An unbreakable ship to be broken up

On February 27, 2003, the general cargo ship Springbok was sailing through Singapore Strait. Having departed from Sarawak on the island of Borneo, she was carrying 4000 cbm of timber from primeval forest for unloading in South Africa. A little after midnight, she was rammed by the Gas Roman which was carrying 44,000 cbm of natural gas from Kuwait.

It was no contest between the two ships. By some miracle, only one sailor on the Springbok was injured: the impact occured just feet away from the living and navigation quarters. The teams of Smit Salvage and Semco Salvage removed part of the Springbok cargo; divers plugged the leaks. The two embedded vessels were then towed south of the Strait to calmer and less busy seas and then separated. The Springbok is a truly durable ship, after repairs, she continued to carry cargo for another ten or so years. She was eventually sold for demolition in China. Her last name was He Feng (p 45)
British quality: the Springbok was the ex-Good Faith, an SD 14 type ship (for Shelter Deck 14,000 tons). The SD 14 was a series built in the United Kingdom from the 1960’s on to replace the Liberty Ships, the supply vessels of the Second World War; 211 SD 14’s were constructed between 1968 and 1988.

What has happened to them?

Last minute transactions may lead to changes in the final destinations. A few examples of this musical chairs game:

- The Taiwanese chemical tanker Global Eminence was to be broken up in China at 330 US$ per ton (Cf Ship-breaking # 36, p 45). She was eventually diverted towards Chittagong and beached as « Glob » under Togolese flag on September 25th.
- The general cargo carrier Horizon Express and the bulker Ocean Rich expected in India were at last sent towards Bangladesh.
- The gas tanker Benegas immobilized in Jordan since 2006 after suffering a major fire, expected to be demolished in India (Cf Ship-breaking # 36, p 46) was beached in Pakistan.
- The dredger Thames arrived at Galloo recycling yard in Ghent (Belgium) in September 2013 (Cf. Ship-breaking # 33). Her official status in the EQUASIS Database was « broken up ». Summer 2014 though, she comes back to life, leaves Ghent and is now «in service» in Cape Verde.

Their final destinations were until then unknown:

- The Spanish ferry Isabel del Mar (Ship-breaking # 32) left Barcelona under tow bound for Aliaga ship-breaking yards (Turkey).
- The Canadian Ro Ro Cabot (Ship-breaking # 35) became the Cebu under the St. Kitts and Nevis flag prior to her arrival for demolition in India on August 10th.
- The general cargo carrier Rekefjord Stone (Ship-breaking # 36) left Rotterdam under tow bound for Belgium and Galloo Recycling yard at Ghent.

The DEIULEMAR veteran bulker family was cruelly sundered (see “The clearance sale of the DEIULEMAR fleet”, Ship-breaking # 36, p 47). Giovanni Della Gatta, Gina Iuliano and Luciana Della Gatta, renamed Abyo one, Abyo Two and Abyo Three, then Yo 1, Yo 2 and Yo 3. Giovanni - Yo 1 was beached in Chittagong (Bangladesh) and Luciana - Yo 3 in Alang (India).

Gina was missing. She was beached in Gadani, Pakistan, on July 31st. 

© Shahid
The genetically modified ships
They left for demolition this summer. During their lifetime, they were subjected to transformations and their original mission converted.

1. Golden Huaren 9009140. She was a single hull tanker. In order to escape the regulatory phase-out, she became a bulker, like many of her fellows.

2. Island Breeze 6708252. She was originally a Ro Ro sailing in the North Sea; she ended up as a cruise ship visiting the Greek Islands.

3. Torrens 7203663. At first, she was a reefer; in the end she was a cattle carrier.

4. Breadbox Acacia 8843862. An ex GDR Navy tug, she was lengthened from 76 to 90 m and became a general cargo carrier.
Jolly Arancione 7361180. Originally a container ship, she was 210 m long, up to 239 m at the end of her life. She had two major surgeries, in particular the transplant of a Ro Ro compartment.

Club Harmony 6910544. In 1969, she was able to transport 744 containers; from 1990 on, she has been carrying 2000 passengers for Costa Cruises; faithful till the end to her sistership Annie Johnson converted into Costa Allegra.

Photos credits:
1 Mick Prendergast / 2 Peter Terry-Lloyd / 3 © Gustav Schneider Collection / 4 Aleksi Lindström / 5 Gordon Dalzell / 6 Clyde Dickens / 7 navyworld.narod.ru (photo of the Wittow sistership of the ex-Granitz / Breadbox Acacia) / 8 Benoît Donne / 9 Jack Dusty / 10 Andreas Spörri / 11 Ray Thorsteinson / 12 Rolf Larsson.

Towards the end of toxic reefs off the United States of America

In May 2006, the French aircraft carrier Clemenceau arrived in Brest after a long haul in the Indian Ocean and an aborted attempt of demolition in an Indian ship-breaking yard which could have been monitored through a partner ship with the French Navy; at the very same time, the United States was scuttling the US aircraft carrier Oriskany off Pensacola, Florida.

The scuttling of the Oriskany, May 17th, 2006 © US Navy

Robin des Bois wrote to the EPA (Environmental Protection Agency) to protest against the sinking of US Navy old hulls, which were polluted with PCB, asbestos, hydrocarbons, toxic heavy metals and paints (see the press releases «Shipwreck of an aircraft carrier in the United States », May 3rd, 2006.
The sinking policy has nonetheless continued under the pressure of « California Ships to Reef » (CSTR) an organization promoting diving and submarine hunting.

The scuttling of the US National Defense Reserve Fleet covers up the lack of dismantling sites. Between 2000 and 2010, 53 vessels weighing an estimated 286,000 t were sunk off the Hawai Archipelago and 32 ships were scuttled off the Carolinas. Some others were also sunk off Alaska. In the years 2000-2010, the system was at its height. In all, 110 vessels were sunk.

The process is reversing. In June 2012, the sinking of the oiler Kawishiwi was cancelled at the very last moment to the despair of CSTR. The US Maritime Administration (MARAD) announced that all vessels likely to contain PCB and the vessels within the 24-months planning window for disposal would be excluded from the list of ships suitable for sinking and use as artificial reefs.

In accordance to this new policy which is an important step for the Basel Action Network and Robin des Bois, the ship-breaking and recycling yards of Brownsville, Texas, have just taken charge of the oiler Kawishiwi and of three aircraft carriers. The USS Forrestal arrived there late February; the USS Saratoga and Constellation left their homeport in August.

Military and auxiliary vessels

United States
Most naval vessels to be disposed of are now dismantled in approved ship-breaking yards in the United States in compliance with the federal regulation. This principle also applies to the auxiliary ships serving the US Navy and then the Military Sealift Command (MSC) and whose title was transferred to the US MARAD before disposal. The MSC provides transportation for the Ministry of Defense and replenishment to the US Navy fleet and Bases.

In contrast, other loyal servants of the MSC are considered as simple civilians and sent for scrapping in Asia after they renounced the United States flag; a usual trick to bypass the US regulation and the ban on export of hazardous waste. Following 1st Lt Alex Bonnyman, PFC James Anderson Jr, CPL Louis J Hauge Jr, LTC Calvin P Titus which were all stripped of their heroic references and beached anonymously as Bonny, Anders, Abby G and Calvin is now coming TSGT John A Chapman renamed John, under the flag of St. Kitts and Nevis (Cf. p 19).

The NDRF (National Defense Reserve Fleet) veterans
Cape John (ex-Santa Ana, ex-CE Dant). OMI 5056274. General cargo. Length 172 m, 8,280 t. United States flag. Built in 1963 in San Diego (California, United States) by National Steel (NASSCO) for States Lines as the merchant ship CE Dant. In 1980, she was acquired by the US MARAD and converted to replenishment ship for the US Navy. She was operated by a crew of 35 civilian mariners. In 2003, after the second Gulf War, she was reassigned to the Reserve Fleet at Beaumont, Texas. Downgraded and struck from the naval register in April 2011. Summer 2014, she is eventually sold for demolition in Brownsville (Texas, United States) by ESCO Marine.
**Hassayampa.** T-AO-145, US Navy *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 in Camden (New Jersey, United States) by New York Shipbuilding Corp. During her career as a support vessel for the US Navy Pacific Fleet, her homeport was Pearl Harbor. She also served as a recovery logistic ship during the space program Gemini. On November 17th, 1978, she was transferred to the Military Sealift Command, with a crew of 106 civilian and 21 navy mariners. Decommissioned in April 1991 and struck from the naval register on February 17th, 1997. Her title was transferred to the US MARAD in 1999 and she was laid up in the NDRF at Suisun Bay, California. After a regulatory clean-up at Mare Island, she left for demolition via Panama Canal and arrived at Brownsville, Texas, on July 29th, 2014.

**Kawishiwi.** T-AO 146, US Navy *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 in Camden (New Jersey, United States) by New York Shipbuilding Corp. Like her sistership *Hassayampa*, she supported the US Navy 7th fleet in the Pacific and between 1966 and 1971 has also supported the recovery operations of space missions Gemini 10, 11 and 12, then Apollo 13 and 15. On October 10th, 1979, she left the US Navy and started serving the Military Sealift Command. She was decommissioned and laid up in the NDRF at Suisun Bay, California on September 16th, 1992 then struck from the naval register on November 7th, 1994. Her title was transferred to the US MARAD in 1999.

