

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

58

Overview: from October 1 to December 31, 2019
+ Overview 2019

February 24, 2020



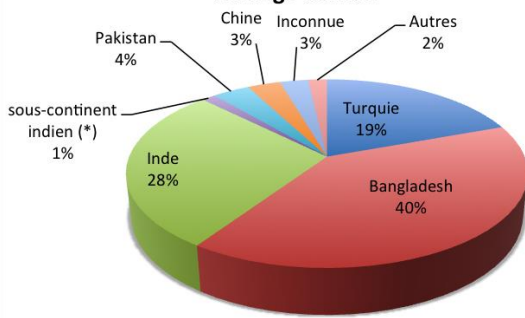
The tanker *Vostok*, ex-*Kropotkin* named after the Russian prince author of "Words of a Rebel", has bid farewell to Vladivostok and headed for Chattogram shipbreaking yards, a 8500 km-long odyssey. Her scrap iron will be recycled into rebars and hazardous waste, asbestos, PCB, oil sludge etc, will harm the shipbreaking workers' health and the environment. The recycling of merchant ships and industrial fishing ships is no strong point for the Russian industry. In 2019, 24 ships left Black Sea, Arctic and Russian Far East ports to head for shipbreaking yards located in Bangladesh, India and Turkey and only 2 end-of-life ships were scrapped in Russia.

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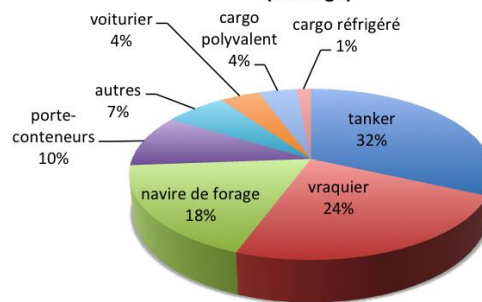
Overview 4th quarter, October-November-December 2019

Parts de marché, 4ème trimestre 2019, tonnage démoli



(*) Indian Subcontinent, exact destination to date unknown

Catégories de navires, 4ème trimestre 2019 (tonnage)



133 ships, only slightly more than in the previous quarter (125) but **1,2 million tonnes**, that is a growth of 51 %. Bangladesh (40%) increases its lead ahead of India (28%). Turkey, with three large Transocean drilling ships (p 38), ranks 3rd and reaches 19 % of tonnage to recycle. Pakistan and China stagnate. Quarters follow each others but do not look alike. Tankers (32% of tonnage) move from 3rd to 1st rank, bulkers (24%) remain second, container ships (10%), former number 1, step down the podium, beaten by drilling ships (18%).

116 ships scrapped in the Indian Subcontinent, China and Turkey, 95% of the global tonnage. 46 built in the European Union and in Norway and 30 belonging to shipowners established in the European Union or the European Economic Area.

61 ships (46%) detained prior to scrapping. The gold medalist of substandard ships this quarter is the Algerian chemical tanker *Tamgout*, 24 year-old, 10 detentions, scrapped in Turkey (p 52). She precedes another chemical tanker, the *Blue April*, 35 year-old (p 50) and the tanker *Al Shroog*, 36 year-old (p 41), 6 detentions each, both scrapped in Pakistan.

Tamgout, May 2014, on the Guadalquivir River (Spain).
© Juandofer



51 years. The age of the oldest ones, the large Icelandic trawler ship *Snaefell* built in Norway, scrapped in Belgium (p 63), and the ex Russian arctic cruise ship *Polaris*, built in Denmark, scrapped in South Korea (p 11).



Polaris, September 2007, arriving at Murmansk (Russia). © evgenii 10



Snaefell, Hafnarfjordur (Iceland), March 2012.
© Ship-photos.net

The average age over all categories is 30 years.

The youngest one is the car carrier *Golden Ray*, 2 years of age, built in South Korea, that suffered an accident off the coast of Georgia (United States), fire resulting in a capsized or the reverse, or inadequate ballasting. She will undergo demolition on the spot (p 36).

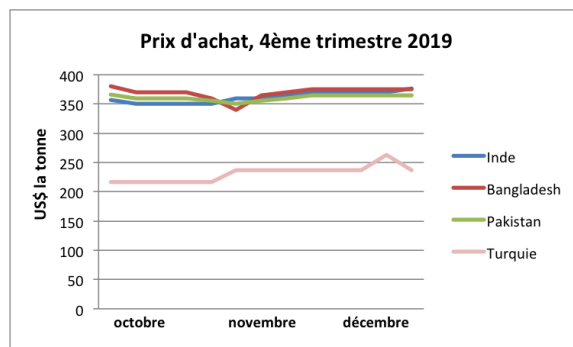


Golden Ray. © US Coast Guard

43 ships deflagged. 32% of ships to be broken up were flying a funeral flag. Comoros (11 ships) confirm their return ahead of Saint Kitts & Nevis (8) which is catching up. Gabon, appeared in the second quarter 2019, and keeps its rank with 6 ships of various origins: the Russian factory ship *Aeronavt* (p 62), the container ships *Wan Hai 202*, Taiwanese, and *Hai Su 1*, Chinese, the Indian tanker *Tala*, the tug *Herakles* (ex-British coast guard vessel *Anglian Prince*, p 57) and the North Korean bulker *Wise Honest* seized by the the USA and towed for demolition in Bangladesh (p 20).

20 km, the length of the convoy of ships to be broken up.

The yards' purchase prices have not changed significantly; they are around US\$ 360 in the Indian subcontinent and US\$ 240 in Turkey. A few ships, chemical tankers or ex-chemical tankers, have reached a much higher level, from 518 to 827 US\$ per ton, due to their stainless steel tanks. All of them have been bought by Indian yards.



Question of the quarter: is the *Bateleur* doomed to be scrapped?

The *Bateleur* supported the convoy of tugs towing the *Maersk Honam* after the container ship suffered a major fire on March 6, 2018 in the Arabian Sea. She is regularly used to deliver ships to be broken up in Gadani (Pakistan) or Alang (India). In October 2019, she delivered the *ASD Jaguar* in Alang (Cf. "Shipbreaking" # 57, p 47); prior arrival, the master noticed 3 individuals boarding the *Jaguar*, they managed to escape after their petty theft.

In the Equasis database, the *Bateleur* status is still "in service" but according to several AIS databases she is either decommissioned, scrapped or lost. For a few weeks, she has been spotted in Alang or in Mumbai. She re appeared in January 2020 in Sharjah (United Arab Emirates). Her age, 37 years, made her a serious candidate for scrapping. To be confirmed in the coming months or weeks?

***Bateleur* (ex-*Pacific Maple*, ex-*Kaiko* n°11). IMO 8210106. Length 49 m. Cook Islands flag. Classification society Sing Lloyd. Built in 1982 in Kure (Japan) by Imamura. Owned by Kenya Marine Contractors (Kenya).**

Vessel Information	
General	
IMO: 8210106	
Name: BATELEUR	
Vessel Type - Generic: Tug	
Vessel Type - Detailed: Offshore Supply Ship	
Status: Decommissioned or Lost	
Marine Traffic	



Ghogha, district of Bhavnagar (India), August 18, 2017. © Jadeja Kiritsinh

ⓘ This vessel is no longer in service. It is reported to be decommissioned, scrapped or lost.	
AIS Name	BATELEUR
Type	Anchor handling...
Flag	Cook Islands
IMO	8210106
Fleetmon	

End of the run for the *Arion*

"Shipbreaking" #57 let the tug *Arion* anchored off Dakar (Senegal). She had been targeted on 15 October 15, 2019 after one of the inland tanker she was towing all the way from the Netherlands broke in two parts and after the stern part was recovered and towed to Brest by the salvage tug *Abeille Bourbon*. The *Arion* was not bothered and continued her route towards Africa. She arrived on October 29 in the Senegalese port, she sailed away on November 19.

If there were any doubts about the guarantees in terms of seriousness and safety with regard this long-distance towage, they have now been confirmed. The *Arion* was indeed bound for the scrapyard. She headed back north, sailed along the African coast, crossed the Strait of Gibraltar and in mid-December finally arrived off Aliaga. She was beached at Bereket Gemi Söküm shipbreaking yard. The other unknown point in this adventure was the fate of the forepart of the inland tanker *Therese Straub*. She actually was beached in the same yard.

Bereket Gemi Söküm			
03/01/2020	ARION	MOLDOVA	Söküm İşleminde
03/01/2020	THERESE STRAUB	KAMERUN	Söküm İşleminde

Extract from the webpage " Shipbreaking yards". Screenshot from the website of Aliaga Port

Summary: a small and ageless tugboat left the Netherlands towing two German inland tankers, lost half of one off the French coast, continued her voyage to Senegal with a whole inland tanker and a half inland tanker without any worrying from the Dutch, French, Portuguese and Spanish authorities, delivered one inland tanker to Dakar, left with a half inland tanker and eventually was beached with her in the Turkish shipbreaking yards.



Arion, stopover in Brest (France), January 31 2013.

© Erwan Guéguénat



Beached in Aliaga, December 30, 2019.

© Selim San

***Arion*. IMO 81365006. Length 35,72 m. Moldovan flag. Classification society Polish Register of Shipping. Built in 1982 in Gdynia (Poland) by Stocznia Marynarki Wojenne im. Dabrowszczakow. Owned by Otto Wulf GmbH & Co KG (Germany). Sold for demolition in Turkey**

About the *Arion* and the inland tanker *Therese Straub* see also "[Shipbreaking](#)" # 57, p 8 "Europe-Africa: the on-going traffic".

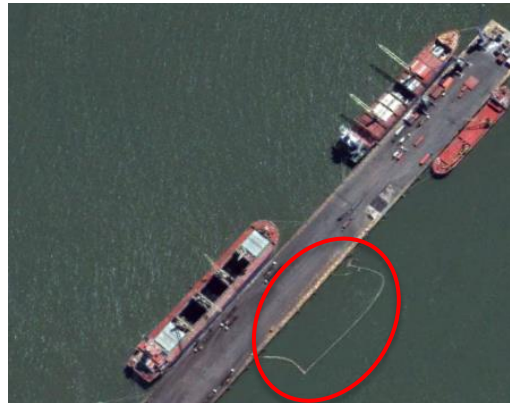
S.O.C., Save Our Cattle

October 6, 2015.

The Lebanese-flagged livestock carrier *Haidar* capsized at berth in the port of Barcarena, Para State, Brazil. She had just loaded 5000 cattle bound for Venezuela. One or two hundred managed to escape and were rescued. The others drowned and were left to rot at the bottom and on the banks of the Para River. The 700 tons of fuel caused an oil spill. Fishing activities were prohibited. Thousands of families were affected in their daily life by the noxious air, stranded carcasses and bacteriological water pollution, the State of Para filed a complaint. On February 6, 2018, the shipowner Tamara Shipping, the livestock exporter Minerva SA, the maritime agency Trade Global, the port operator Norte Trading and the port manager Companhia Docas do Pará were condemned to pay 13.7 million reais (3.4 million US\$) in compensation. In December 2018, a new oil pollution was attributed to the wreck of the *Haidar* which is still lying on the river bottom with thousands of cattle carcasses. A call for tenders was issued for the refloating of the wreck. When the time comes, authorities will also have to find a regulatory process to disposal of anatomical waste. The contract was awarded on May 28, 2019 for 44,7 million reais (11 million US\$). To date, the wreck still lies on the river bottom.



October 2015, *Haidar*, Barcarena (Brazil).
© Renato Pereira / Arquivo Pessoal



August 10, 2019, anti pollution boom
above the wreck, set in 2015.
screenshot Google Earth.

November 24, 2019.

The Palau-flagged livestock carrier *Queen Hind* owned by a Romanian company capsized while sailing outbound the port of Midia (Romania). The crew was evacuated but 14,600 sheep bound for Jeddah (Saudi Arabia) were practically left on their own. The final toll of the sinking of the *Queen Hind* reported 252 animals were brought ashore: 61 died of their injuries or had to be killed, 181 survived and were transferred to the Animal Rescue and Care Association (ARCA) center. The rescue operations launched by the authorities were late and poorly coordinated. They were suspended on 29 November. 14,000 sheep remained trapped in their boxes. Nothing has changed since the blaze that ravaged the *Uniceb* in 1996 in the Indian Ocean, 700 km off the Seychelles: 70,000 sheep died in the fire or drowned. It took 9 days to provide first aid to the animals.

The *Queen Hind* is not considered as a total loss yet. According to her official status, she is only "in casualty" or "repairing". At 40 years of age, one cannot imagine she may resume trading.



November 2019, *Queen Hind*, Midia (Romania). © ISU Constanta

The *Haidar* and the *Queen Hind* are the latest serial killers with regard maritime livestock transport which, to say the truth, kills routinely a few dozens or hundreds of cattle and sheep passengers without making the headlines and mistreats the survivors in the shade and stench of dirty and poorly ventilated decks.

Maritime livestock carriers are a few dozens on the world ocean. The Equasis database records 137 vessels over 500 tons registered as "livestock carriers" and officially still "in service". Their average age is 35 years. More than half are over 40 years old, 19 vessels (14%) are even over 50 years old. The vast majority (82%) are ex general cargo ships, container ships, ro-ro or car carriers that have been converted to this type of transport at a more or less advanced age; the average age of the converts climbs to 40 years. The vessels fly the flags of the Bahamas, Comoros, Denmark, Indonesia, Jamaica, Kuwait, Lebanon, Liberia, Luxembourg, Marshall Islands, Palau, Panama, Philippines, Sierra Leone, Singapore, Tanzania and Togo. Together Panama (30 vessels), Togo (23) and Tanzania (18) account for 52% of the fleet.

Maritime livestock carriers are a permanent threat to maritime safety, to the safety of crews and animals and to the environment. For example, of the twenty or so livestock carriers that called at Sète, France's main livestock export port, in 2019, all had been detained for deficiencies related to safety or for breaches of the Maritime Labour Convention. Poor working and living conditions of the crews are regularly denounced. The conditions of non-human passengers are even worse. The question of live animal transport by sea is regularly raised by Members of the European Parliament. The European Commission recognises "that it is legitimate to protect animals as far as possible and to limit unnecessary suffering". However, the Commission does not wish to introduce a ban on live animal exports to countries outside the European Union. Its argument is that this trade is an integral part in the EU agricultural activities and that such a ban would contravene World Trade Organisation rules.

