japan) by Toyohashi Co Ltd. Owned by Gearbulk Ltd (Norway). Detained in 2011 in San Antonio (Chile). Sold for demolition in Jiangyin (China).





*Kimon A (ex-Amaryllis, ex-Clipper Amaryllis)*. IMO 8115320. General cargo. Length 164 m, 5,663 t. St Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Albamar Shipping Co SA (Greece). Detained in 2005 in Montreal (Canada). Sold for demolition in India. 430 US\$ per ton.



*Ladoga 9 (ex-Lani)*. IMO 7347495. General cargo. Length 81 m, 953 t. Cambodian flag. No classification society according her last Port State Control. Built in 1974 in Reposaar (Finland) by Reposaaren Konepaja. Owned by Regal Co Ltd (Russia). Detained in 2004 in Okinawa (Japan). Sold for demolition in Jiangyin (China).



*Lady Dina (ex-Bassma, ex-Captain Nader, ex-Nader II, ex-Patch, ex-Dispatch, ex-Huelin Dispatch, ex-Island Commodore)*. IMO 7047368. Merchandises divers. Length 79 m. Bolivian flag. Classification society Korea Classification Society. Built in 1971 in Bremen (Germany) by Rolandwerft; jumboized in 1977 and lengthened from 69 to 79 m. Owned by Alexandria Navigation SA (Egypt). Detained in 1999 in Viana do Castelo (Portugal), in 2005 in Alexandria (Egypt) and Iskenderun (Turkey), in 2006 in Alexandria again, in 2007 in Mersin (Turkey) and Alexandria still and in 2008 in Tripoli (Lebanon) and Alexandria furthermore. Sold for demolition in Turkey.



*Laemthong Glory (ex-Neptune Turquoise)*. IMO 7533006. General cargo. Length 143 m, 4,075 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Laemthong International Lines (Thailand). Sold for demolition in Mumbai (India).

*Laemthong Pride (ex-Neptune Spinel, ex-Milos Island)*. IMO 7627948. General cargo. Length 143 m. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima. Owned by (Laemthong International Lines (Thailand)). Detained in 2012 in Paranagua (Brazil). Sold for demolition in Mumbai (India).



*Leeds Castle (ex-CSAV Barcelona, ex-Westwood Halla, ex-Star Livorno, ex-Yucatan, ex-Wieldrecht)*. IMO 8010697. General cargo. Length 187 m, 11,120 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by B Navi (Italy). Sold for demolition in India.



*Ling Hai (ex-Jin Ling, ex-Fu Xiang 9, ex-Norgas Discoverer, ex-Bow Elm)*. IMO 7113674. General cargo. Length 125 m. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1971 in Moss (Norway) by Moss Rosenberg as the Gas carrier *Bow Elm*; first sold for demolition in 2004, her double life is quite unusual (see p 1). Owned by Shanghai Shuojin Shipping Co Ltd (China). Detained in 2006 in Pohang (South Korea), in 2008 in Qingdao (China) and in 2010 again in Pohang. Sold for demolition in China.



*Lisa (ex-Staropoliye, ex-Elisabeth, ex-Eskdalegate, ex-Fredericksgate, ex-Bruni)*. IMO 6905331. General cargo. Length 96 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by Kirazoglu Shipping and Trade (Turkey). Detained in 2003 in Vlissingen (Netherlands), in 2004 in Trabzon (Turkey), in 2005 in Casablanca (Morocco) and in 2006 in Izmit (Turkey). Sold for demolition in Turkey.



*Loard Yaakob 1 (ex-Lady Malakeh, ex-Lady M, ex-Rasha Moon, ex-AI Wasim, ex-Amavisti, ex-Sykon, ex-Chezine, ex-Anna H, ex-Julia)*. IMO 7026558. General cargo. Length 74 m. Tanzanian flag. Unknown classification society. Built in 1970 in Neuenfelde (Germany) by JJ Sietas. Detained in 2005 in Ambarli (Turkey), in 2007 in Alexandria (Egypt), in 2009 in Mersin (Turkey) and in 2010 in Alexandria again and then twice in Sibenik (Croatia). Sold for demolition in Turkey.



*Malaspina Castle* (ex-Adventure, ex-Venture Star). IMO 7915967. General cargo. Length 183 m, 9,027 t. Panamanian flag. Classification society RINA. Built in 1981 in Kure (Japan) by Kanda Zosenho. Owned by B Navi (Italy). Detained in 2004 in Genoa and Savona (Italy), in 2006 in Antwerp (Belgium) and in 2008 in Setubal (Portugal). In April 2009 *Malaspina Castle*, sailing from Novorossiysk (Russia) bound for Fangcheng (China) with a cargo of iron ore, was hijacked by Somalit pirates. The ship and her 24 crewmen (16 Bulgarians, 4 Filipinos, 2 Ukrainians, 1 Russian and 1 Indian) were released one month later when a 1.8 million US\$ ransom was paid. *Malaspina Castle* got no luck ; in August 2005 she was damaged after colliding with the reefer *Matterhorn* off Skagen (Norway). Today, the dismantling of the *Matterhorn* in Bassens (France) is about to be finished and the *Malaspina Castle* is leaving for demolition on the beach in Alang (India).



*Malaspina Castle* berthed in Rijeka (Croatia) before her last voyage, October 2012 © Dragec / Shippotting

*Mercs Matale* (ex-Jade Ocean, ex-Etoile, ex-Anne Gro). IMO 8507303. General cargo. Length 159 m, 6,939 t. Sri Lankan flag. Classification society RINA. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Mercantile Marine Management (Sri Lanka). Detained in 2003 in Kashima (Japan), in 2006 in Tianjin (China), in 2007 in Kandla (India), in 2008 in Aqaba (Jordan) and in 2011 in Kandla again. Sold for demolition in Mumbai (India). 390 US\$ per ton.



*Milano Star* (ex-JP Fox, ex-Fjord Pearl, ex-Ashington). IMO 7717200. General cargo. Length 104 m. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Wallsend (United Kingdom) by Clelands SB Co. Owned by Engy Shipping Lines Co (Egypt). Detained in 2007 in Gdynia (Poland) and New Ross (Ireland), in 2009 in Damietta (Egypt) and in 2012 in Mersin (Turkey) and in Damietta again. Sold for demolition in Turkey.



*Mohegan Princess* (ex-Cape Howe, ex-Griffin Flora, ex-TMG Quito, ex-FMG Quito, ex-DSR Tianjin, ex-Earl Trader, ex-Concord Inuki, ex-Lavender, ex-VCalene II, ex-Bea, ex-Saiko, ex-CC Long Beach). IMO 8213835. General cargo. Length 166 m, 7,362 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Sanoyasu (Japan) by Mizushima. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 417 US\$ per ton.

*Mu San* (ex-Kota Abadi, ex-Sriwijaya). IMO 7920596. General cargo. Length 158 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in Lübeck (Germany) by Schlichting. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2007 in Taizhou (China) and in 2012 in Nanjing (China). Though her official status has been « to be broken up » since November 2011, the *Mu San* has only arrived lately in Jiangyin (China) for demolition.



*Pacific Carrier (ex-Vitya Chalenko)*. IMO 7111626. General cargo. Length 106 m. Mongolian flag. Unknown classification society. Built in 1971 in Rostock (Germany) by Neptun Werft. Owned by Aqua Agency co Ltd (Russia). Detained in 2009 in Niigata (Japan) and in 2010 in Maizuru (Japan) and Tianjin (China). Sold for demolition in Jiangyin (China).



*Palmyra I (ex-Palmyra, ex-Kenmare, ex-Singapura, ex-Raute)*. IMO 7501819. General cargo. Length 118 m, 3,133 t. Moldovan flag. Classification society Germanischer Lloyd. Built in 1975 in Hakata (Japan) by Watanabe Zosen. Owned by Rayan Maritime Services (Lebanon). Sold for demolition in Mumbai (India).



*Palmyra* in Istanbul (Turkey), July 2011  
© Frank Behrends

*Pioner Moldavii*. IMO 7741263. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Detained in 1998 in Loviisa (Finland), in 1999 in Saint-Malo (France) and in 2011 in Sheerness (United Kingdom). Sold for demolition in Turkey.



*Pioner Moldavii* au départ de Norrköping (Sweden), mai 2012 © Simon De Jong

*Ratan Pearl (ex-Sea Gulf, ex-Boe Gulf, ex-Zuetina, ex-Multimax Dover, ex-Golden Trader, ex-Otava)*. IMO 8602373. General cargo. Length 119 m, 3,318 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by Ratanpur Shipping Services (Bangladesh). Detained in 2006 in La Spezia (Italy) and in 2009 in Bremen (Germany) and Antalya (Turkey). Sold for demolition in Bangladesh.



*Rising Glory (ex-Pallavi C, ex-Yue Cheng, ex-Wen Feng Shan, ex-Hong Qi 196)*. IMO 8828915. General cargo. Length 101 m, 1,864 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Guangzhou (China) by Guangzhou Huangpu. Owned by Eastern Bulk Co Ltd (India). Detained in 2009 in Haiphong (Vietnam). Sold for demolition in Bangladesh.



*Sagitta (ex-Khamza)*. IMO 8036093. General cargo. Length 125 m, 1,934 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Navashino (Russia) by Oka Shipyard. Owned by MD Shipping Co (Ukraine). Detained in 2003 in Port-Saint-Louis (France). Sold for demolition in Turkey.





*SC Excellent* (ex-DD Progress, ex-Petronia, ex-Wec Rotterdam, ex-City of Liverpool, ex-Barrister, ex-Carmen). IMO 7932616. General cargo. Length 169 m, 7,890 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1981 in Kiel (Germany) by Howaldtswerke-DW. Owned by Evergood Shipping Ltd (China). Detained in 2007 in Izmit (Turkey). Sold for demolition in India.



*SC Excellent* descendant le Yangtse (China), February 2011 © Knut Helge

*Sea Resolve* (ex-X Press Resolve, ex-Andromache, ex-Bengal Progress, ex-Andromache). IMO 8126812. General cargo. Length 135 m, 4,397 t. St Vincent & Grenadines flag. Classification society Polish Register of Shipping. Built in 1983 in Ulsan (South Korea) by Donghae SB. Owned by Silo Management SA (Greece). Detained in 2009 in Novorossiysk (Russia). Sold for demolition in Mumbai (India). 426 US\$ per ton.



*Sino South* (ex-Thor, ex-Thor Commander, ex-Elena S, ex-Pisces Voyager, ex-Barrister, ex-Victoria Bay, ex-Isar Express, ex-Norasia Carthago, ex-Carthago). IMO 8306670. General cargo. Length 169 m. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Kiel (Germany) by Howaldtswerke. Owned by Shanghai Vasteast International Shipping Management Co (China). Detained in 1998 in Hamburg (Germany) and in 2012 in Bushire (Iran). Sold for demolition in Jiangyin (China).