A “reefing plan” was approved in October 2010. The project was to sink the *Kawishiwi* by 40 m deep and 6 km off Capistrano Beach in South California so that she would become a diving site. The estimated sink date was summer 2013, once completed the « preparation » of the oiler. In May 2012, under the pressure of environmentalists, the US MARAD withdrew the *Kawishiwi* from the list of vessels suitable for sinking and announced to exclude all ships likely to contain PCBs: until now, only liquids PCBs and material containing 50 ppm of PCB’s or more had to be extracted.

The ship is eventually sold for demolition to International Shipbreaking Ltd. She arrived in Brownsville, Texas, on August 6th, 2014.

**Sirius (ex-Lyness).** AFS-8, US Navy combat store ship. Length 159 m, 9,010 t. United States flag. Built as *Lyness* in 1965 in Wallsend (United Kingdom) by Swan Hunter as a Royal Navy auxiliary ship. In January 1981, she was acquired by the US Navy and renamed *Sirius*. From then on, she was operated by the Military Sealift Command, had no armament and was manned by 123 civilian and 47 navy mariners.

Decommissioned, struck from the naval register and transferred to the US MARAD on July 1st, 2005. From September 2005 to February 2006, she was deployed to New Orleans in support of humanitarian efforts for Hurricane Katrina. She was supposed to be refitted and converted to training ship for the Texas Maritime Academy as the *Texas Clipper III*. In 2007, she appeared in an episode of the TV serial
« Prison Break ». In November 2008, the conversion project was cancelled due to a lack of funds; *Sirius* was laid up in the NDRF at Beaumont in April 2009. In 2014, she was sold for demolition in Brownsville, Texas.

*Texas Clipper III* berthed at Galveston, waiting to be converted, March 2008. © Captain Peter

**Aircraft carriers**
The aircraft carrier *USS Saratoga* left Newport (Rhode Island) on August 19th bound for the ESCO Marine yard in Brownsville, Texas. Launched in 1955, *Saratoga* CV-60 is the 6th US Navy vessel to bear this name in commemoration of the American Revolution Battle of Saratoga. She was engaged in the Vietnam War from May 1972 to January 1973 and received the Battle Star, then in the first Gulf War. Off war times, she was mainly deployed in the Mediterranean with the 6th fleet; in October 1985, *Saratoga’s* aircraft intercepted an airliner carrying terrorists who had hijacked Italian cruise liner *Achille Lauro*.

© *USS Saratoga Association*

The departure of *Saratoga* was delayed because of the Peregrine falcon family nesting under the elevator used to bring the aircrafts on the flight deck: the Federal law forbids moving or destroying a nest of these birds of prey which are protected on national and international levels. Converted to breeding ground for birds, « *Sara* » has remained stuck for a few weeks. Her dismantling planning was disrupted

Peregrine falcon fledglings © Raptor Politics

The US Navy is paying one minimal cent to the ESCO Marine shipyard to dismantle the aircraft carrier... Apart from the sale of scrap metal to steel companies, the shipyard intends to fabricate and sell a collection of plaques and medallions from sections of the flight deck and hull. The items will not be available before December 14th; ESCO will be taking online orders. WE BUY, if there are any medallions in honor of the USS *Saratoga* falcons. « *Sara* » arrived in Texas early September.

*Saratoga* arriving at Brownsville © The Brownsville Herald / Brad Doherty
The USS Saratoga will be joined by another conventional aircraft carrier, the Constellation (CV-64), destined to International Shipbreaking, also in Texas. Launched in 1960, « Connie » left Kitsap-Bremerton Naval base, Washington State, on August 8th. Her voyage all the way from the West Coast to Texas is expected to take 5 months. Considering the additional cost of towing, the US Navy will pay an extra 3 million US$ to the yard.

It should be noted that the aircraft carrier Saratoga n° 5 (CV-3) was sunk on July 25th, 1946 in the American Nuclear bomb test Baker at Bikini Atoll. (See Ship-breaking # 24, p 1)

Elsewhere.
In Brazil, the Navy is undergoing modernization. Like all its Latin American neighbours (Cf. The END p 62), the country has no ship dismantling facilities available. Consequently, the Navy goes on exporting its old hulls. In April 2004, the aircraft carrier NAeL Minas Gerais, ex Royal Navy HMAS Vengeance built in 1945, was beached for demolition in Alang, India. Today, the NDD Rio de Janeiro (G 31) has just reached the Aliaga ship-breaking yards in Turkey; the NDD Rio de Janeiro is the ex US Landing Ship Dock USS Alamo (LSD 33), built in 1956 and decommissioned in June 2012. The demolition of the aircraft carrier NAeL Sao Paulo, ex-Foch built in 1957 and sistership of the Clemenceau is not to be arranged straight away; the new Brazilian aircraft carrier should enter service in 2025 only.

In France, the helicopter carrier and school ship Jeanne d’Arc has just arrived for demolition at Bordeaux (See also Ship-breaking # 36, p 4-5)
Assessment from 1st of July to 30th of September: Pakistan in the lead.

<table>
<thead>
<tr>
<th>Recycled Metal</th>
<th>Ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Pakistan 483,000 t (28%)</td>
<td>1 India, 56 (22%)</td>
</tr>
<tr>
<td>2 India, 444,000 t (26%)</td>
<td>2 Turkey, 51 (21%)</td>
</tr>
<tr>
<td>3 Bangladesh, 299,000 t (17%)</td>
<td>3 Bangladesh, 50 (20%)</td>
</tr>
<tr>
<td>4 China, 291,000 t (17%)</td>
<td>4 Pakistan, 43 (17%)</td>
</tr>
<tr>
<td>5 Turkey, 153,000 t (9%)</td>
<td>5 China, 35 (14%)</td>
</tr>
</tbody>
</table>

With a growth of close to 60% in volume of ships received, it is Pakistan (28%) who ranks number 1 in tonnage of recycled metal in the 3rd trimester, surpassing India (26%). A number of ships that were initially announced to have been sold in India or Bangladesh have finally been sent to Gadani. 15 European ships were broken up in Pakistan this trimester.

The rhythm of the ships departing for their dismantling has slightly decreased to 19 ships per week (the 2nd trimester averaged 20 ships a week). The global reduction has been from 8% in number of ships and 12% in volume of metal but the situations of the major demolishing countries differ dramatically. Volume has collapsed in China (-29%) and even more so in India (-46%). Along with Pakistan, Turkey is the greatest beneficiary of the trimester; she has doubled her tonnage of metal.

248 ships have left the global fleet during the 3rd trimester. The cumulative demolition has resulted in the recycling of close to 1.7 million metric tons of metal. 97 (39%) were built in Europe, 69 (28%) belonged to European ship-owners, and 233 (94%) landed in Asia.

<table>
<thead>
<tr>
<th>Category</th>
<th>Recycled Metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : bulk carrier, 75 (30%)</td>
<td>1 : bulk carrier, 662,000 t (38%)</td>
</tr>
<tr>
<td>2 : general cargo, 70 (28%).</td>
<td>2 : tanker, 320,000 t (19%)</td>
</tr>
<tr>
<td>3 : container ship, 30 (12%)</td>
<td>3 : container ship, 297,000 t (176%)</td>
</tr>
<tr>
<td>4 : tanker, 29 (12%)</td>
<td>4 : general cargo, 229,000 t (13%).</td>
</tr>
</tbody>
</table>

The purchase prices offered by shipyards did not change significantly: around 450/500 US$ per ton in the Indian subcontinent. They were slightly lower at the end of the period. India has won the most expensive ship of the trimester in unit mass, the chemical tanker Mercur (800 US$ per ton) and her 1,600 tons of stainless steel.

Mercur, January 2001, at Royal Portbury (United Kingdom) © Martin Pick

China lives in autarky. All the ships bought by Chinese ship-breakers were owned by Chinese companies, with the exception of the North Korean cargo ship Tae Dong Gang (p 51), the car carrier Madame Butterfly of Swedish company Wallenius Line AB and the ex Russian passenger liner George Ots, which was sold clandestinely by a tactless Chinese charterer (see p 57). The rates (at around 300 US$ per ton) remain particularly weak in comparison with those of the Indian sub-continent and even Turkey.

© Swansea Drydock

The Welsh port of Swansea seems like it is improving its capacity in ship dismantling and recycling. After recycling small sized ships, it was awarded the dismantling of the frigate HMS Cornwall in 2013 as a test for its operational capacities while three similar frigates were sent in Turkey. Swansea Drydocks now called Swansea Drydocks Ship Repair and Recycling Yard has two drydocks (170 m and 204 m long) and a 266 m long repair wharf. Two other ships are being deconstructed in the facility: the dredger Norstone and the nuclear transport vessel Atlantic Osprey (see p 61).
Deflagging remains a steady practice. At least 33 ships have changed their passport just before their departure for demolition. The Comoros and St. Kitts and Nevis are the most favourite mortuary colors.