In its conclusions of 16 December 2019 on animal welfare, the Council of the European Union stressed the need to improve the welfare of animals transported over long distances and recommended the new Commission to work on a new strategy on the protection and welfare of animals and in particular to update the existing legislation on transport conditions [Regulation EC 01-2005 on the protection of animals during transport].

The change in European regulations is very slow. For the misfortune of animals and crews, the 30- and 40-year-old livestock carriers still have some time ahead of them. Only accidents push them out, at the cost of ecological disasters and animal welfare.



Blue Moon I, Algier (Algeria), March 31, 2014.
© Yevgeniy B



Nada, Fremantle (Western Australia, Australia), October 17, 2014. © Tony Scott

Reefing or recycling for the *Sao Paulo*

Doomsday has come for the *Clemenceau*'s twin. The *Foch*, turned *NAeL Sao Paulo* in 2001, provided from 1963 to 2000, until exhaustion, great services to the French Navy. Her achievements are countless, the most notable being that she survived unscathed from the operations off the ex Yugoslavia between 1993 and 1999 despite the mechanical arthritis she was suffering. In her early youth, she supported the first nuclear tests in Polynesia as soon as 1966.



Foch. © Marine Nationale

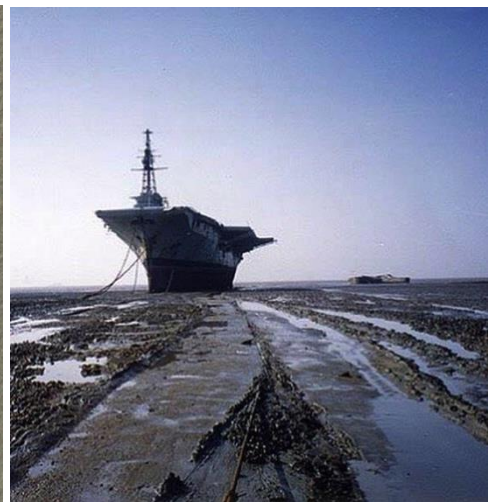


NAeL Sao Paulo. © Alexandre Galante/Poder Naval

Today the aircraft carrier *NAeL Sao Paulo* is discarded, decommissioned and awaiting her final fate. An inevitable coalition of *Foch* veterans and *NAeL Sao Paulo* fans is crying out at great expenses for her conversion into a kind of commercial and cultural Central Park while the Brazilian government lists towards reefing and the scattering of asbestos, PCB, arsenic, lead and tin to crabs and fish. The NGO Robin des Bois is opposed to both options. Because of the lack of deconstruction facilities in South America, Brazil routinely sends for scrapping in the Indian Subcontinent its fleet of oil tankers, ore carriers and including its previous aircraft carrier *NAeL Minas Gerais* (ex Royal Navy *HMS Vengeance*). The chosen shipbreaking yard should be able to benefit from the "green passport" issued by Veritas on the Q 790 hull (aka ex-*Clemenceau*) and the feedback from her scrapping in the United Kingdom.



NAeL Minas Gerais, Alang, May 27, 2004.
Screenshot Google Earth



Alang beach, *NAeL Minas Gerais*.
© Shipbreaking Facebook Group

Letters to the Editor

From Sok Ship Shipping & Trading Limited, Aliaga, Turquie, December 5, 2019

(...) We, as Sok Ship Shipping & Trading Limited, has been in ship recycling business since 1994 and tried it's best to be one of the major and responsible companies in the segment ever since the establishment.

However we regretfully should inform you that one of the articles published on your website is reflecting as if we have being on the contrary side. The article's has been published on the following link;

<http://www.robindesbois.org/en/>

<http://www.robindesbois.org/wp-content/uploads/shipbreaking57.pdf>

The provided information in the articles is not just inaccurate but also harming our hard earned reputation since we have been striving ourselves to the follow right path, both local& international rules, regulations and guidelines, in order to change the term into "ship recycling" rather than "ship breaking / scrapping".

Firstly, in order to be able to participate in any tender published by the UK Navy in regards of "ship recycling", any company has to meet certain requirements those where the compliance of the Hong Kong & Basel Convention and being a member of OECD countries back then as the "EU Ship Recycling Regulation" would come to force on "31st Dec. 2018" which forces any EU vessel flying an EU Flag has to be recycled in an Eu Approved Ship Recycling Facility. Two Ex UK Navy Vessels tender date was on August 2018 and awarded to our company on 31st October 2018 on which date the "EU Ship Recycling Regulation" was not in force yet. Nevertheless, our company applied to the European Commission for inspection/approval on 1st July 2016 and first visit of the EU Commission to our facilities took place on October 17&18 October 2018 with follow up inspection on 2019 April which was second and final.

The only accurate information in the article is being "Sok" had some deficiencies in the first undertaken inspection by the "EU" those have been completely ractified during the second inspection which may be confirmed by simply referring to the following link;

https://ec.europa.eu/environment/waste/ships/pdf/Final%20report%20Application%2014_second%20inspection_Redacted.pdf

The ex- decommissioned UK Navy vessels' sail & export permissions were issued and completely legal as per the results of the above linked report as the departure of the vessels were after the above report's publishment. Therefore the comments in your article is unfortunately inaccurate and have a great potential to mislead the public to false information which may end up with inconvenient consequences.

In the light of the above we kindly request you to made necessary amendments in the article or better completely remove it as the main subject of it had never been a fact.

Robin des Bois' answer

Dear Madam, dear Sir

Thank you for your interest and remarks.

You are reffering to "Shipbreaking #57" and an article on the dismantling of two former Royal navy vessels by Sok yard. Our purpose was to point out that State (in that case United Kingdom) do not show the best example to merchant ship owners with regard European requirements. The main subject of this article was the UK policy towards the European Regulation not Sok Yard.

The point is at the time the Royal Navy contract was awarded to your yard, Sok was not included in the EU-approved list of ship recycling facilities. We know (and said in "Shipbreaking #57") that the EU regulation had not entried into force on October 31, 2018, and that anyway military vessels are excluded from its scope. We regret that a State turns its back to a regulation that is going to enter into force within months. We believe it's the interest of all stakeholders of good will that the regulation should be enforced.

As you may have noticed, we mentioned in the same issue of Shipbreaking #57 that Sok Yard was to be included in the next updated EU list (Cf. "Enlargement of the European list", p 7), as the improvements required by the first DNV GL report have been implemented in 2019. We definitely considered the first but also the second report by DNV GL.

We of course appreciate all efforts made to improve social and environmental conditions in the shipbreaking industry. In particular, we now mention when a ship is broken up in a EU-approved yard when we have this information, especially with regards EU-owned ships, and it will be accurate and more complete if you let us know of the ships that are delivered to your yard. (...)

On your convenience, we will publish your letter and our answer in our next bulletin to be released in January-February 2020.

Thank you again for your remarks, Madam, we hope to have clarified these points.

From Vladimir, Busan, South Korea.

Hi
In your last shipbreaking report, I have noticed that you've stated that the fate of the "*Maestro*", the LPG tanker heavily damaged in the explosion together with another LPG tanker, "*Candy*", was unknown.

I do not know her fate, either, but I have photographed what's left of her in Istanbul in June (see attached).



Maestro, OMI 8810700, homeport Zanzibar, docked on June 24, 2019 in Istanbul (Turkey).

© Vladimir Tonic

Also, here in Busan they have scrapped an oldie expedition cruise ship, the "*Polaris*" (IMO 6807395). Keep up the good work,
Vladimir



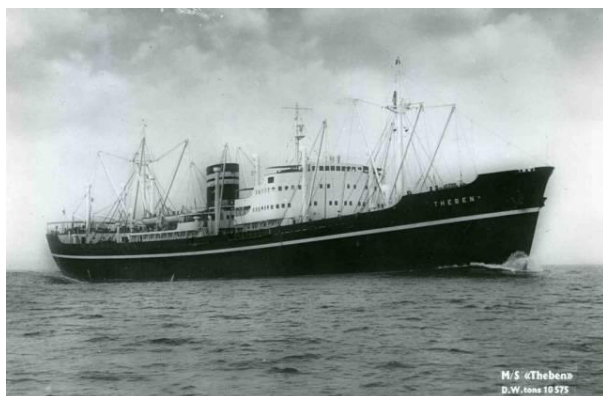
June 7, 2019

Polaris, Busan, South Korea



November 26, 2019

Some followers of "Shipbreaking" have inquired about the end of life of two vessels. We thank any reader who would be able to answer on the matter. Thank you for writing at c.bossard@robindesbois.org or at contact@robindesbois.org, we will forward all information. The vessels are *Theben* IMO n° 5358191 and *Warrior* IMO n° 7735159



Theben. Postcard Wilhelmsen



Kappara. © Pasteca/Shipspotting

From Sverre, Oslo, Norway,

Good dag,

For historical purposes I would like to ask if you have any information of the last sale, and voyage of the below mentioned vessel:

1952 Built as THEBEN at Erikbergs Mekaniska Verkstads A/B, Göteborg, Sverige for Wilh. Wilhelmsen, Oslo. Registered in Tønsberg. Launched 21/07, delivered 24/09. Building costs NOK 18,852,466,43.

1975 Transferred 03/03 to Arctic Shipping Singapore (Pte.) Ltd (Torvan Shipping Ltd), Singapore.

1976 Barber Ship Management Ltd), Singapore became managers.

1977 Sold 21/06 to Pacific International Lines (Pte.) Ltd, Singapore. Renamed KOTA MAS.

1980 Arrived 26/08 at Basrah, Irak from Singapore. Was trapped 23/09 when the Shatt al Arab river was closed during the hostilities between Iraq and Iran. Abandoned as a war loss. Condemned.

1992 Deleted from registers. Later renamed KORALMASTER.

2004 Sold to India breakers. Renamed MAST. Registered in Panama. Arrived 15/01 in tow at Alang, India and beached 20/01 for demolition.

Does it exist any information of how the condition was, and any photos?

Thank you in advance. Best regards

Sverre

Note : *Theben* was one along with *Themis* et *Tugela* in a series of three vessels built by the Swedish yard.

From Alejandro, Barcelona (Spain)

Congratulations for your work !!!

I write to you because am trying to find the port in which the "ship of my life" was broken.

I now live in Barcelona and served on this vessel half the world around for several years in the 1980's including my first voyage as a merchant mariner.

Here is some data:

IMO number: 7735159 / year 1978 Kherson shipyard, ex-USSR /

names: 30 de Noviembre / Kappara / African Warrior / Warrior.

"Broken in India 2003\\\\" this info not reliable

I am preparing a whole document with all her features, still miss her final destiny and some technical data.

Thank you very much in advance,

Alejandro

Passenger ship

Polaris (ex-*Viking Polaris*, ex-*Brand Polaris*, ex-*Shearwater*, ex-*Disko*). IMO 6807395. Length 71 m, 1,633 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1968 in Svendborg (Denmark) by Svendborg Skibsværft A/S. Owned by JSC Marine Company 'Sakhalin-Kurily' (Russia). Detained in 2001 in Bodo (Norway). Sold for demolition in Busan (South Korea) by OS Shipbuilding.



Disko in Greenland. © Norsk Maritime Museum

During the first 32 years of her career, the *Disko* was operated on the coast of Greenland. Her capacity was 201 passengers.



Shearwater. © Andreas Wörteler



Brand Polaris. © cruiseshipentertainment

In April 2000, she was sold to Scandinavian Cruise Line registered in Nassau, Bahamas. The *Disko* was renovated by Federicia shipyard, Denmark, and became the *Shearwater*. She was operated as a cruise ship under this name then as *Brand Polaris* and *Viking Polaris* with a capacity down to 92 passengers and 33 crew members. The 9-day cruise in Greenland cost, depending on the cabin class and the date of travel, from 2,670 to 6,110 €.

In 2005, she was acquired by the Murmansk Shipping Co, rebuilt in Tallinn Shipyards, Estonia and shortened to *Polaris*. After renovation, the restaurant, bar, lounge, solarium, open deck jacuzzi, conference hall and library would now accommodate 60 passengers on cruise-expeditions towards Iceland, Greenland or Spitzberg Archipelago and also in the Barents Sea, to the Solovetsky Archipelago in the White Sea up to Vaygach Island, the sacred island of the Nenets people, south of Novaya Zemlya. Perfect to disturb polar bears. Her homeport was Murmansk.



Polaris. © nedcruise



In 2013, the *Polaris* was sold to JSC Marine Company 'Sakhalin-Kurily' and transferred to the Russian Far-East with Korsakov (Sakhalin Oblast) as a homeport. The local government wished to improve traffic between Sakhalin and the Kuril Islands with a second passenger ship and develop tourism. In June 2016, the engine of the *Polaris* broke down. Its replacement would cost 180 million rubles (2.9 million US\$), more than the value of the ship. Re-engined works were planned in a South Korean shipyard in Busan but finally dropped. The *Polaris* remained discarded until 2019. She was finally towed to OS Shipbuilding yard to undergo a fast-going scrapping.



November 23, 2019, Busan (South Korea), OS Shipbuilding yard

© Vladimir Tonic



December 2, 2019

Ferry

Yong Xia (ex-New Golden Bridge, ex-NGB 6, ex-Shuttle Yokosuka, ex-Ferry Cosmo 5, ex-Sun Flower Erimo, ex-Erimo Maru). IMO 8806840. Length 178 m, 9,831 t. Deflagged from South Korea to Palau for her last voyage renamed *YX Gold*. Classification society Korean Register of Shipping. Built in 1989 in Tokyo (Japan) by Ishikawajima-Harima. Ex Japanese ferry operated by Nohon Enkai Ferry Co. She was successively acquired by a number of Japanese companies, Blue Highway Line Co, Hayashi Marine, Shuttle Highway Line. In 2008, she was 19 years old and left for South Korea.