*Starford 2* (ex-J Ocean, ex-May Sunrise, ex-Ocean Queen I). IMO 8313477. General cargo. Length 105 m, 2,242 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Usuki (Japan) by Usuki Shipyard. Owned by Seaway International Shipmanagement (China). Detained in 2007 in Tianjin (China). Sold for demolition in China by Xiasha Shipyard.



*Thor Jupiter* (ex-Mariman, ex-Pacprince). IMO 8311065. General cargo. Length 189 m, 9,540 t. Thai flag. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Thoresen & Co (Thailand). Detained in 2010 in Vungtau (Vietnam) and in 2011 in Tianjin (China). Sold for demolition in India. 432 US\$ per ton.



*Tind* (ex-Lystind). IMO 8811297. General cargo. Length 90 m. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Kraljevica (Croatia) by Titovo. Owned by DFDS Logistics AS (Norway). Sold for demolition in Denmark in Esbjerg.



*Tuckahoe Maiden* (ex-Anangel Jupiter, ex-Alpha Jupiter). IMO 8314835. General cargo. Length 164 m, 5,806 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 417 US\$ per ton.

*Uranus* (ex-Lady S, ex-Olga M, ex-Agios Nikolaos, ex-Gudride, ex-Gudrid). IMO 7383956. General cargo. Length 94 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Unimarine Management Co (Syria). Detained in 2000 in Sète (France) and Lisbon (Portugal), in 2001 in Alexandroupolis (Greece), 2002 in Rijeka (Croatia), in 2004 in Rijeka again and then in Novorossiysk (Russia), in 2005 in Casablanca (Morocco), in 2007 in Constanta (Romania), in 2009 in Istanbul (Turkey), in 2010 in Damietta (Egypt), twice in Constanta again



and then in Kavala (Greece) and in 2012 still in Constanta again. Banned from the European Union ports since January 1st by the EU directive on Port State Control. Sold for demolition in Turkey. Silver medalist on the sub-standard ships podium, with 14 detentions.



*Uranus*, off Kos (Greece), July 2008 © Frank Behrends

*Vanernsee* (ex-*Carina*, ex-*Intermare*, ex-*Voga*, ex-*Vanernsee*). IMO 8320626. General cargo. Length 88 m. St Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Leer (Germany) by Jansen Schiffswerft. Owned by Caspi Shipping Ltd (Israel). Detained in 2000 in Ponta Delgada (Portugal), in 2001 in Monopoli (Italy), in 2005 in Tuzla (Turkey), in 2006 in Ortona (Italy) and La Goulette (Tunisia), in 2007 in Aliaga (Turkey), in 2008 in Larnaca (Cyprus) and Haifa (Israel) and in 2012 in Ashdod (Israel). Sold for demolition in Turkey. Bronze medalist on the sub-standard ships podium, with 9 detentions.



Berthed in Ashdod, Israel, December 2009 © Pavel / Marinetraffic

*Vangsnes* (ex-*Hanseatic Star*, ex-*Pamela*, ex-*Boberg*). IMO 8513326. General cargo. Length 82 m. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters Schiffswerft. Owned by Stella Shipping A/S (Denmark). Detained in 2010 in Gdynia (Poland) and Aeroskobing (Denmark). Sold for demolition in Denmark in Grenaa.



*Vienna S* (ex-*Farah I*, ex-*Maria P*, ex-*Rosi*, ex-*Amy*, ex-*Arosia*, ex-*Eco Dao*, ex-*Else Beth*, ex-*Corvette*). IMO 7615024. General cargo. Length 72 m. Moldovan flag. Classification society Maritime Lloyd. Built in 1977 in Neuenfelde (Germany) by Sietas. Owned by Safe Fleet Maritime Co (Syria). Detained in 1999 in Arkhangelsk (Russia), in 2005 in Cagliari (Italy), in 2006 in Gaeta (Italy), in 2011 in Iskenderun (Turkey) and in 2012 in Port Said (Egypt). Sold for demolition in Turkey.



*Viva* (ex-*Pacifica 1*), ex-*Seaway*, ex-*Ciboney*, ex-*Lipsk N/Bieberza*). IMO 7631626. General cargo. Length 84 m. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1978 in Gdansk (Poland) by Gdanska Lenina shipyards. Owned by Direct Solutions LLC (Ukraine). Detained in 2005 in Ambarli (Turkey) and La Goulette (Tunisia) and in 2008 in Casablanca (Morocco). Sold for demolition in Turkey.



*Wizard* (ex-*Ky Fortune*, ex-*Seanet Dream*, ex-*Tongli Success*, ex-*Wahana*, ex-*Sun Kung N°11*, ex-*Hercules*). IMO 8510104. General cargo. Length 101 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1985 in Kochi (Japan) by Kochi Zosen. Owned by Trans Line Co Ltd (Russia). Detained in 2003 in Qingdao (China). Sold for an unknown destination of demolition.



*Yang Gak Do 3* (ex-*Adreum*, ex-*Won Jin*). IMO 8305872. General cargo. Length 70 m. North Korean flag. Classification society Korea Classification Society. Built in 1983 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Korea Yanggakdo Shipping Co (North Korea). Detained in 2007 in Vladivostock (Russia). Sold for demolition in Jiangyin (China).



*Yuriy Dvuzhilnyy*. IMO 8730522. General cargo. Length 124 m, 2,990 t. Ukrainian flag. Classification society Ukraine Register of Shipping. Built in 1989 in Oka (Russia) by Navashino. Owned by Donbass (Ukraine). Detained in 2002 in Genoa (Italy) and in Piraeus (Greece), in 2009 in Ashdod (Israel) and in 2011 in Novorossiysk (Russia). Sold for demolition in Turkey. 321 US\$ per ton.



*Zagore* (ex-*Tchumerna*, ex-*Chumerna*). IMO 7425259. General cargo. Length 134 m. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Trimpex Union Ltd (Bulgaria). Detained in 2007 in Izmit (Turkey) and in 2009 in Venice (Italy). Sold for demolition in Turkey.



*Zahra I* (ex-*Vasco di Gama*, ex-*Tiger Arrow*, ex-*Heimar J*, ex-*Flensburg*, ex-*Fas Austria*, ex-*Fas Var*, ex-*Nedlloyd Rose*, ex-*Ville du Levant*, ex-*Lido Adriatico*, ex-*Seacrest Pioneer*, ex-*Bacol King*, ex-*BCR King*, ex-*RMS Laguna*, ex-*Heinrich J*). IMO 8405024. General cargo. Length 116 m. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Owned by Ocean Shell Shipping (United Arab Emirates). Detained in 2009 in Kolkata (India). Sold for demolition in Pakistan.



### Bulk carrier

*Advent* (ex-*Adventure II*, ex-*Adventure I*, ex-*Sweet Lady*, ex-*Pinazo*, ex-*Guridi*). IMO 7900261. Bulk carrier. Length 187 m, 7,879 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Puerto Real (Spain) by AESA. Owned by Bulcom Ltd (Cyprus). Detained in 1998 in Novorossiysk (Russia), in 2005 in South Shields and Newport (United Kingdom), in 2011 in Novorossiysk again and in 2012 in Koper (Slovenia). Sold for demolition in Mumbai (India).



*Adventure II*, in Rotterdam, June 2004 © Frans Sanderse

*Agile* (ex-*Decorous*, ex-*Iran Ghafari*). IMO 8309658. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong to Sierra Leone for her last voyage as *Ocean*. Classification society Lloyd's Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo. Detained in 2003 in Lucinda (Australia). Sold by the Iranian ship-owner Soroush Sarzamin Asatir to the Indian Prayati Shipping Pvt Ltd prior to her departure for demolition in India.





*Alexandria (ex-Xenia)*. IMO 8004181. Bulk carrier. Length 180 m, 6,384 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Z & G Halcoussis (Greece). Sold for demolition in Bangladesh.



*Amatory (ex-Gem I, ex-Ruby K, ex-Iran Akhavan, ex-Philippine Success)*.

IMO 8113009. Bulk carrier. Length 198 m, 7,385 t. Togolese flag. Classification society Korea Classification Society. Built in 1984 in Sevilla (Spain) by AESA. Owned by Emerald Shipping Co (Syria). Detained in 2010 in Nikolayev (Ukraine), Suez and Damietta (Egypt) and in 2011 in Nikolayev again, twice in Damietta and then in Novorossiysk (Russia). Sold for demolition in India. 397 US\$ per ton.



*Amira Dina (ex-Maha Padmaja, ex-Pytheas, ex-Kakawi, ex-Ikan Selayang, ex-Pindosex-Yannis C)*. IMO 8020745. Bulk carrier. Length 180 m, 6,244 t. Tuvaluan flag. Classification society Indian Register of Shipping. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by El Amira Shipping (Egypt). Detained in 2010 in Quebec (Canada). Sold for demolition in Pakistan. 412 US\$ per ton.



*Amira Dina ex-Pytheas unloading in Hamilton (Canada) September 2005 © vovashap /Shipspotting*

*An Fu Star (ex-Hebei Courage, ex-Obo Venture)*. IMO 8116934. Ex oil/bulk/ore carrier converted into a bulk carrier in 2001. Length 236 m, 12,019 t. Hong Kong flag. Classification society RINA. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by China Tone Shipping Ltd (China). Detained in 2000 in Quebec (Canada). Sold for demolition in Xinhui (China).



*Aonoble (ex-Seletar Spirit, ex-Pacific Mercury)*. IMO 8706624. Bulk carrier. Length 247 m, 17,065 t. Panamanian flag. Classification society China Classification Society. Built in 1988 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Sold for demolition in India.

*APJ Mahalaxmi (ex-Stoikos, ex-Narwal, ex-Nara)*. IMO 8413930. Bulk carrier. Length 228 m, 11,180 t. Deflagged from India to Comoros for her last voyage as *Mahalaxmi*. Classification society Indian Register of Shipping. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by Apeejay Shipping Ltd (India). Detained in 2001 in Incheon (South Korea). Sold for demolition in India. 430 US\$ per ton.



*Artemis (ex-Antalina, ex-Wiltrader, ex-Consensus Sea, ex-Manila Prosperity, ex-Union Pioneer)*. IMO 8314794. Bulk carrier. Length 178 m, 6,400 t. Greek flag.

Classification society Russian Maritime Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Albamar Shipping Co SA (Greece). Detained in 2007 in Saint Petersburg (Russia), in 2008 in Shenzhen (China), in 2009 in Silvertown (United Kingdom) and in 2010 in Tianjin (China). Sold for demolition in India. 410 US\$ per ton.