Out of prison, into the scrapyard

69 (28%) of ships departing for dismantling are under a classification society not belonging to IACS (International Association of Classification Societies) or have no classification. Sub-standard ships are always the most numerous: 137 (55%) were previously detained in world ports with a rate of detention upwards of 75% for car carriers, chemical tankers and general cargo ships, of 67% for Ro Ros and 61% for bulk carriers.

The gold medal of substandard ships is undoubtedly attributed to the general cargo ship Sea Karam (p 50), which with 21 detentions has blown away the previous record in the accounts of Ship-breaking. She precedes two other ships of the same category, the Steamer (13 detentions, p 50) and the Amal (12 detentions, p 41). The three medallists arrived at Aliaga shipbreaking yards which have received 6 of the 8 ships that were previously detained 10 times or more.

Years and Metres

The age of ships leaving the global fleet for demolition ranges from 13 years in the case of the general cargo ship Jutta beached in Pakistan to 60 years for the two US Navy replenishment tankers Hassayampa and Kawishiwi demolished in the United States. The average age is 29 years, 42 years for passenger ships and 24 for container ships. 101 ships have a length less than 150 metres, 84 measure between 150 and 199 m and 62 more than 200 m. The biggest are the tankers Athens Warrior and Varada Blessing, 332 m, broken up in Pakistan.
Freon risk

8 huge fish predators from the ex-USSR left to be broken up between the 1st of July and the 30th of September, 7 of which were sent to Turkey. These 8 factory-ships skimmed the Northeast Atlantic, the Barents Sea and the South Atlantic. The refrigeration plants on these ships were using Freon as refrigeration liquid. Freons, commercially named by the American company Dupont de Nemours, are chlorofluorocarbon, or CFC and hydrochlorofluorocarbon or HCFC. These gasses are trouble for the stratosphere and for the climate:

1- they are qualified as Ozone Depleting Substances
2- in 1990, global emissions of CFC used en masse in aerosol cans, in fire extinguishers, in refrigerators, in air conditioners and in the production of polyurethane foams represented 25% of the contribution to the greenhouse gas effect from human activities.

The Montreal Protocol and its successive amendments aim since 1987 to outlaw the production, the sale on the market, the maintenance use of CFC’s and HCFC’s. In Europe, the recycling of HCFC extracted from old refrigerator models or refrigeration plants will be outlawed from the 1st of January 2015 onwards.

From a sailor’s point of view, the risks concerning Freon use are immediate and acute. Many fatal accidents from Freon leaks on board fishing boats and cargo ships are listed: 2 sailors on the refrigerated cargo ship Mimoza in the commercial port of Brest in 1994, 1 sailor on board a Moroccan trawler in 2003, 1 sailor on board a Japanese deep-sea fishing vessel in 2004.

The accumulation of Freon in closed environments causes asphyxiation. The danger is all the more pernicious because of the gas's odourless nature. One of the last known accidents happened in 2008 on board a nuclear-powered Russian submarine, the Nerpa. The untimely activation of the anti-fire system unleashed the Freon, causing an automatic lockdown of the submarine’s bulkheads and mortally suffocating 20 passengers, the majority of whom were technicians on board to evaluate the technical validity of the ship's systems.

It is probable that many leakages of Freon causing deaths on board fishing vessels involved in illegal fishing activities are never revealed to the public.

The dismantling of refrigeration systems in factory ships, in deep-sea fishing vessels, and in passenger ships, exposes the workers to “whiffs” of residual Freon trapped in compressors, pipes, freezing holds, and cold rooms. If indeed guarantees are either required by some demolition sites or supplied by shipowners concerning hydrocarbon gasses, the degassing of refrigerating plants aboard vessels is not the object of formal and universal prescriptions.
In case of fire or strong flame, the decomposition of Freon produces toxic and poisonous phosgene-like gasses. In sectors of the boat where risk is high, the cutting of metal with wielding torches must be strictly supervised, or even banned.

**Factory ship**

**Aquila class**

*Germes* (ex-*Arkadiya*, ex-*Aquarius*). IMO 8008618. Factory ship. Length 103 m, 3,926 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Polnocna. Owned by Dalvest Co Ltd (Russia). One of the three *Aquila* class ship (project B 407) built by the Polish shipyard between 1981 and 1983. She was delivered to the Polish fleet as *Aquarius*, then entered the Russian fleet as *Arkadiya* in 2001; her latest homeport was Nakhodka on the Pacific Coast. Operated by a crew of 89 sailors. Equipped for pelagic and ground fishing and the production of frozen fish (60 t/day), fish meal and fish oil. The refrigerant used by the processing plant was Freon 22. Sold for demolition in India.

![Germes © Fleetmon](image)

**Barentsevo More class**

*Krasnoznamensk*. IMO 7645201. Factory ship. Length 59 m, 1,290 t. Panamanian flag. Unknown classification society. Built in 1977 in Klaipeda (Lithuania) by SZ Baltiya. Owned by JSC Arkhangelsk Trawl Fleet (Russia). One of the 61 ship of the *Barentsevo More* class (project 1332) built in the Lithuanian shipyard (then USSR) between 1973 and 1983. Operated by a crew of 42 sailors, she was equipped for pelagic and ground fishing and the production of salted or cooled fish (25 t/day), fish meal, fish-liver cans, fish-liver oil and herring preserves. The refrigerant used by the processing plant was Freon 12. Sold for demolition in Turkey.

![Krasnoznamensk in Arkhangelsk, August 2012 © Eugene Iron](image)

**Ivan Bochkov class**

*Golden Fortune, Revolyutsiya, Rybachiy, Sovetskaya Konstitutsiya, Viktor Mironov* and *Zavolzhsk* were among the 35 ships of the *Ivan Bochkov* class (project B-408) built between 1978 and 1988 by Stocznia Gdanska im. Lenina in Gdansk (Poland). Operated by a crew of 90 sailors. Equipped for pelagic and ground fishing and the production of frozen fish, fish meal, canned fish-liver and fish-liver oil. The processing plant was able to produce 48 t/day of frozen fish, 50 t/day of fish meal, 1 t of fish liver oil and 2 t of canned liver. The refrigerant used by the processing plant was Freon 22.

Golden Fortune in Las Palmas de Gran Canaria (Canary Islands, Spain), May 2014 © Alex Marrero


To be noted: fenders make possible the transshipment on board reefer.


Zavolzhsk, Barents Sea, July 2008 © Gena Anfimov
Reefer

Amalia leaves Cuxhaven (Germany) after unloading frozen fish from Alaska, April 2013 © nbocean


Majestic, in Okhotsk Sea (Russia), June 2013 © Savitskiy Alexander


Skulptor Tomskiy, February 2011, stuck in the ice of the Gulf of Finland © Rico Voss


Summer Wind, Valparaiso (Chile), March 2013. © Juan Carlos C
**Container ship**


Rio de Janeiro (Brazil), January 2009 © Edson de Lima Lucas


Altavia in Kaohsiung (Taiwan), March 2013 © C.Y. Chen


CMA CGM Junior S (ex-Active F, ex-Perak, ex-Sea Scandia, ex-Maersk Miami, ex-Fiona I). IMO 8912754. Container ship. Length 150 m, t. Deflagged from Malta to St Kitts and Nevis for her last voyage as Prosperity. Classification society Bureau Veritas. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her French shipowner CMA CGM to Baltanas Shipping Ltd a St Kitts and Nevis-based shell company just prior to her departure for demolition in India.

CMA CGM Junior S on orders in Khor Fakkan, January 2007 © Françoise Massard / Marine Marchande.net

October 2010, loading in Karachi (Pakistan) © Snip

Golden Express (ex-Stenheim, ex-Nantai Prince). IMO 8506672. Container ship, 838 teu. Length 156 m, 4,566 t. Deflagged from South Korea to Tuvalu for her last voyage as Express. Classification society Korean Register of Shipping. Built in 1986 in Uwajima (Japan) by Uwajima Zosensho. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2004 in Hong-Kong (China), in 2003 in Kitakyushu (Japan) and in Hong-Kong (China). Sold as is in Singapore for demolition in Bangladesh. 449 US$ per ton.

Golden Wing (ex-Sea Lark, ex-Sandys Bay). IMO 8401054. Container ship, 656 teu. Length 137 m, 4,434 t. Deflagged from South Korea to Tuvalu for her last voyage as Golden W. Classification society International Ship Classification. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Detained in 2001 in Singapore. Sold as is in Singapore by her South Korean shipowner Kookyang Shipping Co Ltd to the Indian Doehle Danautic prior to her departure for demolition in India. 449 US$ per ton.


Jolly Arancione (ex-Maersk Arizona, ex-LTC Calvin P Titus, ex-Albert Maersk, ex-Adrian Maersk). IMO 7361180. Container ship. Length 239 m, 20,748 t. Italian flag. Classification society RINA. This is one of the 6 class A container ships built for Maersk in Steinwerder (Germany) by Blohm & Voss in 1975; 3 other ships of this type were built by Flenders, also in Germany. Their names all began with an « A » : Adrian, Albert, Alva, Anna, Arnold, Arthur, Anders, Axel and Arild Maersk. These container ships with a capacity of 1984 teu were powered by two General Electric steam turbines and could reach 26 knots. In 1978, the 9 ships were jumboized and lengthened from 210 to 225 m with an additional section in the midship ahead of the superstructure.