Detained in 2013 in Pyeongtaek (South Korea). Her last owner was the Xiya Ferry Co Ltd (South Korea). Acquired by Marshall Islands-registered Gen Next Shipping Ltd prior to her departure for demolition in Bangladesh towed by the *Ning Hai Tuo 6002* (IMO 9765134).



1993, *Sunflower Erimo*, Tokyo ferry terminal.
© IdyllicOcean



2019, *Yong Xia*, Chattogram.
© Mohammad Islam

Bulker

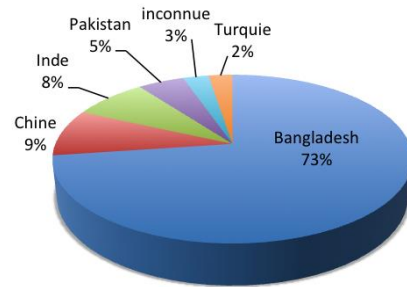
Bulkers carry non-liquid cargoes in bulk: grain, coal, ore such as iron or bauxite ore. Medium-size bulk carriers are often equipped with cranes that allow them to service poorly equipped secondary ports.

October-November-December 2019

22 demolitions, 275,000 tons. An increase by 46% in units, 63% in tonnage. With 23% of the global tonnage, it is the 2nd category of the quarter.

Bangladesh is more than ever the favoured destination of bulkers: it was delivered 62% of the ships of this category, or 73 % of the tonnage. Large Capesize bulkers (with a deadweight between 100,000 and 200,000 t) and Very Large Ore Carriers (VLOC, over 200,000 dwt) were all beached in Bangladesh, representing 55% of the category's tonnage. Chine continues scrapping internally its ageing bulkers.

Vraquiers, destination de démolition
4ème trimestre 2019 (tonnage)



The 3 VLOCs of the quarter (*Berge Bureya*, *Berge Vinson* and *Stellar Journey*) were ex single hull VLCCs (Very Large Crude Carrier) converted to ore carriers. Among them is the *Stellar Journey* (p 19), the 4th ship in the fleet of converted vessels owned by the South Korean shipowner Polaris Shipping to be scrapped after the *Stellar Daisy* shipwreck on March 31 2017.

The average age at the time of demolition is 29 years. The youngest bulker is the *Georgia K*, 19 years, built in Japan, the oldest one is the Russian *Pyotr Velikiy*, 41 years, built at Warnemünde by the East-German shipyard, renamed *Elite* under Palau flag prior to her beaching in Bangladesh. 11 ships (52%) were deflagged for their last voyage.

Adventurer K (ex-*Uniplus*, ex-*Ocean Lily*). IMO 8912259. Length 167 m, 5,515 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Imabari (Japan) by Imabari Zosen. Owned by Aram Marine Trade Ltd (United Arab Emirates). Detained in 2002 in Singapore, in 2013 in Rizhao (China) then in Xiamen (China) and in 2015 in Safaga (Egypt). Sold for demolition in Pakistan. 370 US\$ per ton.



Aristimo (ex-*Aristea M*). IMO 9126302. Length 190 m, 8,147 t. Belize flag. Classification society Polish Register of Shipping. Built in 1997 in Samho (South Korea) by Halla. Owned by Prelude Marine SA (Greece). Detained in 2012 in Tuticorin (India), in 2017 in Nantong (China) and in 2018 in Fangcheng (China). Sold for demolition in Pakistan. 380 US\$ per ton.



Kandilli (Turkey), 18 August 2016 © Cengiz Tokgöz

Berge Bureya (ex-*BW Bureya*, ex-*BW Bandeira*, ex-*Sebu*, ex-*Seki*). IMO 9036454. Ex tanker converted in 2007 in China by Qing Dao Bei Hai Shipbuilding Heavy Industry. Length 328 m, 36,723 t. Deflagged from Isle of Man to Comoros for her last voyage shortened to *Berge*. Classification society Lloyd's Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Acquired as is in Singapore by India-based Total Marine (India) Pvt Ltd prior to her departure for demolition in Bangladesh. 405 US\$ per ton including enough bunkers for the voyage.



Comoros-flagged *Berge*, Chattogram (Bangladesh). © Arman Hossen

Berge Vinson (ex-*BW Vinson*, ex-*Grand King*, ex-*Ness*, ex-*Argo Hebe*). IMO 8800286. Ex VLCC converted to VLOC in 2009. Length 327 m, 32,640 t. Panamanian flag. Classification society Lloyd's Register. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. 395 S\$ per ton.



The tanker *Argo Hebe*, August 1995, Brofjorden (Sweden).
© Lennart Rydberg



The bulker *Berge Vinson*,
© Berge Bulk Ltd

Bramco 1 (ex-*Palmerston*, ex-*Ampol TVA*). IMO 8814639. Ex product tanker. Length 179 m, 10,977 t. Deflagged from Bahrain to Belize for her last voyage. Unknown classification society. Built in 1990 in Incheon (South Korea) by Incheon Engineering. Detained in 2017 in Guangzhou (China).



The tanker *Palmerston*, Dunedin (New Zealand), November 2007. © David Brackenridge; Collection Wayna A Court



Undergoing conversion to bulker. © Capt Sajith/Marine Traffic

In 2011, the *Bramco 1* entered COSCO shipyards in Guangzhou to be converted to bulker. Works dragged on. In March 2015, 90% were completed. A crew was sent on board. For its misfortune. Due to a financial dispute with the Chinese yard, the Bahraini owner Bramco abandoned both the ship and crew. In February 2017, owed wages to the crew were about 251,000 US\$. The 8 seamen, 5 from Burma and 3 from Bangladesh survived in precarious conditions. In March 2017, with the support of ITF (International Transport Workers' Federation), they filed a complaint in Guangzhou Maritime Court, along with the widow of the second officer who died on board in 2016 in unknown circumstances. In the course of May 2017, the master and 4 crews were repatriated. Only the master received his wages. A new Bangladeshi master was hired. The ship was seized by an order of the Guangzhou Court.

In December 2017, 3 Burmese seamen who refuse to leave as long as their wages would not be paid and the new master were still on board. They survived thanks to the ITF and seafarers' associations. On December 26, 2017, the Court ordered the shipowner to pay the owed wages to the crew and repatriation costs. It no longer gave any sign of life. In 2019, the Guangzhou Maritime Court ordered the ship to be sold on the Chinese judicial auction platform Taobao. The auction started on October 22, 2019 at 10:11 am. The starting price was of 18.48 million yuans. The deal was quickly agreed. At 10:19 am, the *Bramco 1* was awarded for 20.88 million yuans to Sunrising International Co Ltd based in Fujian (China), i.e. 2.95 million US\$ or 347 US\$ per ton.



© Taobao

【第二次拍卖】“BRAMCO 1”轮



成交时间 2019/10/23 10:24:53 49 次延时

成交价 **20,880,000 元**



本场拍卖已结束！

阿里拍卖

2 人报名

36 人设置

起 拍 价：¥18,480,000

加价幅度：¥50,000

保 证 金：¥2,000,000

竞价周期：1天

Sold in the wake to a Bangladeshi shipbreaking yard at 397 US\$ per ton, that is an added-value of 550,000 US\$.



Bramco 1, Chattogram, December 30, 2019. © Salah Uddin

CHL Progressor (ex-*Therassia*). IMO 8130681. Bulker specialized for refined sugar transport since 1992. Length 189 m, 11,977 t. Deflagged from Singapore to Palau for her last voyage shortened to *Progress*. Classification society Lloyd's Register of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Detained in 2016 in Alexandria (Egypt). Owned by Gearbulk Norway AS (Norway). Acquired by United Kingdom-based NKD Maritime prior to her departure for Alang.



On the Seine River (France), December 2012
© Pascal Breidel



March 2017, at Viktor Lenac shipyard
in Rijeka, (Croatia). © Dragec

Dangjin (ex-*Samsung Dangjin*, ex-*Tiger Lily*, ex-*Courageous*). IMO 9074195. Length 270 m, 18,773 t. Deflagged from South Korea to Liberia for her last voyage shortened to *Dang*. Classification society Korean Register of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Korea Shipping Corp (South Korea). Acquired by India-based Hermes Maritime Services Pvt Ltd prior to her departure for demolition in Bangladesh. 375 US\$ per ton.



Manila, Philippines, October 7, 2018.
© Captain Turboboss

Fu Xing 16 (ex-*Zhe Hai 506*, ex-*Pacsun*, ex-*Port Star*, ex-*Pacific Stream*, ex-*Hope River*, ex-*River Star*). IMO 8610007. Length 174 m, 6,464 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Shitanoe (Japan) by Minami-Nippon. Owned by Zhejiang Fuxing Shipping (China). Sold for demolition in China.



Fu Xing 16, April 18, 2015, Shanghai (China). © Bob Godefroy

Georgia K (ex-*Birch 4*, ex-*Singapore Grace*, ex-*Millenium Bright*, ex-*Jody F Millennium*). IMO 9224099. Length 160 m, 5,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Imabari (Japan) by Imabari Zosen. Owned by MPK Shipping Inc (Greece). Detained in 2016 in Gibraltar (United Kingdom) and in Qinzhou (China). Sold for demolition in Bangladesh.



Suez Canal, October 18, 2018. © SMP/Marine Traffic

Herald (ex-*Zhong Bang 2*, ex-*Royal Pearl S*, ex-*Verti*, ex-*Vertigo*, ex-*FRantic*, ex-*Player*, ex-*Pacqueen*, ex-*Sea Ace*). IMO 8417601. Length 155 m, 5,607 t. Palau flag. Classification society Polish Register of Shipping. Built in 1986 in Imabari (Japan) by Imabari Zosen. Owned by Jipeng Ship Management Co Ltd (China). Detained in 2013 and in 2015 in Kandla (India). Beached for demolition in Bangladesh.



Keelung (Taiwan). © Chun-Hsi

HL Roberts Bank (ex-*Hanjin Roberts Bank*). IMO 9077329. Length 268 m, 17,600 t. Deflagged from South Korea to Liberia for her last voyage shortened to *Bank*. Classification society Korean Register of Shipping. Built in 1994 in Busan (South Korea) by Hanjin HI Co. Owned by H Line Shipping Co Ltd (South Korea). Acquired by Liberia-registered Lyra Trading Ltd prior to her departure for demolition in Bangladesh.

Hong Yu (ex-*Blue Seas*, ex-*Ince Marmara*, ex-*Bulk Taurus*). IMO 9104550. Length 186 m, 7,527 t. Deflagged from Panama to Sierra Leone for her last voyage renamed *Eternal Luck*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by Fuzhou Xinjiahong Shipping Co Ltd (China). Detained in 2002 in Belfast (United Kingdom). Sold for demolition, her destination is to date unknown. Her official status is "to be broken up" but she is still sailing in South China Sea.



Singapore, February 28, 2015. © Lim Hock Wu

Mia (ex-*Ziemia Lodzka*, ex- *Lake Champlain*, ex-*Ziemia Lodzka*). IMO 8418746. Length 180 m, 7,072 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Pendik (Turkey) by Turkiye Gemi. Owned by Gamma Denizcilik (Turkey). Detained in 2019 in Ravenna (Italy). Sold for demolition in Turkey by Egeçelik yard.



Ziemia Lodzka in Rouen (France), December 14, 2011
© Erwan Guéguénat



Mia, Aliaga. © Selim San

Nordic Bothnia (ex-*Id Bothnia*, ex-*Cedar 5*, ex-*Moon Dancer*, ex-*Ice Trader II*, ex-*Franklin*, ex-*Federal Franklin*). IMO 9079157. Length 190 m, 9,912 t. Deflagged from Panama to Liberia in July 2019 then to Saint Kitts & Nevis for her last voyage shortened to *Bothnia 1*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Nordic Bulk Carriers A/S (Denmark). Detained in 2011 in New Orleans (Louisiana, United States) and in 2014 in Nordenham (Germany). Sold as is in Singapore for demolition in India. 385 US \$ per ton including enough bunkers for the voyage.



Ice Trader II, off Ushant Island, October 2008.



Nordic Bothnia, downstream the Scheldt, October 2018.

© Marc Ottini

Ore Bayovar (ex-*Akagisan*, ex-*Asakasan*) IMO 9157686. Length 290 m, 22,248 t. Singapore flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Vale SA (Brazil). Sold for demolition in Bangladesh. 375 US\$ per ton including 470 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Ore Bayovar, Chattogram. © Fazlur Rahman



PHP ship recycling yard. © Md. Zahirul Islam

Pyotr Velikiy. IMO 7721225. Length 181 m, 8,477 t. Deflagged from Russia to Palau for her last voyage renamed *Elite*. Classification society Russian Maritime Register of Shipping. Built in 1978 in Warnemünde (Germany) by Warnowwerft. Lengthened in 2004 from 162 to 181 m. Owned by Murmansk Shipping Co (Russia). Detained in 1998 in Porsgrunn (Norway), in 2015 in Pasajes (Spain), in 2018 in Caofeidian (China) and in 2019 in Hong Kong (China). Acquired by Prayati Shipping prior to her departure for demolition in Bangladesh. 333 US\$ per ton.



Arriving at the entrance of Ghent Canal (Belgium)
May 22, 2006. © Marc Ottini



On the Northern Sea Route, Kara Sea,
April 10, 2016. © D. Lobusov

POLARIS

SHIPPING

On its website, Polaris Shipping describes itself as the n°1 South Korean shipowner and the world's n°1 VLOC (Very Large Ore Carrier) company with 27 units. Many of these are ex single-hull VLCC converted for further trading. After the disaster of the *Stellar Daisy*, which sank with 22 of its 24 crews on March 31, 2017, Polaris Shipping announced the replacement of the 18 converted VLOCs of its fleet. The *Stellar Unicorn* and *Stellar Cosmo* were scrapped in Pakistan in the summer of 2017. Clearing-out in this fleet of ageing and hazardous vessels was delayed, despite the concerns of experts and seafarers' unions. The *Stellar Journey* is only the 4th to be scrapped, following the *Stellar Fair* that was beached in Bangladesh in December 2018 (Cf. "[Shipbreaking](#)" # 54 p 40).