*Atlantic Express*. IMO 8412223. Bulk carrier. Length 151 m, 6,508 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Forde (Norway) by Ankerlokken. Owned by Marine Ship Management Inc (United States). Detained in 1999 in Baton Rouge (United States). Sold for demolition in Bangladesh. 385 US\$ per ton.



*Atlantic Express* in San Francisco Bay, August 2011 © Kell / Marinetrffic

*Attractive* (ex-IDC 2, ex-Massy Phoenix, ex-Sanko Phoenix). IMO 8307595. Bulk carrier. Length 183 m, 7,468 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Maryville Maritime Inc (Greece). Sold for demolition in Bangladesh. 408 US\$ per ton.



*Avanta* (ex-Southgate, ex-Menina Elisa, ex-Oriental Swan). IMO 8129917. Bulk carrier. Length 161 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2003 in Iquique (Chile) and in 2011 in Cienfuegos (Cuba), Novorossiysk (Russia) and Alexandria (Egypt). Sold for demolition in India.



*Barsam* (ex-Iran Shariat, ex-Thorlock). IMO 8107581. Bulk carrier. Length 200 m, 8,953 t. Deflagged from Iran to Comoros for her last voyage as *Ashwini*. Classification society Det Norske Veritas. Built in 1983 in Sestao (Spain) by AESA. Owned by IRISL – Islamic Republic of Iran Shipping Line (Iran). Detained in 2003 in Dalian (China), in 2009 in Rotterdam (Netherlands) and in 2010 in Bari (Italy). Sold for demolition in India.



*Bet Prince* (ex-Iron Prince, ex-Lowlands Trassey). IMO 9041045. Bulk carrier. Length 284 m, 22,750 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1995 in Belfast (United Kingdom) by Harland & Wolff. Owned by Enterprises Shipping & Trading SA (Greece). Detained in 2005 in Hamburg (Germany).



January 2010, outbound Rotterdam © Fred Vloot



August 2012, distressed in China © Tsavlis

On August 1st, 2012, the *Bet Prince*, disabled after an engine failure off Zoushan on the Chinese coast, has to be rescued and anchored with her iron ore cargo while technicians tried to restore the ship's power. This is the typhoon season, Saola, Haikui, Tembin, Bolaven were succeeding. Due to the risk of drifting and grounding, *Bet Prince* remained under tug assistance, two injured crew members were

transferred ashore for medical care but the ship was not allowed to enter the port of Zoushan before August 24<sup>th</sup>. In December, *Bet Prince* was located further north, anchored on Yangze river, close to Jiangyin ship-breaking yards. In November though, her Greek shipowner announced the bulker had been sold to be scrapped either in Pakistan or India for a price of 427 US\$ per ton.

*Biloxi Belle* (ex-*Arrow*, ex-*Saint Nicholas*, ex-*Ayia Markella*, ex-*Kongsfjord*, ex-*Jasaka*, ex-*J Suda*, ex-*Virtue*, ex-*Cypress*, ex-*Sanko Cypress*). IMO 8316261. Bulk carrier. Length 188 m, 7,341 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. 428 US\$ per ton including 200 t of bunkers.

*Bistretz* (ex-*Cherni Vrakh*). IMO 7425261. Bulk carrier. Length 134 m, 3,527 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Trimpex Union (Bulgaria). Detained in 2007 in Izmir (Turkey). Sold for demolition in Turkey.



*Blida*. IMO 7705635. Bulk carrier. Length 156 m, 5,488 t. Algerian flag. Classification society Bureau Veritas. Built in 1978 in Toyohashi (Japan) by Kanasashi Zosen. Owned by International Bulk Carrier (Algeria). Detained in 2002 in Liverpool (United Kingdom). Sold for demolition in India where she arrived as *Beena*. 432 US\$ per ton.



*C Laurel* (ex-*Cape Pampas*, ex-*Vasco da Gama*, ex-*Ken Kon*, ex-*Channel Enterprise*, ex-*Orient Enterprise*). IMO 8907565. Bulk carrier. Length 273 m, 17,656 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2002 in Middlesbrough (United Kingdom). Sold for demolition in China. 391 US\$ per ton.



*Cape M* (ex-*Cape Mor*, ex-*Sunny Wealth*, ex-*Nishiura*, ex-*Nishiura Maru*). IMO 8407498. Bulk carrier. Length 300 m, 25,222 t. Dominican flag. Classification society Bureau Veritas. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2011 in Puerto Bolivar (Colombia). Sold for demolition in India.



*Carrie* (ex-*Central Carrier*, ex-*Southern Carrier*, ex-*Adaro*, ex-*Orient Eternity*, ex-*Vathy*, ex-*Adamas*). IMO 8204028. Ex OBO converted into a bulk carrier in 2004. Length 254 m, 14,836 t. Comorian flag. Classification society Inter maritime Certification Services. Built in 1983 in Kobe (Japan) by Kawasaki. Sold for demolition in Pakistan.



*Carrie* at the beach, Gadani (Pakistan) November 19<sup>th</sup>, 2012 © **Shahid**

*Chang Jian*. IMO 8333465. Bulk carrier. Length 163 m, 5,400 t. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China. 306 US\$ per ton.





*Chang Tong*. IMO 8326565. Bulk carrier. Length 163 m. Chinese flag. Unknown classification society. Built in 1981 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.



*China (ex-Yiosonas, ex-Ariston, ex-Giovanni Grimaldi)*. IMO 8917754. Bulk carrier. Length 262 m, 20,528 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Marghera (Italy) by Fincantieri Breda. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2007 in Gladstone (Australia) Sold for demolition in India. 405 US\$ per ton



*Conqueror (ex-Blue Fortune, ex-Ilias D, ex-Pacific Serenity, ex-Maritime Transit, ex-New Prospect)*. IMO 8122062. Bulk carrier. Length 190 m, 8,979 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2006 in Quangninh (Vietnam), in 2010 in Shanghai (China) and in 2012 in Mokpo (South Korea). Sold for demolition in India.



*Conqueror (ex-Pisces Explorer, ex-Esperanza, ex-Star Esperanza, ex-Yuri)*. IMO 8223579. Bulk carrier. Length 190 m, 7,760 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by Leros Management SA (Greece). Detained in 2012 in Novorossiysk (Russia). Sold for demolition in India.



*Creciente*. IMO 8815463. Bulk carrier. Length 270 m, 18,812 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India.



*Creciente* aground in shipping channel, Port Hedland, (Australia), after breaking her mooring lines, nearly fully laden with iron ore, September 2006 © Tropic Maritime Photos

*Dimitrovsky Komsomol*. IMO 8510934. Bulk carrier. Length 199 m, 9,654 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar (Bulgaria). Sold for demolition in Turkey. 309 US\$ per ton.



*Eleftheria (ex-Zoodotis, ex-Co-Op Expreso, ex-Manila Express, ex-Co-Op Express III)*. IMO 8204418. Bulk carrier. Length 209 m, 11,103 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Imari (Japan) by Namura. Owned by World Management Inc (Greece). Detained in 1998 in Hamburg (Germany) and in 2006 in Cartagena (Spain). Sold for demolition in India.



*Eridge*. IMO 9043471. Bulk carrier. Length 266 m, 16,035 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Bangladesh.



*Fareast Sunny* (ex-*Amalia*, ex-*Golden Pegasus*, ex-*Golden Wing*). IMO 8819201. Bulk carrier. Length 180 m, 6,506 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by Jiangsu Fareast Shipping Co Ltd (China). Detained in 2002 in Jacksonville (United States), in 2003 in Batangas (Philippines) and in 2009 in Mourilyan (Australia). Sold for demolition in China. 325 US\$ per ton.



*Firmeza* (ex-*Craig the Pioneer*). IMO 8519370. Bulk carrier. Length 195 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Tsu (Japan) by Nippon Kokan. Owned by TMT – Taiwan Maritime Transport (Taiwan). Sold for demolition in Xinhui (China).

*Freesia* (ex-*Sweet Brier*). IMO 8812629. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mihara (Japan) by Koyo Dock. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in China.



*Freesia* in Rotterdam (Netherlands), October 2010  
© Ria Maat

*Friendship V* (ex-*Friendship*, ex-*Maritime Friendship*, ex-*Atlantic Concord*). IMO 8323123. Bulk carrier. Length 175 m, 6,865 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari SB. Owned by Voras Navigation SA (Greece). Detained in 2008 in Iskenderun (Turkey), in 2010 in New Orleans (United States) and in 2012 in Belfast (United Kingdom). Sold for demolition in India. 396 US\$ per ton.



*Frigia* (ex-*Michael S*, ex-*Lady Lory*, ex-*Karosel*, ex-*Korosten*, ex-*Mikhail Stelmakh*, ex-*General Mascardo*, ex-*Brisknes*). IMO 7507485. Bulk carrier. Length 177 m, 8,122 t. Panamanian flag. Classification society Turk Loydu. Built in 1978 in Shimizu (Japan) by Nippon Kokan. Owned by Garanti Finansal Kiralama AS (Turkey). Detained in 2010 in Ashdod (Israel). Sold for demolition in India. 424 US\$ per ton.



*Front Driver*. IMO 8906884. Bulk carrier. Length 285 m, 22,877 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore for demolition in Pakistan. 410 US\$ per ton.



*Frontier Carrier* (ex-*HS Acacia*, ex-*Sundance II*, ex-*Continental Spirit*). IMO 8028072. Bulk carrier. Length 224 m, 11,913 t. Deflagged from South Korean to St Kitts & Nevis for her last voyage as *Frontier 51*. Classification society Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Polembros Shipping Ltd (Greece). Detained in 2005 in Philadelphia (United States). Sold for demolition in India. 412 US\$ per ton.



*Georgia S*. IMO 8009521. Bulk carrier. Length 190 m, 8,546 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Skaarup Management (Hong Kong, China). Sold for demolition in Jiangyin (China). 350 US\$ per ton.

*Gina* (ex-*Thor Allinace*, ex-*Archimedes*). IMO 8312174. Bulk carrier. Length 189 m, 9,210 t. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by ATL Shipping Ltd (China). Detained in 1998 in Rotterdam (Netherlands), in 2007 in Lianyungang (China) and in 2011 in Paradip (India). Sold for demolition in Bangladesh. 410 US\$ per ton.



*Globe Unity (ex-Butron)*. IMO 8716382. Bulk carrier. Length 274 m, 24,094 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Puerto Real (Spain) by AESA. Owned by Tianjin Huihang International Shipping (China). Sold for demolition in Jiangyin (China). 380 US\$ per ton including 600 t of bunkers.



