

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

41, from July 1 to September 30, 2015

Content

Offshore platforms: radioactive alert	1	Pipe layer	21	Reefer	37
Waiting for the blowtorches	3	Offshore supply vessel	22	Bulk carrier	38
Military & auxiliary vessels	7	Tanker	24	Cement carrier	47
The podium of best ports	13	Chemical tanker	26	Car carrier	47
3 rd quarter overview: the plunge	14	Gas tanker	27	Ferry	48
Letters to the Editor	16	General cargo	28	Passenger ship	56
Seismic research	17	Container ship	34	Dredger	57
Drilling	18	Ro Ro	36	The End: <i>Sitala</i> , 54 years later	58
Drilling/FPSO	20	Tuna seiner / Factory ship	37	Sources	60

Offshore platforms: radioactive alert



The arrival of « *Nobi* », St. Kitts & Nevis flag, in Bangladesh. © Birat Bhattacharjee

Many offshore platforms built in the 1970s-1980's have been sent to the breaking yards by the long-lasting drop in oil prices and the low profile of offshore activities. Owners gain an ultimate profit from dismantlement. Most of the offshore platforms sent to be demolished since the beginning of the year are semi-submersible rigs. This type of rig weighs 10 to 15,000 t, i.e. a gain for the last owners of 2-4 million \$ on the current purchase price from shipbreaking yards.

Seen in the scrapyards:

Bangladesh: *DB 101*, Saint-Kitts-and-Nevis flag, 35.000 t. *Nobi*, Saint-Kitts-and-Nevis flag, 14.987 t.

India: *Ocean Epoch*, Marshall Islands flag, 11.099 t. *Octopus*, 10.625 t.

Turkey: *Atwood Hunter*, Marshall Islands flag. *GSF Arctic I*, Vanuatu flag. *GSF Arctic III*, Vanuatu flag. *Hercules*, Dutch flag. *J.W. Mclean*, Marshall Islands flag. *Ocean Concord*, Marshall Islands flag. *Ocean Winner*, Marshall Islands flag. *Ocean Yatzy*, Marshall Islands flag. *Scarabeo 4*, Portuguese flag. *Sedco 710*, Liberian flag.



The offshore platforms are identified by an IMO number and fly a flag, often of convenience. Like ship-owners, rig-owners send them away for demolition in faraway shipbreaking yards that do not systematically abide by detection and radioprotection protocols: the *GSF Arctic III* (photo n°6, at left), which at the beginning of the year was in the North Sea, is now in the process of being scrapped at Aliaga. The Turkish shipyards appreciate oil rigs, as they are made of much more metal than the coasters and ferries that they usually receive.

Careful, certain scrap metals are radioactive. The deposits of radium and lead 210 scales on the inner pipe walls are known by all the owners. The NRPA (Norwegian Radiation Protection Authority) estimates that the dismantlement of offshore rigs on the Norwegian continental plateau will in 30 years produce 3,000 tons of radioactive waste. Prolonged exposure to 1 mg of radium is carcinogenic. The radioactivity of scales reaches 100 Bq/g. Its half-life is 1600 years. Norway opened in 2008 a geologically stable storage site.

Furthermore, sealed radioactive sources of Cobalt 60, Cesium 137, Americium 241, and other radionuclides are used aboard rigs to x-ray welding and measure the thickness of pipes. It is necessary to verify that they have been extracted from the platforms before they arrive at the ship-breaking yards. Besides bad handling at the shipyard, which could have serious consequences for workers and their families, their introduction in the steelworks furnaces in the course of the recycling process would bring about a wave of radioactive contamination by the dispersion of factory fumes. In these scenarios, the contamination would be diffused at a regional, if not international, scale.



1 Sheikh Farid Ul Alam/ 2 Sajjad Chowdhury/ 3 Siddhant Jain/ 4 Harendra Gosai/ 5 Fatih Takmakli/ 6 Burak Tokgoz/ 7 Buyuk / 8-9-10 Selim San

Crew leaders and workers must be given information in advance on the demolition of rigs. When the convention of Hong Kong comes into effect, keeping in mind that its use of the term “ships” also includes offshore platforms, an inventory of dangerous materials on board must be transmitted to the ship-breaking yard. Based on this reference document, the ship-breaking yard will have to establish a recycling plan and get it approved by its country’s national authorities if it is a signatory of the convention. For now, offshore rigs are demolished with the utmost negligence of radioactive risk and an absolute legal vacuum.

Furthermore, if we want to reduce these sanitary and environmental risks from this moment on, a plan for radioprotection must accompany the cutting up, the handling and the storage of pipes and other radioactive equipment designated and mapped in advance. Workers must be protected by Hazmat suits and equipped with dosimeters. Inhalation or contact with radioactive particles must be strictly avoided. It is also necessary to protect the external environment and to avoid the accumulation of radioactive dust inside the shipbreaking yard boundaries, on beaches, and on the yard’s equipments. The dispersion of particles puts personnel, local residents, and neighboring fish farming and agriculture in danger.

On the radioactivity in the tanks of FPSO units and oil tankers see also “[Ship-breaking # 39](#)” (p. 60-61) and “[Ship-breaking # 40](#)” (p. 12-13) in the chapter on Enhanced Natural Radioactivity

NB: Offshore rigs are not included in Ship-breaking assessments.

Waiting for the blowtorches

They are old, orphaned, or damaged. Though inevitable, that is not a reason their demolition would be achieved at low cost in shipbreaking yards that practice rushed demolition work.

Catherine Desgagnés (ex-Thorold, ex-Gosforth). IMO 5133979. Canadian flag. General cargo. Length 124 m. Built in 1962 in Aberdeen (United Kingdom) by Hall Russel and Co.

The *Catherine Desgagnés* is moored at post 25 of the Quebec City Harbour, in the estuary section. Her last voyage dates back to summer 2014. After the winter layup, she hasn’t moved. She is only visible from the south bank of the St. Lawrence River; the Levis bike path is a good observation post. The Group Desgagnés’ distinctive yellow markings on the ship’s smokestack and the bow were erased in June 2015.



Quebec City, February 13, 2013 © Foggy



Quebec City, July 17 2015 © Hubert Desgagnés

The old ship had seen a lot since the day of her birth in 1962 in the Scottish shipyard. After 10 years of service for the Burnett Steamship Company of Newcastle (UK), she headed for America. The winds had shaken her well in the middle of the Atlantic and her cargo of steel coils had to be re-stowed in Newfoundland. After a last mission for Burnett – a delivery of grain to Trinidad – she returned to Canada and to the Sorel shipyards for refitting. At her first outing, she delivered paper from Baie-Comeau at the mouth of the St. Lawrence River to Florida.

In 1984, after Quebec & Ontario Transportation Co ceased operations, she was acquired by Groupe Desgagnés and renamed *Catherine Desgagnés*. Contrary to pure lakers, she was a salt water carrier and kept venturing outside of the Great Lakes, mainly up onto the Canadian east coast.

Launch in Aberdeen coll. Claude Thomas



The “Old Catherine” is a ship from another time. All the machines on board are manual, except for the boiler, automated in 1996. Generations of Canadian mechanics had cold sweat to keep her engine under control while slowly entering the locks of the St. Lawrence Seaway. Another oddity, the direct current that feeds her electric circuit makes her a “lightbulb eater”; it is necessary to order them by the hundreds.



Gosforth with her derricks



Grounding at Lorain © Transports Canada

Her original derricks were dismantled after she bumped into a bridge in Quebec. In 1994, she nearly collided with the Lorain Bridge when it didn't open quickly enough and rebounded into the marina, where she crushed 30 recreational boats.

The Richelieu district criminal court sentenced the ship to an 18,000 \$ fine for having dumped a dozen liters of oily water into the St. Lawrence while she was at berth in Sorel in July 2004.

On December 12, 2013, she was rescued after a propulsion failure and brought safe to the port of Muskegon, on the east coast of Lake Michigan.

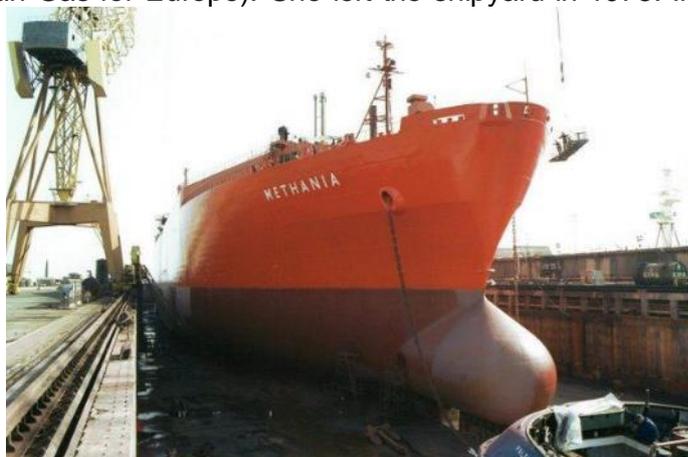
Under tow on Lake Michigan
© Muskegon Port webcam



Bombshell or final blow, she has just been purchased by RJ Mc Isaac Construction, which carried out the dismantlement of the *Canadien Miner*. Has Mc Isaac gotten a taste for shipbreaking? Does it need a transporter for scrap iron? The ship, renamed *Catherine III*, is still in Quebec harbour.

Methania. OMI 7357452. Belgian Flag. Gas carrier with a capacity of 131.235 m3. 280 m long. Built in 1978 in Temse (Belgium) by Boelwerf. Owned by Exmar (Belgium).

Ordered in 1973 after the first oil crisis, the *Methania* was supposed to be chartered along with 4 other ships by the European consortium of companies known as SAGAPE (Société d'Achat du Gaz Algérien Pour l'Europe – Society for the Purchase of Algerian Gas for Europe). She left the shipyard in 1978. In the meantime, the SAGAPE project floundered; the Belgian distributor Distrigas took up the ship's charter. Further complicating things, the LNG terminal in Antwerp that was supposed to receive the Algerian gas was not operational until 1987. The *Methania* was laid up in a Norwegian fjord until her first gas deliveries in 1982; from 1982 to 1987, the gas destined for Belgium was unloaded at the terminal of Montoir, in France.



Construction at Boelwerf's © Exmar

In spite of her regular maintenance, at 37 years of age and hardly economical in crew or in bunkers, the *Methania* found it difficult to find charters. In 2014, she stayed laid up at Brest from May 21 to July 7, then from August 18 to December 4. She moved to Marseille, closer to the export port of Algerian gas, but didn't leave the Wilson Quay for the whole year. A reduced staff was charged with her current maintenance. She missed the final date for her 5-year inspection on October 17th.



Departure manoeuvres at Brest
© Erwan Guéguénat

This true Belgian will not be able to be demolished in Belgium; she is too large for the Terneuzen-Ghent canal's locks. All she can do is wait for the opening of the new lock, anticipated for 2021. Another option would be to take opportunity of the completion of the *Costa Concordia* dismantling in Genoa to finish her career with dignity and finally provide a signal of responsibility on the European scale.

See also: "[A Belgian LNG Carrier stranded in Marseille.](#)"

Corse. OMI 8003620. French Flag. Ferry. Length 145 m. Built in 1983 at Prairie-au-Duc (France) by the shipyard Dubigeon Normandie. Owner SNCM (France).

The *Corse*, property of a shipowner in administration, has been laid up at Marseille since December 2014. She awaits the decision of the Justice, which has been constantly postponed. Among the SNCM's potential buyers, only one still claims that it wants to have her resume service. The *Corse's* imminent demolition is nobody's secret.



At Marseille, September 2015 © Pascal Bredel

See also "[Is the Corse about to migrate to Asia?](#)"

Flinterstar (ex-UAL Africa, ex-Flinterstar). OMI 9243758. Dutch Flag. Bulk Carrier. 130 m long. Built in 2002 in Leer (Germany) by Ferus Smit. Owner Flinter Shipping (Netherlands).

After leaving Antwerp on October 5, 2015 at 4pm, the little *Flinterstar* collided with the super gas carrier *Al Oraiq*, 315 m, departed from Qatar. The 12 crew members (3 Dutch, 3 Russians, 5 Filipinos, and a Cape Verdean) are safe and sound. The *Flinterstar* sank, ran aground on a sandbar and leaked fuel; the oil pollution spread up to the Dutch, Belgian, and French coasts. Some of her hatch covers were torn off and tossed in the sea, and those left were removed to avoid the spreading of debris and the consequent safety risks for ships in the North sea. The weather has delayed the pumping of 550 t of fuel entrusted to the experts Boskalis and Smit. The causes of the accident are unknown. The *Flinterstar* will succeed the *Baltic Ace* in the "wreck removal" series. Only the top of the ship and the cranes are still visible.



October 6 © Benny Proot/Reuters



Late October © Belgian Navy

Haidar (ex-Elevation, ex-Perceiver, ex-Cervantes, ex-Regia, ex-Portland Bay, ex-Regia). OMI 9083067. Lebanese flag. Ex-container ships converted into livestock carrier. 117 m long. Built in 1994 in Neuenfelde (Germany) by Sietas Schiffswerft. Owner A Sleiman Co & Sons (Lebanon).

The *Haidar* had just been converted in the shipyards of Tuzla (Turkey); Bureau Veritas classed her as a livestock carrier in June 2015. On October 6, she was at berth at Barcarena, in the mouth of the Para River in the north of Brazil. She was carrying 5000 cattle destined for Venezuela.



August 2006, the container ship *Perceiver* © Marcus S



Conversion at Tuzla © Bissar Sleiman

In the morning, the ship began to list. The crew evacuated. The *Haidar* took 2 hours to capsize with her prisoners. One or two hundred of the animals escaped; some dozens were saved, the rest butchered by locals taking advantage of the situation or drowned.



© Diario on Line



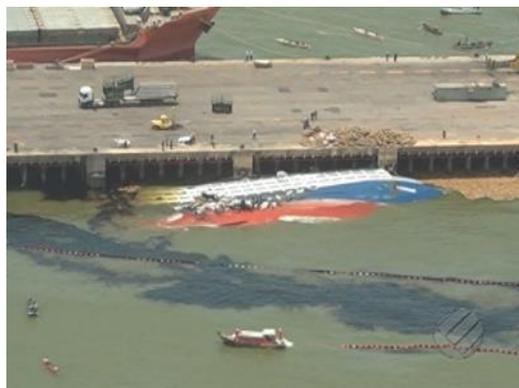
© Renato Pereira / Arquivo Pessoa



© Diario on Line

Anti pollution booms around the wreck have been carried away several times. 700 t of fuel leaked into the river. In the days following the disaster, the oil spill and the thousands of carcasses washed up on the beach. The 5000 bovines became 3000 t of environmentally and sanitarly hazardous waste; it is planned that they will be buried 20 km from Barcarena, in keeping with IBAMA's (Brazilian Institute of the Environment) requirements for the protection of soils and groundwaters. The stench continues to permeate the region and residents worry about well contamination.

In the port, the wreck has been taken over by Mammoet Salvage, who hopes to have finished pumping the residual fuel before the end of November. It will also be necessary to extract the bodies still stuck inside the ship. According to Mammoet, the entire operation of refloating and removal should take 4 months.