Between 1983 and 1985, the family was again converted, in the Japanese shipyard of Innoshima. Successively, the ships were cut in two parts; the stern section was attached with a new Burmeister & Wain diesel motorization to reduce the bunker costs. An additional module was added in the midship, bringing the total length to 239 m and 3 of the 9 vessels were fitted with a stern ramp and a Ro Ro garage. The ships were re-assembled with the bow of another of the sisterships; the new ship will be bearing the name of the bow section contrary to the usage. Thus, Adrian Maersk (IMO...
7361180) received the bow of Albert Maersk (IMO 7361192) and became Albert Maersk. In 1995, she was chartered as LTC Calvin P Titus by the United States Military Sealift Command. She went back to Maersk as Maersk Arizona in 1999. Detained in 2004 in Vladivostok (Russia). She was acquired in 2006 by the Genoa-based ship-owner Ignazio Messina & C SpA.

Most members of the « A » family were sent to demolition between 1999 and 2010. The remaining ones are the Jolly Nero (IMO 7361233, ex-Axel Maersk, which was rebuilt from the stern part of Adrian Maersk) and the Jolly Arancione. The latter has just been beached for demolition in India. 463 US$ per ton. The Jolly Nero is still in service; in May 2013, she crashed into the control tower in the port of Genoa, killing 9.

King Julius (ex-Astor, ex-APL Caracas, ex-Astor, ex-Infanta, ex-Astor). IMO 9108362. Container ship, 1129 teu. Length 159 m, 6,810 t. Deflagged from Malta to St Kitts and Nevis for her last voyage as Lius. Classification society Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Detained in 2011 in Algeciras and in 2014 in Valletta and in Marsaxlokk (Malta). Sold by her German shipowner to the Indian Prayati Shipping just prior to her departure for demolition in India.


Maestra Mediterraneo anchored in Guanabara Bay /Rio de Janeiro (Brazil), January 2013 © Edson de Lima Lucas

Maestra Pacifico, Manaus, Brazil (January 2014) © Tony Hogwood
Marcajama (ex-Delmas Leixoes, ex-StelIndiaich, ex-Guatemala, ex-P&O Nedlloyd Mombasa, ex-StelIndiaich). IMO 9113458. Container ship, 1203 teu. Length 159 m, 6,775 t. Poruguese flag (Madeira). Classification society Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Mar Consult Schifahrt (GmbH & Co (Germany). Sold as is in Malta for demolition in India. 418 US$ per ton.

Melina (ex-Swan, ex-MOL Mosel, ex-APL Qingdao, ex-MOL Mosel, ex-Mosel). IMO 9122605. Container ship, 4706 teu. Length 300 m, 24,321 t. Deflagged from Panama to Comoros for her last voyage as Meli. Classification society RINA. Built in 1995 in Mihara (Japan) by Koyo Dockyard. Owned by Technomar Shipping Inc (Greece). Detained in 2011 in Xiamen (China). Announced as sold as is in Singapore for demolition in India, 505 US$ per ton including 250 t of bunkers. She eventually was beached for demolition in Chittagong, Bangladesh.


MSC Kyoto (ex-Maersk Tokyo, ex-Lexa Maersk). IMO 7825411. Container ship, 3876 teu. Length 270 m, 19,005 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Lindo (Denmark) by Odense Staalskibs ; jumboized in 1984 and lengthened from 212 to 270 m. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India.

Sinokor Masan (ex-Akashia Baru, ex-Shin Akashia Maru). IMO 8213562. Container ship, 272 teu. Length 111 m, 2,535 t. Deflagged from South Korea to Tuvalu for her last voyage as Masan. Classification society International Ship Classification. Built in 1983 in Fukuoka (Japan) by Fukuoka Zosen. Sold by her South Korean shipowner Sinokor Merchant Marine Co to the Indian Doehle Danautic Ltd. Sold as is in Singapore for demolition in India. 449 US$ per ton.
**SITC Keelung** (ex-Kapitan Byankin). IMO 9088902. Container ship, 1016 teu. Length 150 m, 5,102 t. Deflagged from Hong Kong to Tuvalu for her last voyage as **Keelung**. Classification society Nippon Kaiji Kyokai, but International Ship Classification since September 2014. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her Chinese shipowner SITC to the Indian Doehle Danautic just prior to her departure for demolition in Bangladesh.

**SITC Keelung**, in route to Ningbo (China). March 2013 © Knut Helge Schistad


Tangier (ex-Maersk tangier, ex-Torben Maersk). IMO 8905543. Container ship, 1316 teu. Length 161 m, 7,823 t. Deflagged from Malta to Comoros for her last voyage as **Angie**. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US$ per ton including 250 t of bunkers.

Tarragona (ex-Maersk Tarragona, ex-Tobias Maersk, ex-TRSL Antares, ex-Tobias Maersk). IMO 8820212. Container ship, 1316 teu. Length 161 m, 7,693 t. Deflagged from Liberia to Comoros for her last voyage. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Malaga (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US$ per ton including 250 t of bunkers.

TSGT John A. Chapman (ex-Merlin, ex-American Merlin, ex-CGM Utrillo, ex-Utrillo). IMO 7504639. Container ship. Length 204 m, 13,943 t. Deflagged from United States to St Kitts and Nevis flag for her last voyage as **John**. Classification society American Bureau of Shipping. This Ro Ro containership was built in 1978 in La Ciotat by Chantiers Navals de La Ciotat as the French Utrillo for the Compagnie Générale Maritime. She was at first operated between Europe,
India and Indonesia or Europe and Oceania (Papeete, Numea…), and then on the Europe/Indian Ocean line (Reunion island, Madagascar…). In 1983, she was lengthened of 40 m in 1987, from 164 to 204 m, and renamed **CGM Utrillo**.

In 1992, she became the **American Merlin** owned by American Automar, chartered by the US Military Sealift Command. In 2001, she was acquired by Sealift Inc and became **Merlin**, still serving the MSC. She was renamed **TSGT John A. Chapman** in 2005 in memory of the Technical Sergeant John A. Chapman, killed in Afghanistan on March 4th, 2002. Sold for demolition in India. 546 US$ per ton including 450 t of bunkers, full spares and two generators.

The **Utrillo** was one in a series of six ships known as the « CGM painters »; 3 were built by Chantiers de l’Atlantique in Saint-Nazaire, the 3 others, among which **Utrillo**, in La Ciotat. The Saint-Nazaire ships Cézanne and Degas, the La Ciotat ones Gauguin and Monet, have already been broken up. The only one left in the serie is the ex **Renoir**, converted to cattle carrier and renamed **Bader III** (Bahamian flag) for a Jordanian shipowner.

YM North (ex-Ming North). IMO 9001215. Container ship, 3725 teu. Length 276 m, 19,426 t. Deflagged from Taiwan to Comoros for her last voyage as North. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). After YM South, YM East and YM West already gone to be broken up in Bangladesh late 2013 (Cf Ship-breaking # 34), it is now YM North’s turn to leave for demolition. She won’t join her sister-points of the compass. Sold as is in Colombo (Sri Lanka), she was beached for demolition in Alang. 491 US$ per ton.


Cattle carrier

At Victoria, (British Columbia, Canada) © Patrick Lawson

Torrens, homeport Nuku'alofa (Tonga) © Marine Traffic
Tanker
AOG Alexandra (ex-AOG Caribe, ex-Tradewind Caribe, ex-Capo Horn).
IMO 8411982. Tanker. Length 145 m. Comorian flag. Unknown classification society. Built in 1986 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania. Acquired in 2009 by the Nigerian Anyiam-Osigwe Group. In 2012, she was involved in dubious affairs and abandoned in Lagos; 3 Pakistani and 1 Indian sailors remained aboard in this floating prison for several months before they were eventually repatriated. Arrived for demolition in Turkey.


Lagos (Nigeria), January 2011 © Ivan Meshkov

1st August 2014, Gadani (Pakistan) © Shahid

15 November 2011 © Martin Klingsick
**Jag Prachi** (ex-Atora, ex-Sea Mariner, ex-Agapenor, ex-Suzanne). IMO 9018660. Tanker. Length 179 m, 9,680 t. Indian flag. Classification society Indian Register of Shipping. Double hull tanker built in 1991 in Kherson (Ukraine) by Khersonsky Sz. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Vizag (India), she leaves the Indian eastern coast to be broken up in Pakistan. 484 US$ per ton.

*Jag Prachi* in Cochin (India), March 2012  
© Beka 808 / Marine Traffic


*Overseas Eliane*, in Gdańsk (Poland), August 2009  
© Piotr Jagliński

**Samho Crown (ex-Overseas Crown, ex-Crown Unity).** IMO 9081174. Length 330 m, 42,515 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull tanker built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Rayong (Thailand). Arrived in Dubai on January 28th, 2011, Samho Crown remained abandoned there due to the financial difficulties of her South Korean ship-owner Samho Shipbuilding and its bankruptcy in 2012. The 28 crewmen, 4 South Koreans, 1 Pakistani, 1 Georgian, 1 Bangladeshi and 21 Indians remained prisoners aboard for several months; the last 11 Indian sailors were only repatriated late August 2011. Two other ships of the company, Samho Jasper (built in 2009) and Samho Dream (built in 2002), also laid up in Dubai were sold no later than June 2011 and January 2012 and resumed their careers as the Panamanian Gaea and Maltese Skopelos. Samho Crown was eventually auctioned and sold for demolition in Pakistan. 490 US$ per ton, i.e. nearly 21 millions US$.