*Great One (ex-Natalie, ex-Petriana, ex-Ikan Kerapu)*. IMO 7918268. Bulk carrier. Length 224 m, 11,480 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kobe (Japan) by Mitsubishi. Detained in 2009 in Bandar Khomeini (Iran). Sold by her Chinese shipowner to the Indian Doehle Danautic just prior to her departure for demolition in India. 420 US\$ per ton.



*Green Island (ex-Stellar Grace, ex-Shin Oji, ex-Shin Oji Maru)*. IMO 8507183. Bulk carrier. Length 199 m, 10,098 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari Zosen. Owned by Asia Pacific Shipmanagement Pte Ltd (Singapore). Sold for demolition in India.

*Gulmar (ex-Atlas Sun, ex-Giant, ex-Millenium Falcon, ex-Soren Toubro, ex-Oak Star)*. IMO 8014708. Bulk carrier. Length 191 m, 6,850 t. Turkish flag. Classification society Turk Loydu. Built in 1981 in Toyama (Japan) by Nipponkai. Owned by Gulnak Denizcilik Nakliyat (Turkey). Detained in 2005 in Novorossiysk (Russia) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in India. 430 US\$ per ton.



*Gulmar* upbound in the welland canal at lock 2, St Catherines (Canada) June 2006  
© frtrfred / Shipspotting

*Hae Un (ex-Vero, ex-Great Prize, ex-World Prize)*. IMO 7930060. Bulk carrier. Length 170 m, 6,227 t. North Korean flag. Classification society Korea Classification Society. Built in 1980 in Osaka (Japan) by Osaka Zosenho. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2002 in Rostock (Germany), in 2011 in Kakinada (India) and in 2012 in Nantong (China). Sold for demolition in India.



*Hai Yuan (ex-Nirmal Sangeeta, ex-Father M, ex-Akra Sounion, ex-Star Orion)*. IMO 8105272. Bulk carrier. Length 186 m, 7,720 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shanghai (China) by Hudong Shipyard. Owned by Harmony Growing Ship Management Co (China). Detained in 2010 in Nakhodka (Russia) and in 2012 in Shantou (China). Sold for demolition in Bangladesh. 404 US\$ per ton.



*He Bang (ex-Archangelos R, ex-Paola II)*. IMO 9020560. Tanker converted into a bulk carrier in 2008 in China by Nantong COSCO shipyard. Length 232 m, 14,165 t. Chinese flag. Classification society China Classification Society. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Tianjin Cosbulk Ship Management Co (China). Sold for demolition in Pakistan. 377 US\$ per ton.



*Hong Bo 8 (ex-Xin Da, ex-Hilal II, ex-Yin Klm)*. IMO 7921801. Bulk carrier. Length 178 m, 6,348 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Osaka (Japan) by Osaka Zosen. Owned by Shanghai Haizheng Ship Management (China). Detained in 2005 in Castellon de la Plana (Spain), in 2008 in Gabes (Tunisia) and Safaqa (Egypt), in 2010 in Zhangjiagang (China) and Vishakhapatnam (India), in 2011 in Guangzhou (China), and in 2012 in Shantou (China), Nakhodka (Russia) and Nantong (China). Sold for demolition in Mumbai (India). Bronze medallist on the sub-standard ships podium with 9 detentions.



*Hong Kong Sun (ex-Maritime Valour, ex-Kasina)*. IMO 8208206. Bulk carrier. Length 161 m, 6,203 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Tradewind Ship Management Ltd (Bangladesh). Detained in 2000 in Kwinana (Australia), in 2004 in Singapore, in 2007 in Tarragona (Spain) and in 2012 in Mundra (India). Sold for demolition in Bangladesh. 390 US\$ per ton.



*Hua Fu Star (ex-Trader, ex-Ace Trader)*. IMO 8316247. Bulk carrier. Length 229 m, 13,982 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1987 in Mihara (Japan) by Koyo Dock. Owned by China Master Shipping Ltd (China). Sold for demolition in Xinhui (China). 350 US\$ per ton.



*Hua Jin Shun (ex-Gem of Haldia, ex-Captain Regglezos, ex-Mihailis P., ex-Oak Glory)*. IMO 8005927. Bulk carrier. Length 228 m, 12,141 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Tadotsu (Japan) by Hashihama SB. Owned by Huahai Ship Management (China). Detained in 2001 in Hamburg (Germany), in 2003 in Weipa (Australia) and in 2012 in Quanzhou (China). Sold for demolition in Xinhui (China). 342 US\$ per ton.



*Hua Jin Xi (ex-Gem of Cochin, ex-Theofano M, ex-Montauk, ex-Guinomar Trader, ex-Pacific Prosperity)*. IMO 8015192. Bulk carrier. Length 228 m, 12,192 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Huahai Ship Management (China). Sold for demolition in Xinhui (China).

*Indrani (ex-Yvonne S, ex-Stellar Venus, ex-Kumasachi Mapru)*. IMO 8516689. Bulk carrier. Length 225 m, 9,709 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1986 in Tadotsu (Japan) by Hashihama Shipbuilding. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2004 in Royal Portbury (United Kingdom) and in 2012 in Ningde (China). Sold for demolition in China. 355 US\$ per ton.



*Iolcos Glory (ex-Shoshin Maru)*. IMO 8103535. Bulk carrier. Length 228 m, 12,814 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Iolcos Hellenic Maritime Enterprises Co (Greece). Detained in 2001 in Port Kembla, (Australia), in 2007 in Torre Annunziata (Italy) and in 2011 in Lisbon (Portugal). Sold for demolition in India. 428 US\$ per ton.



*Iolcos Glory* departing Lorient (France), April 2009 ©  
Pierre Yves Gasnier



*Iron Monger 2 (ex-Morning Lady, ex-Morning Glory II)*. IMO 9003172. Tanker converted into an ore carrier in 2010. Length 244 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Onomichi (Japan) by Onomichi Zosen. Owned by Taiwan Maritime Transport - TMT Co Ltd (Taiwan). Detained in 2011 in Port Hedland (Australia). Sold for demolition in Xinhui (China).



*Iroquois Maiden (ex-Vienna Wood N, ex-Nand Shweta, ex-Sea Union, ex-Kepbreeze)*. IMO 8109008. Bulk carrier. Length 183 m, 8,134 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh.



*Iroquois Maiden in Santos (Brazil), July 2005*  
© Rogério Cordeiro

*Jin Han (ex-Victoria, ex-Diavolezza, ex-El Aalim)*. IMO 7925558. Bulk carrier. Length 242 m, 13,350 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Shangha Zhengdong Shipping Co (China). Detained in 2008 in Tarragona (Spain). Sold for demolition in Xinhui (China) by Xiasha Shipyard. 360 US\$ per ton.



*Jin Shan Hai*. IMO 8025549. Bulk carrier. Length 176 m, 7,643 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Shiogama (Japan) by Tohoku. Owned by COSCO (China). Sold for demolition in China.

*Kapitan Vakula*. IMO 8326321. Bulk carrier. Length 162 m, 7,953 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2000 in Bremen (Germany). Sold for demolition in India.



*Karolina (ex-Almar, ex-Hyubdai n°18)*. IMO 8308068. Bulk carrier. Length 187 m, 8,029 t. Maltese flag. Classification society Bureau Veritas. Built in 1986 in Inchon (South Korea) by Inchon Engineering. Owned by Losinjaska Plovidba Brodarstvo (Croatia). Detained in 2007 in Leghorn (Italy). Sold for demolition in India.



*Karolina, port of Antwerp (Belgium), arriving in front of the Berendrecht lock* © Larry / Shipspotting

*Kee Lung*. IMO 8128755. Bulk carrier. Length 188 m, 7,923 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Taiwan Navigation Co Ltd (Taiwan). Detained in 2006 in Antwerp (Belgium). Sold for demolition in Bangladesh. 418 US\$ per ton.



*Khaled Ben Muhiedine (ex-Ain Oussera, ex-Cosmos Victory, ex-Tensha Maru n°10)*. IMO 8220321. Bulk carrier. Length 174 m, 7,411 t. Belize flag. Classification society Bureau Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Judi Group JKM (Lebanon). Detained in 2002 in Charleston (United States), in 2003 in Algeciras (Spain) and in 2004 in Venice (Italy). Sold for demolition in India. 402 US\$ per ton including 200 t of bunkers.



*Kulsamut (ex-Golden Progress, ex-Full Rise, ex-Kalimutu, ex-ESSCO Horizon, ex-Victory, ex-Victorious)*. IMO 7716206. Bulk carrier. Length 148 m, 4,637 t. Thai flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Takamatsu (Japan) by Shikoku. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2000 in Antwerp (Belgium), in 2001 in Lisbon (Portugal), in 2004 in Gunsan (South Korea), in 2005 in Hong Kong and in 2011 in Lumut (Malaysia). Sold for demolition in Mumbai (India).



*Lady Sera (ex-Cruiser, ex-Sinhai, ex-Ocean Priti)*. IMO 8026660. Bulk carrier. Length 183 m, 6,406 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Olaveaga (Spain) by AESA. Owned by Minamar Deniz Tasima Cilik Tic Ltd (Turkey). Detained in 2007 in Aqaba (Jordan), in 2008 in Ulsan (South Korea), in 2010 in Iskenderun and Kdz.Eregli (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in Pakistan.



*Langeron (ex-Yick Hua, ex-Lori J, ex-Pacific Defender, ex-Santa Lucia)*. IMO 8312136. Bulk carrier. Length 178 m, 6,396 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Transbulk Management Inc (Greece). Sold for demolition in India. 435 US\$ per ton including full spares.



*Leros (ex-Highland Effort, ex-Western Key, ex-Belisland, ex-Belnippon)*. IMO 8300523. Bulk carrier. Length 188 m, 8,412 t. Deflagged from Malta to St Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by Ikarus Marine Ltd (Greece). Detained in 2009 in Gemlik (Turkey) and in 2012 in Rio Grande (Brazil). Sold for demolition in Turkey. 320 US\$ per ton.



*Liberty Star (ex-Arion)*. IMO 8510647. Bulk carrier. Length 225 m, 10,942 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in Jiangyin (China). 390 US\$ per ton.

*Limnos (ex-Liman)*. IMO 9053775. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1992 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement (Greece). Detained in 2004 in Westwego (United States) and in 2009 in Ghent (Belgium). Sold for demolition in Bangladesh.



*Longevity (ex-Samsun Meriel, ex-Gladstone, ex-Global Ace)*. IMO 8312150. Bulk carrier. Length 225 m, 11,028 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Maizuru (Japan) by Hitachi. Owned by Samsun Logix Corp (South Korea). Detained in 2000 in Newcastle (Australia), in 2007 in Geraldton (Australia) and in 2008 in Tianjin (China). Sold for demolition in Bangladesh. 413 US\$ per ton.