The wreck in the port Screenshot TV Liberal



© Guilherme Mendes/TV Liberal

The *Haidar* disaster is the 3rd this year that implicates this type of carrier. In May, 634 cows perished when the *Asia Raya*, which was transporting them to Kalimantan (Indonesia), caught fire. In July, another livestock carrier sank in the Gulf of Aden with 2 sailors among the 29 crew members and 3000 cattle.

This shipwreck illustrates once again ship owners' deficiencies in the management of livestock carriers. Among the hundred of ships of this type, only around 15 were built specifically for this function. The others are ex general cargo ships, tankers, container ships, Ro Ros that have been converted and are more or less adapted. In the shipbreaking industry, the corrosion and the bacteriological filth of livestock carriers make them the worst of all ships for the workers. Yard owners do not like them either. Livestock carriers are now being sought to transport migrants across the Mediterranean (Cf. "[Ezadeen, the livestock an migrant carrier](#)," January 2, 2015).

Military and auxiliary vessels

United States, the NDRF (National Defense Reserve Fleet)

The clearance of the NDRF reserve fleet has been started up again. In January, less than 20 vessels were left at the 3 sites in Beaumont (Texas), James River (Virginia) and Suisun Bay (California). The 6 ship-breaking yards approved by the American Maritime Administration should have recycled 10 vessels from now until the end of the year. 2 ships from the California fleet arrived in Texas in September. The atomic *Sturgis* has also entered this last phase.

Comet. OMI 6124518. Ro Ro. Length 152 m, 8,175 t. United States flag. Built in 1958 in Chester (Pennsylvania) by Sun Shipbuilding and Drydocks for \$11.12 million. The "mother of all Ro Ros" could transport up to 700 vehicles at a speed of 18 knots. In 1961, the American Defense Secretary had announced the construction of 5 other ships of the same type, destined to replace traditional cargo ships, but only one was built. Popular with the Military Sealift Command (MSC) for her capacity to allow the rapid unloading of equipment, she was used regularly under the ID T-AK-269, then T-LSV-7, then AKR-7 under situations of war or international crisis (Lebanon, Vietnam, Iraq). Struck from the naval registry on July 2, 2006 and laid up in the Suisun Bay reserve fleet. She was sold and towed for demolition in Brownsville by Marine Metal. 445,224 \$, or 54 \$ per ton.



© US MARAD

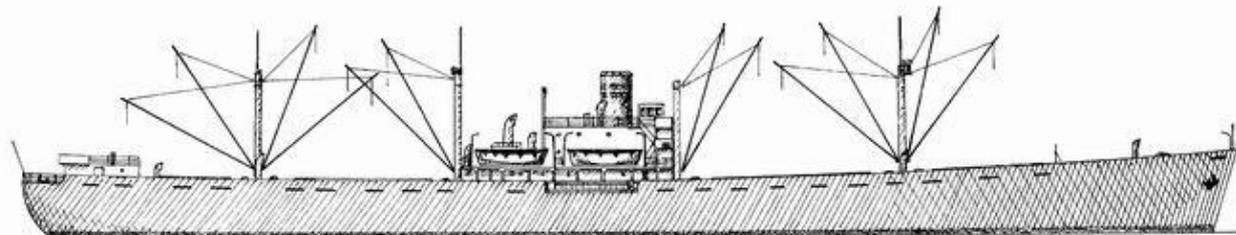
Meteor (ex-*Sealift*). OMI 6126100. Ro Ro. Length 164 m, 9,154 t. United States Flag. Built in 1967 in Seattle (Washington) by Lockheed Shipbuilding and Construction. Ro Ro, a bigger and better version of *Comet*. She was regularly used under the ID T-AKR-9, then T-LSV-9, and later AKR-9 for the transport of wheeled cargo and helicopters. Retired from use in 2006 and stored at Suisun Bay, she was finally sold for demolition at Brownsville by All Stars Metal. 775,335 \$, or 85 \$ per ton.



USNS *Meteor*, underway circa late 1990s.
© Maritime Administration

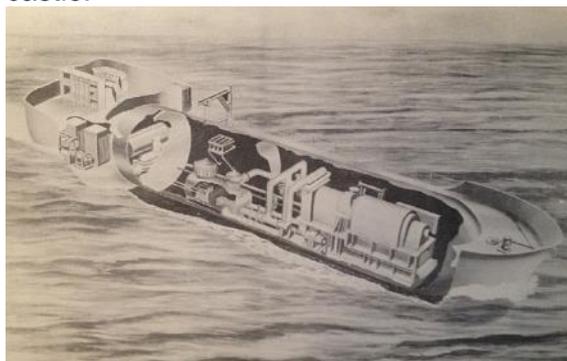
Sturgis (ex-*Charles H. Cugle*). A previously unseen operation debuted this summer at Malin International Ship Repair and Drydock in Galveston, Texas. The floating nuclear power plant *Sturgis* has entered into the demolition phase. In November 2010, “[Shipbreaking # 21](#)” (p 2) had reminded of the long-term overstay of this unit with her 10 MW nuclear reactor MH-1A in the US Reserve Fleet. She was the first of the kind and the only one to exist until the launch of the *Akademik Lomonosov*, the future Russian floating nuclear power plant equipped with 2 reactors with a capacity of 2x35 MW.

In the beginning, the *Sturgis* was a Liberty ship modified to transport boxed aircraft -- the *Charles H Cugle*, built in Panama City, Florida, by J.A. Jones Construction.



Z-EC2-S-C5 type, liberty ship modified for the transport of boxed aircraft © Karsten-Kunibert Krüger-Kopiske

Launched on August 13, 1945, too late to help the war effort, *Charles H Cugle* is laid up in the James River Reserve Fleet in Virginia. She leaves there in March 1963 for a new career; the concept of “floating nuclear plant” is just born. The propulsion system is taken out. The Liberty ship is cut in two. It is jumboized. The central part is replaced with a reactor compartment. A factory smokestack looks over the castle.



The earliest concept for what became the STURGIS in an illustration from the book “Army Nuclear Power Program,” published by the Engineer School -1958



Operational testing of the Sturgis at Ft. Belvoir, VA. Corps photo

Charles H Cugle is renamed *Sturgis*. She is destined to feed electricity to the 4 corners of the world to ports, military bases, and remote camps according to the needs of the Secretary of Defense or to damaged zones. In 1968, after one year of testing at Fort Belvoir in Virginia, the *Sturgis* is towed to lake Gatún in the Panama Canal area to provide energy to the US base there.



© U.S. Army Corps of Engineers

In 1976, the reactor is deactivated: the military are from now on supplied with electricity of fossil origin produced in land-based plants. Departing Panama in December 1976 to rejoin Virginia, the *Sturgis* has to stop in the middle of her course for temporary repairs after a storm. She finally arrives at Fort Belvoir in March 1977.

The demolition of the *Sturgis* confronts the problems of radioactive contamination and the management of nuclear waste. The first option is to not do anything and wait in a safe place for the partial decay of short-lived radionuclides like Cesium 137. The waiting time is fixed at 50 years: following this scenario, the demolition would begin in 2027.



Refueling Room aboard *Sturgis*, showing Spent Fuel Tank Lid and Access Plug. (Corps Photo)

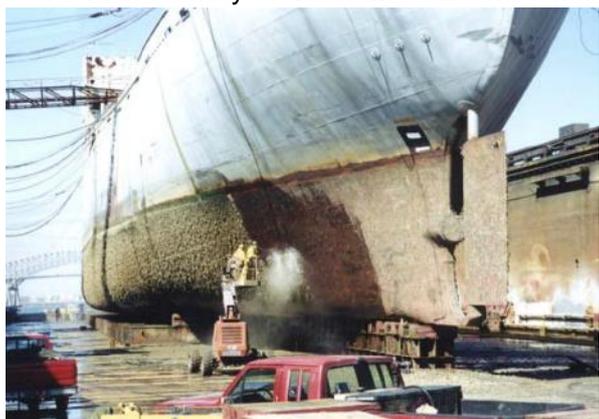


NS *Savannah* rests beside the *Sturgis* barge (right) in the James River Reserve Fleet © Adrin Snider / Daily Press.

For a year, cleanup works are carried out. The nuclear fuel is extracted. The reactor, vapor generator, and peripheral contaminated equipment stay on board in a sealed-off area. The pipes and the contaminated bulkheads are treated *in situ* in order to respect the regulatory limits to exposure.

In March 1978, the *Sturgis* is sent to Georgia and dry-docked for a hull inspection, painting, and fitting works prior to her “temporary storage” in the James River. She will stay there for 12 years, along with the nuclear-powered cargo vessel *Savannah*.

On the James River, the US MARAD is in charge of the *Sturgis*’ security and maintenance; it proceeds to a total of 3 dry-dockings in 1983, 1999, and 2008, which are necessary to assure the integrity of the hull and the safety of the radioactive material stored inside.



Cleaning of the hull during 1999 dry dock (Corps photo)

In 1998, the US Army Corps of Engineers (USACE) begins to wonder about the relevance of the “waiting” option. The hull is getting older. The Liberty Ship generation is being placed in museums. The *Sturgis* is subjected to bad weather. The floating storage is expensive.

In January 2014, the USACE publishes an assessment on the sanitary and environmental impact of the *Sturgis*’ proposed demolition. The potential ship-breaking yards are located in Virginia, Maryland, South Carolina, and Texas. The purpose is to remove the radioactive pieces and convey them by train or truck to nuclear waste storage sites, to extract and eliminate the non-radioactive pollutants and eventually to

cut up the hull and to recycle the metals in the same way it is done with conventional ships. The USACE report concludes that there is an absence of significant impacts. The green light is given.



Départ de la flotte de réserve de Virginie (Corps photo)

The venerable civil engineering and construction company CB&I (Chicago Bridge & Iron Company) is selected to lead the depollution and decontamination phases at the Malin Shipyard in Galveston, near Houston. At the end of the process, all the remains of the *Sturgis* will be towed to Brownsville, further south along the Texas coast, for demolition. The U.S. Army is criticized for their lack of consultation with the Galveston population who are only informed in Autumn 2014. The arrival of the *Sturgis* is delayed: anticipated for December 2014, it is effected only in 2014. The depollution operations begin in July 2015. This first phase would need to last for a year. Cost estimated for the American treasury: \$34.66 million.



Arrivée in Galveston, Texas (Corps photo)

United Kingdom

The Royal Navy continues her dirty work. The attempts of Hartlepool, Liverpool, and Swansea are tossed overboard.

“[Shipbreaking n°38](#)” (p 14-15) had announced the demolition of the type-42 destroyers *HMS Liverpool* and *HMS Manchester*. The siblings count 3 survivors among them. The triplets *HMS Edinburgh*, *HMS York* and *HMS Gloucester* arrived at the demolition yards of Aliaga one after the other. In 2013, the Royal Navy had sold 4 type-22 frigates for demolition: 3 in Turkey for 750.00 £ each, 1 at the Swansea shipyard in Wales for “only” 700,00 £...since then, this “sensible information from a commercial point of view” has not been communicated.

We are « bound by the principles of the Treaty of the European Union » and « we cannot discriminate on grounds of nationality and must treat all competitors equally » claims the Minister of Defense. In a singular turn of events, the United Kingdom shelters itself behind the European Union. By demolishing the ships in Turkey, we gain money, by demolishing them where they are, we lose it. Too bad for the employees! And let's spill asbestos!

HMS Edinburgh. D 97. The “Fortress of the Seas”. Launched on April 14, 1983 at Birkenhead by Cammel Laird shipyards. In 2010 she underwent a £ 17.5 million refit. She was decommissioned on June 6, 2013. Beached for demolition at Aliaga September 7th, 2015.



HMS Edinburgh, at South Georgia Island in the South Atlantic © MoD

HMS Gloucester. D 96. The “Fighting G.” Launched November 2, 1982 in Southampton by Vosper Thornycroft. Decommissioned June 30, 2011. Beached for demolition at Aliaga on October 14, 2015.



January 2005: *HMS Gloucester* at South Georgia Island © Michael W. Pocock and Maritime Quest.com

HMS York. D 98. Launched June 20, 1982 in Wallsend by Swan Hunter Tyne & Wear. The last of the family and the fastest, she was able to reach a speed of 34 knots. Decommissioned September 27, 2012. Beached for demolition at Aliaga September 9, 2015.



HMS York, arriving at Aliaga, September 2015 © Selim San

France

The French Navy continues to destock. The shipbreaking contracts are still and strictly awarded to European facilities, according to the post-Clemenceau doctrine. On June 24, 18 small ships were attributed; they will be dismantled in the Gardet & de Bezenac recycling facility at one of ACH's former shipbuilding sites.

The biggest ship of the lot is the patrol boat *La Boudeuse*, 55 m, towed from the marine cemetery of Landévennec, near Brest.

The most legendary is the water tanker *Ondée*, the last coal-powered steamboat of the French Navy, homeport Brest. She sunk two times to the bottom of the Penfeld; the first time during World War 2 after being scuttled by German troops before their withdrawal, the second in January 1982, when the engine room was flooded after a vapor collector ruptured. Each time after being refloated, the indefatigable *Ondée*, had again taken up her job of supplying water to ships off the harbor and to the Iroise sea islands in the summer. Her boiler burned 250 kg of coal per hour. It took 24 hours to reach sufficient pressure to activate the motor pistons. The *Ondée* carried 235 t of potable water and 13 t of distilled water.



© Alain Darchy / Le Marin -

In February 1986, the steam-powered water carrier rescued the nuclear submarine base of Île Longue, where the freshwater supply facilities had frozen. After the construction of a desalination unit on the Île de Sein and the availability of water reserves on Molène, the *Ondée* was retired, then decommissioned in 1993 and laid up in the Naval base.



Brest 2004 © Jacques Carney

She will be destroyed in the same port where she was built in 1935.



The *Ondée* arrived at Le Havre on a pontoon in July 2015. © Eric Hour

The podium of best ports, 3rd quarter



Newcastle (Australia), 8 detentions

1



Algeciras (Spain), 4 detentions

2



Aliaga (Turkey), 4 detentions

3

1 Dave Bean / 2 Frank- Cp / 3 Çandarlı'dan Aliğa

3rd quarter 2015 overview: the plunge

tons recycled

- 1 India 361.000 t (35%)
- 2 Bangladesh 257.000 t (25%)
- 3 Pakistan, 153.000 t (15%)
- 4 Turkey, 98.000 t (9%)
- 5 China, 61.000 t (6%)

ships

- 1 India, 34 (28%)
- 2 Bangladesh, 27 (22%)
- 3 Turkey, 21 (17%)
- 4 Pakistan, 12 (10%)
- 5 China, 8 (7%)

121: the number of ships demolished is in free fall (-45%). The tonnage has nearly been cut in half (-49%) compared to the previous trimester. With “only” a -15% decrease in its volume of activity, India takes 1st place while Turkey outstrips China in spite of a decline of -18%.