**Silva (ex-Kirsten, ex-Torm Kirsten, ex-Tempera, ex-Georgia).** IMO 8614467. Tanker. Length 228 m, 15,002 t. Deflagged from Tanzania to St Kitts and Nevis for her last voyage as Sil. Classification society American Register of Shipping. Built in 1986 in Uljanik (Croatia) by Brodogradiliste 3 Maj. Owned by AR Shipping Ltd (China). Detained in 2006 in Whangarei (New Zealand) and in 2014 in Guangzhou (China) and in Quanzhou (China). Sold for demolition in Pakistan.

Chemical tanker


Pireus Port (Greece), July 2010 © Dlek / Marine Traffic

**Iballa G (ex-Tus, ex-Pertusola).** IMO 7393418. Chemical tanker. Length 118 m. Panamanian flag, Maltese flag for her last voyage. Classification society RINA. Built in 1975 in Viareggio (Italy) by Benetti. Owned by Penn Lilac Trading SA (Spain). Detained in 1999 in Saint Malo (France) and in 2003 in Las Palmas (Spain). Sold for demolition in Turkey.


Mercur, in Rotterdam (Netherlands), May 2014 © Hannes van Rijn


**Palma Agri Satu (ex-Chem Pollux, ex-Samho Cygnus, ex-Stolt Durham, ex-Stolt Trader, ex-Botany Trader).** IMO 9047544. Chemical tanker. Length 140 m, 4,599 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1995 in Viareggio (Italy) by Esercizio. Owned by Taruna Cipta Kencana (Indonesia). Detained in 2008 in Antwerp (Belgium) and Hamburg (Germany), in 2010 in Antwerp again and in 2012 in Haldia (India) and Xiamen (China). Sold for demolition in India.


Gas tanker


Heavy load carrier
Robin des Bois is trying to identify this mystery ship, beached for demolition in Gadani, Pakistan, on August 8th, 2014.

Freshly renamed Hassan 1, her IMO number cannot be read; this name is unknown to maritime databases. The ship’s lightweight would be 7,101 t. One of her previous name seems to be ending with the word « Bulker ».

**Bulk carrier**


*Federal Venture, March 25th, 2008, Port Alfred (Canada) © Michell / Shipspotting*

**Adventures**, September 9th, 2014, Gadani Beach (Pakistan) © Shahid


**Ameera (ex-Habibe Ana, ex-Kelvin Challenge, ex-Vorras, ex-Philippine Vinta, ex-Western Jay)**. IMO 8309464. Bulk carrier. Length 186 m, 8,206 t. Deflagged from Indonesia to Panama for her last voyage as Sevenkar. Classification society International Register of Shipping. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Pacmar Shipping Pte Ltd (Singapore). Detained in 2001 in A Coruña (Spain), in 2004 in Geraldton (Australia), in 2010 in Ningbo (China) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh. 460 US$ per ton including 250 t of bunkers.


*Maro L leaving Liverpool (United Kingdom), July 2013 © Malcolm Cranfield*

*Amira Nadia, ex-Maro L., in Gadani (Pakistan) © Shahid*


**Castillo de Guadalupe (ex-Doceorion).** IMO 8020769. Bulk carrier. Length 218 m, 10,842 t. Brazilian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Caneco. Owned by Elcano Navegacao (Brazil). Detained in 1999 in Rotterdam (Netherlands) and in 2004 in Hamburg (Germany). Lately used to carry bauxite ore from the State of Pará in the Northern Brazil, she was sailing along 1000 km on the Trombetas and the Amazone from Porto Trombetas down to Barcarena aluminium plant at the mouth of the river. Sold for demolition in Pakistan.

![Porto Trombetas, Trombetas, Brazil](Espocabode.com)  
![Castillo de Guadalupe, loading ore, April 2007](Gilmacaco)


![Ziemia Tarnowska, arriving Santos (Brazil), June 2012](Guilherme Z. Secatto)  
![Elminda in Gadani (Pakistan)](Shahid)


After loading coal in Adang Bay (Indonesia), August 2014 © Nasution


GH Resources (ex-Ullswater). IMO 8806486. Bulk carrier. Length 266 m, 15,305 t. Deflagged from Hong Kong to Comoros for her last voyage as Resource. Classification society Lloyd's Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Union Apex Shipping Co Ltd (China). Detained in 2013 in Newcastle (Australia). Sold as is in Hong Kong for demolition in Pakistan. 467 US$ per ton including 350 t of bunkers.


Glorious, in Singapore, November 2013 © Martin Klingsick


Heng Tong 3 (ex-Spar Eight, ex-Negros Victory, ex-Orchid II). IMO 8118229. Bulk carrier. Length 189 m, 8,926 t. Panamanian flag. Classification society RINA. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Xintai International Shipping (China). Detained in 2001 in Bremen (Germany), in 2006 in Pyeongtaek (South Korea) and in Fremantle (Australia), in 2010 in Haikou (China) and in 2013 in Zhuhai (China). Sold for demolition in Pakistan. 493 US$ per ton.


**Pacific Paradise.** IMO 9036820. Bulk carrier. Length 225 m, 10,061 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China. 327 US$ per ton.

**Pacific Prospect.** IMO 9036818. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China.

**Pacific Wisdom.** IMO 9001801. Bulk carrier. Length 180 m, 6,744 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Detained in 2006 in Butzfleth (Germany). Sold for demolition in Xinhui, China.


Princess Vanya, loading in Guaymas, Mexico, April 2011 © Ray J. Ordano


Roula (ex-Ocean Trader, ex-Aristidis D, ex-Van Warrior). IMO 8110186. Bulk carrier. Length 183 m, 8,348 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Isthmus Bureau of Shipping. Built in 1983 in Usuki (Japan) by Minami-Nippon. Detained in 1999 in Novorossiysk (Russia), in 2000 in Brisbane (Australia) and in 2001 in Port Hedland (Australia). Sold by son Greek ship-owner Mediterranean Maritime Services Ltd to Orange Walk Corp, a Panama-based shell just prior to her departure for demolition in Pakistan. 481 US$ per ton.

Roula, port of Santos (Brazil), February 2012 © Rogério Cordeiro


Ship-breaking # 37 - Robin des Bois – October 2014 - 37/64
Sakhalin (ex-Ziemia Zamojska).
IMO 8207745. Bulk carrier. 
Length 180 m, 6,622 t. Belize flag. 

Sakhalin berthed in the port of Castellón (Spain), October 2012 © Manuel Hernández Lafuente


Classification society RINA. General cargo carrier built in 1972 in Arnhem (Netherlands) by Arnhemsche; jumboized in 1992, lengthened from 97 to 101 m and converted to bulk carrier. Owned by Nuova Navi Service Srl (Italy). Detained in 1997 in Rotterdam (Netherlands), in 2004 in Eleusis (Greece), in 2005 in Koper (Slovenia) and in 2014 in Mersin (Turkey) and in Iskenderun (Turkey). Sold for demolition in Turkey.

Serenity in Delfzijl (Netherlands), September 1988 © Frits Olinga
Serenade in Pozzallo (Italy), March 2011 © Yaniv

Shadrokh (ex-Aerolite, ex-Delegate, ex-Iran Sadr). IMO 8320121. Bulk carrier. Length 190 m, 9,344 t. Iranian flag, Comorian flag for her last voyage as Sam. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Rahbaran Omid Darya Ship Management (Iran). Detained in 2002 in Gladstone (Australia) and in 2003 in Antwerp (Belgium). Sold for demolition in India.


Fujairah (United Arab Emirates), December 2011 © Viktor

Gadani (Pakistan), August 6th, 2014 © Shahid


Xing Peng Da (ex-Sun, ex-Pima, ex-Bel Air, ex-Ryozan Maru). IMO 8220163. Bulk carrier. Length 225 m, 10,989 t. Panamanian flag. Classification society Interma Maritime Certification Services. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Hong Sheng Da Shipmanagement (Hong Kong, China). Detained in 2002 in Hay Point (Australia) and in 2013 in Quanzhou (China). Sold for demolition in India. 490 US$ per ton including 500 t of bunkers.


Yu Lan Hai, San Nicolas (Argentina), December 2010 © Maxi Alonso
General cargo

*Adriatic Pearl* (ex-Puffin Arrow, ex-Brierfield, ex-La Sierra). IMO 7909877. General cargo. Length 183 m, 12,253 t. Deflagged from Bahamas to St Kitts and Nevis for her last voyage as *Pearl*. Classification society Lloyd’s Register of Shipping. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej. Detained in 2005 in Tianjin (China). Sold by her Cypriot ship-owner Ship Management & Transport to Twila Shipping Inc, a Liberia-based shell company just prior to her departure for demolition in Bangladesh. 480 US$ per ton.