There are still 14 converted ships to be withdrawn from operation. Polaris Shipping is waiting for newly-built VLOCs to be delivered in 2020-2021. Never mind the risks for the crews, though the *Stellar Daisy* casualty investigation report published by the Maritime Administration of the Marshall Island - flag of the *Stellar Daisy* - questions the structural failure of the ex tanker and the inconsistent monitoring of the conversion to ore carrier by the classification society Korean Register of Shipping.

The *Stellar Daisy* wreck was spotted in 3461 m of water by the *Seabed Constructor*, a ship owned by Ocean Infinity, a seabed and underwater exploration company. One of the two Voyage Data Recorder (VDR) was recovered in February 2019. The data analysis was disappointing: only 7% could be extracted. Other data are damaged and in particular bridge communications in the last moments before the ship sank that could possibly explain the circumstances and causes of the failure resulting in the shipwreck. Families of the missing crews are represented by the International Stellar Daisy Network : they demand that the government carry out another search to recover the second VDR.



Recovery of the *Stellar Daisy*'s VDR: latitude -34.380942, longitude -18.488505, depth 3467.77 m
© Ocean Infinity

Stellar Journey (ex-Grand, ex-Grand Pacific, ex-Crane Princess, ex-Takao). IMO 9050230. Ex VLCC converted to VLOC in 2011. Length 331 m, 39,118 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Stellar 1*. Classification society Korean Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by Polaris Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.

Tai An Hai. IMO 8318312. Length 190 m, 8,488 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Hudong Shipyard. Owned by Tianjin Yuansha Shipping Co (China). Sold for demolition in China in Xinhui.



Tai An Hai, November 22, 2007. © Ianjohn / Fleetmon

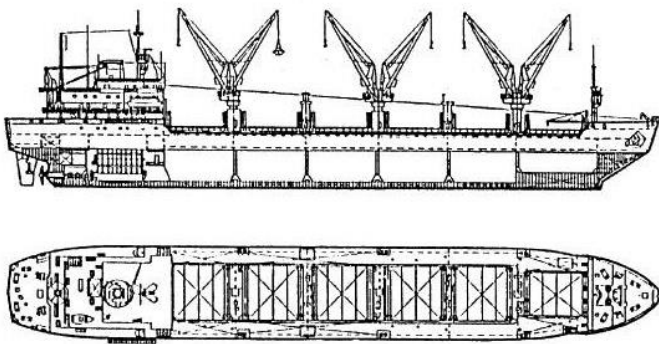
bulker

Uni Lucky (ex-*HW Global*, ex-*Dumai Express*, ex-*Hokuetsu Hope*). IMO 8914037. Woodchip carrier. Length 200 m, 9,057 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Mizushima (Japan) by Sanoyas Corp. Owned by United Carriers Ltd registered in the Seychelles c/o HW Ship Management Co Ltd (China). Detained in 2014 in Donghae (South Korea) and in 2015 in Quanzhou (China). Sold for demolition in Bangladesh. 375 US\$ per ton.

Departing Tasmania (Australia), September 2012. © I.Baker



Viktor Tkachyov. IMO 8131934. Length 162 m, 8,088 t. Deflagged from Russia to Palau for her last voyage renamed *Charm*. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft. *Mikhail Strekalovsky*-type, or UL-ESC II, ice-strengthened cargo ship, a series of 14 ships designed for the Northeast route and delivered to the Soviet fleet between 1981 and 1984. Detained in 2014 in Bremerhaven (Germany). The *Viktor Tkachyov* has been stuck with her crew in Abidjan Port (Côte d'Ivoire) since the summer of 2018 following the financial troubles of her Russian owner the Murmansk Shipping Co. On January 19, 2019, the master suffered a loss of consciousness; he was taken to Abidjan hospital but died during transport. A few months later, the *Viktor Tkachyov* was sold for demolition to Indian-based Prayati Shipping Ltd. She left Abidjan (Côte d'Ivoire) on 25 June, called in at Walvis Bay (Namibia) then Colombo (Sri Lanka) and was beached in Chattogram on October 30. 364 US\$ per ton.



Plans of *Mikhail Strekalovsky*-type cargo ships.
© Murmansk Shipping Company



Viktor Tkachyov, about to enter Ghent Canal (Belgium),
August 9, 2006. © Marc Ottini

Wise Honest (ex-*Song I*, ex-*Eny*, ex-*Aston Trader*, ex-*Golden Trader*). IMO 8905490. Length 177 m, 5,876 t. Deflagged from North Korea to Gabon for her last voyage shortened to *Honest*. Classification society Korea Classification Society. Built in 1989 in Onishi (Japan) by Shin Kurushima. Detained in 2008 and 2009 in New Orleans (United States), in 2014 in Tauranga (New Zealand), in 2015 in Nantong (China) and in 2017 in Nakhodka (Russia).



Aston Trader, June 1995, Pasajes
(Spain). © Fernando Casañez



Wise Honest, June 2017, Vladivostok (Russia).
© Sergei Skriabin

The misnamed *Wise Honest*, owned since 2016 by the North Korean company Korea Songi Shipping Co, was under surveillance: she was suspected of trafficking in violation of UN sanctions against North Korea and in particular UN Security Council Resolution 2270, unanimously adopted on March 2, 2016, which prohibits all coal trafficking from or to North Korea.

In 2016 and 2017 though, the *Wise Honest* supposedly and regularly transported coal from Nampo to Chinese ports. On the return trip, she was loaded with various machinery, some of them in parts, trucks, cranes, tires, spare parts or steel plates... Occasionally, the shipping documents reported her as a Tanzanian-flagged vessel - a false registration - or mention wrong departure ports located outside North Korea. Since 4 August 2017, her AIS (Automatic Identification System) was disconnected and she was sailing in stealth mode.

On 14 March 2018, she was spotted on a satellite photo in Nampo, North Korea, loading coal. In early April, she was arrested by the Indonesian Navy. She was detained for over a year for presenting improper shipping documents and violating the Indonesian maritime law. However, the Court of Balikpapan, Borneo, allowed the coal cargo to be unloaded and transhipped on the grounds that it would be Russian coal that had been loaded in Nakhodka port, Russia, according to the ship's bill of lading. The *Wise Honest* remained anchored in Balikpapan.

In May 2019, the United States Justice Department seized the vessel, which was then towed to Pago Pago in the American Samoa. In October 2019, the *Wise Honest* was sold for demolition. She was towed by the *Salvice Roy* (IMO 9351830) and beached in Bangladesh on 22 November flying the Gabonese flag.



Arrival at Pago Pago, May 11, 2019. © Talanei.com

Yao Hai (ex-*Kamba*, ex-*Angeliki D II*, ex-*Yugala*, ex-*Daiten*, ex-*Daiten Maru*). IMO 8515697. Length 225 m, 9,823 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Tadotsu (Japan) by Hashihama Zosen. Owned by Shanghai Huatai Shipping Co Ltd (China). Detained in 2000 in Newcastle (New South Wales, Australia) then in Chiba (Japan) and in 2004 in Baltimore (United States). Sold for demolition in Jiangyin, China.

Cement carrier

Somerset (ex-*Anangel Might*). IMO 7609697. Ex general cargo carrier converted to cement carrier in 2006. Length 164 m, 6,570 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima. Owned by SMT Shipmanagement & Transport (Poland). Sold for demolition in India.

Kaohsiung, Taiwan, January 28, 2017. © Ye Chia-Wei



General cargo carrier

General cargo carriers, or multipurpose freighter, transport products or waste in bags, crates, drums, cardboard boxes usually palletized or bare loads, rolling crafts and logs. Some can also transport containers as additional cargoes.

October-November-December 2019

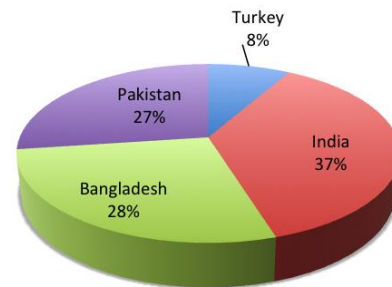
10 demolitions, 4% of the global tonnage. Number and tonnage are halved. Four ships are more than 150 m long, they represent 66% of the tonnage.

This limited market is shared equally between India, Bangladesh and Pakistan, Turkey is complementing.

28 years: the average age at the time of scrapping. It is unusually low, it was mostly over 34 years old in recent years. Only one vessel is more than 40 years old. The age ranges from 18 years for the Indian-owned *Madurai Meenakshi* (p 24), beached in Bangladesh, to 41 years for the small Russian cargo ship *Solidat* built in Germany and beached in Turkey (p 25).

80%: the detention rate of the category prior to demolition.

Scrapped general cargos carriers , 4th quarter (tonnage)



Aleksandr Sibiryakov (ex-A. *Sibiryakov*). IMO 8603377. Length 132 m, 4,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdansk (Poland) by Gdanska22Lenina shipyards. Named after Alexandre Mikhaïlovitch Sibiryakov, merchant and explorer of Siberia. Ice-class cargo ship owned by the Northern Shipping Co (Russia). She left St. Petersburg (Russia) late July and was beached in Alang on October 16, 2019.



Aleksandr Sibiryakov downstream Antwerp (Belgium), 23 May 2006.
© Marc Ottini



Alexandre Mikhaïlovitch Sibiryakov
1849-1933. © George Stodart

Apollo Ace. IMO 9363431. Length 104 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2007 in Hashihama (Japan) by Shin Kurushima. Owned by Toda Kisen KK (Japan). Detained in 2015 in Tanjung Priok (Indonesia). Sold for an undisclosed destination of demolition.

Arezoo (ex-*Nilda*, ex-*Gabion*, ex-*Seventh Ocean*, ex-*Iran Sattari*). IMO 9165786. Length 168 m, 9,108 t. Iranian flag. Classification society Registro Italiano Navale. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2010 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 390 US\$ per ton.

general cargo carrier

Batangas Bay (ex-*Starlink Hope*, ex-*Urizun*). IMO 9141948. Length 110 m, 2,769 t. Filipino flag. Classification society Korean Register of Shipping. Built in 1996 in Saiki (Japan) by Honda. Owned by Gothong Southern Shipping Lines (Philippines). Beached for demolition in Bangladesh as *West Ocean 21* towed by the *West Ocean 91* also bound for scrapping. 360 US\$ per ton.



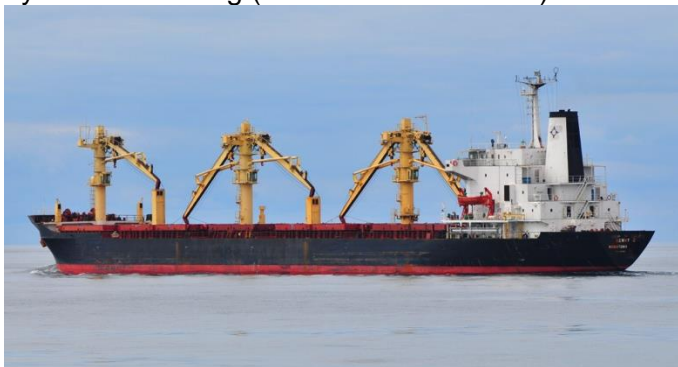
March 21, 2018. © mbb8356/Philippines Ship Spotters Society

Deniz Er B (ex-*Marmara B*, ex-*Leyla Sekerci*, ex-*Atif Reis*, ex-*Ahmet Uzundemir*). IMO 7901801. Length 83 m. Turkish flag. Classification society American Bureau of Shipping. Built in 1982 in Ereğli (Turkey) by Alapli. Owned by Erdur Denizcilik Sanayi (Turkey). Detained in 1998 in Thessalonique (Greece), in 1999 in Marina di Carrara (Italy), in 2001 in Cardiff (Wales, United Kingdom) and in 2011 in Chornomorsk (Ukraine). Sold for demolition in Turkey.



Durres port (Albania), 23 June 2011.
© Edi Gjata

Denny Z (ex-*African Pal*, ex-*Archimides*, ex-*African Osprey*, ex-*Prince*, ex-*Pony*, ex-*Jony P*, ex-*Okim*) IMO 8306905. Length 164 m, 5,823 t. Togolese flag. Unknown classification society. Built in 1989 in Tokyo (Japan) by Ishikawajima-Harima. Detained in 2011 in Ghent (Belgium). Acquired in August 2018 by Las Oil Trading (United Arab Emirates). Beached for demolition in Pakistan as *Las*.



Denny Z, in the Channel, August 2011. © Marc Ottini



Las, Gadani, December 2019. © Gadani Ship Breaking

Kwantung (ex-*Tasman Provider*, ex-*Meridian Challenger*, ex-*Delmas Forbin*, ex-*Meridian Challenger*). IMO 9070709. 1202 teu. Length 185 m, 9,449 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Shitanoe (Japan) by Minami Nippon. Owned by China Navigation Co Pte Ltd (Singapore). Detained in 2004 in Tauranga (New Zealand) and in 2008 and 2009 in Wellington (New Zealand). Sold for demolition in India. 360 US \$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Madurai Meenakshi (ex-*Allcargo Sushila*, ex-*Allcargo Susheela*, ex-*Atlantic Cruiser*, ex-*BBC Italy*, ex-*Buccaneer*, ex-*BBC Italy*). IMO 9210347. Length 108 m, 3,430 t. Deflagged from India to Saint Kitts & Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 2001 in Gdansk (Poland) by Gdanska-Gdynia. Owned by Meenakshi Fishing & Trading Co (India). Detained in 2008 in San Antonio (Chile) and in 2009 in Montreal (Canada). On April 28, 2012, as the *Atlantic Cruiser* owned by Germany-based Reederei Bockstiegel Shipping and flying Antigua & Barbuda flag, she was arrested by the Turkish Authorities informed by a tip she was possibly smuggling weapons of Iranian origin towards Syria. After a thorough search and examination of the bill of lading, she resumed her voyage on April 29 with her cargo of civilian-purpose explosives destined to Turkish and Croatian receivers, oil-refinery equipment for Russia and equipment for the construction of a thermal plant in Syria. Three months later, the *Atlantic Cruiser* was sold to an Indian company. In 2019, she was beached for demolition in Bangladesh. 355 US\$ per ton.