The price of ships to be demolished has collapsed. The ship owners wait for better days to sell their end-of-life ships. This situation could have negative effects on maritime security. China has inundated the global market with cheap steel billets; metal from old ships is being bought at 300 \$ per ton by shipyards in India, Bangladesh, and Pakistan, compared to 500 \$ last year at the same time. In Turkey, the rate is 200 \$, and in China, it is less than 150 \$.

The cumulative lightship weight of the period reaches just 1 million tons. 47 ships (39%) were built in Europe, 39 (32%) by European ship owners (European Union or European Free Trade Association), 103 (85%) were demolished by shipyards located in the Indian subcontinent, China, or Turkey, and 12 (10%) are on their way to being demolished by European Union shipyards, of which 1 damaged ship, the *Samskip Akrafell* (p. 32), has been declared a total loss.

Bulk carriers (46 ships) represent 50% of the tonnage sent to be demolished, versus 75% the preceding trimester. The oil sector is destocking. The long-lasting drop in oil prices slows down investments. 18 units dedicated to exploration, drilling – including the famous *Glomar Explorer* (cf. p. 18) – offshore supply or floating storage have left for the breaking yard.

tonnage recycled

- 1 : bulk carrier, 530.000 t (51%)
- 2 : tanker, 134.000 t (13%)
- 3 : container ships, 114.000 t (11%)
- 4 : general cargo 102.000 t (10%).

category

- 1 : bulk carrier, 46 (38%)
- 2 : general cargo 22 (18%)
- 3 : other offshore 18 (15 %)
- 4 : tanker, 14 (12%)



At least 20 ships (16%) were deflagged just before departing for Bangladesh, India, Pakistan, and Turkey for the breaker's yard; half adopted the passport of St. Kitts and Nevis.

After being locked up, the demolition

23 (19%) of the ships were inspected by a classification company that did not belong to the IACS (International Association of Classification Societies) or were not classed. The sub-standard ships are always first priority to leave: at least 66 (55%) were subjected to previous detention in ports across the world, with a detention rate of 80% for bulk carriers, 73% for general cargo ships, 38% for ferries and 33% for the tanker family.

The bulk carrier *Reis G*, 9 detentions, demolished in India, gets the gold medal for sub-standard ships, beating another bulker, the *JK Monowara*, 6 detentions, demolished in Bangladesh. Third place is held ex-aequo by the bulk carrier *Zhong Cheng 1*, demolished in India, the general cargo ship *Orion*, and the Ro Ro *Tebessa*, both demolished in Turkey.

Istanbul, October 2013 © Olaf K



Years and Meters

The age at which ships have been demolished lies between 63 years for the former Norwegian *Hakon Jarl*, converted first into a ship-restaurant and then a hotel-bar-disco and 4 years for the damaged cargo ship *Gökbel*. The average age is 30 years. It is 24 years for container ships and 26 years for bulk carriers. In 2014, the average age of bulk carriers sold for demolition was 28 years.



The veteran *Hakon Jarl*, in the Sea of Norway - DR



The same one at Sluiskil, September 8, 2012
© Pascal Bredel

46 ships have a length less than 150 m, 41 measure between 150 m and 199 m, and 34 measure more than 200 m. The convoy of ships destroyed this trimester has been reduced; it measures 20 km against 39 km in the second trimester and 46 km in the first.

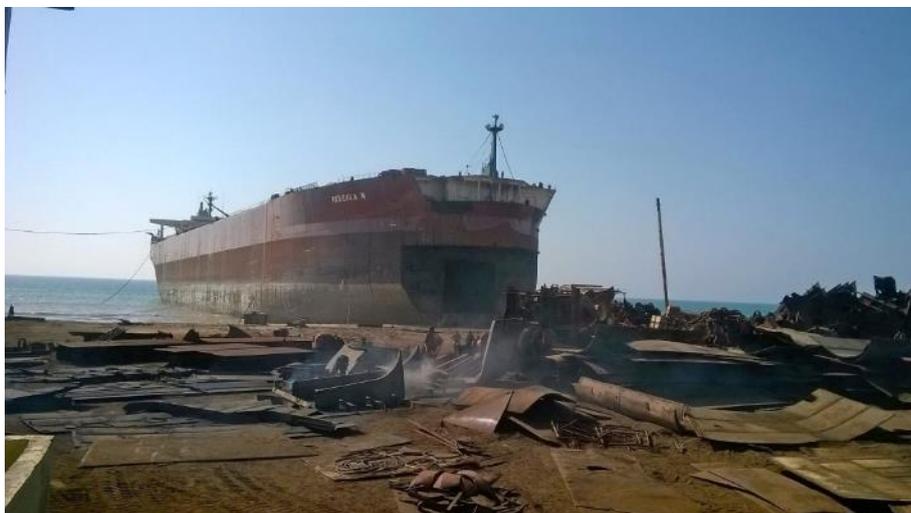
The largest and heaviest ship is the *Rebekka N*, ex-single-hull super-tanker *Yukong Voyager* built in South Korea, converted to a VLOC (Very Large Ore Carrier) and beached in Pakistan: 322 m long, 249,278 dwt, for a lightship weight of 40,400 t. She was sold for 12 million \$.



Tanker times, *Yukong Voyager*
© SK Shipping Co Ltd



Bulker times, *Rebekka N*
© Fotoflite



Scrap times © Shahid

Letters to the Editor

Received July 27, 2015, from Henning G.

A chapter of « [Shipbreaking # 40](#) » was dedicated to the hazardous material and wastes and the way they will have to be managed according to the new European Union regulation on ship demolition.

Henning G. wishes to add some precisions and corrections on some particular details.

* On the vessel excluded to keep an on-board inventory of hazardous materials:

Warships but also state owned vessels not commercially used and all other existing ships below 500 GT are excluded.

* On the due date to keep an on-board Inventory of Hazardous Materials (IHM):

All other existing ships under EU-flag or those visiting an EU-port have to have the IHM by end of 2020; all new ships under EU-flag from end of 2015, relevant is the date when the building contract is signed (or 6 months later keel is laid, or 30 months later delivery).

* On the hazardous materials that must be inventoried:

- The list is depending on whether or not is is a new or existing ship.

- For all ships asbestos, ozone-depleting substances, PCBs, and organotin antifouling coating is to be investigated and documented. For new ship additionally cadmium, hexavalent chromium, lead, mercury, brominated flame retardant agents, PBBs (polybrominated biphenyls) and PBDEs (polybrominated diphenyl ethers), chlorinated paraffins and naphthalenes, and radioactive substances such as fire alarms and possibly radioactive gauges.

[NDLR : the existing ships shall comply « as far as practicable»]

- The tin antifouling coatings listed are those containing organotin compounds.

* For existing ships IHMs can be prepared on hand of available information and sampling & analysis, whereas for new ship 2 documents are to be submitted by suppliers for their deliveries (Material Declaration - MD, and Suppliers Declaration of Conformity - SDoC). These two documents are also required for maintenance of IHM, an obligation for shipowners which will be checked during re.certification of IHMs, due at least every five years.

Received October 11, 2015, from Anthony L.

Anthony L, a particularly watchful reader, brought to our attention that one photo in the chapter The END dedicated to *Baltic Ace* was actually showing another ship, the *Asia Malaysia*, sunken in 2011 off Calabasa Island (Philippines).

This mistake has been corrected. Baltic Ace sunk within minutes in the evening of December 5, 2012.

Simon L., from Quebec

Is alerting us on the departure for demolition of several residents of the Great Lakes and St Lawrence Seaway – such as *Mapleglen* and *Birchglen*, almost simultaneously departing on their own power towards Turkey– and is predicting other departures among the oldest ships of Canada Steamship Lines or other Canadian companies.

Among the candidates, one needs to keep an eye on the elderly *Catherine Desgagnés*. She has just been sold but it is not clear yet whether she will resume operations or leave for demolition.

And eventually, this is the end for the 111-year-old laker *JB Ford* (see « [Shipbreaking # 38](#) », p 4) : she made her final voyage across Duluth harbour on Lake Superior to be broken up a few miles further at Azcon Metals, a scrap processor.

See the chapter on the « Old Catherine » p 3-4 of this issue, « waiting for the blowtorches».



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.

Flags of the last voyage



Comoros



DR Congo



Marshall Islands



Niue



Palau



St. Kitts and Nevis



Sierra Leone



Tanzania



Togo

Research vessel

Falcon Explorer (ex-*Nikolayev*, ex-*Nikolaev*). IMO 8404551. Seismic research vessel. Length 81 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Gdynia (Poland) by Komuny Paryskie Shipyard; ex offshore supply vessel converted to research vessel in 1997. Owned by PGS Geophysical AS (Norway). Sold for demolition in Esbjerg, Denmark



Nikolaev, supply time, February 1995, Felixstowe, United Kingdom © **Derek Sands**



Research time © **Ole Jakob Dingen**

Ocean Explorer (ex-*Amy Chouest*, ex-*Far Comet*, ex-*Tender Comet*). IMO 7805239. Seismic research vessel. Length 81 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1979 in Ulsteinvik (Norway) by Ulstein Hatlo ; ex offshore supply vessel converted in 1993. Owned by PGS Geophysical AS (Norway). Sold for demolition in Esbjerg, Denmark.



© **Ole Jakob Dingen**



Geo Prospector (ex-Stevens Calypso, ex-Prospekta). IMO 7016981. Seismic

research vessel. Length 72 m. Panamanian flag. Classification society Bureau Veritas. Built in 1970 in Elmshorn (Germany) by Kremer Sohn ; ex-general cargo carrier converted to research vessel. Owned by Fugro NV (Netherlands). Sold for demolition in Belgium by Galloo Recycling.



© Norsk Fly & Flyfoto

Drilling ship

GSF Explorer (ex-Glomar Explorer, ex-Hughes Glomar Explorer). IMO 7233292. Drilling ship. Length 189 m, 15,636 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 1973 in Chester (United States) by Sun Shipbuilding Corp.

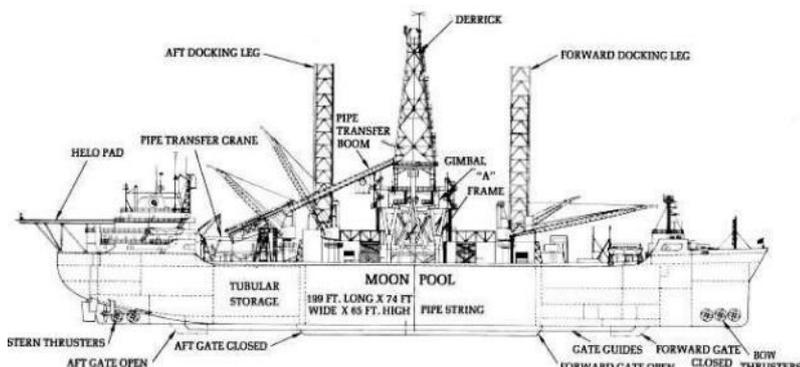


Diagram of unmodified GSF Hughes Glomar Explorer. From "A Matter of Risk" by Roy Varner and Wayne Collier.



UPI /Tommy Trampp

Built under the cover story she was a deep sea-mining ship looking for manganese nodules. The real goal of her owner Howard Hughes was to locate and salvage the wreck of a Russian submarine sunken off Hawaii on April 11, 1968. K-129 was a diesel electric Golf II class submarine carrying 3 SS-N-4 Sark nuclear-armed ballistic missiles. The Russian submarine had sailed from Petropavlosk naval base on the Kamtchatka peninsula to take a patrol station in the Pacific ; she sunk with her crew of 98 sailors, 1560 miles off Hawaii in 5000 m of water. The cause of the disaster remains contradictory : collision with a US submarine in the Russian version, malfunction of a missile and explosion in the US version. Howard Hugues was running the project Azorian for the CIA.



Hughes Glomar Explorer © Robert Hurst /US MARAD.

And HMB 1 barge



The recovery would use a giant claw hoisted in the « moon pool », a large underwater hangar amidships, providing access to the ocean. Hughes Glomar Explorer sailed along with the floating submersible

warehouse known as *Hughes Mining Barge* HMB-1, supposed to store and hide the wreck. The K-129 expedition started on July 4, 1974. Officially, only the forward section of the submarine, 2 nuclear-tipped torpedoes and cryptographic equipment could be raised to the surface and screened. 8 Soviet sailors were given a burial at sea. Soon after, the Los Angeles Time published details on this first ever technical operation and this attempt of submarine espionage. The strategic wreck digger dressed as a polymetallic nodule miner was pushed towards an early retirement. Spy ships do not like publicity.



Moored at Suisun Bay, Benicia, CA., circa 29 July 1985.
© Richard Leonhardt



at an Oregon shipyard being modified for Global Marine. © TommyTrampp

Hughes Glomar Explorer was only converted in 1996. The useless equipments and superstructures were dismantled at Cascade General Shipyard in Portland, Oregon. The *ex-Hughes Glomar Explorer* was renamed *Glomar Explorer* and headed for Atlantic Marine at Mobile, Alabama. There, she was equipped with the whole deep-sea oil drilling paraphernalia.



In the Black Sea © Scott Vardy



Off Indonesia © Scott Rader

Her maximum drilling depth was 9000 m. Chartered by Texaco, off Nigeria, then by BP off Angola, with a few periods of duty in the Black Sea. In 2010 she left for overhaul at the Singapore yards and then went drilling off Indonesia.



2007, off Angola © Scott Rader

After an ultimate contract for the Indian company ONGC ended up, she was sent to Labuan (Malaysia) and laid up. In 2015, her owner Transocean Ltd (Switzerland) announced its oldest units will be scrapped. *GSF Explorer* status is « to be broken up » since May 2015. She would still be in Asia.

As for the barge HMB-1 and her retractable roof, she is officially operated as a covered floating drydock for luxury yachts by Bay Ship & Yacht Co at Alameda in San Francisco Bay.

© Bay Ship & Yacht Co



Shipbreaking # 41 – October 2015

Peregrine1 (ex- *Onyx*, ex-*Mikhail Mirchink*). IMO 7907180. Drilling ship. Length 149 m, 8,960 t. Bahamian flag. Classification society Det Norske Veritas. Built in Mantyluoto (Finland) by Rauma-Repola. Owned by Gryphon Energy (Malaysia). Sold for demolition and towed by the tugboat *Northwind* to Bangladesh.



Baia (Brazil) © MarineTraffic



Rio de Janeiro (Brazil), June 2008 © Cesar T. Neves

Drilling ship & FPSO

Azurite (ex-*Europe*, ex-*Samco Europe*, ex-*Fina Europe*). IMO 8611831. Ex tanker converted to FPSO. Length 322 m. Panamanian flag. Classification society Det Norske Veritas. Built in Ulsan (South Korea) by Hyundai ; converted in 2009 by Keppel Fels Ltd shipyard in Singapore to be operated off Congo as a FPSO unit (Floating Storage, Production and Offloading). In this new configuration, she is also equipped with a mobile drilling rig. Owned by Prosafe FPSO D Pte Ltd (Singapore). Her official status in the Equasis database is « to be broken up » but she has not left Singapore yet.