December 2012, Hook of Holland (Netherlands) © Pilot Frans


December 1994, in Delfzijl (Netherlands), she already deserved detention © Frits Olinga
Arctic Star (ex-Tegra, ex-Akademi Glushko). IMO 8603418. General cargo. Length 132 m, 4,174 t. Deflagged from Malta to Tuvalu for her last voyage as Arctic T. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Stocznia. Sold by her Russian ship-owner Solchart Ltd Oy to Urizen Shipping Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in India.

Armu (ex-Maria Magdalena, ex-Continental Beta, ex-MSC Beirut, ex-Continental Beta, ex-Sintra, ex-Lux Baltic, ex-Aranjuez, ex-Isla de Tenerie, ex-Lucia de Perez, ex-Hvita, ex-Lucia de Perez). OMI7826001. General cargo. Length 97 m, 1,649 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Stocznia. Sold by her Russian ship-owner Solchart Ltd Oy to Urizen Shipping Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in India.

Azizeh-F (ex-Anqing, ex-Rodach, ex-Umag Saint Malo, ex-Parkhaven, ex-Marlene S). IMO 7611523. General cargo. Length 103 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Oldenburg (Germany) by Brand. Owned by Nereide Marine SA (Greece). Detained in 1998 in Setubal (Portugal), in 2006 in Busan (South Korea) and Izmir (Turkey), in 2008 in Novorossiysk (Russia) and Iskenderun (Turkey), in 2009 in Larnaca (Cyprus), in 2012 in Piraeus (Greece), in 2013 in Marina di Carrara (Italy) and in 2014 in Aliaga (Turkey). Sold for demolition in Turkey.

Baltiyskiy-109. IMO 7612515. General cargo. Length 95 m, 1,284 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Laivateollisuus. Owned by Baltrechflot Ltd (Russia). Detained in 2010 in Corigliano Calabro (Italy), in 2011 in Lübeck (Germany), in 2013 in Vasteras (Sweden) and in 2014 in Nowy Port (Poland), Marina di Carrara (Italy) and Castellon de la Plana (Spain). Sold for demolition in Turkey.


Breadbox Acacia (ex-Dimos, ex-Aiolos I, ex-Seisbulk, ex-Allvang, ex-Marpol Gyda I, ex-Eide Rescue IV, ex-Kuhlung Tyksland, ex-Granitz). IMO 8843862. General cargo. Length 90 m. Togolese flag. Classification society RINA. One of the 6 ships of the class 690 (projet 602) built in 1983 in Rostock (Germany) by Neptun VEB. Originally she was a tug and offshore support vessel serving the Navy of the ex German Democratic Republic and Wolgast Technical and Scientific Center (Wissenschaftlich-Technische Zentrum WTZ-18). One year after the German reunification, she was put for sale and left for Norway and a new career as a merchant cargo ship. Converted to general cargo carrier in 1995, then jumboized in 1999 and lengthened from 76 to 90 m. Owned by Breadbox Shipping Lines BV (Netherlands). Detained in 1997 in Szczecin (Poland), in 2003 in Aviles (Spain), twice in 2005 then in 2006 in Santa Cruz de Tenerife (Canary Islands, Spain) and in 2010 in Gemlik (Turkey). Sold for demolition in Turkey. See also the photos before / after in the chapter “The genetically modified ships”, p 3.

After conversion: Allvang © Capt. Jan Melchers


Caspian Wave (ex-Zelenika, ex-Trader Bulk, ex-Celtic Challenger, ex-Argo Valour). IMO 7435137. General cargo Length 92 m. Panamanian flag. Classification society RINA. Built in 1978 in Salamis (Greece) by Argo ; jumboized in 1997 and lengthened from 80 to 92 m. Owned by Cargo Maritime & Trading Ltd (Turkey). Detained in 2000 in Bergen (Norway) and Antwerp (Belgium), in 2005 in Fredrikstad (Norway), in 2007 in Cagliari (Italy), in 2008 in Mersin (Turkey), in 2011 in Poti (Georgie), twice in 2012 in Sotchi (Russia) and in 2014 in Berdiansk (Ukraine) and Trabzon (Turkey). Sold for demolition in Turkey.


Gunkul 1 (ex-Bonnie M, ex-Global Tianjin, ex-Oksana, ex-Imvros, ex-Handy Prince, ex-Semsvann, ex-Handy Prince, ex-Ariana, ex-Venus Island). IMO 7908744. General cargo. Length 151 m, 5,300 t. Thai flag. No classification society according to her last Port State Control. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2003 in Las Palmas (Canary Islands, Spain), in 2005 in Incheon (South Korea) and Zhangjiagang (China), in 2006 in Durban (South Africa), in 2007 in Hong Kong (China) and Singapore and in 2008 in Yeosu (South Korea). Sold for demolition in Bangladesh.


Hong Hao (ex-CMA CGM Nimba, ex-Clan Legionary, ex-P&O Nedlloyd Caribbean, ex-P&O Nedlloyd Douala, ex-Cielo Di Livorno, ex-Santa Margherita). IMO 9073232. General cargo. Length 182 m, 9,889 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender. Owned by Hongyuan Marine Co Ltd (China). Hong Hao was already announced to be broken up in China at 335 US$ per ton in June 2013 (Cf. Ship-breaking # 32). One year later, she was actually beached for demolition in Pakistan. 485 US$ per ton including 200 t of bunkers, i.e. a profit of about 1,5 million US$.
Hong Peng (ex-Santa Maddalena, ex-Delmas Bougainville, ex-P&O Nedlloyd Hawkes Bay, ex-P&O Nedlloyd Durban, ex-Nedlloyd Van Nassau, ex-Santa Maddalena). IMO 9073244. General cargo. Length 182 m, 8,900 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender; sistership de l’Hong Hao ci-dessus échoué au Pakistan. Owned by Hongyuan Marine Co Ltd (China). Detained in 2004 in Hong Kong (China). Sold for an unspecified destination of demolition, she eventually broke up with her sistership Hong Hao (See above) and was beached in India. 485 US$ per ton including 200 t of bunkers.


At Kota Kinabalu, (Malaysia), March 2013 © Josef B.


Jutta, at Quebec (Canada), August 2012 © Marc Boucher


King Merry (ex-Futami, ex-Chilean Express, ex-ALS Express, ex-Chilean Express, ex-T.A. Pathfindiar, ex-Chilean Express, ex-Rickmers Tianjin, ex-Kriti Silver). IMO 8412546. General cargo. Length 147 m, 5,489 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Nanjing King Ship Management Co (China). Detained in 2004 in Hong Kong (China), in 2005 in Istanbul (Turkey), in 2009 in Gwangyang (South Korea) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 509 US$ per ton.


Laila Queen, anchored off Tripoli (Lebanon), August 2013 © Muhsen Hussein


Masar Trade departing Bosaso (Somalia), October 2012 © J Brodersen


Matilda © J Brodersen


Nadeen (ex-Tough Trader, ex-Pangani, ex-Rio B, ex-Piva, ex-Belloc). IMO 7614771. General cargo. Length 144 m, 3,806 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill; ex-Belloc, SD 14 class, like the He Feng (see pp 1 and 45). Detained in 2003 in Hong Kong (China), in 2009 in Aliaga (Turkey) and in 2010 in Bushire (Iran). Sold for demolition in Pakistan. 459 US$ per ton.


Palmira (ex-Avanguard-1, ex-Ural, ex-Volgo-Balt 152). IMO 8230194. Length 114 m. Deflagged from Ukraine to Cambodia flag her last voyage. Classification society International Register of Shipping. Built in 1971 in Komarno (Slovakia) by Zavody Tazkeho Strojarstva Shipyard. Owned by Fos Shipping Management Ltd (Russia). Detained in 1998 in Novorossiysk (Russia), in 1999 in Vyborg (Russia), in 2000 in Molfetta (Italy), in 2007 in Taganrog (Russia) and Samsun (Turkey), in 2012 in Eysk (Russia) and in 2014 in Sevastopol (Ukraine). Sold for demolition in Turkey.


Regina G (ex-MGM n°3, ex-Camel Ace, ex-Yukai Maru n°7). IMO 8118736. Length 106 m, 1,826 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1982 in Anan (Japan) by Shinhama DY Co. Owned by Regal Co Ltd (Russia). Detained in 2000 in Fushiki (Japan), in 2002 in Kawasaki (Japan), in 2006 in Moji/Kitakyushu (Japan), in 2008 in Pyeongtaek (South Korea), in 2010 and 2011 in Yokkaichi (Japan), in 2012 in Nagoya (Japan) and in Fushiki again and in 2013 in Nagoya again and then in Ulsan (South Korea). Sold for demolition in Bangladesh.


S Ace (ex-BJ Ace, ex-Isabella, ex-Shine Star, ex-Engi Ace). IMO 8912273. General cargo. Length 106 m, 2,579 t. South Korean flag, Comorian flag for her last voyage as Ace. Classification society Korean Register of Shipping. Built in 1990 in Hakata (Japan) by Murakami Hide. Detained in 2004 in Hong Kong (China) and in 2011 in Ho Chi Minh City (Vietnam). Sold by her South Korean ship-owner just prior to her departure for demolition au Bangladesh.