Arrested in Iskenderun.
© Picture Alliance /DPA



Colombo, Sri Lanka, December 2014.
© SMP/ Marine Traffic

Miski (ex-*Jubba Liner II*, ex-*Anushee Fame*, ex-*Royal Pisces*, ex-*Durban*, ex-*Sider Alsí*, ex-*De-Kastri*, ex-*Zim Venezuela II*, ex-*De-Kastir*). IMO 8912845. Length 98 m, 2,558 t. Panamanian flag. Classification society Bureau Veritas. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Jubba General Trading Co Llc (United Arab Emirates). Detained in 1998 in Sète (France) and in Piraeus (Greece), in 2000 in Brindisi (Italy) and in 2003 and 2004 in La Spezia (Italy).

Anushee Fame, Port of New Mangalore (India),
22 March 2012. © Beka 808 / Marine Traffic



The *Miski* has been discarded in the port of Karachi (Pakistan) since September 2017. On board, the 18 crewmen, 8 Indians, 5 Burmese, 4 Pakistanis and 1 Sudanese, have not been paid for a year. The shipowner does not give any sign of life anymore. Following complaints filed by the crew and the bunker supplier in Sharjah, the Pakistani High Court of Sindh ordered the *Miski* to be auctioned. She was acquired by a Gadani shipbreaker for 107 million Pakistan rupees, 688,000 US\$ or 269 US \$ per ton.

SAI Sunrise (ex-*Rousse*, ex-*Nedlloyd Musi*, ex-*Watergids*, ex-*Kariba*, ex-*CMB Effort*, ex-*Watergids*). IMO 8909355. Length 157 m, 6,635 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Wismar (Germany) by Mathias Thesen Werft. Owned by SAI Shipping Co (India). Detained in 2006 in Izmir (Turkey), in 2010 in Bandar Abbas (Iran) and in 2013 in Kandla (India). Acquired as is in Sharjah (United Arab Emirates) by India-based Total Marine Ltd prior to her departure for demolition in Pakistan. 370 US\$ per ton.



February 1995, *Watergids*, quai de l'Atlantique, Le Havre (France). © **Pascal Brede**



February 1998, *Rousse* outbound Le Havre. © **Pascal Brede**



2004, *Rousse* outbound Le Havre. © **Marc Ottini**



Septembre 2010, *Sai Sunrise*, Bay of Naples (Italy). © **paceyms**

Solidat (ex-*Saymenskiy Kanal*, ex-*Ladoga-10*). IMO 7614599. Length 81 m, 1,045 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Uusikaupunki (Finland) by Rauma-Repola. Owned by Ladoga Shipping Co Ltd (Russia). Detained in 2000 in Saint-Malo (France). Sold for demolition in Turkey by Ege Gemi Sokum yard.



Saymenskiy Kanal, Black Sea, September 2015. © **Azat Almakaev**



Solidat, Aliaga, December 2019. © **Selim San**

Container ship

October-November-December 2019

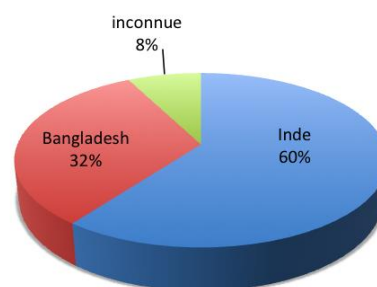
16 demolitions, 1 unit less and a cumulative tonnage of 114,000 t, almost halved compared to the previous quarter. The flow of container ships to be broken up is slowing down. With 10% of the global tonnage, they rank down to 4th place, behind tankers, bulkers and drilling ships.

All vessels except one (the *Ever Diamond*, 4211 teu) are "small" container ship with a capacity of less than 2500 boxes. The cumulative capacity of all container ships scrapped this quarter is 21,725 teu, the capacity of a single ultra large container ship.

The average age of container ships at the time of demolition is 22 years. Their detention rate is 63%.

India (60%) and Bangladesh (32%) share the market almost exclusively. The final destination of the two Indonesian container ships *Damai Sejahtera I* and *Damai Sejahtera II* is to date unknown: demolition by a local Indonesian yard or voyage towards Bangladesh or India?

Porte-conteneurs, destination de démolition
4ème trimestre (tonnage)



The Indonesian Jakarta-based company Jayakusuma Perdana Lines sold two of her three container ships for scrapping. The official status of *Damai Sejahtera I* and *Damai Sejahtera II* in the Equasis database is "to be broken up" since August and November 2019. The final destination of the two sisterships remains to date undisclosed. Their small size would enable them to be scrapped at Madura yard (about "Demolition in Indonesia see ["Shipbreaking" #50](#), p 6-7), but purchase prices offered by yards in the Indian subcontinent are attractive.

Damai Sejahtera I (ex-Sylvette, ex-Sofrana Tourville, ex-Tiger Stream, ex-Sylvette, ex-Szechuen, ex-Maersk Nairobi, ex-Thailand Star, ex-Szechuen, ex-Tasman Chief, ex-Kopoko Chief, ex-Szechuen). IMO 9106766. 844 teu. Length 130 m, 4,315 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1995 in Shimizu (Japan) by Miho. Owned by Jayakusuma Perdana Lines PT (Indonesia).



Damai Sejahtera I, anchored off Singapore, April 29, 2012. © Crisco37 / Vesseltracker

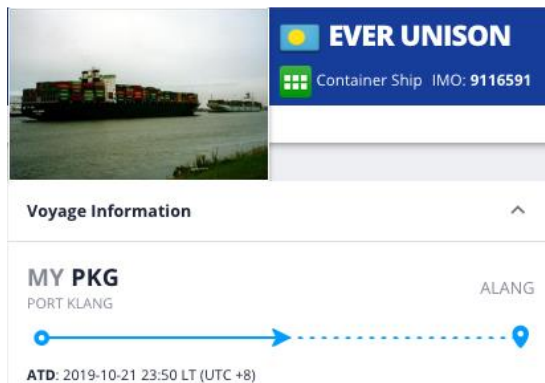


Damai Sejahtera II, arrival at Surabaya, August 2017. © Charissa Best

Damai Sejahtera II (ex-Florence, ex-Lagarfoss, ex-Florence, ex-APL Belem, ex-APL Rose, ex-Sea Exploer II, ex-Shansi). IMO 9085601. 841 teu. Length 130 m, 4,315 t. Indonesian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Shimizu (Japan) by Miho. Owned by Jayakusuma Perdana Lines PT (Indonesia). Detained in 2012 in Brisbane (Queensland, Australia).

Easline Shanghai (ex-Arminia, ex-CMA CGM Tobruk, ex-Arminia, ex-MOL Elite, ex-Arminia, ex-MOL Loyalty, ex-P&O Nedlloyd Cartagena, ex-Griffin America, ex-Maersk Harare, ex-Gamtoose, ex-Bulwark, ex-Maersk Santos, ex-Bulwark). IMO 8910079. 1012 teu. Length 150 m, 5,214 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Panama-registered Easline Shanghai Maritime Co. Detained in 2008 in Tangier (Morocco), in 2011 and 2012 in Xiamen (China) and in 2017 in Busan (South Korea). Sold for demolition in October 2019 to Saint Kitts & Nevis-registered Maximus Shipping Ltd prior to her departure for demolition in Bangladesh.

Since the beginning of 2019, the Taiwanese shipowner Evergreen Marine Corp has sold 9 container ships for scrapping. The *Ever Able*, *Ever Ally*, *Ever Apex*, *Ever Ultra*, *Ever Union* were beached in Bangladesh, the *Ever Delight*, *Ever Unique* and *Uni-Ample* in India. When it comes to the *Ever Unison*, she was sold like her sistership *Ever Unique* with a clause requiring that the chosen yard should have been delivered a statement of compliance with the standards of the Hong Kong Convention (Cf. "[Shipbreaking](#)" #57, p 38). The *Ever Unison* was expected in Alang. She actually reached Chattogram. During her last voyage, she became the Palau-flagged *One Bridge*. She was beached in Bangladesh on November 21st. She was not directed to the only yard in Bangladesh considered to be compliant with the standards of the Hong Kong Convention. The question is to know whether the intermediary who diverted the vessel from a compliant yard will be sued by the Taiwanese shipowner for failing to comply with the terms of sales. This quarter, three Evergreen ships were sold with the same requirements. They arrived in Alang.

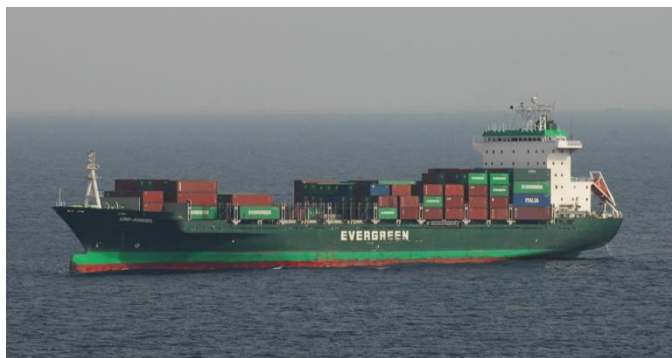


Ever Diamond. IMO 9142186. 4211 teu. Length 294 m, 21,820 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold for demolition in India. 388 US\$ per ton.



Ever Diamond, quai de l'Europe, Le Havre (France), July 10, 2002. © Pascal Bredele

Uni-Ahead. IMO 9143348. 1164 teu. Length 165 m, 7,129 t. Panamanian flag, Comoros for her last voyage shortened to *Uni*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Evergreen Marine Corp (Taiwan). Detained in 2002 and in 2018 in Hong Kong (China). Sold as is in Kaohsiung (Taiwan) for demolition in India. 338 US\$ per ton.



Uni-Angel, waiting for the pilot in Jeddah (Saudi Arabia), June 13, 2009. © Marc Ottini

Uni-Angel. IMO 9143350. 1164 teu. Length 165 m, 7,129 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Evergreen Marine Corp (Taiwan). Detained in 2000 in Singapore and in 2010 in Suez (Egypt). Sold as is in Singapore for demolition in India. 345 US\$ per ton. She was beached as "*Unity*"

Hai Su 1 (ex-Tenerife, ex-OPDR Tenerife, ex-FOCS Tenerife, ex-OPDR Tenerife). IMO 9216846. 694 teu. Length 128 m, 3,760 t. Deflagged from Hong Kong to Gabon for her last voyage shortened to *Hai*. Classification society China Classification Society. Built in 2000 in Fuzhou (China) by Fujian Mawei SB Co. Owned by Quanzhou Ansheng Shipping Co Ltd (China). Sold for demolition in Bangladesh. 396 US\$ per ton.



OPDR Tenerife, near Rouen (France), downstream Seine River, June 13, 2016. © **Pascal Brede!**



OPDR Tenerife, in the yellow OPDR colours, inbound Rotterdam (Netherlands), August 2018. © **Marc Ottini**

Jacob (ex-Jacob Rickmers, ex-CMA CGM Anapurna, ex-Jacob Rickmers). IMO 9300166. 1850 teu. Length 196 m, 10,794 t. Deflagged from Marshall Islands to Comoros for her last voyage renamed *Paul*. Classification society DNV-GL. Built in 2006 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by Cepheus Maritime Ltd (India). Acquired by India-based Hermes Maritime Services Pvt Lt prior to her departure for demolition in Bangladesh. 410 US\$ per ton.



Jakob, entering Port 2000, Le Havre (France), September 17, 2018. © **Pascal Brede!**

Karuthal (ex-Karsihal, ex-Karuthal, ex-Karu). IMO 9563902. Length 68 m, 854 t. Indian flag. Classification society Indian Register of Shipping. Built in 2009 in India. Owned by Trans Asian Shipping Pvt Ltd (India). Sold for demolition in India.

Karuthal. © **Binoy**



Kota Hadiah. IMO 9151307. 1075 teu. Length 160 m, 5,313 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Line (Singapore). Detained in 2016 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh. 399 US\$ per ton.



Kota Hadiah, Singapore, February 2010. © **Michael Klingsick**

Marina Star I (ex-QC Honor, ex-Actuaria, ex-Sinar Toba, ex-Actuaria, ex-Kent Merchant, ex-Actuaria). IMO 8115605. 846 teu. Length 147 m, 5,473 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Rina*. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Shanghai (China) by Shanghai Shipyard. Owned by Meratus Line (Indonesia). Sold as is, she left Surabaya (Indonesia) on December 8, was anchored off Singapore, deflagged and renamed. She was expected in Bangladesh, but was finally beached in Alang. 345 US\$ per ton including 150 t of bunkers.



Marina Star I, Ujung Pandang (Indonesia), February 2015. © Tony Hogwood.



"*Rina*", Singapore, December 26, 2019 about to leave towards Alang. © Craig Feierabend

MSC Namibia II (ex-Maersk Vermont, ex-Endeavor, ex-Ibn Khaldoun, ex-China Sea, ex-CMB Drive). IMO 9007817. 1928 teu. Length 181 m, 8,309 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Costamare Shipping Co SA (Greece). Detained in 2005 in Izmir (Turkey) and in 2009 in Algeciras (Spain). Sold as is in Capetown (South Africa) for demolition in India. 390 US\$ per ton.



MSC Namibia II, upstream towards Antwerp (Belgium), October 3, 2015. © Marc Ottini

MSC Reunion (ex-*MSC Sudan II*, ex-Maersk Maine, ex-Enterprise, ex-Ibn Zuhr, ex-CMB Dawn). IMO 9007831. 1928 teu. Length 181 m, 8,309 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Costamare Shipping Co SA (Greece). Detained in 2005 in Izmir (Turkey) and in 2008 in Tanger (Morocco). Shorten to *Reunion* and beached for demolition in India. 390 US\$ per ton including 150 t of bunkers.



Ibn Zuhr, at Le Havre (France), quai de l'Asie, June 12, 1992. © Pascal Bredel



Anchored off Singapore, February 14, 2019. © Michael Turner Meredith

Spirit of Manila (ex-*Angie Rickmers*, ex-*AS Alicantia*, ex-*Safmarine Illovo*, ex-*Alicantia*, ex-*Commander*, ex-*Jaguar Max*). IMO 9204972. 2262 teu. Length 196 m, 11,630 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by PT-Shipmanagement GmbH (Germany). Detained in 2018 in Shenzhen (China). Sold for demolition in Bangladesh. 415 US\$ per ton.