The super tanker *Fina Europe* © Auke Visser



Lately the FPSO *Azurite* © L'Image Cinematography

Noble Seillean (ex-*Seillean*). IMO 8413863. Tanker FPSO and drilling ship. Length 250 m, 23,944 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1990 in Belfast (Northern Ireland, United Kingdom) by Harland & Wolff for BP North Sea fields where she has been operated until 1997. She then left for Brazil to work on the Roncador site of Petrobras: after been modified, she was able to drill at a water depth of 2,000 m, process up to 20,000 barrels /day (3,200 m³) and store up 300,000 barrels (50,000 m³).



At the shipbuilding yard © Auke Visser

Owned by Noble Drilling Services Inc (United States). Without contract anymore, she was laid up since 2011 in Mobile (Alabama), next to the disused wood chip export terminal. In September 2015, she was beached for demolition in India.



On the Mississippi at Violet. © Don Piolo



Arrival at Alang © Jilani Hamidani

Pipe-layer

 *Huasteco* (ex-*Sea Lion I*, ex-*Sea Swallow*, ex-*Vendelso*). IMO 5377953. Pipe-layer. Length 213 m, 22,774 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Asteco*. Classification society Germanischer Lloyd. Built in 1960 in Yokohama (Japan) by Mitsubishi ; Ex OBO widened and converted to pipe-layer in 1976. Owned by Mexicanas Construcciones (Mexico). Sold for demolition in India.

© Protexa Construcciones



Huasteco, May 23, 2008, Moored at the Repair Quayside, Curacao Drydock Company CDM, Willemstad Curacao.

© Cees Bustraan.



Sunrise 2000 (ex-*Sunrise*). IMO 8400294. Ex heavy load carrier converted in 1995 to pipe-layer for the offshore oil industry. Length 123 m, 8,881 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Technip UK Ltd (United Kingdom). Detained in 2015 in Gibraltar (United Kingdom). Sold for demolition in Turkey.



Sunrise 2000, December 12, 2008 Vitoria, Brazil © Eugene Gladkykh

Offshore supply vessel

Beka 3 (ex-Vos Pilot, ex-Dea Pilot, ex-Rossinant, ex-Kentonvale Star, ex-Bass Tide, ex-Bass Shore). IMO 7235551. Offshore supply vessel. Length 56 m. German flag. Classification society American Bureau of Shipping. Built in 1973 in Port Adelaide (Australia) by Adelaide Ship Construction. Owned by Hempel Shipping GmbH (Germany). Sold for demolition in Esbjerg, Denmark.



Bass Shore, at Great Yarmouth, United Kingdom
© Mervyn



Butler Favour (ex-Maersk Master). IMO 8409379. Offshore supply vessel. Length 82 m, 4,114 t. Nigerian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Butler AG Ltd (Nigeria). Sold for demolition in India.



Butler Favour beached in Alang © Alang Ship Info

Grampian Haven (ex-Portnahaven, ex-Stirling Merlin). IMO 8104321. Offshore supply vessel. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1982 in Great Yarmouth (United Kingdom) by Richards Drydock & Engineering. Owned by Graig Shipmanagement (United Kingdom). Sold for demolition in Grenaa, Denmark.



Grampian Venture. IMO 8104333. Offshore supply vessel. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1982 in Lowestoft (United Kingdom) by Richards. Owned by Craig Group Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Ios Glory (ex-Smit-Lloyd 121). IMO 8202800. Offshore supply vessel. Length 63 m. Unknown flag since September 2013. Classification society American Bureau of Shipping. Built in 1983 in Zaltbommel (Netherlands) by De Waal Scheepswerf. Owned by Intra Oil Services (Malaysia). Laid up in Singapore since 2010. Sold for an unspecified destination of demolition.



Smit-Lloyd 121, August 1992 arriving Rotterdam
© Mick Warrick



Ios Glory at Singapore, November 2008
© M Klingsick

Jade (ex-Crystal Fish). IMO 8110605. Offshore supply vessel. Length 45 m, 614 t. Indian flag. Classification society Indian Register of Shipping. Built in Ingrandes-sur-Loire (France) by Ateliers & Chantiers Bréhéret. The supply ship *Jade* was the French *Crystal Fish* from 1981 to 1993 owned by Feronia International Shipping (FISH), subsidiary of Compagnie Nationale de Navigation (Worms) specialized in offshore services.



Crystal Fish, 1989, off Douala (Cameroon) © Pascal Riteau

She was sold to the American group Seacor Holdings in 1993 and kept the same name under the St. Vincent flag. Since 1999, she was the Indian *Jade* owned by Amba Shipping & Logistics group, manager of a dozen of offshore supply vessels. Sold for demolition in Mumbai, India.

In 1983, Ateliers & Chantiers Bréhéret had built a larger supply ship (1 217 GT compared to 487 GT) in their Ingrandes shipyard, the *Beryl Fish*. Renamed *Albacore* in 1987, she was chartered by the French Navy as a rescue and pollution control vessel with Toulon as a homeport. She was renamed *Beryl Fish* again in 1997 under the St. Vincent flag for Seacor ; she was sold in 2005 to Gac Marine, based in Abu Dhabi, and operated in the Caspian sea as *Kathy* flying the flag of Turkmenistan.

Ocean Ruby (ex-Lady Joyce). IMO 7909308. Offshore supply vessel. Length 49 m, 746 t. Indian flag. Classification society Indian Register of Shipping. Built in Tomago (Australia) by Carrington. Owned by Can Offshore Pvt Ltd (India). Sold for demolition in Mumbai, India.

Vos Server (ex-Dea Server, ex-Toisa Plover, ex-Veesea, ex-Kara seal). IMO 7827029. Offshore supply vessel. Length 57 m. Bahamian flag. Classification society American Bureau of Shipping. Built in Jennings (United States) by Zigler. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Don (ex-Dea Seeker, ex-Toisa Puffin, ex-Marsea One). IMO 8010001. Offshore supply vessel. Length 51 m. Bahamian flag. Classification society American Bureau of Shipping. Built in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services (United Kingdom). Sold for demolition in Grenaa, Denmark.



Toisa Puffin, August 17, 1990, Great Yarmouth, United Kingdom © Stephen-S



Vos Don, Aberdeen, March 2011 © Capt. Lawrence Dalli

Tanker

Banio (ex-*Sitala*). IMO 5330412. Tanker. Length 259 m, 21.071 t. Unknown flag. Unknown classification society. Built in 1961 in Saint-Nazaire (France) by Chantiers de l'Atlantique for Shell France. Sold in 1984 to Shell Gabon and converted to floating storage in Spain by Cadiz shipyards. She was nicknamed « *Mio* » and discreetely towed to Alang ; she is being demolished by Priya Blue, in the same yard as the ex cruise liner *France* in 2006-2007 and the ex *Exxon Valdez* in 2012 (Cf. [Shipbreaking # 27](#), p 8). See the chapter The END, p 58.



Postcard Maritime Shell Shipping

 *Lambari*. IMO 8301814. Tanker. Length 173 m, 8,127 t. Deflagged from Brazil to Tanzania for her last voyage as *Ambar*. Classification society Det Norske Veritas. Built in 1993 in Jacuacanga (Brazil) by Verolme do Brasil. Sold by her owner Transpetro (Brazil) to the Indian company SALS Shipping Pvt Ltd just prior to her departure for demolition in Pakistan.



Port of Santos (Brazil), November 2008
© Rogério Cordeiro

Gadani beach (Pakistan), August 2015
© Sikandar Khan

Maroula (ex-*Oceanic*, ex-*Bolton*, ex-*Makurdi*, ex-*Else Terkol*, ex-*Chemitrader*). IMO 6415879. Tanker. Length 63 m. Greek flag. Unknown classification society. Built in 1964 in Vegesack (Germany) by Lurssen. Owned by Styliada Naftiki Eteria (Greece). Sold for demolition in Turkey.



1976, repair works at Sharpness (United Kingdom) © Shipspotting



2015, demolition at Aliaga © Selim San



Nuevo Pemex II. IMO 8212960. Tanker. Length 202 m, 10,808 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage. Unknown classification society. Single hull tanker built in 1987 in Veracruz (Mexico) by Astilleros Unidos de Veracruz. Owned by PEMEX (Mexico). Officially, her Equasis status has been «broken up» since May 2013. She was planned to be demolished by ECOMAR, a Mexican facility located at Lazaro Cardenas on the western coast of Mexico, along with other single hull tankers owned by PEMEX and along with the ex cruise ship



Lyubov Orlova. ECOMAR was presented as a promising business but actually soon closed down its ship recycling yard. In the summer of 2015, *Nuevo Pemex II* left Mexico under tow, became *Eva II* under the St. Kitts & Nevis flag and arrived at Alang early September. There, she was reunited with *Nuevo Pemex III*, renamed *Mex III*, beached on August 25. We are now waiting for *Nuevo Pemex IV*, the youngster of the family.



Nuevo Pemex II, Veracruz, Mexico during 1997.
© Willem Van Maanen

See also [Shipbreaking # 37](#), p 62, The END, the true and the fake end of *Guadalupe Victoria II*.



Nuevo Pemex III. IMO 8308238. Tanker. Length 202 m, 10,757 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Mex III*. Classification society Lloyd's Shipping Register. Built in 1989 in Veracruz (Mexico) by Astilleros Unidos de Veracruz. Owned by PEMEX (Mexico). After a two-year lay-up in the Gulf of Mexico, the veteran was renamed, deflagged and beached for demolition in India.



Nuevo Pemex III © El Imparcial



Ralda (ex-*Esmeralda*, ex-*Esmeraldas*). IMO 7925065. Tanker. Length 177 m, 8,810 t. Deflagged from Panama to St. Kitts & Nevis flag for her last voyage under tow as *Fiona*. Classification society American Bureau of Shipping. Built in 1981 in Busan (South Korea) by Korea SB & E Corp. Owned by Shipmate Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran) and in 2010 in Yantai (China). Sold for demolition in Bangladesh. 350 \$ per ton.



Ralda in Singapore, June 2011 © Andreas Spörri

Valio (ex-*Trabunker*, ex-*Melina*, ex-*Valio*, ex-*Macoil*, ex-*Black*, ex-*Blackfoot*, ex-*Victoriasand*). IMO 6915635. Tanker. Length 74 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1969 in Busum (Germany) by Busumer. Owned by ESSCO – Hellas (Greece). Detained twice in 2002 in Rijeka (Croatia). Sold for demolition in Turkey.



May 2015, Piraeus (Greece)
© Dennis Mortimer

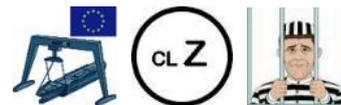


En route towards Aliaga © Burak Tokgoz

Viva (ex- *Shinko Maru No,38*). IMO 8203995. Tanker. Length 70 m, 722 t. Thai flag. Unknown classification society. Built in 1982 in Shimonoseki (Japan) by Kanmon. Owned by CA Marine Consultants Co Ltd (Thailand). Sold for demolition in Bangladesh. 305 \$ per ton.



Yu Fu (ex-*Zaral*, ex-*Aral Wind*, ex-*St Mary*, ex-*Uznadze*, ex-*Akademik Uznadze*). IMO 8517035. Tanker. Length 151 m, 6,161 t. Panamanian flag. Classification society International Register of Shipping. Improved version of the *Broz Tito* type tanker ; 24 units were built for the Soviet merchant fleet in the shipyards of Split, Rijeka and Uljanik (Croatia, ex-Yugoslavia). *Akademik Uznadze*, a double bottom ship built in 1988 in Split by Brodosplit, was delivered to the Georgian Shipping Company, based in Batumi on the Black Sea. She was sold in 1994, shortly after the collapse of the USSR. Owned by Target Shipping Ltd (Hong Kong, China). Detained in 2006 in Cape Canaveral (United States). Arrived under tow for demolition in Bangladesh.



In China, at Nansha, April 2014 © SMP/MarineTraffic

Chemical tanker

Al Safa (ex-*Abu Ziad*, ex-*Ferrdos*, ex-*Papoura*, ex-*Al Muntasira*, ex-*Portia*, ex-*Holy River*, ex-*Koa Maru*). IMO 6918302. Chemical tanker. Length 90 m, 1,358 t. Unknown flag. Unknown classification society. Built in 1969 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Gulf Trust Ship Fuel Supply (United Arab Emirates). Sold for demolition in Pakistan.



Gas tanker

Lady Stephanie. IMO 9014781. Gas tanker. Length 100 m. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1991 in Kochi (Japan) by Shin Yamamoto. Owned by Sloman Neptun Schiffahrts-Aktiengesellschaft (Germany). Detained in 2010 in Rafnes (Norway). Sold for demolition in Turkey.



June 7, 2015, one of *Lady Stephanie's* last voyages
© Marc Ottini



Aliaga © Selim San

Syn Markab (ex-*Val Di Fassa*, ex-*Agip Sardegna*). IMO 9003067. Gas tanker. Length 98 m, 2,578 t. Italian flag. Classification society RINA. Built in 1992 in Pesaro (Italy) by Pesaro CN. Owned by Synergas Srl (Italy). Detained in 2005 in Aliaga (Turkey). Sold for demolition in India. 485 \$ per ton including 523 t of stainless steel with a high content of nickel.



Syn Markab, at Rijeka, Croatia, July 2010 © Dragec

Vitamin Gas (ex-*Daesan Gas*, ex-*Kum Kang n°1*, ex-*Lake Star*, ex-*Koho Maru n°15*). IMO 8511249. Gas tanker. Length 66 m, 950 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1985 in Mukaishima (Japan) by Sanyo. Owned by Nhat Viet Transportation Corp (Vietnam). Sold for demolition in Bangladesh. 322 \$ per ton.



November 2005, in Kurushima Strait ©Toneu2000

General cargo

Albarella (ex-*Arabella*). IMO 8115332. General cargo. Length 164 m, 5,663 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Varna



Shipping & Trading (Bulgaria). Detained in 2003 in Nakhodka, in 2004 in Hong Kong and in 2011 in Tanjung Priok (Indonesia). She had been for sale as is in Tanzania since late 2014. Renamed *Cheng*, she was beached for demolition in India in July 2015.



At Sète (France), September 2008 © Regis Zaia

E. Karakaya (ex-*Rapla*, ex-*Nuevitas*, ex-*Kapitan Chmutov*). IMO 8502078. General cargo. Length 132 m. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Marsa (Malta) by Malta SB. Laid up for 2 years in Terneuzen (Netherlands), in the summer of 2015, she sailed upstream the canal to Galloo recycling at Ghent, Belgium.



At Bayonne (France), April 2010, to unload urea from Damietta (Egypt). © Philippe Lauga



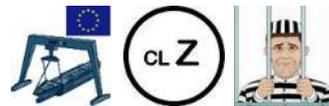
Ghent (Belgium), Galloo yard, July 2015 © Pieter Inpyn

Fu Wen Shan. IMO 8601343. General cargo. Length 162 m, 7,041 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by Shanghai COSCO (China). Sold for demolition in China.