Sea Karam (ex-Baraket Alrahman, ex-Terek Al Saad, ex-Altsi Juliana, ex-Apollon, ex-Evita, ex-Cabo S Vicente, ex-Luso Vouga, ex-Miami Super, ex-Fer Balear). IMO 7387201. General cargo. Length 82 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Bilbao (Spain) by Astillero del Cadagua. Owned by Faros Shipping Co (Lebanon). Detained in 1997 in Savona (Italy), in 1998 in Volos (Greece), Eleusis (Greece) and Port-la-Nouvelle (France), in 1999 in Thessaloniki (Greece), in 2000 in Piraeus (Greece) and in Alexandroupolis (Greece), in 2005 in Thessaloniki again then in Aliaga (Turkey) and Valletta (Malta), in 2006 in Koper (Slovenia), Pozzalo (Italy), Patras (Greece), Constanta (Romania), Casablanca (Morocco) and again in Alexandroupolis, in 2007 in Koper again, in 2008 in Alexandria (Egypt) and again in Patras, in 2011 in Alexandria again and in 2014 in Constanta again. With 21 detentions, she wins the gold medal for substandard ship this trimester and sets the highest record so far registered in Ship-breaking. Sold for demolition in Turkey.

Sea Sunny (ex-Worldline 2, ex-Ocean Forest, ex-Laguna 2, ex-Baja California). IMO 8402462. General cargo. Length 107 m, 2,137 t. Thai flag. No classification society according to the last Port State Control. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Sang Thai Shipping Co Ltd (Thailand). Detained in 2002 and twice in 2003 in Hong Kong (China) and in 2006 in Shanghai (China) and in Zhenjiang (China). Sold for demolition in Bangladesh. 430 US$ per ton.


Steamer (ex-Lady Amneh, ex-Karina K, ex-Karina Kokoeva, ex-Heinrich Behrmann, ex-Bourgogne, ex-Komet I, ex-Saracen Prince). IMO 7431686. General cargo. Length 81 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1975 in Hamburg (Germany) by Norderwerft. Owned by El Reedy Shipping Agency (Egypt). Detained in 2004 in Murmansk (Russia) and in Hull (United Kingdom), in 2005 in Boulogne (France), in 2006 in Figueria da Foz (Portugal) and in Izmir (Turkey), in 2008 in Iskenderun (Turkey), in 2009 in Venice (Italy), Monfalcone (Italy) and Larnaca (Cyprus), in 2010 in Constanta (Romania), in 2012 in Mersin Turkey), in 2013 in Aliaga (Turkey) and in 2014 in Constanta again. Silver medalist on the substandard ships podium with 13 detentions. Sold for demolition in Turkey.


Car carrier


Princess VII (ex-Prince n°1). IMO 8321905. Car carrier, 4930 cars, 256 trucks. Length 190 m, 12,656 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Prince Kaiun CoLtd (Japan). Detained in 2005 in Le Havre (France), in 2012 in Bremerhaven (Germany) and in 2013 in Gwangyang (South Korea). Sold for demolition in India.
Ro Ro

Aegean Fantasy (ex-Cicero). IMO 7700049. Ro Ro. Length 147 m. St Vincent and Grenadines flag, Sierra Leone flag for her last voyage. Unknown classification society. Built in 1978 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Melody Shipping Co (Greece). In attente in Piraeus (Greece) depuis la mi March 2012, vendu for demolition in Turkey.


Ippotis, port of Rhodes (Greece), January 2011 © Nikos X / Marine Traffic


Lady Misurata (left) and Ippotis (right), being demolished in Aliaga (Turkey), July 2014 © Petros Psarras

**Rosellen** (ex-Confeed, ex-Sloman Runner). IMO 7812921. Ro Ro. Length 92 m, 2,040 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Ross (Germany) by Howaldtswerke-DW. Owned by Jade SA (Greece). Detained in 2005 and 2006 in Castellon de la Plana (Spain), in 2007 in Barcelona (Spain), in 2008 in Ghent (Belgium) and Tuzla (Turkey), in 2009 in Algeciras (Spain) and in 2010 in Ashdod (Israel). Sold for demolition in Turkey.


Skodsborg, arriving Santa Anna Bay, Willemstad, (Netherlands Antilles), June 2013 © Cees Bustraan
Ferry 

Claudia M (ex-Stena Searider, ex-Norse Mersey, ex-Stena Searider, ex-Searider, 
ex-Stena Searider, ex-Scandinavia Link, ex-Scandinavia, ex-Polaris, ex-
Finncarrier). IMO 6915881. Ferry. Length 170 m. Italian flag. Classification society Bureau Veritas. Built in 1969 in Helsinki (Finland) by Wartsila. She began her career as the Finnish Finncarrier, and was then renamed Polaris on the Finland/Germany service. In 1984, she became the Swedish Scandinavia on the Malmö/Travemünde line; in 1986, she was jumboized and lengthened by 40 meters by Wärtsilä in Turku and renamed Scandinavian Link (same service). In 1990, acquired by the Swedish Stena Group and renamed Stena Searider (Bahamian flag), on the Göteborg/Travemünde line. She was chartered in 1991 in Miami and renamed temporarily Searider. From 1992 to 1995, she was chartered by Norse Irish Ferries under the name Norse Mersey for the Liverpool/Belfast connection. In 1995, she returned to Stena (renamed Stena Searider) and was operated mainly on the Hoek van Holland/England service. Sold in 2007 to Ustica Lines, she became the Italian Claudia M. (Servicing Sicily/Italy). Sold for demolition in Turkey.

Island Breeze (ex-Atlantis, ex-New York Fortune I, ex-Aegeo Star, ex-Pacific 
Star, ex-Tropic Star, ex-Sitia, ex-Monaco, ex-Voyager, ex-Dana Gloria, ex-
Stafford). IMO 6708252. Ferry. Length 124 m. Deflagged from Panama to Palau for her last voyage. Unknown classification society. Built in 1967 in Elseneur (Denmark) by Helsingor Vaerft. She was originally the Danish Ro Ro Stafford owned by DFDS and serviced on the Denmark/England line (notably for bacon trade). Lengthened by 12,60 m in 1973 in Frederikshavn from 112 to 124 m. Renamed Dana Gloria in 1984, she was resold the same year and became the Cypriot Voyager. Refitted and converted to passenger and cargo ferry, renamed Monaco under Greek flag in 1985, she was assigned to the Euroferries Line between Brindisi and Patras. She received a new motorization in 1987 at Perama Shipyard (Greece). Renamed Sitia in 1988. In 1990, she was converted to cruise ship by Avlis Shipyard (Greece), renamed Tropic Star in 1991, then Pacific Star in 1993, then Aegeo Star in 1995. Auctioned in 1997, she became New York Fortune I, then Atlantis (Greek flag) in 2002; she went on cruising in Santorin. Acquired in 2007 by an largely unknown and Panama-based Island Breeze Co which might have intended to refit her and operate her for trips from Miami (United States). The Atlantis, renamed Island Breeze remained in Greece, though. Decommissioned and laid up intermittently under both names. She was finally towed for demolition in Turkey.

**Passenger ship**

*Club Harmony* (ex-*Harmony Princess*, ex-*Costa Marina*, ex-*Italia*, ex-*Regent Sun*, ex-*Axel Johnson*). IMO 6910544. Passenger ship. Length 174 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1969 in Turku (Finland) by Wartsila. She was originally the Swedish container ship *Axel Johnson* with a capacity of 744 (20 feet) containers, owned by the Johnson Line and operated on the Northern Europe / US and Canadian West Coast. Acquired in 1986 by the Greek ship-owner Lelakis for a (never achieved) conversion to cruise liner under the name *Regent Sun*. Eventually taken over by the Italian Costa in 1988 and converted to cruise ship at the Mariotti shipyard in Genoa, she resumed service in 1990 as *Costa Marina*. Chartered bareboat in 2011 to the South Korean Polaris Shipping and renamed *Club Harmony* flying the Marshall Islands flag to undertake cruise trips departing from Busan (South Korea). *Costa Marina* was the sister-ship of *Costa Allegra* (ex-*Annie Johnson*), sold for demolition in Aliaga and towed as *Santa Cruise* in October 2012 (Cf. Ship-breaking # 29, p 23) after suffering a fire in the Indian Ocean in February 2012.

*Club Harmony* was sold for demolition as is in South Korea; she has just arrived at Alang, India.

The container ship *Axel Johnsson* © Welland Canal.ca  
The cruise liner *Costa Marina*, 2003 © Rolf Larsson

© RIN.ru

*Georg Ots*. IMO 7625835. Passenger ship, 1200 passengers. Length 134 m, 8,271 t. Russian flag. Classification society Russian Maritime Register of Shipping; excluded from the naval register in November 2013. Built in 1980 in Szczecin (Poland) by A.Warskiego Szczecinska for the Estonian Shipping Company (USSR) and serviced on the Tallinn/Helsinki line; jumboized in 1993 and lengthened from 125 to 134 m. Named after the Estonian baryton Georg Karlovitch Ots (1920-1975). In October 1986, she hosted the Reykjavik summit between the President of the USSR, Mikhail Gorbachev, and the President of the United States, Ronald Reagan. Reflagged to Estonia in 1991 (same service). Purchased in 2002 by Rosmorport (Russia) and affected to the Saint-Petersburg/Kaliningrad line. In August 2010, she left St. Petersburg bound for Vladivostok via the Northern Route (passing by Siberia) to carry out a new Vladivostok/Sakhalin/Kamchatka service. She was also used in 2012 as a hotel-ship for an Asia-Pacific Economic Cooperation forum. Chartered bareboat to a Chinese shipping company which did not pay for the charter and sold her instead clandestinely for demolition in China!