*Lucky W* (ex-*Lucky Win*, ex-*Pacific Leader n°1*, ex-*White Guardian*, ex-*Bright Hope*, ex-*Ocean Steamer*, ex-*Lancelot Sea*, ex-*Christin T*, ex-*Silver Pine*). IMO 8005886. Bulk carrier. Length 155 m, 5,091 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1981 in Shiogama (Japan) by Tohoku SB Co. Detained in 2000 in Singapore and Vladivostok (Russia), in 2006 in Mokpo (South Korea) and Hong Kong, in 2007 in Tianjin (China), Yantai (China) and Gunsan (South Korea) and in 2009 in Yeosu (South Korea). Sold for demolition in Mumbai (India).



*Luyang Hong Kong* (ex-*Barcelona Bright*, ex-*Pearl of Ras Al Khaimah*, ex-*Great Nancy*, ex-*World Nancy*). IMO 8010881. Bulk carrier. Length 235 m, 11,725 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1981 in Aioi (Japan) by Ishikawajima-Harima. Owned by Qingdao Luyang Ship Management Ltd (China). Sold for demolition in China. 375 US\$ per ton.



*Magdalene* (ex-*Coppet*, ex-*Pulang Lupa*). IMO 8718134. Bulk carrier. Length 270 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Johann MK Blumenthal GmbH & Co (Germany). Detained in 2007 in Newcastle (Australia), in 2008 in Dampier and Gladstone (Australia) and in 2011 in Rizhao (China). Sold for an unknown destination of demolition, the ship was in the Chinese waters in December.



Newcastle (Australia), August 2010 © John Regan

*Maha Deepa* (ex-*Astromar*, ex-*Al Majeed*). IMO 8128676. Bulk carrier. Length 191 m, 8,809 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brazil. Owned by Five Stars Shipping Co (India). Detained in 2002 in San Vicente (Chile), in 2004 in Port Hedland (Australia), in 2005 in Amsterdam (Netherlands) and in 2008 in San Francisco (United States). Sold for demolition in Pakistan. 404 US\$ per ton.



*Makeevka* (ex-*World Shanghai*). IMO 8101927. Bulk carrier. Length 196 m, 7,935 t. Deflagged from Ukraine to Moldova for her last voyage as *Makeev*. Classification society Ukraine Register of Shipping. Built in 1982 in Shanghai (China) by Jiangnan Shipyard. Owned by Donbass Commercial Fleet (Ukraine). Detained in 1998 in Baie Comeau (Canada), in 2004 in Quebec (Canada), in 2006 in Izmit (Turkey) and in 2008 in Falmouth (United Kingdom). Sold for demolition in India. 415 US\$ per ton.



*Man Hai*. IMO 8220228. Bulk carrier. Length 190 m, 8,670 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Osaka (Japan) by Osaka Zosensho. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

*Matilda* (ex-*Siboelf*). IMO 9011935. Bulk carrier ex-OBO. Length 229 m, 14,710 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Goodwood Ship Management (Singapore). Sold for demolition in India. 418 US\$ per ton.



*Maud (ex-Sibonina)*. IMO 9036519. OBO converted into an ore carrier. Length 247 m, 16,811 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Goodwood Ship Management Pte Ltd. (Singapore). Sold for demolition in Pakistan.



*Mellow Wind*. IMO 9138965. Bulk carrier. Length 289 m, 20,335 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 423 US\$ per ton.



*MP Panamax 3 (ex-Bulk Venturer)*. IMO 8109149. Bulk carrier. Length 227 m, 12,904 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Owned by M Pallonji Shipping Pvt Ltd (India). Detained in 2004 in Mobile (Alabama, United States). Sold as is in Sri Lanka for demolition in India. 425 US\$ per ton including bunkers for the voyage.



*Nassau Pride (ex-Golden Trinity, ex-Golden Princess)*. Bulk carrier. IMO 8110320. Bulk carrier. Length 178 m, 7,897 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Trojan Maritime Inc (Greece). Detained in 2004 in Dampier (Australia). Sold for demolition in India.



*Nava Eliza (ex-Tetien)*. IMO 8312045. Bulk carrier. Length 190 m, 9,094 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Sitinas Shipping Co (Greece). Detained in 2001 in Tomakomai (Japan), in 2005 in Newcastle (Australia) and in 2009 in Paldiski (Estonia). Sold for demolition in Bangladesh.



*New Oji Pioneer*. IMO 9088574. Bulk carrier. Length 200 m, 9,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Magsaysay MOL Ship Management (Philippines). Sold for demolition in India. 430 US\$ per ton.



*New Oji Pioneer* arriving Bluff (New Zealand), passing former Stirling Point signal station, October 2010 © Chris Howell

*Nyack Princess (ex-Sea Cattleya, ex-Sanko Cattleya)*. IMO 8308953. Bulk carrier. Length 181 m, 7,143 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by TBS Shipping Services Inc (United States). Sold for demolition in Pakistan. 398 US\$ per ton.



*Nyack Princess* beached in Gadani (Pakistan), December 18<sup>th</sup>, 2012 © Shahid



*Ocean Korea*. IMO 8113516. Bulk carrier. Length 224 m, 12,278 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo SB. Owned by KDB Capital Corp (South Korea). Detained in 2004 in Port Cartier (Canada). Sold for demolition in China. 382 US\$ per ton.



*Ocean Lucky* (ex-Fine Star, ex-Vancouver Victory, ex-MG Tsangaris, ex-Maersk Sebarck). IMO 8010843. Bulk carrier. Length 224 m, 11,901 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Ariake (Japan) by Hitachi. Owned by Hengfa Shipping Inc (China). Detained in 2008 in Tianjin (China) and Varna (Bulgaria). Sold for demolition in China. 365 US\$ per ton.



*Ocean Noble*. IMO 8323434. Bulk carrier. Length 179 m, 6,966 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki HI. Owned by STX Pan Ocean Co Ltd (South Korea). Detained in 2009 in Sfax (Tunisia). Sold for demolition in China. 376 US\$ per ton including 200 t of bunkers.



*Ocean Noble* leaving Puerto Montt, (Chile) February 2011 © **Osvaldo Morales Cáceres**

*Okoltchitza*. IMO 8120375. Bulk carrier. Length 185 m, 7,836 t. Bulgarian flag. Classification society Bulgarski Koraben Registrar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Baie Comeau (Canada), in 2007 in Rotterdam (Netherlands) and in 2012 in Mersin (Turkey). Sold for demolition in India.



*Okoltchitza*, port of Antwerp (Belgium), October 2010 © **Stan Muller**

*Opal II* (ex-Ability, ex-Nobility, ex-Kalisti, ex-Federal Vibeke, ex-Kristianiafjord, ex-dan Bauta, ex-Nosira Lin). IMO 7920027. Bulk carrier. Length 188 m, 6,807 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Pallion (United Kingdom) by Sunderland SB. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1998 in Szczecin (Poland), in 2000 in Leghorn (Italy), in 2002 in New Orleans, in 2006 in Cork (Ireland), in 2007 in Las Palmas (Spain), in 2008 in Ashdod (Israel), in 2009 in Bandar Abbas (Iran) and in 2010 in Kandla (India). Sold for demolition in India.



*Ostsee Merchant* (ex-Ghent Trader, ex-Stamos). IMO 8407694. Bulk carrier. Length 225 m, 12,520 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1985 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by V Ships (Monaco). Sold for demolition in Pakistan. 410 US\$ la tonne.





*Panormitis D (ex-Pacific Ocean)*. IMO 8306967. Bulk carrier. Length 187 m, 7,994 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Baru Delta Maritime Inc (Greece). Detained in 2010 in Constanta (Romania). Sold for demolition in India. 500 US\$ per ton.



*Parmida (ex-Iran Afzal, ex-Manila Faith, ex-Primelock)*. IMO 8105284. Bulk carrier. Length 186 m, 7,815 t. Deflagged from Iran to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai (China) by Hudong Shipyard. Sold in December by her Iranian shipowner to a United Arab Emirates-based ghost company prior to her departure for demolition in India as *Bahrani*.



The Iranian *Parmida* sailing the Suez canal, May 2011 © Piero Corona

*Peng Yan (ex-Maricobber, ex-Asia Unity)*. IMO 8020563. Bulk carrier. Length 223 m, 12,377 t. Chinese flag. Classification society China Classification Society. Built in 1981 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by COSCO Shenzhen (China). Sold for demolition in China in Zhuhai. 340 US\$ per ton.

*Qinfa 6 (ex-Irenes Power, ex-Global Power, ex-Ramona, ex-Yamato)* IMO 8400440. Bulk carrier. Length 237 m, 12,553 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Qinfa Group Ltd (China). Detained in 2007 in Gladstone (Australia) and in 2008 in Royal Portbury (United Kingdom). Sold for demolition in India. 418 US\$ per ton.



*Qinfa 9 (ex-Emerald Bay, ex-Maersk Marlin, ex-Pacific Isis)*. IMO 8913942. Tanker converted into a bulk carrier in 2008. Length 225 m, 12,157 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen ; converted in 2008 in Lixin (China) by China Shipping Industry Co. Owned by Well Deep Ltd (Hong Kong). Sold for demolition in India.

*Reunion (ex-Go Patoro, ex-Welfair, ex-Deep Blue, ex-Nord Power)*. IMO 8907917. Bulk carrier. Length 269 m, 17,353 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Antares Shipmanagement SA (Greece). Detained in 1999 in Hamburg (Germany), in 2006 in Gijon (Spain), in 2007 in Newcastle (Australia) and in 2009 in Vishakhapatnam (India) and Port Hedland (Australia). Sold as is in Singapore for demolition in Bangladesh where she arrived as *Ion*. 397 US\$ per ton.



*River Boyne*. IMO 8018132. Ore carrier. Length 255 m, 17,282 t. Australian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi for the Australian coastal bauxite trade between Weipa mine (Queensland) in the North of Australia and Newcastle (New South Wales) or then Gladstone (Queensland).

Because of the high price of fuel oil bunkers and the availability of cheap steaming coal in Queensland at the time of their construction, *River Boyne* and her sistership *River Embley*, and the two other vessels *Fitzroy River* and *Endeavour River* built in Italy, were designed as coal-fired, steam-powered bulk carriers working with automatic coal handling systems. They were the first and only vessels of this kind. At

normal speed, the ships consumed between 180 and 240 tons of coal a day. Ash was dumped in the Gulf of Carpentaria and never within the Barrier Reef, according to the ship manager. Owned by ASP Ship Management (Australia).

The two coal-fired ore carrier *Fitzoy River* and *Endeavour River* have already left for the breaking yards of Chittagong, Bangladesh in 2009 and 2010, renamed respectively *Roy* and *Our River* and deflagged to Tuvalu and Comoros.