Singapore Strait on September 2006 © Ivan Meshkov

Gofer B (ex-*Blue Moon*, ex-*Beaulieu*, ex-*EWL Paramaribo*, ex-*Uilenspiegel*). IMO 8111283. General cargo. Length 90 m. Panamanian flag. Classification society Turk Loydu. Built in 1983 in Ruisbroek (Belgium) by Fulton Marine. Owned by Beserler Denizcilik AS (Turkey). Detained in 1997 in Rotterdam (Netherlands). She ran aground near Izmir (Turkey) during a storm in February 2015. She won't sail any further: on August 20, she was beached for demolition in Aliaga.



May 25, 2011 in the Bosphorus. © Marc Ottini



At Aliaga © Selim San

Gökbel. IMO 9605712. General cargo. Length 87 m. Turkish flag. Classification society RINA. Built in 2011 in Erdek (Turkey) by Aydogan DY. Owned by Omer Cetinkaya Denizcilik (Turkey). Detained in July 2014 in Novorossiysk (Russia) with 18 deficiencies.



On December 28, 2014, *Gokbel* is waiting outside Ravenna Harbour (Italy) and is eventually allowed to proceed to berth and unload her fertilizer cargo. She is sailing at low speed. On the other side, the Belize-flagged cargo ship *Lady Aziza* is leaving the fertilizer terminal and has already reached a speed of 13 knots in a thick fog. 1 mile off the harbour, the two ships collide. The *Gokbel* sinks, 6 Turkish sailors among the 11 crewmen die or are reported missing. The ship is refloated, removed and arrived for demolition at the Aliaga shipbreaking yards late August 2015.



August 24, 2012 © Marc Ottini



December 28, 2014 © Port de Ravenna

 *Lena Koleva* (ex-*Dallington*). IMO 7403550. General cargo. Length 138 m. Deflagged from Bulgaria to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1975 in Heusden

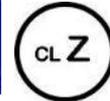


(Netherlands) by Verolme. Owned by VM International Ltd (Bulgaria). Detained in 2000 in Narvik (Norway) and in 2015 in Ravenna (Italy). Sold for demolition in Turkey.

Lena Koleva, at Mariupol (Ukraine), April 29, 2012 © Vladimir Knyaz



Lina-Y (ex-*Verzina*, ex-*Newens*, ex-*Atlas Star*, ex-*Tenka*, ex-*Tavros*, ex-*Ypapadi*, ex-*Singa Wilrider*, ex-*Farisi*).



IMO 8029246. General cargo. Length 175 m, 6,448 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Dignity Shipping Co (Greece). Detained in 2004 in Nakhodka (Russia). Sold for demolition in India. 315 \$ per ton.

Lina Y, ex-*Farisi* © Abdullah Fahel

Malmo (ex-*uper Carrier*, ex-*Michael S*, ex-*Umfoloji*, ex-*Maersk Asia Tertio*, ex-*Caroline J*, ex-*Eagle Comet*, ex-*Dhaulagiri*, ex-*Ville de Lumière*, ex-*Pacific*). IMO 8116738. General cargo. Length 133 m, 4,072 t. Tanzanian



flag. Classification society Polish Register of Shipping. Built in 1982 in Neuenfelde (Germany) by Sietas. Owned by IMS Greece Co (Greece). Detained in 2010 in Alexandria (Egypt) and in 2011 and 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.

Masuren. IMO 9158422. General cargo. Length 190 m, 11,433 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Huludao (China) by Bohai Shipyard ; jumboized in 2006 and lengthened from 174 to 190 m. Owned by FH Bertling Reederei GmbH (Germany). Sold for demolition in India. 340 \$ per ton.



Melek B (ex-*Corn swift*, ex-*Keizersgracht*). IMO 8213706. General cargo. Length 106 m. Panamanian flag. Classification society Turkish Lloyd. Built in 1983 in Shimizu (Japan) by Miho. Owned by Beserler Denizcilik AS (Turkey). Detained in 2012 in Castellon de la Plana (Spain). Sold for demolition in Turkey.



September 2014 © Muhsen Hussein

Melek B in Aliaga (Turkey)
August 2015 © Selim San



 *Netsanet*. IMO 8318556. General cargo. Length 137 m, 6,240 t. Deflagged from Ethiopia to St. Kitts & Nevis for her last voyage as *Netsa 1*. Classification society American Bureau of Shipping. Built in 1985 in Marghera (Italy) by Fincantieri Breda. Owned by Ethiopian Shipping & Logistics (Ethiopia). Detained in 1999 in Antwerp (Belgium), in 2009 in Mumbai (India), in 2010 in Safaqa (Egypt) and in 2011 in Tianjin (China). Sold for demolition in India.



Orinoco Pearl (ex-Bergen Arrow, ex-Bergen Thistle). IMO 8130291. General cargo. Length 182 m, 10,709 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Tamano (Japan) by Mitsui. Owned by SMT Shipping Ltd (Cyprus). Detained in 2005 in Burnie (Tasmania, Australia) and in 2009 in Qinhuangdao (China). Sold for demolition in India. 350 \$ per ton.



Bergen Arrow in Walsorden (Netherlands), May 2009 © Pascal Bredel

 *Orion* (ex-*Orion I*, ex-*Savva Loshkin*, ex-*Sormovskiy-13*). IMO 7005683. General cargo. Length 114 m. Deflagged from Moldova to Democratic Republic of Congo (DRC) for her last voyage. Classification society Shipping Register of Ukraine. Built in 1969 in Gorky /Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Poseidon Shipping (Ukraine). Detained in 2005 in Kdz Eregli (Turkey), in 2007 in Gemlik (Turkey), in 2009 in Mersin (Turkey) and in Kdz Eregli again and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



May 6, 2011, Bosphorus. © Marc Ottini



Aliaga (Turkey) © Selim San

Pearl K (ex-*African Pearl*, ex-*Akropolis*, ex-*Sakura*, ex-*Southern Island*, ex-*Dimitris E*). IMO 8314902. General cargo. Length 164 m. St. Vincent & Grenadines flag. Classification society Bulgarian Register of Shipping. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Acquired by Bon Marine International AD (Bulgaria) in June 2015. Detained in 2002 in Tauranga (New Zealand). Laid up since August 2014, she was beached for demolition in Turkey as *Earl* in July 2015.



Pearl K, September 2010 © Marc Piché



Earl, August 2015 © Selim San

Putri Asia (ex-Dove Go, ex-Putri Asia, ex-Ho Am, ex-Hee Young n°5, ex-Dove Go, ex-Dove I, ex-Shinyo Maru). IMO 7722310. General cargo. Length 90 m, 1,339 t. Thai flag. No classification society according to her last Port State Control. Built in 1978 in Hakata (Japan) by Hakata Zosen. Owned by Krung Dhana Navaco Ltd (Thailand). Detained in 2000 in Rizhao (China), in 2006 in Ho Chi Minh Ville (Vietnam), in 2007 in Lumut (Malaysia) and in 2009 in Cantho (Vietnam). Sold for demolition in Bangladesh. 277 \$ per ton.



Rexton (ex-Lizard, ex-Windland, ex-La Rochelle Express, ex-Lappland, ex-Yankee Clipper, ex-Lapland, ex-Manchester Falcon, ex-Lapland). IMO 7431715. General cargo. Length 81 m. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Galaxy Navigation Service Ltd (Ukraine). Detained in 2003 in Dunkirk (France), in 2009 in Kdz Eregli (Turkey) and in 2010 in Grove Wharfs (United Kingdom). Sold for demolition in Turkey.



Manchester Falcon, July 1975, Manchester (United Kingdom) © Albert Weller collection



La Rochelle Express approaching Goole, United Kingdom © PWR/Shipspotting

Samskip Akrafell (ex-Asian Carrier, ex-Asian Favour). IMO 9271963. General cargo. Length 101 m. Cyprus flag. Classification society Germanischer Lloyd. Built in 2003 in Nanjing (China) by Jinling SY. Owned by Q-Shipping BV (Netherlands). Detained in 2013 in Akureyri (Iceland) and in 2014 in Reykjavik (Iceland).



© Icelandic Coast Guard

On September 6, 2014, *Samskip Akrafell* ran aground off Vattarnes on the east coast of Iceland. The engine room flooded, the first rescue vessels arrived on site in 20 mn, pumps were transferred to the ship to control the water ingress. No pollution was reported. The following day, the ship was pulled free and towed to the nearest port. The 9 sailors had to be taken to the hospital as they were suffering effects from the exhaust fumes from the pumps they had to breathe for a whole day. *Samskip Akrafell* will not be repaired. In the summer of 2015, she was towed to Esbjerg (Denmark) and is being broken up.

Skyglory (ex-*Tasman Chief*, ex-*Seaboard Adventurer*, ex-*Tasman Adventurer*, ex-*Helga Oldendorff*, ex-*FMG Mexico*, ex-*Helga Oldendorff*, ex-*Pol Europe*). IMO 9001722. General cargo. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1991 in Flensburg (Germany) by Flensburger. Owned by Sinotrans Navigation Co Ltd (China). Detained in 2008 in Newcastle (Australia). Sold for demolition in China.



Outbound Brisbane to Port Kembla January 2009.
© Gwyn Mason

Skyroyal (ex-*Pacific Chief*, ex-*Seaboard Discoverer*, ex-*Tasman Discoverer*, ex-*Henriette Oldendorff*, ex-*FMG Santiago*, ex-*Henriette Oldendorff*, ex-*Pol Asia*). IMO 9001734. General cargo. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1992 in Flensburg (Germany) by Flensburger. Owned by Sinotrans Navigation Co Ltd (China). Detained in 2002 in Auckland (New Zealand), in 2006 in Tauranga (New Zealand) and in 2015 in Ashdod (Israel). Sold for demolition in China.



Star Atlantic (ex-*Hoegh Mistral*, ex-*Star Texas*, ex-*Texas rainbow*). IMO 8502834. General cargo. Length 165 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Grieg Star AS (Norway). Sold for demolition in Jiangyin, China.



Umay (ex-*Lord Hinton*). IMO 8402864. General cargo. Length 155 m, 5,533 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Glasgow (United Kingdom) by Govan SB. Owned by Beyaz Denizcilik Ltd (Turkey). Sold for demolition in India. 316 \$ per ton.



Lord Hinton at birth in Dunkirk (France), October 2009
© Pascal Bredel

Yunus N (ex-*ST Star*, ex-*Sea Apex*). IMO 8905983. General cargo. Length 89 m. Turkish flag. Classification society Bureau Veritas. Built in 1989 in Tongyeong (South Korea) by Shin A SB Co. Owned by Negmar Denizcilik Yatirim AS (Turkey). Detained in 2006 in Casablanca (Morocco) and in 2008 and 2009 in Alexandria (Egypt). Sold for demolition in Turkey.



Yunus N, April 11, 2011 at El Ferrol, Spain
© Romarin



Container ship

APL Garnet (ex-*Hyundai Garnet*, ex-*APL Garnet*, ex-*MOL Vigor*, ex-*MSC Louisiana*, ex-*APL Garnet*, ex-*APL Garnet*, ex-*NOL Seginus*, ex-*Neptune Seginus*). IMO 9077460. Container ship, 4388 teu. Length 294 m, 21,468 t. Marshall Islands flag.



Classification society American Bureau of Shipping. Built in 1995 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2013 in Miami (United States). Sold and beached for demolition in Bangladesh as *Garnet*. 368 \$ per ton.



APL Garnet, Seattle – December 2010-
© Neal Chism

Atlantic Companion (ex-*Companion Express*, ex-*Atlantic Companion*). IMO 8214152. Conro ship. Length 292 m, 28,919 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Malmö (Sweden) by Kockums MV ; jumboized in 1987 and lengthened from 249 to 292 m. Owned by Atlantic Container Line AB (Sweden). Sold for demolition in India. 320 \$ per ton including 250 t of bunkers and 2000 t of permanent ballast.



On the river Schelde. © Marc Ottini

Ever Result. IMO 9061112. Container ship, 4229 teu. Length 294 m, 19,924 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold for an unspecified destination of demolition. 352 \$ per ton. Late September, the status of the ship turned to « to be broken up », she left Sri Lanka and announced to be heading for Port Klang (Malaysia). Lay-up or demolition in China ?

Jindal Tara (ex-Marclipper, ex-Tiger Cloud, ex-Dollart Star). IMO 9129770. Container ship, 617 teu. Length 122 m, 3,581 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Fuzhou (China) by Mawei SY. Owned by Jif Waterways Ltd (India). Sold for demolition in Bangladesh.



Singapore, August 2005. © Roel Van de Velde



Chittagong, August 2015 © Sajjad Chowdhury

Kollmar (ex-Ilse Wulff, ex-Nigeria Star, ex-Ilse Wulff, ex-Direct Kookaburra, ex-Ilse Wulff, ex-Maersk Pretoria, ex-Maersk Piraeus, ex-TSL Unity, ex-Ilse Wulff, ex-Contship Rotterdam, ex -Ilse). IMO 9056284. Container ship, 1657 teu. Length 181 m, 8.039 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Neuenfelde (Germany) by Sietas, completed in Hamburg by Norderwerft. Owned by Reederei Hermann Wulff & John-Peter Wulff GmbH & Co KG (Germany). Sold for demolition in India. 370 \$ per ton, including 600 t of bunkers. In September, *Kollmar* was still in the Mediterranean.



 *Luo He 16 (ex-Luo He)*. IMO 8108793. Container ship, 1234 teu. Length 170 m, 7,764 t. Deflagged from China to St. Kitts & Nevis flag for her last voyage as *Vow*. Classification society China Classification Society. Built in 1983 in Bremerhaven (Germany) by Weser Seebeck. Owned by Hengfeng Shipping (China). Sold for demolition in India.



1983, launching in Bremerhaven (Germany) © Holger Jaschob



1989, in Rotterdam (Netherlands), 6 years later © Tony Garner

Zhenfen-15 (ex-*Xiang Ji*, ex-*Zhen Fen 15*). IMO 9017496. Container ship, 964 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Shanghai (China) by Shanghai SY ; ex bulk carrier converted to container ship in 1999. Owned by China Shipping Container Lines (China). Sold for demolition in Jiangyin, China.

Zim Pacific. IMO 9113666. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services Ltd (Israel). Detained in 2013 in Xiamen (China). Sold for demolition in Bangladesh. 395 \$ per ton.



Bay of Biscay © **Marc Ottini**

Ro Ro

Tebessa. IMO 7531266. Ro Ro. Length 131 m. Algerian flag. Classification society Bureau Veritas. Built in 1977 in Shimonoseki (Japan) by Towa. Owned by CNAN Med Spa (Algeria). Detained in 2005 in Marseille (France), in 2008 in La Spezia (Italy), in 2009 in Barcelona (Spain), in 2010 in Castellon de la Plana (Spain) and again in Barcelona and in 2013 again in La Spezia. Sold for demolition in Turkey.