Spirit of Manila, arriving at Hong Kong, December 20, 2018. © Marc Ottini

Tan Cang Victory (ex-*Liloa*, ex-*Reef Samoa*, ex-*Jule*, ex-*Southern Pasifika*, ex-*Indic*, ex-*Southern Pasifika*, ex-*Caledonie Express*, ex-*Pac Sunda*). IMO 9264245. 523 teu. Length 109 m, 2,730 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 2003 in Jingjiang (China) by Jingjiang Shipyard. Owned by Tan Cang Shipping JSC (Vietnam). Detained in 2007 in Brisbane (Queensland, Australia), in 2009 in Sydney (New South Wales, Australia), in 2015 in Auckland (New Zealand) and in 2019 in Hong Kong. Sold for demolition in India.

Uni-Ahead. IMO 9143348.

see about Evergreen Marine Corp ships p 27 (*Ever Diamond*)

Uni-Angel. IMO 9143350.

Wan Hai 202. IMO 8901755. 1183 teu. Length 174 m, 6,884 t. Deflagged from Taiwan to Gabon for her last voyage renamed *Wan Chai 3*. Classification society China Corporation Register of Shipping. Built in 1990 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2006 in Incheon (South Korea) and in 2007 in Hong Kong (China). After *Wan Hai 203*, *205* and *206*, it is *Wan Hai 202*'s turn to be beached in Alang.



Wan Chai 3, Alang, December 2019. © Kiritsinh B Jadeja

Reefer

Andalucia Star (ex-*Tundra Princess*, ex-*Del Monte Spirit*). IMO 8816170. Length 159 m, 7,010 t. Deflagged from the Bahamas to Comoros for her last voyage shortened to *Lucia*. Classification society Bureau Veritas. Built in 1991 in Sevilla (Spain) by Astilleros Espanoles (AESAs). Owned by Siem Shipping UK Ltd (United Kingdom). Detained in 2007 in Zeebrugge (Belgium). Sold for demolition in India.



July 22, 1995, *Tundra Princess*, entering Le Havre (France). © **Pascal Bredel**



October 18, 2016, *Andalucia Star* downstream the Scheldt. © **Marc Ottini**

Frio Dolphin (ex-*Glorious Harvest*, ex-*Glorious Express*). IMO 8807442. Length 142 m, 4,964 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Imabari (Japan) by Imabari Zosen. Owned by Lavinia Corp (Greece). Detained in 2012 in Gibraltar (United Kingdom). Sold for demolition in India. 340 US\$ per ton.



Port of Las Palmas (Canary Islands, Spain), August 25, 2016. © **Vin Moore**

Ostrov Beringa (ex-*Frio Kyknos*, ex-*Banyo*, ex-*Banyo Maru*). IMO 8517815. Length 124 m, 3,699 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shimonoseki (Japan) by Hayashikane. Owned by Lavinia Corp (Greece). Detained in 2002 in Dutch Harbor (Alaska, USA), in 2012 in Busan (South Korea), in 2013 in Zoushan (China) and in 2015 in Ningbo (China). Sold for demolition in Bangladesh. 342 US\$ per ton.



29 May 2011, off Singapore. © **Andreas Spörri**

Uthaiwan (ex-*Renown Reefer*, ex-*Honor*, ex-*Wisdom Sea Reefer*, ex-*Chaicharoen*, ex-*New Sea Reefer*, ex-*Raiatea*, ex-*Dakota*, ex-*Jan Mayen*, ex-*Jan Willem*). IMO 7637527. Length 84 m, 1,748 t. Built in 1977 in Groningen (Netherlands) by Nieuw Nord Nederlandse.



Jan Mayen, 1992, arrival at IJmuiden (Netherlands). © Marcel & Ruud Coster

Successively registered in the Netherlands Antilles, Cyprus, Honduras, Bolivia, Moldova and finally Cameroon since September 10, 2019. Detained in 1998 in Lisbon (Portugal), in 2002 in IJmuiden (Netherlands) and in 2003 in Las Palmas (Canary Islands, Spain). Owned by Marine Honor SA (Belize). Known as *Renown Reefer* by IMO, *Honor* by the Equasis database; according to AIS data, she is the Cameroon-flagged *Uthaiwan*. She has been blacklisted by the Indian Ocean Tuna Commission since May 2018 for illegal, unreported and unregulated fishing. The reefer was used as a mothership for pirate catches.



Uthaiwan, after seizure. © Interpol

The *Uthaiwan* was one of the 45 vessels newly registered under the flag of Cameroon for which Robin des Bois raised the question of a possible usurpation (Cf. "[Shipbreaking](#)" # 57, p 9-17, "45 vessels under flags of convenience or under pirate flags?").

On September 13, 2019, she was arrested off Phuket as part of an operation to combat illegal fishing by the Thai navy with the support of Interpol teams. It turned out that the vessel had been acquired by PK Shipping and Agency Co Ltd. According to the new owner, he is a specialist in the purchase of end-of-life vessels and has already achieved several voyages to the Bangladeshi scrapyards. Allegedly, he was unaware that the vessel was blacklisted and bought the *Uthaiwan* in Cambodia for 10 million Thai bhats (US\$ 331,000, i.e. US\$ 189 per ton) with the intention of selling her for scrapping in Bangladesh. He is waiting the green light to resume the voyage. The Thai authorities are supposed to ensure that the vessel would actually be directed to the scrapyards.

Ro Ro

Ro-Ro vessels load or unload through ramps or doors wheeled cargoes including trucks or trailers but also crates and loads transferred with trolleys and stored on a garage deck. Handling is said to be horizontal by opposition to traditional vertical handling using cranes or gantries. This type of vessel is known as Ro-Ro (Roll On/Roll Off).

Petra 1 (ex-*Anamcara 2*, ex-*Sloman Rider*, ex-*Rider*, ex-*Sloman Rider*). IMO 7812907. Length 92 m, 2,010 t. Palau flag. Classification society International Register of Shipping. Built in 1979 in Kiel (Germany) by Howaldtswerke-DW. Owned by Lake Logistics Tz Ltd (Tanzania). Detained in 2006 in Castellón de la Plana (Spain), in 2009 in Algier (Algeria) and again in Castellón de la Plana and in 2013 in Mombasa (Kenya). The *Petra 1* was regularly chartered by the AMISOM, African Union Mission in Somalia, to supply food aid to Mogadiscio. AMISOM shipments were escorted by ships of the European Naval forces, EU-NAVFOR. In the night of November 6, 2010, pirates attempted to hijack *Petra 1* but were put to flight by the Spanish patrol vessel *Infanta Cristina*. This was the 71st escort by AMISOM, and the first attack of a ship carrying humanitarian aid. Sold for demolition in India.



July 2009, *Anamcara 2* in Argostoli (Greece).
© Fanourios



October 2011, *Petra 1* under navy escort.
© Eunavfor

Starlink One (ex-*Genkai*, ex-*Hokuren Maru N°2*). IMO 9159074. Length 154 m, 5,565t. Deflagged from South Korea to Comoros for her last voyage shortened to *Starlink*. Classification society Korean Register of Shipping. Built in 1997 in Imabari (Japan) by Imabari Zosen. Owned by Star Link Co Ltd South Korea). Sold as is in Busan (South Korea) for demolition in Bangladesh. 353 US\$ per ton including a 29 t propeller.



Busan (South Korea), December 3, 2016. © Vladimir Tonic

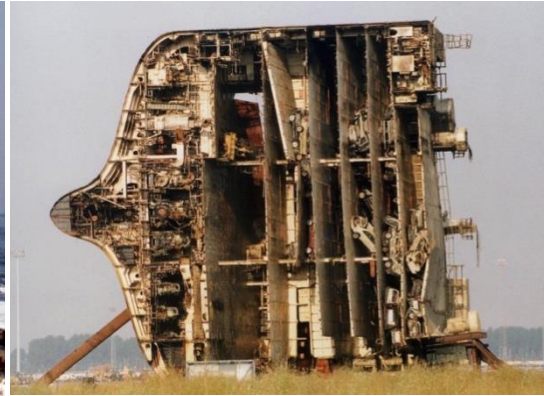
Car carrier

A few exemples of car carrier accidents, collisions and fires



1

Reijin, Avril 1988, capsizing.



2

Tricolor, Decembre 2002, collision.



3

City of Berytus, Decembre 2009, fire.



4

Baltic Ace, Decembre 2012, collision.



5

Courage, June 2015, fire.



6

Modern Express, January 2016, list.



7

Silver Sky, October 2016, fire.



8

Auto Banner, May 2018, fire



9

Baltic Breeze, October 2018, fire.



10

Sincerity Ace, Decembre 2018, fire.



11

Grande Europa, May 2019, fire



12

Golden Ray, September 2019, capsizing.

The same goes for car carriers as for container ships. They are the vectors of globalization. They suffer delusions of grandeur. Experts call them economies of scale. This scale that climbs to the 7th heaven of capitalism often breaks down, in the air with the Airbus 380, in the nuclear industry with the EPR, in agriculture with the industrial farms and still at sea with the Gigantics and 180 m-high Eolics.

In 1964, the Norwegian shipowner Jan Erik Dyvi launched the *Dyvi Anglia*, the first PCC (Pure Car Carrier). Her capacity was 460 cars. In 1965, the *Dyvi Atlantic* was launched. Her capacity was 1400 cars. In 1968, it is the *Dyvi Oceanic's* turn with a capacity of 2500 cars. The 3 PCCs exclusively transport Volkswagens, the first one between the Baltic Sea, the North Sea and the English Channel, the last two across the Atlantic Ocean. The adaptation of the Ro-Ro (Rolling On / Rolling Off) to the transport of cars and then tractors, trucks and trailers has reduced the costs of loading and unloading and the bumps and other damages inflicted on the vehicles by the Lo-Lo systems (Lift on / Lift off).

In 1970 in Kobe, the *Toyota Maru n°10*, the first Japanese PCC, was launched. She was at the beginning of the planetary invasion by Japanese cars thanks to the alliance of manufacturers and shipowners K Line, MOL and NYK.

In 1971, 16 PCCs on the world ocean had a global capacity of 40,000 cars.

By 2020, more than 800 car carriers are operating and rolling off the blessings and calamities of the car industry in 150 countries. The most efficient is the *Höegh Target*, which can transport 8500 cars on 14 car decks.

The car carriers, whose walls are metal cliffs, offer considerable surface to the wind and gusts. Car carriers get pilots, ballastmen and mooringmen on their nerves. Car carrier listing is difficult to recover and most often ends up in capsizing when leaving the harbours or in the best cases in a voluntary grounding. In recent years, there has been an upsurge in fires. This is thought to be partly due to the instability and the explosivity of the lithium batteries used in electric vehicles.

"Shipbreaking", since 2006, has found that 248 car carriers have been scrapped, that the scrapping destinations are China, India and Bangladesh and that they were mainly operating under the flags of Panama, Norway, Liberia and Singapore. The average lifespan is 28 years.

Photo credits: 1 APP Regiao Centro / 2 Robin des Bois / 3 Rémy Catoir / 4 Peter Barker / 5 You Tube / 6 Marine Nationale / 7 Marc Ottini / 8 Yonhap News / 9 DPA / 10 US Coast Guard / 11 Salvamento Marítimo / 12 Georgia Department of Natural Resources

Feng Qian (ex-*Tsingyi Ace*, ex-*Green Ace*). IMO 9052850. Length 116 m, 3,807 t. Chinese flag. Classification society China Classification Society. Built in 1992 in Saiki (Japan) by Honda. Owned by Sinotrans-Mol Shipping Co Ltd (China). Detained in 2003 in Manila (Philippines) and in 2004 in Nagoya (Japan). Sold for demolition in Xinhui, China



Port Adelaide (South Australia, Australia), October 27, 2007. © Les Blair

Golden Ray. IMO 9775816. Length 200 m, 15,000 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 2017 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Undergoing cutting operations on the spot prior removal after capsizing in Saint Simon Sound (Georgia, USA).

Sunday, September 8, 2019. Shortly after midnight, the *Golden Ray* left the port of Brunswick, Georgia, USA. A harbour pilot was on board to guide her out of St. Simons Sound. The 2-year-old South Korean car carrier was operated on a monthly service between South Korea and the United States. Upon departure from Brunswick, the country's first port of importation for new cars, she carried 4200 Hyundai cars. Her next stop was to be Baltimore, Maryland.



© US Coast Guard

The weather was clear, the sea was calm, a light breeze was blowing. At 2: am, the *Golden Ray* issued a distress call. She has developed an uncontrollable list and ended up lying on her side. 24 men were on board: 10 South Koreans, 13 Filipinos and the American harbour pilot. 20 sailors were airlifted or manage to reach the rescue vessels that have arrived on the spot. 4 others remained trapped on board while flames and black smoke prevented the Coast Guard teams from boarding. The next day, September 9, a team of rescuers was airlifted on the ship's wall, managed to locate the prisoners and then cut an opening that was first used to supply them in water and food. The opening was widened and the four South Korean sailors were finally extracted unharmed in the afternoon. Traffic in Brunswick Harbour was interrupted for several days and then resumed on a case-by-case basis. It returned to a 24-hour activity in mid-November; navigation was one-way inbound and outbound in the entrance channel.