*River Boyne* is the last one to leave; she was just renamed *SS Rover 11*. Contrarily to the rest of the family, all broken up in Bangladesh, the ex-*River Boyne* is said to have been sold for demolition in China, 310 US\$ per ton.



*River Boyne* on the way to Port Jackson, Sydney (Australia), November 2011. The coal bunkers can be seen behind the accommodation block. © **Richard Goodman**

*River Embley*. IMO 8018144. Ore carrier, sistership of the latter. Length 255 m, 18,150 t. Deflagged from Australia to Sierra Leone for her last voyage as *Rover*. Classification society Lloyd's Register of Shipping. Built in 1983 in Nagasaki (Japan) by Mitsubishi. In May 2012, she was sold by her Australian shipowner ASP Ship Management Group to the Indian Doehle Danautic Pvt and left Australia bound for Singapore. Some months later she was sent for demolition in Bangladesh.

*Roger M Jones (ex-Siboti)*. IMO 9009396. Bulk carrier. Length 229 m, 14,710 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Copenhagen (Denmark) by B & W Skibsvaerft. Owned by B + H Equimar (Singapore). Sold for demolition in Pakistan. 438 US\$ per ton.



*Sagar (ex-Ganga Sagar)*. IMO 8409783. Bulk carrier. Length 189 m, 10,275 t. Deflagged from India to Tuvalu for her last voyage. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation of India (India). Detained in 2004 in Newcastle (Australia). Sold for demolition in Bangladesh.



*Saligna*. IMO 9078153. Bulk carrier. Length 200 m, 9,817 t. Deflagged from Netherlands to St Kitts & Nevis for her last voyage as *Align*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by MOL Netherlands Bulkship BV (Netherlands). Sold for demolition in India.



*Santo Success (ex- Santos Success, ex-Kamsar Voyager, ex-Guinomar Baobab, ex-Barrister, ex-Montvale, ex-Ryoshin Maru)*. IMO 8220175. Bulk carrier. Length 225 m, 10,420 t. Cyprus flag. Classification society RINA. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Emirates Trading Agency LLC (United Arab Emirates). Detained in 2011 in Dangjin (South Korea). Sold for demolition in Pakistan.



*SD Victory* (ex-*Halla Endeavour*, ex-*Oriental Venus*). IMO 8516677. Bulk carrier. Length 225 m, 9,753 t. Greek flag. Classification society Det Norske Veritas. Built in 1986 in Tadotsu (Japan) by Hashihama Zosen. Owned by World Management Inc (Greece). Detained in 2000 in Dampier (Australia), in 2004 in Wallaroo (Australia) and in 2007 in Vancouver (Canada). Sold for demolition in Pakistan.



The Greek bulker *SD Victory* arriving Port Kembla (Australia), March 2009 © Peter Karberg

*Sea Brilliance* (ex-*River Dignity*, ex-*Sanko Dignity*). IMO 8307167. Bulk carrier. Length 179 m, 6,620 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

*Sea Flourish* (ex-*New Orion*, ex-*Anglo Orion*, ex-*Sanko Orion*). IMO 8308991. Bulk carrier. Length 181 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by COSCO Bulk Carrier Co (China). Sold for demolition in China.

*Sea Link* (ex-*Duckyang Glory*, ex-*Great Jupiter*, ex-*Stone Gemini*, ex-*Olympic Gemini*, ex-*Fa Fa Venture*). IMO 7908897. Bulk carrier. Length 223 m, 11,451 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dock. Owned by Shipping Allied Corp (South Korea). Detained in 2002 in Donghae (South Korea), in 2003 in Newcastle (Australia) and in 2010 in Busan (South Korea and Rizhao (China)). Sold for demolition in Xinhui (China). 330 US\$ per ton.



*Sea Sparkle* (ex-*Escrino*, ex-*New Lapis*, ex-*Sanko Lapis*). IMO 8307208. Bulk carrier. Length 190 m. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Detained in 2006 in Tuticorin (India). Sold for demolition in Jiangmen (China).



*Sea Swift* (ex-*Oriental Ruby*). IMO 8300511. Bulk carrier. Length 190 m, 8,143 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mihara (Japan) by Koyo Dock. Owned by COSCO BulkCarrier Co (China). Sold for demolition in China.

*Sin Yuan* (ex-*Jag Vikram*, ex-*Jag Kranti*, ex-*Rhadika*, ex-*Mia*). IMO 7714741. Bulk carrier. Length 170 m, 6,670 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1980 in Osaka (Japan) by Osaka Shipbuilding. Owned by Harmony Growing Ship Management Co (China). Detained in 2001 in Bremen (Germany). Sold for demolition in Xinhui (China). 320 US\$ per ton.



*Speedy Falcon* (ex-*Hamburg Harmony*, ex-*Pearl of Kuwait*, ex-*Ektor*, ex-*Maersk Sentosa*). IMO 8004466. Bulk carrier. Length 225 m, 12,960 t. Mongolian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ariake (Japan) by Hitachi. Owned by Falcon Shipping Co (Vietnam). Detained in 2004 in Newcastle (Australia), in 2006 in Mangalore (India), in 2009 in Zhoushan (China) and in 2011 in Taean (South Korea). Sold for an unknown destination of demolition.





*SST (ex-Magic Fortis, ex-Magic Triangle, ex-Ikan Tampico, ex-Sanmari, ex-Star Libra, ex-Fuji Angel)*. IMO 8323915. Bulk carrier. Length 183 m, 7,337 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1985 in Chiba (Japan) by Mitsui. Owned by STX POS Ship Management (South Korea). Detained in 2004 in Vladivostok (Russia). Sold in February 2012 by her Korean shipowner to the Singapore-based Emu Management. The ship was damaged after grounding on the Middle Rocks near Horsborough lighthouse, the East entrance of Singapore Strait ; a few months later she was sold as is in Singapore for demolition in Bangladesh. 360 US\$ per ton.



*Magic Fortis* in Istanbul (Turkey) © Graeme Sweeney

*Stellar Stream*. IMO 8708311. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oppama (Japan) by Sumitomo. Owned by Pegasus Maritime Co Ltd (Japan). Detained in 2002 in Niihama (Japan) and in 2007 in Carthagène (Spain). Sold for demolition in Turkey.



*Sunrise 89 (ex-Santa Barbara)*. IMO 8029820. Bulk carrier. Length 153 m, 5,215 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Hakata (Japan) by Watanabe Zosen. Owned by Sunrise Shipping & Trading (Vietnam). Sold for demolition in India. 405 US\$ per ton.



*SV Nikolay (ex-Sorbona, ex-Bonavis, ex-Black Sea, ex-Ciudad de Guayaquil, ex-Indian Ocean, ex-World Oak)*. IMO 8025329. Bulk carrier. Length 186 m, 7,848 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Osaka (Japan) by Osaka Zosen. Owned by Fedcominvest (Monaco). Sold for demolition in India.



*T Star (ex-Nazire, ex-Fikret Manoglu, ex-New Gold, ex-Sanko Gold)*. IMO 8307428. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Shipping Bank Co Ltd (South Korea). Detained in 2002 in Vancouver (Canada), in 2009 in Odessa (Ukraine), in 2010 in Ningbo (China) and in 2012 in Ulsan (South Korea) and Zhanjiang (China) . Sold for demolition in Bangladesh. 415 US\$ per ton.



*TCT Hope (ex-SB King, ex-Altair I, ex-Great Star, ex-Supersonic, ex-Sonic Youth, ex-Presence, ex-Eastern Presence, ex-United Faith)*. IMO 8024260. Bulk carrier. Length 223 m, 11,033 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by TCT Maritime Co Ltd (South Korea). Detained in 1999 in Long Beach (United States). Sold for demolition in India. 431 US\$ per ton.



*Tegucigalpa (ex-Milanos)*. IMO 7387237. Bulk carrier. Length 136 m, 3,376 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gijon (Spain) by Juliana Gijonese. Owned by International Shipping Group (Lebanon). Detained in 2005 in Monfalcone (Italy) and in 2011 in Castellon de la Plana (Spain). Sold for demolition in Mumbai (India). 365 US\$ per ton.



*Tilos (ex-Madre, ex-Ta)*. IMO 9045390. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1991 in Nikolayev (Ukraine) by Okean Shipyard. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2009 in Mormugao (India) and Portland (United States). Sold for demolition in India. 404 US\$ per ton.



*Tim Buck*. IMO 8319861. Bulk carrier. Length 162 m, 7,953 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2007 in Bayonne (France) and in 2008 in Antwerp (Belgium) and Tianjin (China). Sold for demolition in India. 429 US\$ per ton.



*Titan (ex-Kimisis III, ex-Kimisis, ex-Golden Condor)*. IMO 8117146. Bulk carrier. Length 190 m, 8381 t. St Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Albamar Shipping Co SA (Greece). Detained in 2002 and 2006 in Hamburg (Germany), in 2008 in Barcelona (Spain), in 2010 in Woods Hole (United States) and Yingkou (China) and in 2012 in Kandla (India). On March 13<sup>th</sup>, 2009, the *Titan* bound for South Korea with an iron ore cargo, was hijacked by Somali pirates in the Gulf of Aden ; the ship and her 24 crewmen were released one month later without further details on the ransom paid. Sold for demolition in India.



*Titan*, at Cooper Consolidated Ship Buoys on Mississippi River (United States), April 2008 © Captain Peter

*Tupungato (ex-Western Kourion, ex-Western Humboldt, ex-Endeavor, ex-Endeavor I)*. IMO 8312758. Bulk carrier. Length 183 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Ultragas Ltd (Chile). Sold for demolition in Jiangyin (China).

*Victormount (ex-Van Nice, ex-Giorgos, ex-ICL Raja Mahendra, ex-Pilion, ex-Riambel, ex-Jovian Liberty, ex-General Hizon)*. IMO 8118578. Bulk carrier. Length 189 m, 9,238t. St Vincent & Grenadines flag. Classification society RINA. Built in Imari (Japan) by Namura. Owned by Treasure Target (China). Detained in 2004 in Kwinana (Australia) and in 2006 in Honolulu (Hawaiï, United States). Sold for demolition in Xinhui (China). 375 US\$ per ton including 400 t of bunkers.



*Vine*. IMO 8806498. Bulk carrier. Length 266 m, 15,071 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo SB. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2001 in Moji/Kitakyushu (Japan). Sold for demolition in Bangladesh.