March 2, 2010 © **Marc Ottini**



Aliaga © **Selim San**

Tuna seiner

Universe Kim (ex-*Granada*, ex-*Granada II*). IMO 8102919. Tuna seiner. Length 68 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in San Diego (United States) by Campbell Industries. The Californian shipbuilding yard, founded in 1905 and closed down in 1999, was specialized in the construction of fishing vessel ; Saupiquet Co (a French canned seafood specialist) is still operating under the French flag *Via Avenir* and *Via Mistral* which were built by this yard in 1990 and 1991. *Universe Kim* was replaced in the fleet of Dongwon Industries (South Korea) by modern tuna seiners, equipped with cutting-edge technology such as helicopter deck, radar, sonar and facilities to slice raw tuna for sashimi ; she remained idle at Pusan (South Korea) and was progressively stripped off and eventually scrapped in the summer 2015.



In operation times



August 2013



August 2015

© Lappino

Factory ship

Klintsy. IMO 7741029. Factory ship of the *Barentsevo More* class or project 1332. Length 70 m, 1,290 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Klaipeda (Lithuania) by SSZ Baltiya. Initially designed like the 61 units of the family for pelagic and ground fishing and for the production of salted fish, fish meal and fish-liver cans *Klintsy* was lengthened in 1990 from 59 to 70 m and equipped with freezing machinery. Owned by Arkhangelsk Trawl Fleet (Russia). Laid up in Arkhangelsk along with her sistership *Gortse* and other rusted hulls from the Russian fishing fleet, *Klintsy*, however, is the first one to leave for demolition : she is back where she was born, in Klaipeda.



June 10, 2015, in Arkhangelsk



September 27, 2015 : *Klintsy* being broken up in Klaipeda.

© Gena Anfimov

Reefer

Baltic Stream (ex-*Ecuadorian Reefer*, ex-*Egyptian Reefer*). IMO 7726718. Reefer. Length 144 m, 7.080 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Aalborg (Denmark) by Aalborg Vaerft.



Owned by Ost-West-Handel-und Schifffahrt GmbH (Germany). Sold for demolition in Bangladesh. 400 \$ per ton including 197 t of stainless steel.

Baltic Stream, at Uddevalla, March 2012

© Jan Johansson

Bulk carrier

ABM Navigator (ex-Omiros, ex-Elli, ex-Kelvin Fortune, ex-Angelic Power). IMO 8400971. Bulk carrier. Length 186 m, 8,665 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sasebo (Japan) by Sasebo H.I. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2000 in Newcastle (Australia), in 2003 in Naples (Italy), in 2008 in Algeciras (Spain) and in 2010 in Dunkirk (France). Sold for demolition in Pakistan. 361 \$ per ton.



June 2013 © Marc Ottini



Amsir (ex-Sachem, ex-Redina, ex-Bunga Anggerek). IMO 8705761. Ex tanker converted to bulk carrier. Length 215 m, 11,365 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Imari (Japan) by Namura. Owned by AK Ship Management & Services (Bangladesh). Detained in 2005 in Hong Kong, in 2008 in Visakhapatnam / Vizag (India) and in 2009 in India. Sold for demolition in Bangladesh. 330 \$ per ton.



Aquagrace. IMO 9120982. Bulk carrier. Length 283 m, 22.092 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Grace*. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla Eng.



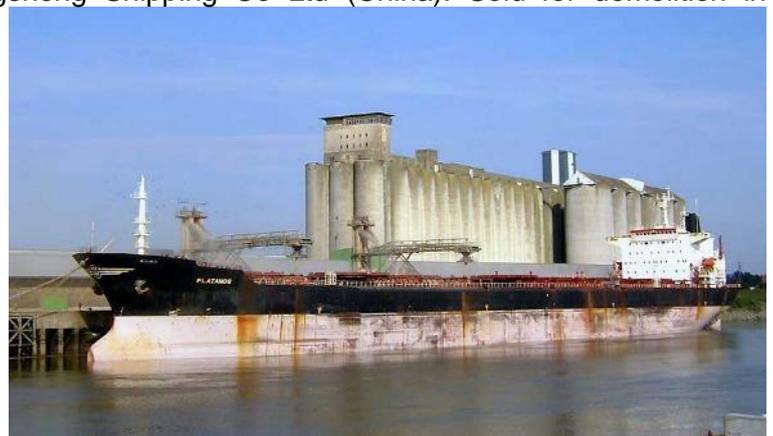
Owned by Carras Hellas SA (Greece). Detained in 2008 in Gladstone (Australia) and in 2013 in Rotterdam (Netherlands). Sold to Heywood Maritime SA, a Panama-based shell company just prior to her departure for demolition in Bangladesh. 334 \$ per ton.



Aquagrace, February 2005. © Marinos P.

Bei Lun Hai 36 (ex-Yi Yang 22, ex-Platanos, ex-Hsing May). IMO 8807583. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Shanghai (China) by Jiangnan Shipyard. Owned by Ningbo Longsheng Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Nantes grain terminal (France), October 2006
© Hervé Lagatu



Bella L (ex-Mill, ex-Millennium Yama, ex-Clipper Yama, ex-Yama, ex-Hansa Riga, ex-Navigator, ex-Therean Mariner). IMO 7609752. Bulk carrier. Length 164 m. St. Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Chita (Japan) by Ishikawajima-Harima. Owned by Bon Marine International AD (Bulgaria). Detained in 2014 in Castellon de la Plana (Spain). Sold for demolition in Turkey. She was beached as *Bell*.



Douala, February 2014 © Javier Velasco Escobar

Birchglen (ex-Mackenzie, ex-Federal Mackenzie, ex-Federal Richelieu, ex-Canada Marquis). IMO 8119273. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Glasgow (United Kingdom) by Govan SB. Detained in 2000 in Port-Cartier (Canada), in 2003 in Duluth (United States) and in 2007 in Torre Annunziata (Italy). Owned by Canada Steamship Lines (Canada). CSL keeps on the renewal of its Great Lakes and Seaway fleet. 6 new bulkers entered service for CSL since 2012, while the oldest units were sent to demolition. *Birchglen* left Canada on her own power, almost at the same time as *Mapleglen*; she is expected to reach Aliaga at mid October. 2 other CSL vessels, *Oakglen* and *Atlantic Huron*, are still laid up at Montreal, in section 54 of the harbour, where the « dying ones » are gathered.



Canada Marquis, leaving shipyard at Glasgow, April 15, 1983 © Paul Strathdee



Birchglen above Lock 1, Port Weller, Welland Canal. Canada. November 15, 2014 © Paul Beesley

Bulk Discovery (ex-Ionna L, ex-Antonis I Angelicoussis, ex-Channel Endeavour). IMO 8806187. Bulk carrier. Length 225 m, 9,977 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by Phoenix Bulk Carriers (United States). Detained in 1999 in Port-Cartier (Canada), in 2008 in Baltimore (United States), in 2010 in Gunsan (South Korea) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh. 363 \$ per ton.



C. Royal (ex-Savina, ex-Poterne, ex-Golden Poterne). IMO 9108635. Bulk carrier. Length 273 m, 17,992 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Sold for demolition in India. 326 \$ per ton.



April 2013, alongside CCF Gladstone, loading coal. © Tropic Maritime Photos

Chang Bai Shan. IMO 8632433. Bulk carrier. Length 185 m, 9,147 t. Chinese flag. Unknown classification society. Built in 1986 in Huludao (China) by Liaoning Bohai. Owned by Guangzhou Zhenhua Shipping (China). Sold for demolition in Jiangyin, China. 125 \$ per ton.

Dunfeng Manila (ex-Brilliant River). IMO 9046344. Bulk carrier. Length 278 m, 19,822 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Owned by Chang An Ship Management Ltd (China). Detained in 2013 in Hay Point (Australia). Sold for demolition in Pakistan. 330 \$ per ton.



Eden Maru. IMO 8716150. Wood chip carrier. Length 229 m, 12,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in India.



© Alang Ship Info

Gingko (ex-Mandarin Bright, ex-Yukon, ex-Sun Accord, ex-Kastylio, ex-Ocean Ida, ex-Gresik). IMO 8318623. Bulk carrier. Length 186 m, 8,314 t. Singapore flag. Classification society RINA. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by Wan Qi Shipping (Singapore). Detained in 2003 in Dampier (Australia). Sold for demolition in Pakistan.



Global Explorer (ex-Dynastar). IMO 9137973. Wood chip carrier. Length 210 m, 10,687 t. Cayman Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Mitsui OSK Lines Ltd (Japan). Detained in 2011 in Valparaiso (Chile) and in 2015 in Portland (Australia). Sold for demolition in India.



Glory Morning (ex-Cido Pacific, ex-Carataga, ex-Lake Spanker). IMO 8416164. Bulk carrier. Length 155 m, 4,860 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shiogama (Japan) by Tohoku SB Co. Owned by Hua Heng Shipping Ltd (Hong Kong, China). Detained in 2000 in Kwinana (Australia), in 2003 in Savannah (Georgia, United States) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India.



Hanjin Haypoint. IMO 8821668. Bulk carrier. Length 274 m, 18,908 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2012 in Newcastle (Australia). Sold for demolition in Bangladesh. 335 \$ per ton, including a working spare propeller.



Newcastle, New South Wales, Australia, July 2009 © John Regan

Hui Ping (ex-Rio Verde). IMO 9074107. Bulk carrier. Length 225 m, 9,758 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Detained in 2005 in Newcastle (Australia). Sold for demolition in India. 358 \$ per ton including 900 t of bunkers.



Isa Delta (ex-Smooth Rise I, ex-Grand Glory, ex-Genco Glory, ex-Top Glory, ex-Manila Patriot, ex-Manzano, ex-Star Delfi). IMO 8307820. Bulk carrier. Length 183 m, 6,787 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Pann Persero PT (Indonesia). Detained in 2013 in Quangninh (Vietnam). Sold for demolition in Bangladesh.



On transit through Kiel-canal from Flushing to Gdansk on February 2001 © Reiner Asmus

Ismar (ex-New Sea Star 6, ex-Mehmet Aksoy, ex-Ince Express, ex-African Express, ex-New Promotion). IMO 8324397. Bulk carrier. Length 186 m, 7,989 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1985 in Tadotsu (Japan) by Hashihama. Owned by AK Ship Management & Services (Bangladesh). Detained in 2001 in Wallaroo (Australia) and in 2010 in Aliaga (Turkey). Sold for demolition in Bangladesh.



JK Monowara (ex-Velebit). IMO 8915237. Bulk carrier. Length 180 m, 6,505 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1990 in Oshima (Japan) by Oshima SB, completed in Oppama by Sumitomo. Owned by Nobpac Ship Management Ltd (Bangladesh). Detained in 2004 in Bunbury (Australia), in 2008 in Iskenderun (Turkey), in 2009 in Dalian (China), in 2010 in Portland (Australia) and in 2012 in Zhangzhou (China) and in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



K Pride (ex-Julian N, ex-Anja, ex-Chou Shan). IMO 9035802. Bulk carrier. Length 270 m, 18,569 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by SK Shipping Co Ltd (South Korea). Detained in 2006 in Port Talbot (United Kingdom). Sold for demolition in Bangladesh. 364 \$ per ton.



K Pride, Port of Nakhodka Russia, July 2014 © Lys;

 *Kurotakistan Maru*. IMO 9108609. Bulk carrier. Length 235 m, 13,087 t. Deflagged from Japan to Marshall Islands for her last voyage as *Kurotakistan*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo Dockyard. Owned by Mitsui Osk Lines Ltd (Japan). Detained in 2003 in Qinhuangdao (China). Sold for demolition in India. 330 \$ per ton including 300 t of bunkers.



 *Lotus Sun (ex-Anangel Enosis)*. IMO 9081849. Bulk carrier. Length 225 m, 10,271 t. Panamanian flag, St. Kitts & Nevis flag for her last voyage as *Lotus*. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Doonam Shipping Co Ltd (South Korea). Detained in 2006 in Newcastle (Australia) and in 2014 in Vishakhapatnam (India). Sold for demolition in Bangladesh. 230 \$ per ton.



 *Ma Sik Ryong (ex-Meta, ex-Kiwi Crown, ex-Clipper Emerald)*. IMO 8608030. Bulk carrier. Length 145 m, 4,698 t. Deflagged from Tuvalu to Niue for her last voyage. Classification society Nippon Kaiji Kyokai, then International Ship Classification. Built in 1987 in Umajima (Japan) by Uwajima Zosen. Owned by Hua Heng Shipping (Hong Kong, China) then Hubei Qin Tai Shipping Co Ltd (China). Detained in 2011 in Kandla (India). On August 1, 2015, she was sold as is in Durban (South Africa) at a scrap rate, 203 \$ per ton, to a State-owned Chinese company. She was renamed *Dina Ocean* and deflagged. Her official status is updated as « to be broken up » on August 14. She left South Africa. She was sailing off Singapore on September 24.



May 2006, Welland Canal (Canada) © Paul Beesley

2015 : will she be demolished or resume operation ?

Mapleglen (ex-Lake Michigan, ex-Federal Maas). IMO 7910163. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hoboken (Belgium) by Cockerill Yards. Owned by Canada Steamship Lines (Canada). Detained in 2000 in Cleveland (Ohio) and in 2006 in Yingko (China). Like her fleetmate *Birchglen*, *Mapleglen* did not resume her service after the 2015 winter lay-up : she is on her way to demolition in Turkey.



Mapleglen at Montreal, her homeport, in 2009
© Simon Laberge



Mapleglen downbound on the St. Lawrence in route, on her own power, to be recycled in Turkey. September 27, 2015. © Christian Krajewski

Maria Star (ex-Arcadia, ex-Dimitra, ex-Valiant, ex-Multi-Purpose 3). IMO 9080182. Bulk carrier. Length 186 m, 9,350 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Varna (Bulgaria) by Varna Shipyard. Owned by Entrust Maritime Co Ltd (Greece). Detained in 2007 in La Baie (Canada). Sold for demolition in India. 330 \$ per ton including 250 t of bunkers.



Marsi (ex-Antonis, ex-Andonis, ex-Faethon, ex-Lakenes). IMO 8126630. Bulk carrier. Length 183 m, 9,040 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Glasgow (United Kingdom) by Govan SB. Owned by AK Ship Management & Services (Bangladesh). Sold for demolition in Bangladesh. 330 \$ per ton.



Marsi, June 5, 2006 © Marc Ottini

Matsura Maru. IMO 8912285. Bulk carrier. Length 270 m, 19,592 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sasebo (Japan) by Sasebo HI. Owned by NYK Line (Japan). Sold for demolition in India. 295 \$ per ton.

Merry Ocean (ex-Sea Fate, ex-Manisamut Naree, ex-Handy Dragon, ex-Dragon Wealth, ex-Ocean Royal). IMO 8222020. Bulk carrier. Length 153 m, 5,212 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by Hubei Qin Tai Shipping Co Ltd (China). Detained in 2010 in Constanta (Romania) and in 2015 in Xiamen (China). Sold for demolition in Pakistan. 359/362 \$ per ton including 220 t of bunkers.