Once the crew was rescued, the point was to limit environmental impacts by setting up anti-pollution booms and pumping fuel. Despite these measures, the ship leaked oil that polluted the shoreline, the beaches and the marshes of the delta. Residents reported that each high tide brought a new batch of oil pellets that were particularly difficult to reach and clean up. One month after the shipwreck, the *Golden Ray* was still lying in the middle of the route. The site of the accident was still a danger zone. On

October 20, white smoke of unknown origin came out of the wreck. After cooling of the hull, the incident was quickly considered to be under control but the site remained under surveillance. Experts finally considered it was impossible to safely refloat and right the vessel in one piece. The *Golden Ray* will have to be cut up on the spot, like the *Tricolor* and the *Baltic Ace* in the North Sea. The *Tricolor* removal works were completed 22 months after the ship sank, period over which oil spills and landing of car parts on the coast were occasionally reported. The final removal of the *Baltic Ace*, which sank in 35 m of water, took nearly 3 years. The *Golden Ray* is not submerged but her removal is still a long term operation that requires prior safety measures. St. Simons Sound is subject to strong currents. The wreck has to be stabilized prior the cutting works may start; with the approval of Georgia Department of Natural Resources and of the US Army Corps of Engineers, 6,000 tons of stones were placed around the ex *Golden Ray* at the end of October, and will have to be removed once the removal will be completed. Other stabilization precaution, during December, the propeller, propeller shaft and rudder, representing a cumulative weight of around 130 t, were cut and removed by barge. They were then abandoned in the string of underwater landfills that pollute the coast of Georgia and known as "artificial reefs" where, over the years, old US Navy barges, tugboats, Patton M-60 battle tanks, poultry cages and New York subway cars have also been dumped.

The wreck of the *Golden Ray*, it will be cut up into 8 sections weighing 2,700 to 4,100 t apiece. The contract for cutting and removing of the ship and her cargo was awarded to the Texas-based company T&T Salvage LLC on January 8, 2020. No one dares to announce any date for the completion of the whole removal process.

Innovator (ex-*Brussel*, ex-*Forza*, ex-*Braunschweig*). IMO 8508905. Length 172 m, 10,909 t. Deflagged from Panama to Comoros for her last voyage shortened to *Inno*. Classification society Nippon Kaiji Kyokai. Built in 1987 in Pula (Croatia) by Uljanik. Owned by Yokohama Marine & Merchant Corp (Japan). Detained in 2003 in Melbourne (Victoria, Australia). Sold as is in South Korea for demolition in Bangladesh. 390 US\$ per ton.



Brussel, at berth in Drapetsona terminal (Greece), May 11, 2015, looking fated for scrapping. © **Marc Ottini**



Innovator, 29 years but freshly painted, Busan (South Korea). © **Vladimir Tonic**

Jinsei Maru. IMO 8913514. Length 199 m, 15,258 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Oshima (Japan) by Oshima Shipbuilding. Owned by Nippon Yusen KK, NYK Line (Japan). Sold for demolition in India. 390 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Emden (Germany), June 24, 2019. © **Hartema / Heyke**

Drilling ship

4 large drilling ships were sold for demolition. They were relatively recent units (between 10 and 19 years of age) but decommissioned and with no hope to find follow-on work due to competition from more performing units. Two of the three Transocean ships were already beached in Aliaga. Other vessels which were sold for recycling in December 2018 (Cf. "[Shipbreaking](#)" # 54, p 34) only arrived in Alang. *Bedford Dolphin* was beached on October 27, *Deepwater Millenium* on December 1, and *Deepwater Frontier* on December 27. They were decommissioned in Batam (Indonesia) and Labuan (Malaysia).



Alang, December 2019, *Deepwater Frontier* (grey hull) and *Bedford Dolphin* (red hull) © DK Thakor



Switzerland-based Transocean Ltd continues to "rationalize" its fleet. 7th-generation ships able to drill in water depth reaching 12,000 feet (3,650 m) are prioritized. With the sale for scrapping of the three 5th-generation drilling ships *Discoverer Deep Seas*, *Discoverer Spirit* and *Discoverer Enterprise* the company will save about 580 millions US\$ annuels in lay-up costs. The three sisterships were decommissioned off Trinidad and Tobago. The *Discoverer Spirit* and *Discoverer Seep Seas* were beached in Aliaga in December 2019.

See about Transocean "[Shipbreaking](#)" # 50, p 27 and "[Shipbreaking](#)" # 54 p 34.

Discoverer Deep Seas. IMO 9212802. Length 254 m. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in El Ferrol (Spain) by Astano. Owned by Transocean Ltd (Switzerland). Decommissioned since May 2016. Beached in Aliaga.



Discoverer Deep Seas



Discoverer Spirit

Aliaga, December 2019. © Selim San

Discoverer Enterprise. IMO 9186792. Length 254 m, t. Marshall Islands flag. Classification society Det

Norske Veritas / Germanischer Lloyd. Built in 1998 in El Ferrol (Spain) by Astano. Owned by Transocean Ltd (Switzerland). After the *Deepwater Horizon* disaster, the *Discoverer Enterprise* was used to pump oil spilling from the damaged pipeline connecting the well and the ex-platform. Decommissioned since September 2015. She should join her sisterships in Aliaga.



May 26, 2010. © U.S. Coast / Patrick Kelley

Discoverer Spirit. IMO 9212797. Length 254 m. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in El Ferrol (Spain) by Astano. Owned by Transocean Ltd (Switzerland). Decommissioned since June 2015. Sold for demolition in November 2019 to Panama-registered Rota Shipping Inc. Beached in Aliaga.

Vitoria 10000 (ex-Petrobras II 10000). IMO 9445150. Length 228 m, 44,779 t. Deflagged from Marshall Islands to Saint Kitts & Nevis for her last voyage shortened to *Vitoria*. Classification society Bureau Veritas. Built in 2010 in Geoje (South Korea) by Samsung. Owned by Petrobras (Brazil). On September 18, 2019, the Brazilian company planned to sell the *Vitoria 10000* as is in Rio de Janeiro (Brazil) via electronic auction. The *Vitoria 10000* is a 6-th generation ultra-deepwater drilling ship with a drilling depth capacity of 11,430 m; she is able to drill in a water depth up to 3048 m. Experts valued the ship from 105 to 126 millions US\$; the reserve price was 47,7 million US\$. No bids were submitted. Investments to get the rig back to work would be too high. A second auction had to be organized in mid-October, the starting price was lowered to 5 million US\$, the ship was sold for 15 million US\$. According to the Norwegian rig broker Bassoe Offshore specialized in the sale of drilling rigs and drilling ships, the *Vitoria 10000* was acquired for demolition. In December 2019, she was shortened to *Vitoria* and deflagged. Her final destination is to date unknown. At 335 US\$ per ton, she should obviously head for the Indian subcontinent. According to her AIS (Automatic Identification System), the *Vitoria* is expected in Mumbai, more probably Alang.



Vitoria 10000, January 23, 2019, decommissioned off Brazil. © Brazilian Navy

Tanker

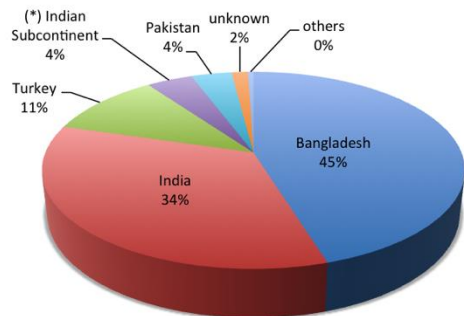
October-November-December 2019

45 demolitions. 33% ships, 31 % of tonnage. The number of scrapped tankers has increased significantly compared to the previous quarter (+52%). The tonnage has more than doubled.

Bangladesh and India share more than three quarters of scrapped tankers. Turkey ranks third. No tanker was scrapped in Europe.

The average age at the time of demolition is 31 years; it is 27 years for chemical tankers, 32 years for oil tankers, 37 years for gas carriers.

Tankers, destination of demolition, 4th quarter (tonnage)

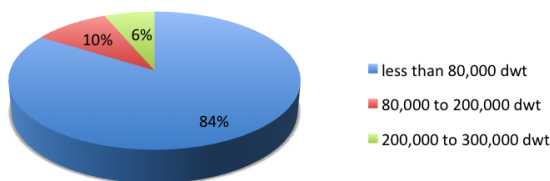


(*) Indian Subcontinent, exact destination to date unknown

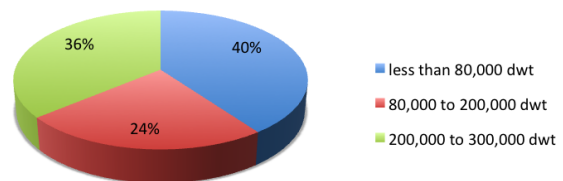
Oil tanker

31 demolitions. More than two thirds of tankers. At least 12 (39%) were deflagged prior to their departure for demolition.

Scrapped oil tankers, 4th quarter 2019 (units)



Scrapped oil tankers, 4th quarter 2019 (tonnage)



2 VLCC (Very Large Crude Carrier) were sold for scrapping; there was not any in the previous quarter. 3 ships had a deadweight between 80,000 and 200,000 t. The majority were "small" oil tankers under 80,000 dwt. In tonnage, 2 VLCC equal almost a fleet of 26 small tankers.

4 oil tankers were European-owned. Only the *Stena Sirita* was delivered to a yard included in the European-approved list of yards, Leyal Ship Recycling, located in Turkey. The *Despina Andrianna*, *Navarino* and *Seafrost* were Greek-owned; the two formers were beached in Bangladesh, the latter suffered an engine failure off Capetown (South Africa) and is awaiting permission to also leave for the Indian Subcontinent.



Stena Sirita, arriving in Aliaga. © Selim San

The age of oil tankers at the time of demolition ranges from 48 years for the single-hulled *PT Progress*, built in Japan (p 45) to 19 years for the double-hulled *Despina Andrianna* that became the Comorian *Zara* (p 41). Both were scrapped in Bangladesh. The average age is 32 years.

Adam Moosa (ex-*Ibis*, ex-*Ivy II*, ex-*S Dua*, ex-*Seo Dua*). IMO 9082154. Length 78 m, 1,200 t. Niue flag. Classification society International Ship Classification. Built in 1993 in Singapore by ASL. Owned by Silver Star Ship Management (United Arab Emirates). Sold for demolition in Pakistan.

Adam Moosa, Gadani, plot 16-17, December 2019.
© **Gadani Shipbreaking**



Al Shroog (ex-*Sam Jin n°3*, ex-*Fuji n°7*, ex-*Fuji Maru n°7*). IMO 8301254. Length 82 m, 1,179 t. Tanzanian flag. Classification society Intertek Maritime Bureau. Built in 1983 in Hakata (Japan) by Hakata Zosen. Owned by Etihad Engineering & Marine (United Arab Emirates). Detained in 2010 and 2012 in Bushire (Iran), in 2016 in Bandar Khomeini (Iran), in 2017 in Bushire again then in Bandar Khomeini and in 2018 in Bushire again. Sold for demolition in Pakistan.

Al Shroog, Gadani, October 2019. © **Gulzar Khan**



Delight (ex-*Keoyoung Prince*, ex-*Sutra Tiga*, ex-*Sun Marina*). IMO 9038103. Length 122 m, 2,855 t. Indian flag, Saint Kitts & Nevis for her last voyage shortened to *Del*. Classification society Indian Register of Shipping. Built in 1992 in Uwajima (Japan) by Miyoshi. Owned by Seven Islands Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 518 US\$ per ton including 580 t of stainless steel.

Despina Andrianna (ex-*Chemtrans Ray*, ex-*Emerald Ray*). IMO 9182667. Double hull. Length 227 m, 13,745 t. Deflagged from Liberia to Comoros for her last voyage renamed *Zara*. Classification society Russian Maritime Register of Shipping. Built in 2000 in Shanghai (China) by Hudong Shipyard. Owned by ProPer In Management Inc (Greece). Detained in 2016 in Matanzas (Cuba). The *Despina Andrianna* has been chartered for several years by PDVSA (Petróleos de Venezuela SA) to ship its oil products to Cuba. On April 5, 2019, the ship, her manager and owner were sanctioned by the US Department of the Treasury for delivering oil to Cuba between February and March 2019, that is after PDVSA was targeted by US sanctions against Venezuela's oil sector on January 28, 2019. She became the *Zara* and was beached for demolition in Bangladesh on December 13, 2019. 344 US\$ per ton.



Despina Andrianna, at berth in Curacao, April 2, 2015. © **OD / Marine Traffic**

Diddi (ex-*Al Deerah*). IMO 8619455. Length 183 m, 9,260 t. Deflagged from Nigeria to Saint Kitts & Nevis for her last voyage shortened to *Iddi*. Classification society Lloyd's Register of Shipping. Built in 1989 in Geoje (South Korea) by Samsung. Owned by Sea Transport Services Nigeria (Nigeria). Acquired by India-based Machtrans Ship prior to her departure for demolition in Bangladesh.

Eastern Glory (ex-Jian She 5). IMO 8508228. Length 107 m, 2,970 t. Mongolian flag. Classification society Isthmus Bureau of Shipping. Built in 1986 in Shanghai (China) by Hudong Shipyard. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Detained in 2009 in Guangzhou (China), in 2010 in Nankin (China), in 2011 in Chennai (India) and in 2013 in Guangzhou again.

Singapore, August 2, 2012. © **Harvey Wilson**



January 23, 2019, the *Eastern Glory* was anchored off Batam. She had been arrested by the Indonesian Navy for smuggling diesel oil. She dragged anchor, went adrift and crashed into a Bareleng bridge, the number 2 in the series of 6 bridges linking the islands of **Batam**, **Rempang**, and **Galang** (Riau Islands, Indonesia). She was declared a total loss. On October 24, 2019, she was beached for demolition in Chattogram.



Screenshot **Tribun Batam**

FSO Cendor (ex-Evros, ex-Hong Ze Hu). IMO 8021983. Converted to floating storage unit in 2006. Length 225 m, 12,877 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Namura (Japan) by Imari. Owned by MISC BHD (Malaysia). Sold as is in Malaysia for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

© **MISC**



Hercules 1 (ex-Speranza, ex-La Esperanza, ex-EHM Maersk, ex-British Valour, ex-Elisabeth Maersk). IMO 9002609. Double hull. Used as a floating storage unit (FSO) since 2015. Length 344 m, 40,970 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Lindo (Denmark) by Odense Staalskibs. Owned by Sino Shipping Holdings Ltd (Hong Kong, China). Sold as is in Singapore for demolition in India. 340 US\$ per ton including 450 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Speranza, anchored off Tanjung Pelepas (Malaysia), February 18, 2016. © **SMP Marine Traffic**

Jamal (ex-Cemal C, ex-Rising One, ex-Awash). IMO 8814213. Length 94 m, 1,527 t. Deflagged from Comoros to Panama for her last voyage. Classification society inconnue. Built in 1989 in Kiel (Germany) by Lindenau. Owned by Al-Rafedain Shipping & Trading (United Arab Emirates). Detained in 2006 in Kochi (India) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.