*Winning Brother* (ex-*Hebei Tiger*, ex-*Collier*, ex-*Nasia*, ex-*Alpha Centauri*, ex-*Century Ibis*). IMO 8406078. Bulk carrier. Length 299 m, 22,687 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Winning Shipping (Hong Kong, China). Detained in 2002 and 2005 in Rotterdam (Netherlands) and in 2009 in Dampier (Australia). Sold for demolition in Pakistan. 420 US\$ per ton.



Gadani (Pakistan) 15 November 2012 © Shahid

*Yan Ping* (ex-*Revive*, ex-*Swift Flight*, ex-*Kavo Delfini*, ex-*Dolphin*, ex-*Aegean Dolphin*). IMO 8028747. Bulk carrier. Length 225 m, 11,367 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Dalian Yanping Shipping Management Co (China). Detained in 2006 and 2009 in Rotterdam (Netherlands) and in 2010 in Kakinada (India). Sold for demolition in China by Xiasha Shipyard. 382 US\$ per ton including a bronze working and spare propeller.



*Yi Tong* (ex-*Pacific Bangguang*, ex-*Morakot Naree*, ex-*Clipper Sletta*, ex-*Sletta*, ex-*Kiwi Ace*). IMO 8114895. Bulk carrier. Length 147 m, 4,673 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Takamatsu (Japan) by Shikoku. Owned by Fujian Tonghe Shipping Co Ltd (China). Sold for demolition in China. 325 US\$ per ton.



*Zeesh Glory* (ex-*Fang Zhou*, ex-*Cape B*, ex-*Cape Hatteras*, ex-*Star Valley*, ex-*Amstelvaart*). IMO 7929138. Bulk carrier. Length 202 m, 10,198 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Zeesh Ocean Shipping Ltd (China). Detained in 2001 in Antwerp (Belgium), in 2003 in Piraeus (Greece) and in 2007 in Santander (Spain). Sold for demolition in Jingjiang (China).



*Zhong Hang 1* (ex-*Good Friend*, ex-*Great Sky*, ex-*Pandesia*, ex-*Maersk Seraya*, ex-*General Aguinaldo*, ex-*Limelock*). IMO 8000472. Bulk carrier. Length 223 m, 12,074 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by Brother Marine Co (China). Detained in 2001 in Tianjin (China). Sold for demolition in Bangladesh. 421 US\$ per ton.



*Zhushui 8* (ex-*Minoan Euro*, ex-*Four Euro*, ex-*Unieuro*, ex-*Mare Vikingo*, ex-*Allegre*, ex-*Birdie*, ex-*Annalock*). IMO 8108602. Bulk carrier. Length 225 m, 12,250 t. Panamanian flag. Classification society RINA. Built in 1984 in Copenhagen (Denmark) by Burmeister & Wain Skibsværft A/S. Owned by Zhu Shui Shipping Co Ltd (China). Detained in 2008 in Algeciras (Spain). Sold for demolition in Xinhui (China). 365 US\$ per ton.





### Cement carrier

*Follia* (ex-*Kamal*, ex-*East Challenger*, ex-*Kilgas Challenger*, ex-*Happy Fellow*, ex-*Sunny Boy*, ex-*Teresa*). IMO 6705224. Cement carrier. Length 71 m. Panamanian flag. Classification society Hellenic Shipping Register. Built in 1967 in Kristiansand (Norway) by Kristiansands MV ; general cargo carrier successively converted into a gas carrier in 1972 and into a cement carrier in 1999. Owned by Brodogradiliste Zanatsko Proizvodnoi Usluzno Poduzece (Croatia). Detained in 2001 in Lisbon (Portugal), in 2002 in Aalborg (Denmark) and in 2005 in Mersin (Turkey). Laid up for many years in Cres port (Croatia) ; the ship is eventually broken up by local Viktor Lenac shipyard.



December 2012, in Rijeka (Croatia) © Hansdegraaf / Shipspotting

*Invicta*. IMO 8201791. Cement carrier. Length 145 m, 4,594 t. Panamanian flag. Classification society Lloyd's Register of Shipping Built in 1983 in Neuenfelde (Germany) by Sietas. Owned by John T Essberger GmbH & Co KG (Germany). Sold for demolition in India.



Sold for

### Heavy load carrier

*PWP 1* (ex-*Karla Omayra*, ex-*Kapitan Poinc*, ex-*Thor Scan*). IMO 8111790. Heavy load carrier. Length 123 m. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Leer (Germany) by Jansen. Owned by Mujur Shipping (Malaysia). Detained in 1999 in Antwerp (Belgium), in 2002 in Iquique (Chile), in 2007 in Ambarli (Turkey), in 2008 in Taranto (Italy) and in 2009 in Laem Chabang (Thailand). Sold for demolition in China. The unladen *PWP 1* was heading from Singapore to a Guangzhou ship-breaking yard when she lost power after a fuel tank leaked. The ship and her 16 crewmen from Malaysia, Indonesia, Burma and Bangladesh were rescued and towed to Sanya port, south of the Hainan island, famous for its tropical beaches and its chinese nuclear submarines base.



*PWP 1*, in Chittagong, Bangladesh, June 2012 © Ivan Meshkov

## Miscellaneous

*Asso Diciannove* (ex-*Augustea Diciannove*, ex-*Parktor*). IMO 7700128. Offshore supply vessel. Length 56 m, 1,459 t. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1978 in Lauenburg (Germany) by J G Hitzler Schiffwerft Und Maschinenfabrik GmbH. Owned by Augusta Offshore SpA (Italy). Sold for demolition in Turkey. 300 US\$ per ton.



*Asso Diciannove* in Ravenna (Italy) July 2006 © Jacques Pirson

*Asso Diciotto* (ex-*Augustea Diciotto*, ex-*Nautilus*, ex-*Agip Nautilus*). IMO 8100791. Offshore supply vessel. Length 65 m, 1,096 t. Deflagged from Italy to Belize for her last voyage as *Diciotto*. Classification society RINA. Built in 1982 in La Spezia (Italy) by Sgorbini. Owned by Augusta Offshore SpA (Italy). Sold for demolition in India. 413 US\$ per ton.



*Maridive 106* (ex-*MZ 106*, ex-*Gulf Fleet n°21*). IMO 7717080. Offshore supply vessel. Length 55 m. Egyptian flag. Classification society American Bureau of Shipping. Built in 1977 in Houma (United States) by Quality Equipment. Owned by Maritide Offshore Oil Services (Egypt). Sold for an unknown destination of demolition.

*Maridive 108* (ex-*MZ 108*, ex-*Maritide 108*, ex-*Prospect Seahorse*, ex-*PBR 371*). IMO 8127488. Offshore supply vessel. Length 53 m. Egyptian flag. Classification society American Bureau of Shipping. Built in 1982 in Pascagoula (United States) by Hudson Shipbuilders. Owned by Maritide Offshore Oil Services (Egypt). Sold for an unknown destination of demolition.

*Valisia* (ex-*Lady Valisia*, ex-*Far Supplier*, ex-*King Supplier*). IMO 8110966. Offshore supply vessel. Length 68 m, 1,901 t. St Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1982 in Nordfjordeid (Norway) by Nordfjord. Sold by her Norwegian shipowner in March 2012 to the Indian Doehle Danautic India Pvt Ltd prior to her demolition in India.



*Lady Valisia*, in Darwin (Australia), October 2007  
© Mick Prendergast

*Vos Challenger* (ex-*Dea Challenger*, ex-*Asia Maru*, ex-*Aomjai II*, ex-*Selco Supply II*, ex-*Ibis Six*). IMO 7392983. Offshore supply vessel. Length 59 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1975 in Waterhuizen (Netherlands) by Pattje. Owned by Vroon Offshore Services Ltd (Netherlands). Sold for demolition in Grenaa (Denmark).



*ICGS Vijaya*. IMO 8007391. Coast Guard patrol vessel. Length 74 m, 1,001 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Bombay (India) by Mazagon Dock. Owned by Indian Coast Guard (India). Sold for demolition in India.

#### Car carrier

*Kano* (ex-*Feedersailor*, ex-*Carola Schulte*). IMO 7236139. Ro Ro converted into a car carrier in 1991. Length 88 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1972 in Emden (Germany) by Schulte & Bruns. Owned by Vival Marine Ltd (Ukraine). Detained in 2007 in Leghorn (Italy) and in 2011 in Constanta (Romania). Sold for demolition in Turkey.



*Pearl Ray* (ex-*San Marcos*, ex-*Oppama*, ex-*Oppama Maru*). IMO 7825435. Car carrier. Length 190 m, 11,852 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Oppama (Japan) by Sumitomo HI. Owned by Ray Car Carriers (Isle of Man, United Kingdom). Detained in 2006 in Pyeongtaek (South Korea). Sold for demolition in India.



*Pearl Ray* in Columbia City, Oregon United States), September 2009 © Phil Gilston

*Seijin* (ex-*Seijin Maru*). IMO 8417572. Car carrier. Length 200 m, 12,203 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2000 in Southampton (United Kingdom) and in 2012 in San Francisco (United States). Sold for demolition in India.





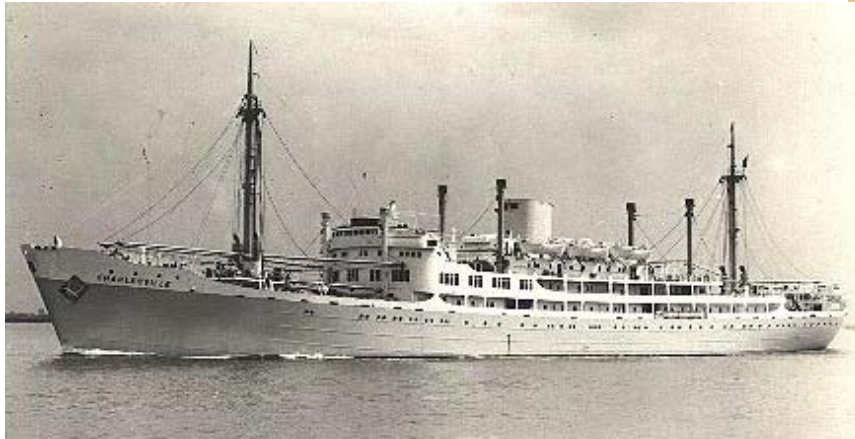
## The END

### Charlesville

The Belgian Shipping Company (Lloyd Royal) S.A. commissioned between 1948 and 1951 five mixed passenger and cargo boats that sailed between Antwerp and the Belgian Congo. The only survivor of this series, the *Charlesville*, has just been sold for scrap.