Ocean Famous (ex-Eleni G, ex-Grand Honest). IMO 8412508. Bulk carrier. Length 174 m, 6,505 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Hengfa Shipping Inc (Hong Kong, China). Detained in 2009 in Kandla (India). Sold for demolition in Bangladesh. 345 \$ per ton.



Ore Alegria (ex-Chloe, ex-Toscanini). IMO 9135690. Bulk carrier. Length 280 m, 20,963 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Vale SA (Brazil). Sold for demolition in Pakistan. 330 \$ per ton.

Prelude. IMO 8309141. Bulk carrier. Length 160 m, 5,339 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Sea Hawk Maritime SA (Greece). Detained in 2002 in Newcastle (Australia), in 2007 in Useless Loop (Australia) and in 2013 in Paranagua (Brazil). Sold for demolition in India.

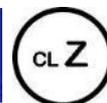


When gulls feed on transgenic soja.
Prelude is unloading at Sète (France), January 2010
 © Regis Zaia

Preventer (ex-Darya Noor, ex-Manna, ex-Daphne Ocean). IMO 8907321. Bulk carrier. Length 227 m, 9,412 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sakaide (Japan) by Kawasaki. Owned by SNP Shipping Services (India). Detained in 2005 in Newcastle (Australia). Sold for demolition in India. 331 \$ per ton including 250 t of bunkers.



Princess Maria (ex-Inviken, ex-Bar). IMO 8212087. Bulk carrier. Length 189 m, 7,200 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1986 in Olaveaga (Spain) by AESA. Owned by White Star Shipmanagement Inc (Romania). Detained in 2007 in Sorel (Canada) and in 2014 in Mersin (Turkey). Sold for demolition in Pakistan. 330 \$ per ton.



Gadani, September 9. © Zeeshan UI Haq

Ramsi (ex-Aspilos, ex-Great Harvest, ex-World Harvest). IMO 8016990. Bulk carrier. Length 186 m, 7,779 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Osaka (Japan) by Osaka Zosensho. Owned by AK Ship Management & Service (Bangladesh). Detained in 2002 in Iquique (Chile) and in 2008 in San Francisco (United States). Sold for demolition in Bangladesh.



Rebekka N (ex-Azuma Enterprise, ex-C Voyager, ex-Yukong Voyager). IMO 8618190. Very Large Ore Carrier. Length 322 m, 40,400 t. Liberian flag. Classification society Det Norske Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2011 in Rotterdam (Netherlands). The biggest one this quarter (see photos p 15). Sold for demolition in Pakistan. 325 \$ per ton.



Reis G (ex-John GR, ex-Gem of Madras, ex-Golden Triangle, ex-Expedition). IMO 8413186. Bulk carrier. Length 191 m, 8,287 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Innoshima (Japan) by Hitachi. Owned by Nbulkgas DenizIsletmeciligi Ltd (Turkey). Detained in 2007 in Bandar Khomeini (Iran), in 2008 in Aliaga (Turkey), in 2009 in Philadelphia (United States), in 2010 in New Orleans (United States) and in Izmir (Turkey), in 2012 in Limassol (Cyprus), Cagliari (Italy) and Rijeka (Croatia) and in 2014 in Venice (Italy). Gold medalist on the substandard ships podium. Sold for demolition in India. 330 \$ per ton.



At Alang. © Vaja Nilesh

Ricky (ex-C Utopia, ex-Clarisa, ex-Future Confidence, ex-J. Emma, ex-Trinity Beach, ex-Star Beach). IMO 8500496. Bulk carrier. Length 188 m, 7,472 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Toyama (Japan) by Nipponkai. Owned by KD Ocean Co Lt (South Korea). Detained in 2008 in Gladstone (Australia) and in Izmit (Turkey) and in 2013 in Ningbo (China). Sold for demolition in Bangladesh.



Royal Ocean 8 (ex-Royal Ocean). IMO 9087192. Bulk carrier. Length 225 m, 10,941 t. Bahamian flag, puis B elize and enfin Sierra Leone pour ses derniers mois. Classification society Nippon Kaiji Kyokai. Built in 1995 in Rio de Janeiro (Brazil) by Ishibras. Owned by Shanghai Hope Ship Management Co (China). Detained in 2009 in Seattle (United States) and in 2015 in Zoushan (China). Her demolition was a two-step process. In March 2015, she was renamed *Ocean 8* under Belize flag ; she was eventually beached for demolition in Bangladesh in August 2015 as *Zheneng-6* and the flag of Sierra Leone. 300 \$ per ton.



Sea Lark (ex-Sider Lark, ex-Lark, ex-Diana I, ex-Sea Dian, ex-Princess Dian). IMO 8417974. Bulk carrier. Length 152 m, 4,820 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Hakata (Japan) by Watanabe Zosen. Owned by Silo Management SA (Greece). Detained in 2001 in New Orleans (United States) and in 2008 in Brindisi (Italy). Sold for demolition in India. 295 \$ per ton.



At Barcelona (Spain), August 2014 © Tore Hettervik



Sea Trader (ex-*Genco Trader*, ex-*Top Trader*, ex-*Nova Spirit*). IMO 9003093. Bulk carrier. Length 225 m, 9,511 t. Deflagged from South Korea to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1990 in Marugame (Japan) by Imabari Zosen. Owned by Shipping Allied Corp (South Korea). Detained in 2001 in Tacoma (United States), in 2002 in Muroran (Japan) and in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh. 315 \$ per ton.



Solidarnosc. IMO 8813934. Bulk carrier. Length 229 m, 13,610 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsværft. Owned by POLSTEAM (Poland). The elder of this Danish-Polish bulker family (6 units were built in a single year) is the last one to leave to be broken up in Pakistan. 358 \$ per ton.



October 2014, Sète (France)
© Regis Zaia



December 2007, at Saint-Nazaire (France) © Erwan Guéguénat

Tsunomine. IMO 9205990. Bulk carrier. Length 275 m, 20,596 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Tadotsu (Japan) by Tsuneishi. Owned by Mitsui OSK Lines Ltd-MOL (Japan). Detained in 2007 in Gladstone (Australia) and in 2015 in Newcastle (Australia). Sold for demolition in India. 340 \$ per ton.



Wan Voyager (ex-*Chios Liberty*, ex-*Aquamarine*, ex-*Antares G*, ex-*Norita*, ex-*Anita*, ex-*Neo Campanula*, ex-*Sanko Campanula*). IMO 8308941. Bulk carrier. Length 181 m, 7,137 t. Panamanian flag. Classification society RINA. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Five Ocean Maritime Services Co (China). Detained in 2006 in Zhanjiang (China), in 2008 in Qinhuangdao (China) and in 2010 in New Orleans (United States). Announced as sold for demolition in India, the ship left Singapore, stopped at Chittagong where she stayed anchored for a few days, then headed for Alang before changing course to be eventually beached at Gadani (Pakistan).



June 08, 1997, inside Kristiansund (Norway), after having discharged bauxite ore in Sunndalsøra. © Geirolje Norita

Wei Fong (ex-*Golden Joy*, ex-*Clipper Joy*, ex-*China Joy*). IMO 9113563. Bulk carrier. Length 225 m, 12,214 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shanghai (China) by Jiangnan Shipyard. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2001 in Incheon (South Korea, in 2002 in Kwinana (Australia) and in 2009 in Hay Point (Australia) and Qingdao (China). Sold for demolition in Pakistan. 332 \$ per ton.



Yong Long Jiu (ex-Cape Cornwall, ex-Brisol Lake, ex-Montego Bay, ex-Jonathan J). IMO 8124319. Bulk carrier. Length 199 m. Chinese flag. Unknown classification society. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Yangpu Chang Long Marine Co (China). Sold for demolition in China.



 *Zhong Cheng 1* (ex-Free Envoy, ex-Apostolos, ex-Halla Star). IMO 8317150. Bulk carrier. Length 160 m, 5,895 t. Deflagged from Panama to Palau for her last voyage as *Sea Adelaide*. Classification society Overseas Marine Certification Services. Built in 1984 in Onishi (Japan) by Shin Kurushima. Owned by Zhong Cheng 1 Shipping Co Ltd (China). Detained in 2000 in Ghent (Belgium), in 2005 in Cartagena (Spain), in 2006 in Savannah (United States), in 2007 in Aliaga (Turkey) and in 2009 in Pohang (South Korea). Sold, deflagged and renamed in March 2015, she was beached for demolition in India on July 28.



Cement carrier

Glory Sun (ex-Vinca Rosea, ex-Morning Orchid, ex-Glory Sun). IMO 8402917. Ex bulk carrier converted to cement carrier in 1999 in the Taiwanese shipyards. Length 160 m, 6,640 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by KGJ Cement Fleet Management AS (Norway). Detained in 2000 in Singapore and in 2009 in Gemlik (Turkey). Sold for demolition in India.



Alang, August 2015 © Alang Ship Info

Car carrier

Arca Emerald. IMO 8319689. Car carrier. Length 175 m, 10,743 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Cido Shipping (Hong Kong, China). Detained in 2010 in Auckland (New Zealand). Sold for demolition in Bangladesh. 357 \$ per ton.



 *Marine Road*. IMO 9039559. Car carrier. Length 156 m, 6,226 t. Deflagged from Japan to Togo for her last voyage as *Marine 1*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by Toyofuji Shipping Co Ltd (Japan). Sold for demolition in Bangladesh. 330 \$ per ton.

In Kanmon Strait on June 2008
© Ivan Meshkov



Ferry

Comanav-Comarit, a risky liquidation

Three ferries from the Moroccan-Norwegian group Comarit-Comanav, *Al Mansour*, *Banasa*, and *Boughaz*, which had been decommissioned at Algeciras since 2012 after having been assigned the crossing of the Strait of Gibraltar for many years, were delivered to the breakers in Aliaga, Turkey in August. But the *Banasa* would be granted a reprieve. She could take up service again, like the *Ibn Batouta*, the fourth ferry decommissioned at Algeciras, which was towed to Durres (Albania) in August. Far from the noises of demolition that had surrounded her, the *Ibn Batouta*, would in fact be acquired by the Italian company Red Star Ferries, which plans to put her back on the line between Brindisi and Albania after repairs.

Two other ex-Comarit-Comanav ships are immobilized, the *Mistral Express* (ex-French *Esterel* from SNCM) at Nador, Morocco, and the *Boraq* in Tangiers.

Al Mansour (ex-*Moby Kiss*, ex-*Reine Astrid*, ex-*Stena Nautica*, ex-*Stena Nordica*, ex-*Hellas*, ex-*Stena Nordica*, ex-*Hellas*, ex-*Stena Nordica*). OMI 7360629. Ferry. Length 121 m. Moroccan Flag. Classification society Det Norske Veritas. Built in 1975 in Bremehaven (Germany) by Rickmers.



Stena Nordica. © Stephen Ings / Foto Marine Atlantic



Hellas © Faktaomfartyg.

Initially, the *Al Mansour* was the Swedish *Stena Nordica*, from the company Stena. She mostly sailed under charter of other companies, notably in Canada for many summers on the North Sydney (Nova Scotia) – Port aux Basques (Newfoundland) line, alternating with charters on the Volos (Greece) – Latakia (Syria) line, for which occasions she took on the name of *Hellas*.

In 1982, she was renamed *Stena Nautica* and chartered by the Belgian company Regie voor Maritiem Transport (RMT), on the Ostend-Dover line. The RMT acquired the ship in 1983 and renamed her *Reine Astrid* under the Belgian flag.



Leaving Ostend. in Townsend Thoresen colours. July 01, 1997 © Jack Sparrow



En route to Dover in the mid 90s © shipspotting

In early 1997, she was sold to the Italian shipowner Onorato and renamed *Moby Kiss*. She was almost immediately chartered as the *Al Mansour* to the Moroccan Navigation Company, which in fact acquired her the following year.

Detained in 1998 and 1999 at Algeciras (Spain). Laid up since the end of 2011. Sold for demolition in Turkey, she left Spain towed by the *Christos XXIV* to be beached at Aliaga August 20, 2015.



June 9, 2010 © Marc Ottini



At Aliaga © Selim San

Boughaz (ex-*Bolette*, ex-*Sally Express*, ex-*The Viking*, ex-*Viking 5*). IMO 7349601. 118 m long. Moroccan flag. Classification society Det Norske Veritas. Built in 1975 in Papenburg (Germany) by Jos. L. Meyer as the Finnish *Viking 5* to sail between Finland and Sweden. In 1981 and 1982, renamed *The Viking*, she was assigned the Dunkirk-Ramsgate line for Sally Line UK. Renamed the *Sally Express* in 1983, she returned to the Baltic (Finland/Sweden) and was acquired in 1984 by the Norwegian company Fred Olsen; under the name *Bolette*, she mainly sailed between South Norway and Denmark.



Viking 5 at Stockholm (Sweden), June 1979. © T. Gjerling



Bolette. © Helge Isdahl.



In the Mediterranean, February 2012 © Marc Ottini



At Aliaga © Selim San

In 1987, she participated in the Summit of Reykjavik (Iceland) between Ronald Reagan and Mikhail Gorbachev as a hotel-ship. Comarit had acquired her in 1988. Detained in 1999 at Algeciras (Spain). She arrived in Turkey for demolition on August 21, 2015.

2 non-demolished ferries to keep an eye on



The *Banasa* (ex-*Banasa*, ex-*Mette Mo*, ex-*Mette Mols*). IMO 7358755. Ferry. 115 m long. Moroccan flag, Togolese flag for her final voyage. Classification society Bureau

Veritas. Built in 1975 in Elsinore (Denmark) by Helsingør Værft. The *Banasa*, acquired in 1996 by the COMARIT, was originally the Danish *Mette Mols* on the Ebeltoft (Jutland) and Odden (Sjælland, island of Copenhagen) line.



Mette Mols in the Kattegat © Arkivbillede.



© Bernt Skjøtt.

Arrived at Aliaga for demolition on August 20th, she would have been acquired at the end of September by the Greek company European Seaways in order to resume service, after repair works in Piraeus, between Italy and Albania. The prolongation of activity for a 40-year-old ship that has been inactive for 4 years is not good news.



The tug *Amber II* is towing the *Banasa* outside of Algeiras
© Juan Carlos Diaz Lorenzo

Ibn Batouta (ex-*Stena Antrim*, ex-*St. Christopher*). IMO 7813949. Ferry. Length 130 m. Moroccan flag. Classification Society Lloyd's Register of Shipping. Built in 1980 in Belfast (United Kingdom) by Harland & Wolff for Sealink.



St Christopher, postcard
© Jeffrey le Feber





Before © Roy Thornton



After © AG Jones/ Fotoflite/ Dover Ferries

After several connections between Great Britain and the Republic of Ireland, she was essentially used on the Dover-Ostend line. In 1982, her bridge deck aft of her funnels was converted for passenger use. In 1983, all of the stern superstructure was rebuilt in the Belfast shipyard.

In 1990, she passed under control of the Swedish Stena Line AB, which had just acquired the Sealink British Ferries Co. She sailed under the colors of the Sealink Stena Line until 1996, when the commercial name was abandoned, and was painted in the livery of Stena Line. Not long after, in March 1998, she left Northern Europe.