No, she is not the *Lyubov Orlova* calling clandestinely somewhere on her drift in the Atlantic

She is the *Georg Ots* catching a cold in St. Peterburg (Russia), January 2006 © Marine Traffic

August 1991, le paquebot soviétique Lev Tolstoy in quai in Göteborg (Sweden). © det / Shipspotting


Acquired in 2009 by Hellenic Seaways, renamed Ocean Life in 2010 under the Maltese flag and chartered to the Indian company Blue Ocean Cruises for trips departing Mumbai; she was not the expected success and was quickly decommissioned at Piraeus. Detained in 2006 in Suez (Egypt) and in Mormugao and then in Mumbai (India). Sold for demolition in Turkey.

Various

Cable Layer
Certamen (ex-John Cabot). IMO 6514974. Cable Layer. Length 84 m, 3,727 t. Italian flag. Classification society RINA. Built in 1965 in Montreal (Canada) by Canadian Vickers. Owned by Elettra Tlc Spa (Italy). Announced sold for demolition in Turkey, she left Catania in Sicily but called in Valletta (Malta) and was renamed Certa for her last voyage. Her official status in the EQUASIS database is « broken up » but it seems she has not reached Turkey yet. Possibly a change of destination?

Certamen, in the Mediterranean, off Ibiza (Spain), August 2013 © Alexander Portas
Dredger


Hang Jun 3 Hao, Bangkok (Thailand), April 2009 © Geir Vinnes


Kategats, in Moerdijk (Netherlands), September 2013 © Pilot Frans


Offshore supply vessel


Maersk Ruler and FPSO II in Guanabara Bay, Rio de Janeiro (Brazil) © Edson de Lima Lucas

Off Cabo Frio, Pampo oil field (Brazil), May 2012 © Captain Ted


**Tug**

**Global Destiny** (ex-Smitwijs Rotterdam, ex-Smit Rotterdam). IMO 7402439. Tug. Length 75 m, 2,797 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2013 in San Juan (Porto Rico) where she was towed after an engine failure. Late 2013, the tug was announced to be broken up, and remained hanging around near the Indian waters. She was eventually beached for demolition in Pakistan in the summer of 2014.
Ship-breaking had reported in issue # 24 the demolition of the Pacific Sandpiper in the Galloo Recycling shipyard in Ghent, Belgium. The Pacific Sandpiper was fitted for transporting nuclear materials, be it general materials or highly radioactive waste. Before being dismantled in Belgium and before recycling, namely the melting and reuse of the scrap metal from the ship, a process of decontamination and extraction of potential radioactive hotspots was carried out in the Netherlands. In 2010, another ship from Pacific Nuclear Transport Ltd, the European Shearwater, noted for transporting irradiated fuel between France and the United Kingdom, was decontaminated and dismantled in the Netherlands (see Ship-breaking #18).

Now it is the Atlantic Osprey’s turn to be retired from use. The ancient Ro/Ro acquired by BNFL in 2001 has since been dedicated to the transport of plutonium, highly radioactive waste, radioactive sources and MOX fuel in the North Sea, the Baltic Sea, the Channel and across the Atlantic. Classified as INF-2 (irradiated nuclear fuel), the Atlantic Osprey has been under fire from nuclear security authorities of France and Sweden for some time. Often reproached for failing to present evidence of her stability in event of a potential collision, it was for this very reason that the ship was refused an upgrade of class to INF-3, which would have allowed her to transport materials or waste without any limit of the total radioactivity. The Atlantic Osprey notably has only one engine. Many mechanical problems at sea and a fire in the machine room have exacerbated the doubt surrounding the capacity of the ship to transport nuclear packages without military escort and an onboard protection. International Nuclear Services, the ship manager responsible for the exploitation of the Atlantic Osprey, asserts that the best available methods have been used to purge the ship and that 95% of the scrap metal will be recycled. The exact destination of the irradiated or contaminated metal has not been specified. On the 19th of August 2014, she left her homeport registry, Barrow-in-Furness, to be dismantled in the drydocks of Swansea port, Wales.
The true and the fake end of Guadalupe Victoria II

On the 28th of August 2014, the tanker Victoria II flying the colours of St. Kitts and Nevis was beached for demolition at Gadani, Pakistan. She is the ex-Guadalupe Victoria II the demolition of which was announced in the EQUASIS data bank in December 2013 (see “Ship-breaking # 34”). The demolition was planned to take place at the ECOMAR facilities in Lazaro Cardenas Port on the Pacific coast of Mexico.

ECOMAR (Reciclajes Ecologicos Maritimo) was presented as the only site for the demolition and recycling of ships in Latin America. Promotora Ambiental SA (PASA), the parent company of ECOMAR, emphasized “the deconstruction of ships avoids the waste of natural resources and the contamination of our oceans and beaches that abandoning the remains in the ocean or on land would create.” For 6 years, ECOMAR has indeed been starting ship demolition activities. The site was inaugurated as such with a chemical tanker the Mariano Escobedo that arrived at the end of 32 years of service. ECOMAR has also demolished two Canadian ferries, the Queen of Sanich and the Queen of Vancouver and also a few military vessels. Still, not all of these demolitions went smoothly. In 2010, the Chilean frigate DHL Prat suffered a fire just as ship scrapping operations had begun.
Built in 1983 in Sestao, Spain by Astilleros Espagnoles (AESA), with a length of 202 metres, a lightweight of 10,581 tons, 9 tanks with a total capacity of 50,000 cbm, the **Guadalupe Victoria II** belonged to Petroleos Mexicanos (PEMEX), the national petroleum company of Mexico.

In 2009, the majority of PEMEX tankers were no longer operable. They were single hull ships and did not meet the standards of IMO (International Maritime Organization). The lack of capacity for dismantling ships comes to the fore. PEMEX began by liquidating its generation 70. The **Independencia** and the **Tolteca** were demolished at Alang. They were bought by Indian scrapers for around 200 US$ per ton, very cheap when compared to the prices of the time which are shown to have been from 4-500 US$. The **Sebastian Lerdo de Tejada** and the **18 de Marzo**, after many changes to their planned final destination (India and China were the initial choices), ended up in Bangladesh and Pakistan respectively. For their last voyages, the Mexican tankers flew the colours of Saint-Kitts-and-Nevis, of Sierra Leone, and of Tuvalu.

In 2013, new policy then: The Mexican ship-breaking yard ECOMAR has a busy schedule: the **Kathryn Spirit** from Canada and 3 PEMEX tankers, **Lazaro Cardenas II**, **Nuevo Pemex I** and **Guadalupe Victoria II**.

Bang ! Late 2013, Promotora Ambiental, a waste management professional, encountered financial difficulties and planned to sell ECOMAR. **Kathryn Spirit** is still stuck in Canada. **Lazaro Cardenas II**, sistership of **Guadalupe Victoria II**, might have been demolished at ECOMAR before the activities were suspended. **Nuevo Pemex I** was broken up from March to July 2014 by TNG (Talleres Navales del Golfo) in Veracruz, on the Gulf of Mexico, where she had been built. **Victoria II ex Guadalupe Victoria II** left under tow the port of Lazaro Cardenas and after a 14,000 miles long and dangerous journey across the Pacific and the Indian Oceans was eventually beached in Pakistan late August.

Asia is again PEMEX tankers’ final fate. There are still left **Nuevo Pemex II**, **Nuevo Pemex III** and **Nuevo Pemex IV**.
Sources:

Aliaga Denizcilik; American Bureau of Shipping; Associated Press of Pakistan; Black Sea; Memorandum of Understanding; Brownsville Herald; Bureau Veritas; Cargo Law; Chittagong Port Authority; Core (Cumbrians Opposed to a Radioactive Environment); Dépêche du Midi; Det Norske Veritas; Dictionary of American Naval Fighting Ships; Emirates 24/7; Equasis; European Maritime Safety Agency; Examiner; Germanischer Lloyd; Global Marketing Systems; GMA News; Historia y Arqueología Marítima; Indian Ocean Memorandum of Understanding; International Nuclear Services; Jornada - Michoacan; Khaleej Times; Kimo; Lion Shipbrokers; Lloyd’s List; Lloyd’s Register of Ships; Maquettes et Histoire de la Marine Marchande; Marin; Marine Traffic; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Monitor; Navi e Armatori; Navios Brasileiros; Navsource; navyworld.narod.ru; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; PEMEX; Reuters; Robin des Bois; sources personnelles et archives; Russian Maritime Register of Shipping; Ship Nostalgia; Shipspotting; Société française de Médecine Maritime; Soviet-trawler.narod.ru; Sud-Ouest; Swansea Drydocks; Talleres Navales del Golfo; Télégramme; The News; Tokyo Memorandum of Understanding; Trade Winds; United States Coast Guard; US Marad; Verdad del Sureste; Vessel Tracker.

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