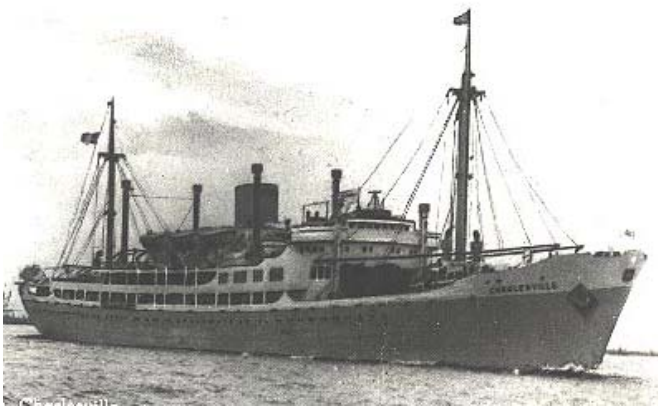


© CMB

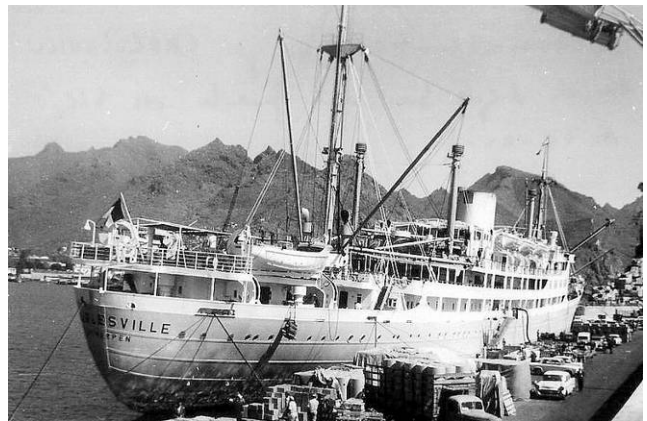


© CMB

Launched 12 August 1950 by the John Cockerill shipyard in Hoboken, near Antwerp, and commissioned in March 1951, *Charlesville* (from the name of a Congolese city of Western Kasai, today Djokopunda) is the fifth and last of the series. She is a vessel of 10,946 gross tons, 153.67 m in length, 19.76 m wide, has a depth of 12.14 m and a draught, when laden, of 8.38 m. With a deadweight of 9,128 tons, she carried cargo in six holds served by eighteen derricks with a lifting capacity of 5 to 40 tons and could accommodate up to 248 passengers. Her propulsion was provided by a Burmeister & Wain turbine of 9,250 horse power at a speed of 16 knots.



© CMB



© Seniorennet

Her entire Belgian career took place on the Congo route with seven to eight return trips per year. From / and to Antwerp, she mainly served Matadi and Boma, but also, on some trips, Lobito, Angola, then a Portuguese colony and the terminus of the Benguela Railway which enabled to reach the Congolese province of Katanga. The trips of the *Charlesville* also include stops in Tenerife in the Canary Islands for bunkering.



De luxe cabin © CMB



© Seniorennet



The swimming pool © CMB



Trips to the Congo came to an end in 1967, seven years after the colony gained independence. The *Charlesville* was then sold to the East German State company, Deutsche Seereederei Rostock, and became the *Georg Büchner*, the name of the German "revolutionary" writer (1813-1837). Her favourite destination was now Havana from Rostock with, eventually, additional stops in Poland, Sweden, Rotterdam or her former home port, Antwerp.

February 1974, Santiago de Cuba © CybersBase

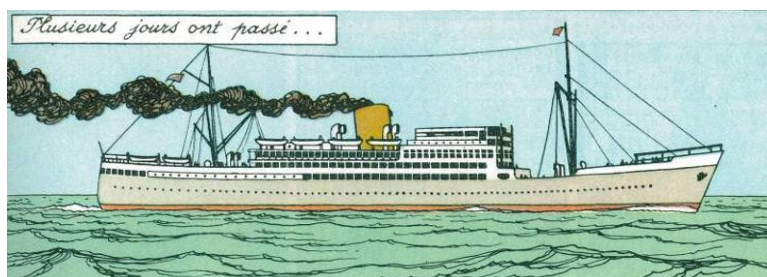
These trips continued until 1977. The ship, then 26 years old, would live on for another 35 years, but berthed. Her owner now used her as a stationary training ship. To allow for training on modern equipment, the foremast was removed and replaced by a massive crane, profoundly altering her profile. Acquired in the 1990s by the city of Rostock, the *Georg Büchner* was then partly converted into a youth hostel (€ 19 to 22 including breakfast) and partly into a hotel. Some premises have been kept in their original state.



Berthed in Rostock (Germany) © Robert Schuenzer



Maintenance of this vessel, exceeding sixty years of age, became problematic, so it was decided to terminate her operations. Organisations have tried to save her as the last ship to the Congo, as she is representative of Belgian maritime heritage, but without success. Some have alerted public opinion by citing her as the ship in "Tintin in the Congo", but this is not the case, the *Charlesville* was built in 1951 whereas "Tintin in the Congo" was first published in 1930. The ship featured in the comic is actually the first *Thysville* (1922-1947).



© Hergé / Moulinsart



*Thysville*

© CMB

The other four vessels in the series were the *Albertville* (1948), demolished in 1973, *Leopoldville* (1948), which became the Congolese *PE Lumumba* in 1967, demolished in 1974, the *Elisabethville* (1949), lost in a fire in Antwerp in 1968, and *Baudouinville* (1950), renamed *Thysville* (second ship of this name) in 1957, sold in 1961 and demolished in 1973.

The sale of the *Georg Buchner*, currently listed and protected as a Maritime Heritage site of the Land of Mecklenburg-Western Pomerania, would be suspended pending a final decision by the city of Rostock on a possible downgrade.



#### Sources

*American Bureau of Shipping ; Australian Institute of Marine and Power Engineers ; Auke Visser Historical Tankers Site ; Benicia Herald (the) ; Black Sea Memorandum of Understanding ; Bureau Veritas ; CBC – Radio Canada ; Chittagong Port Authority (the) ; Cirammar ; Clarkson's ; Costa Croccieres ; De Morgen ; Det Norske Veritas ; Dominican Today ; Equasis ; EU-NAVFOR ; Fairplay ; European Maritim Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Gulf News ; Havarie Kommando ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marie Bourrel in Droit de l'environnement, n°207 ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Denmark ; Maritime Matters ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; Navsource ; Nippon Kaiji Kyokai ; Optima Shibrokers ; Queensland Alumina Limited ; RIA Novosti ; Riyadh Memorandum of Understanding ; Robin des Bois, personal sources and archives ; RTBF ; Russian Maritime Register of Shipping ; Sea News ; SERCO ; Ship Nostalgia ; Shipspotting ; Stolt Nielsen Ltd ; Tokyo Memorandum of Understanding ; Trade Winds ; Tsavlis Salvage Group ; United States Coast Guards ; UNCTAD (United Nations Conference on Trade And Development) ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; VVIA (Flemish Organisation for Industrial Archeology).*

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## **2012: a record year**

### **Shipbreaking: an exploding industry: 293 vessels in 2006, 1328 in 2012**

#### **By unit**

1 India, **523** (40%)  
2 Bangladesh, **228** (18%)  
3 China, **207** (16%)  
4 Turkey, **152** (9%),  
5 Pakistan, **120** (11%),  
6 Denmark, **21** (2%)

#### **By tonnage of metal recycled**

1 India 4,4 million of t (38%)  
2 Bangladesh 2,5 million of t (22%)  
3 China, 1,8 million of t (16%)  
4 Pakistan 1,6 million of t (14%)  
5 Turkey 559.000 t (5%)  
6 United States 32.000 t (0%)

#### **By category**

1 bulk carrier : 509 (38%)  
2 general cargo carrier : 268 (20%)  
3 tanker : 203 (15%)  
4 container ship : 173 (13%)  
5 reefer : 70 (5%)

**2012** was a record year with **1328** vessels broken up. This smashed the figures of the previous years : the demolition market growth reached **+30%** in number of vessels scrapped compared to the previous year and even **+ 40%** in volume of recycled metal as ships have become larger and larger.

Persistent economic stagnation and more and more stringent inspections in ports in Europe, Asia, America and Australia are leading to more and more ships being demolished.

The average age (**28**) for demolition is lessening.

1245 ships (**94%**) were broken up in Asia.

India remains by far the number 1 destination of demolition, both in terms of units and volume ahead of Bangladesh and China. All the major ship-breaking countries have benefited from the trend and from an increase in arrivals in their ship-breaking yards. A special mention needs to go to Turkey, which has almost doubled the number and volume of ships it has received. The total tonnage of scrap metal in 2012 exceeded **11 million**.

544 ships (**41%**) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 35% were built in those countries. 802 (**60%**) have been detained in previous years with their crews in ports worldwide, for non-compliance with international safety regulations. Africa remains the only continent where sub-standard ships are not identified.

Bulk carriers remain the first category of vessels scrapped in 2012 with 38%, ahead of general cargo carriers (20%), tankers (15%) and container ships (13%).

Bullish are bulk carriers, reefers, general cargo carriers, livestock carriers and above all container ships. The number of container ships has more than tripled compared to 2011 (**173** versus **48**) and represents **13%** of demolished ships; shipowners who are being delivered their new Ultra Large container ships get rid of the smaller units even though many are under 20 years of age.

Bearish are tankers, with a share decreasing from 20 to 15%.

432 vessels (33%) are more than 200m, but they accounted for only 25% of the total in 2011. 31 ships over 300m were demolished in 2012 against 24 in 2011. In the absence of available dry docks, this trend towards longer ships contributes to develop ship-breaking on beaches or afloat in ports. This technique is polluting for the bottom of port basins.

Purchase prices were relatively stable in 2011. In 2012, the plethora of demolitions led to a drop in price in the Indian sub-continent at the end of the year. Vessels to be broken up are sold at \$ **365-400** per ton in the Indian subcontinent, **\$350-375** in China, and **\$300-325** in Turkey. The most expensive ship was the gas carrier *Norgas Energy* and her stainless steel tanks, sold by her Norwegian owner to India for **\$941** per ton.

In Central America, Mexico and the Dominican Republic were the final destinations of old passenger ships from Canada and South America. It is too early to know if these trials are consistent with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships.

In Europe, Denmark and Belgium are well established and the Baltic states are emerging. Only Bassens (France) is developing a dismantling industry in dry dock. In Croatia, Ukraine, and Romania, some yards had, occasionally and with local means, got rid of the cumbersome ships clogging up their ports.

In the United Kingdom efforts from shipyards in Liverpool and Hartlepool, where the former *Clemenceau* and 4 American military vessels were broken up, have not been pursued.



Bassens, *Matterhorn* being dismantled in drydock © R Escher

France was the first nation to ratify the Hong Kong convention. It was a diplomatic event. However in practice, apart from the intermittent site at Bassens, the Le Havre site for small sea and river ships and the forced demolition of *TK Bremen* in Brittany, atony rules. In the Mediterranean, it is aphasia.