Since 1998, the *Ibn Batouta* had been the property of Lignes Maritimes du Détroit (Limadet), acquired by Comanav in 2003. She was detained once in 1998, three times in 2000, and one time in 2001 at Algeciras (Spain). Abandoned at Algeciras since January 10, 2012 with her 30 sailors.

© Benoit Donne

She was towed to Durres (Albania) in August. She would be purchased for 1,027,000 \$, the price of scrap metal. However, the venerable ship can once again resume service between Albania and Italy. Is that very reasonable? Equasis, updated in mid-August, still lists her as « to be broken up. »



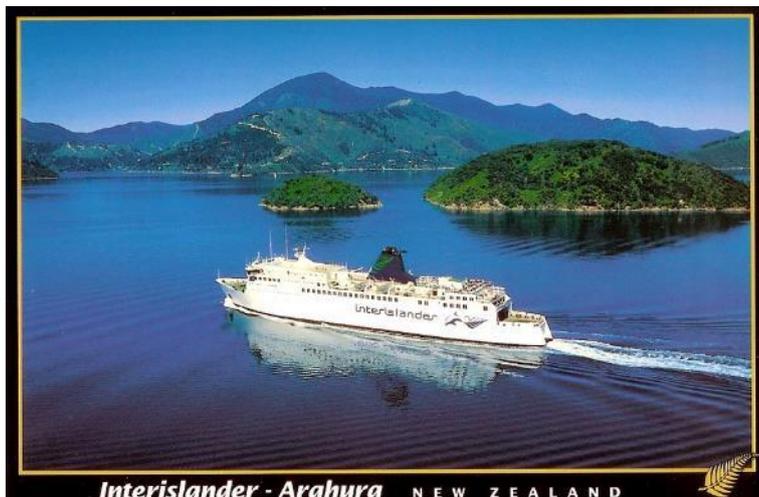
August 11, 2015, *Ibn Batouta* departing Algeciras, bound for Durres (Albania) © Juan G Mata



Arahura. IMO 8201454. Ferry. Length 148 m, 6,867 t. New Zealand Flag. Classification society Det Norske Veritas. Built in 1893 in Aalborg (Denmark) by Aalborg Vaerft for New Zealand Railway; after privatization her owner became the Interislander Company. The *Arahura* spent all of her career on the line between the two large islands of New Zealand, between Wellington and Picton.



New Zealand Railway postcards



The *Arahura*, nicknamed “The Quiet Achiever” was appreciated for her stability and her capacity to face the Cook Strait’s violent and variable winds. On February 16, 1986, at the beginning of her long career, she rescued the 743 passengers and staff members on the Russian liner *Mikhail Lermontov*, which was sinking in the Marlborough straight after she ran aground on a reef. It took the *Arahura* 3 hours to sail the 51 mile (94 km) crossing with her 1085 passengers.



New Zealand ferry *Arahura* arriving at Wellington, April 2006 © Brent/shippotting

The *Arahura* sailed on her maiden voyage in New Zealand on December 21, 1983. On July 29, 2015, after some 52,000 crossings, she quits Wellington amongst a show of fireworks and bagpipes for her last trip to Picton. 300 passengers were keen to participate in the farewell party.



Leaving Wellington. © Stuff.co.nz



Arriving at Alang. © Sarvaiya

The *Arahura* left New Zealand and after a stopover in Fremantle (Australia), headed towards the shipbreaking yards of Alang, in India. 225 \$ per ton. The *Kaiarahi*, ex *Stena Alegria* (IMO 9147291), replaced her in the service on the Strait.

Hakon Jarl (ex-Diamond Princess, ex-Christian V, ex-Hakon Jarl, ex-Haakon Gamle, ex-Hakon Jarl). OMI 5140300. Ex-passenger ship used as a hotel-bar-restaurant-disco ship for half of her career. 81 m long. Unknown flag. Unknown classification society. Built in Aalborg (Denmark) by Aalborg Vaerft. This liner sailed for thirty years, from 1952 to 1982, on the "Coastal Express" line (Hurtigruten) from Bergen to Kirkenes, at the extreme north of Norway.



In Coastal Express times, departing Bodø



Håkon Jarl at Bergen, 1978 © Jan Georg Svane

In 1983, after a short period under the name of *Hakon Gamle*, she was moored for 12 years in Oslo and became a floating restaurant, taking up her original name.



Hakon Jarl restaurant at Oslo, 1988 © Stamsund611949/flickr



Advertising in the Dagbladet newspaper, May 8, 1981

Sold in Belgium, she reached the Port of Antwerp in 1992, and was operated as a hotel-restaurant under the successive names of *Christian V* and *Diamond Princess* in 1997, after the construction of supplementary superstructures that disfigured her beautiful original silhouette. The price for a standard room started at 97 €. In this new configuration, she also housed a nightclub.



Captains voyage-forum



At Sluiskil, September 2012 © Pascal Bredel

In August 2012, she had to move when the Bonaparte quay at Antwerp began undergoing renovations. She left for the De Schroef shipyard in Sluiskil (Netherlands) on the Ghent-Terneuzen canal; repair works would make her seaworthy again undertow: the goal was to enable her to reach Morocco, where she would continue to offer her leisure activities. The works were quickly interrupted for sanitary reasons, due to the quantity of asbestos on board.

She had kept the name *Diamond Princess* at least until 2012, but arrived at the Galloo Recycling shipyard in Ghent for demolition under the name *Hakon Jarl*.

© Captains voyage-forum



The monster heading to Ghent under tow © G v d Vijver



HSS Discovery (ex-*Stena Discovery*). IMO 9107590. High-speed ship. 122 m long. Venezuelan flag. Unknown classification society. Built in 1997 in Rauma (Finland) by Finnyards Oy. The fast ship *Stena Discovery*, after having assured the connection in the North Sea between Hoek van Holland and Harwich for Stena Line, was decommissioned in 2007 due to high bunker costs.



HSS Stena Discovery February 2005. © Rob De Visser.



January 2007. © John van der Linden.

In 2009, she became the HSS *Discovery* for the Venezuelan company Albamar, to be used between La Guaira and Isla Margarita, but was quickly decommissioned.

HSS Discovery in the Bay of Caracas, April 2013. © **Ton Grootenboer**.



Her career was finished after 3 and a half years of inactivity in the bay of Caracas (Venezuela) with her towing to Aliaga for demolition; she arrived there on July 27, towed by the *Amber II*. She was able to transport 1 500 passengers and 360 cars at a speed of 40 knots.



Arrival at Aliaga © **Selim San**

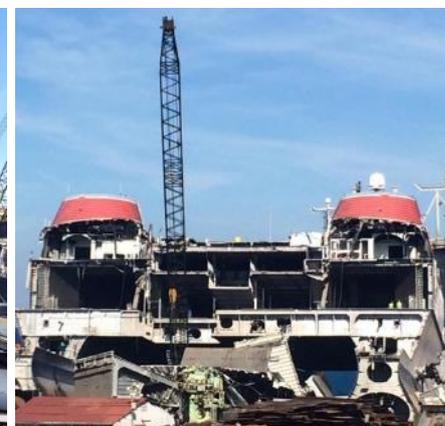
The *Stena Discovery* had two sister ships operated by Stena in the Irish Sea, the *Stena Voyager* which was demolished in Landskrona (Sweden) in 2013, and the *Stena Explorer*, recently decommissioned at Holyhead.



mid August



mid September



mid October

© **Selim San**

Passenger ship

Akdeniz. IMO 5006815. Ex-passenger ship used as a training ship. Length 144 m. Turkish flag. No Classification Society. Built in 1955 at Bremen (Germany) by AG Weser for Turkish Maritime Lines. She was operated as a passenger and cargo vessel on the Mediterranean and Black Sea lines and originally offered 3 cabin classes.



Akdeniz seen sometimes in 1955
© A. Duncan



Since the 1980's, she was refitted to host cruises departing from Istanbul. The cranes and derricks, from then on unused, were removed in 1989.



Akdeniz entering the Bosphorus July 26, 1986 © Frafo

In 1997, she would have needed too many upgrade works to comply to the international regulations and keep on sailing; the ship was sold to the University of Istanbul to be used as a training ship by the maritime college. In September 2015, she left her quay at Tuzla, heading for Aliaga shipbreaking yards.



Port of Istanbul Technical University Maritime Facility at Tuzla, June 19, 2014
© Gerolf Drebes

Her sister ship the *Karadeniz*, delivered one year after her, was demolished in 1987 at Aliaga after suffering a fire.

Dredger

Volvox Iberia. IMO 9055541. Dredger. Length 97 m. Dutch flag. Classification society Bureau Veritas. Built in 1993 in Kinderdijk (Netherlands) by IHC Holland. Owned by Van Oord (Netherlands). Her status was « laid up » since January 2015. Her regulatory surveys were overdue including the 5-year hull survey. On September 19, she left Dubai under tow of the Italian tugboat *Kamarina*, bound for Aliaga shibbreaking yards. She was beached in Turkey on October 13.



Welcome to Dubai Maritime City, November 2005 © Reinier Meuleman

The END

Sitala, 54 years later...

Delivered at the beginning of 1961 to Shell Maritime Shipping by Chantiers de l'Atlantique (at Saint-Nazaire, France), the *Sitala* is thus, with its 74,000 deadweight tonnage, the largest French oil tanker, the biggest built in Europe and the fifth-largest in the world. She was bearing the name of a type of shell, like all of the company Shell's oil tankers; the tiny *sitala* shell is found in the Ganges river delta.

Photo Coll. JP.Barthelemy



The ship is 259 meters long, 35,6 meters wide (almost two meters more than the cruise liner *France...*), 18,40 meters deep and her draught can reach 13,87 meters. She is propelled by two turbines totaling 24,000 horsepower at the speed of 16,5 knots.

Post card Maritime Shell Shipping →

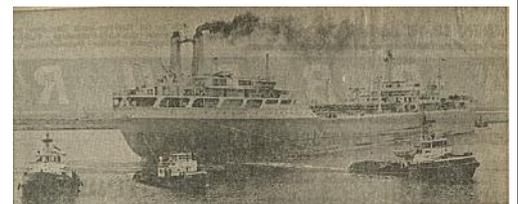


Rotterdam © Kustvaartforum



In this era, we are in ecstasies over the capacity of the ship: 70,000 tons of crude oil after deducting bunkers and supplies, which could feed a "caravelle" plane with enough fuel to circumnavigate the earth 10 times, fill up 500,000 7-horsepower cars with gas, supply 1 500 buses with enough fuel for four months, etc...All this makes one smile when thinking of the *Batillus* and the *Bellamy* (555,000 Dwt), which succeeded *Sitala* in the Shell fleet only 15 years later in 1976, but whose careers would be much more short-lived (8 years compared to 22...).

← Post card Maritime Shell Shipping



Rotterdam, March 11 1961
© Kustvaartforum

We talk equally of the spacious individual cabins, meticulously furnished: the glistening colors, the laminated materials, the rot-proof lacquer and paintings, not portholes but rectangular windows, a

game/sports room, a pool, a library, a theater... it is necessary to tend to the comfort of the 50 officers and sailors who are practically always at sea, considering the brief stops at oil terminals.



The *Sitala* usually loads her crude oil in La Skhirra (Tunisia), Ras in Sider (Libya), Baniyas (Syria), or Mena al Ahmadi (Kuwait). Her ports of discharge are most often Rotterdam, Liverpool, Le Havre, or Lavera.

© Helder Line

Her career was only marked, it seems, by one sole incident of note: a collision on September 23, 1961 in the English Channel off Les Casquets (Cherbourg) with the British ship *Niceto de Larrinaga* (13, 700 Dwt) in a thick fog. The accident, attributed to an inadequate maneuver by the English cargo ship, led to damages for the two ships and, unfortunately, the death of two English sailors.

After 1976, the *Sitala* was entrusted with a new function as lighter ship for oil tankers anchored in the Gulf of Mexico and too big to access the American ports. She therefore became a regular visitor to Mississippi and the jetties of New Orleans refineries. After the activity ended in November 1982, the *Sitala* was repatriated to Brest on January 10, 1983 and decommissioned.



© Helder Line



© Helder Line

She leaves on July 22, heading for Cadiz, to be converted into a storage ship for Shell Gabon. Towed by the German tugboat *Seefalke*, she quits Spain the following November 9th to be anchored permanently on the Lucina Terminal site off the coast of Gabon. She was renamed *Banio*.

After more than thirty years of this duty, she was towed to Alang (India). Beached anonymously under the name of "*Mio*" or "*Nio*," depending on the sources, she is being demolished at the Priya Blue shipyard, the same one where the ex-liner *France* ended up her life.



The ex *Sitala* on Alang beach, March 19 2015. Photo Google Earth

[See more identifications of ships at Alang shipbreaking yards on Marine-marchande.net](http://Marine-marchande.net)

Sources:

7 sur 7 ; Aliaga Denizcilik ; American Bureau of Shipping ; Belga ; Black Sea Memorandum of Understanding ; Boatnerd ; Bureau Veritas ; Captains Voyage Forum ; Chittagong Port Authority (the) ; CJSO-101.7 FM, la radio du Bas-Richelieu ; Daily Mail (the) ; Daily Press (the) ; De Redactie ; Del acontecer Maritimo ; Det Norske Veritas ; Dictionary of American Naval Fighting Ships ; Dongwon Industries ; Dover Ferry ; Equasis ; European Maritime Safety Agency ; G1 Globo ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Historic American Engineering Record ; Houston Chronicle (the) ; Indian Ocean Memorandum of Understanding ; Industrie du gaz en Europe au XIXème et XXème siècles (I) - S. Paquier et J-P. Williot-2005 ; Lion Shipbrokers ; Lloyd's List ; Lloyd's Register of Ships ; Marin (le) ; Marine-Marchande.net ; Marine Traffic ; Maritime Bulletin ; Maritime Executive (the) ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Michigan Live ; Miramar Ship Index ; National Security Archive (the)-George Washington University ; Navires et Marine Marchande ; Navsource ; New Zealand Maritime Record (the) ; Nippon Kaiji Kyokai ; Offshore Magazine ; Oil Pro ; Optima Shipbrokers ; Ouest-France ; Port to Port ; PZC.nl ; Robin des Bois, sources personnelles et archives ; Roose & Partners ; Royal Navy (the) ; Russian Maritime Register of Shipping ; Samskip Holding BV ; Scotsman (the) ; Sea Breezes Magazine ; Seanews Turkey ; Ship Nostalgia ; Shipbuilding History.com ; Shipspotting ; Soviet Trawler.narod ; Splash 24/7 ; SS Maritime.com ; Standaard ; State Impact Texas ; Steam Oil Production Company (the) ; Stuff.co.nz ; Swiss-ships.ch ; Télégramme (le) ; Tokyo Memorandum of Understanding ; Transocean ; Transport Canada-Transport Safety Board of Canada ; Ugly Ships.com ; United States Coast Guard ; US Army Corps of Engineers ; Vessel Tracker.

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