Lorena BR (ex-Lorena). IMO 8617055. Length 176 m, 10,845 t. Brazilian flag. Classification society Bureau Veritas. Built in 1996 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Detained in 2009 in Gwangyang (South Korea). Sold as is in Fortaleza (Brazil) for demolition in Bangladesh. 328 US\$ per ton including enough bunkers for the voyage.

Off Rio de Janeiro (Brazil), July 1, 2015.
© Athila Bertoncini



Nan Hai Fa Xian (ex-Agip Campania). IMO 7365447. Converted in stockage flottant FSO in 1990. Length 350 m, 36,190 t. Deflagged from Liberian to Saint Kitts & Nevis for her last voyage shortened to *Nan Hai*. Classification society American Bureau of Shipping puis International Register of Shipping in partir d'October 2019. Built in 1976 in Monfalcone (Italy) by Italcantieri. Owned by CNOOC FPSO Ltd (China). Acquired by India-based Machtrans Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh. 325 US\$ per ton. Gas free cleaning is at the expense of the buyer.



China Sea, June 12, 1999. *Nan Hai Fa Xian* in the foreground. © Giovanni Aprea

Navarino (ex-Front Fighter, ex-Edgeless, ex-Knock Dun). IMO 9000194. Double hull. Length 274 m, 22,520 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Rino*. Classification society Lloyd's Register of Shipping. Built in 1994 in Belfast (United Kingdom) by Harland & Wolff. Owned by Navigator Tankers (Greece). Sold as is in Fujairah (United Arab Emirates). 408 US\$ per ton. After a last call at Colombo (Sri Lanka), the *Rino* was beached in Chattogram.

Navarino, Pachi Megara (Greece), October 6, 2016.
© Demosthenes Kyriakoulis



Orchids (ex-*Magic 1*, ex-*Chem Jasmin*, ex-*Agamemnon*, ex-*Mekhanik Vraskov*, ex-*Parapola*). IMO 8323393. Ex chemical tanker converted to double hull in 2007 then to product tanker in 2010. Length 170 m, 7,280 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Kawajiri (Japan) by Kanda Zosensho. Owned by Seven Islands Shipping Ltd (India). Detained in 2001 in Port Hawkesbury (Canada), in 2008 in Baltimore (United States) and in 2009 in Bandar Abbas (Iran). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 382 US\$ per ton.

Paris. IMO 8870906. Length 61 m, 687 t. Deflagged from Russia to Mongolia for her last voyage renamed *Paris VL*. Classification society Russian Maritime Register of Shipping, Cosmos Marine Bureau depuis September 2019. Built in 1979 in Rousse (Bulgaria) by Ivan Dimitrov shipyard. Owned by EM Shipping Ltd (Russia). Acquired in September 2019 by Seychelles-registered Clartex Group, her official status is now "broken up". According to her AIS, she would have left Vladivostok on September 12 allegedly heading for "Chitago", a variant for "Chittagong" or a trick. *Paris VL* was spotted on September 26, in Busan port (South Korea) in a shipbreaking yard.



Paris Vladivostok (Russia), March 14, 2015.
© Sergei Skriabin



Busan (South Korea), September 26, 2019,
awaiting demolition. © Vladimir Tonic

Pedreiras. IMO 8421171. Length 218 m, 14,181 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Niteroi (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in India. 303 US\$ per ton.



Pedreiras, May 30, 2014. © dhsales

Pelita Samudera (ex-*Galaxy*, ex-*Andhika Adiparwa*). IMO 8500094. Single hull. Length 107 m, 2,283 t. Deflagged from Indonesia to Niue for her last voyage shortened to *Samudera*. Classification society Biro Klasifikasi Indonesia, International Ship Classification since November 2019. Built in 1985 in Imabari (Japan) by Higaki. Owned by Waruna Nusa Sentana, Pt (Indonesia). Acquired by the Indian cash buyer Trinitas Ship Management Pvt Lt prior to her departure for demolition in Bangladesh. 347 US\$ per ton.



Indonesia, October 9, 2017. © Aris Munandar

Perintis (ex-*Hitra*, ex-*Rebecca*, ex-*Marine Reunion*, ex-*Esso Spain*). IMO 7925819. Length 245 m, 24,200 t. Malaysian flag. Classification society American Bureau of Shipping. Ordered to the Taiwanese shipyards China Shipbuilding Corp in Kaohsiung, the tanker suffered a fire on July 2nd, 1982; 15 workers got killed. Originally built as the Liberian *Esso Spain* for the Monrovia-based Esso Tankers Inc, this ship was acquired before completion and after the accident by the American company Marine Transport Lines, New York-based, which had her renamed *Marine Reunion* under the Liberian flag. She was chartered bareboat from the day of her commissioning in 1984 until 1987 to Société Maritime Shell, the French maritime subsidiary of the Shell Group, without renaming or reflagging but operated by a French crew. She became the Liberian *Rebecca* (Caribbean Tankers Corporation, New York-based ship management) in 1987, the Norwegian *Hitra* (J.Ludwig Mowinckels Rederi, based in Bergen) in 1990, and *Perintis* in 1998.



The tanker *Rebecca* Collection Kees Helder

She was converted in 1999 by Malaysia Shipyard & Engineering and used as a floating storage in the Malong Anding / Sotong Anding oil fields (MASA) off Malaysia Owned by Sabah International Petroleum (Malaysia). Decommissioned in Labuan (Malaysia). In December 2019, She was announced sold as is for demolition in Bangladesh. 320 US\$ per ton.



Collection Kees Helder



The FPSO *Perintis*

© Mahar Affandey H.

South America lacks shipbreaking yards. The Brazilian State-owned company Petrobras is sending 3 tankers to India (see also *Pedreiras* on previous page).

Pirai. IMO 8617081. Length 224 m, 13,828 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in India. 284 US\$ per ton.



Pirai, anchored off Rio de Janeiro, February 2017. © W. Yof



Pirajui, January 2006, departing Santos (Brazil). © Marcelo Lopes

Pirajui. IMO 8617079. Length 224 m, 13,409 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in India. 284 US\$ per ton.

PT Progress (ex-*Ocean Progress*, ex-*Soeraya Emas*, ex-*Kolim Duta*, ex-*Marcom Premium*, ex-*Koryo Maru*). IMO 7221770. Single hull. Length 94 m, 1,458 t. Mongolian flag. Classification society Nippon Kaiji Kyokai. Built in 1971 in Imabari (Japan) by Asakawa. Owned by Jin Hao Ship Management Co (Taiwan). Sold for demolition in Bangladesh. 320 US\$ per ton.

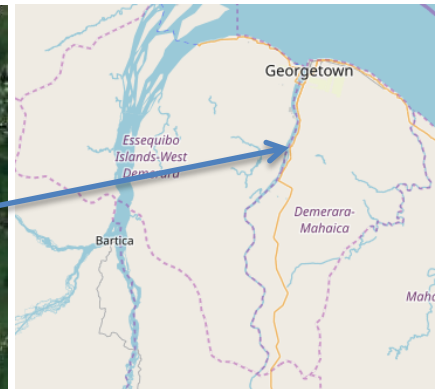
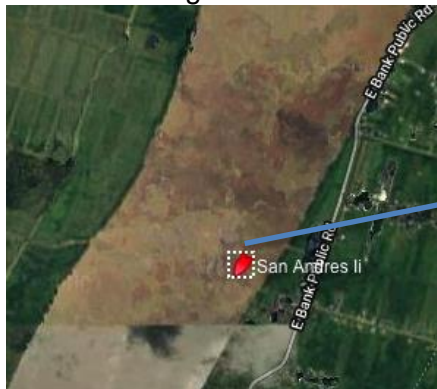
Kaohsiung (Taiwan), April 29, 2017. © Ya Ray Yang



San Andres II (ex-*Ellen*, ex-*Ellen Theresa*, ex-*Cheyenne*, ex-*Cisca*, ex-*Regina*). IMO 8129450. Double hull. Ex edible oil tanker converted to product tanker in 2011. Length 85 m. Deflagged from Colombia to Guyana in October 2019. Classification society Lloyd's Register of Shipping. Built in 1983 in Beykoz (Turkey) by Meltem. Detained in 2008 in Mikolyev (Ukraine). Sold by her Colombian owner Transpetrol Ltda to Global Commercial Import/Trans (Guyana) in October 2019. According to Lloyd's Register of Shipping, the *San Andres II* was "sold for recycling" in October 2019 but her official status in the Equasis database is still "in service". She left her ex homeport Cartagena (Colombia) heading for Georgetown in Guyana but does not seem to have resumed trading.



Chevron Terminal in Cartagena (Colombia). © Luis Zurita



Last known location of *San Andres II*.
Screenshot Marine Traffic

Sea Frontier (ex-*Eishin Maru* n°8). IMO 8911126. Length 104 m. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Hashihama (Japan) by Shin Kurushima. Owned by Star Formula Marine Services (Singapore). On January 30, 2019, the *Sea Frontier* struck a rock in Singapore Strait East entrance. She took in water and capsized. She was carrying marine diesel from Singapore to Tanjung Penyusop (Malaysia). The 11 crew members and one Malaysian passenger were rescued by the *Formula One* (IMO 9133989), a tanker that was operating near to the accident site. The ship was lightered and refloated in early February; the *SSE Natalie*, the crane barge *SSE Ignatius* and the tanker *Eustance* (IMO 8907694) were involved in the operations. The *Sea Frontier* is declared a total loss and eventually "sold for recycling". Her destination is to date unknown.



March 2013, Singapore.
© Michael G Klingsick



Refloating operations, February 7, 2019.
Screenshot Maritime Bulletin

Seafrost (ex-*Kapitan Korotaev*, ex-*Kapitan Korotayev*). IMO 8517061. Converted to double hull in 2007. Length 151 m, 5,860 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1988 in Pula (Croatia) by Uljanik. Owned by Baltmed Reefer Services Ltd (Greece). November 13, 2019: the *Seafrost* coming from Montevideo (Uruguay) was distressed and suffering a power failure off the South African coast. Thankfully, the *SA Amandla* was keeping watch, provided assistance to the *Seafrost* and towed her up to Capetown (South Africa). At 31 years of age, the *Seafrost* was declared a total loss and sold as is for demolition. Her final destination is to date unknown. 340 US\$ per ton.



July 2004, the *Kapitan Korotaev* in Kiel Canal d (Germany). © Marcus / Vessel Tracker



November 2019, *Seafrost* towed by the *SA Amandla*. © Cape Post

Stena Sirita. IMO 9188099. Double hull. 263 m, 23,862 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Tadotsu (Japan) by Hashihama Zosen. Owned by Standard Marine Tonsberg AS (Norway). Sold for demolition in Turkey at Leyal yard, one of Aliaga yards included in the EU-approved list of facilities. 260 US\$ per ton.

Stena Sirita, offloading at the C.I.M.'s n°10 berth, Le Havre (France), September 14, 2010. © Pascal Bredel



Success Total XXXI (ex-*Dimitra*, ex-*Vanguard*, ex-*Ostankino*) IMO 8913605. Double hull. Operated since 2012 as a floating storage FSO. Length 183 m, 8,785 t. Deflagged from Indonesia to Saint Kitts & Nevis for her last voyage shortened to *Total*. Classification society Lloyd's Register of Shipping. Built in 1992 in Incheon (South Korea) by Halla. Detained in 2008 in Gladstone (Queensland, Australia). Owned by Putra Utama Line pt (Indonesia). Acquired as is in Indonesia by the Indian cash buyer Machtrans Ship Management Pvt Ltd prior to her departure for demolition on her own power towards Bangladesh. 335 US\$ per ton including 200 tons of oil sludge.



Success Total XXXI, Singapore, June 19, 2012. © Capt.Turboboss

Tala (ex-*Lourdes*, ex-*Vijaydoot*, ex-*Tomoe 7*). IMO 8316986. 115 m, 2,607 t. Deflagged from Comoros to Gabon for her last voyage renamed *Dalas*. Classification society Indian Register of Shipping. Built in 1984 in Imabari (Japan) by Asakawa. Owned by Seven Islands Shipping (India) until August 2018. Acquired by Marshall Islands-registered Desire Shiptrade SA. Beached for demolition au Pakistan. 330 US\$ per ton.

Tigr-1 (ex-*Renda*, ex-*Aleiska*, ex-*Aleysk*). IMO 8129618. Ice-class single hull tanker. Length 113 m, 3,225 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rauma (Finland) by Rauma-Repola Oy. Owned by Tigr-Oil LLC Russie). Detained in 2003 in Nakhodka (Russia) and in 2007 in Anchorage (Alaska, USA). Sold for demolition in Bangladesh.



Tigr-1, Vladivostok, 23 March 2017. © Sergei Skriabin

Trust Honor (ex-*Golden Craig*). IMO 8419362. Single hull. Length 108 m, 2,296 t. Indonesian flag, Niue for her last voyage shortened to *Honor*. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Imabari (Japan) by Higaki. Detained in 2005 in Gladstone (Australie) puis in Melbourne (Australie). Owned by Waruna Nusasentana Pt (Indonesia). Acquired by the Indian cash buyer Trinitas Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh. 347 US\$ per ton.



Singapore, March 8, 2007. © Michael Klingsick

Virginia-N (ex-*Sampow Palm*, ex-*Choyang Ace*, ex-*Anguk No. 21*, ex-*Seo Joo*). IMO 8224016. Single hull. Length 82 m, 1,126 t. Moldovan flag. Unknown classification society. Built in 1982 in Ulsan (South Korea) by Banguhjin. Owned by Rashid Al Zary Ships Supply (United Arab Emirates). Sold for demolition in India.

July 24, 2011, the *Sampow Palm* leaving Bangkok (Thailand), passing under Bhumibol II bridge.

© avcomth



Vostok, Vladivostok (Russia), February 13 2016.
© Sergei Skriabin



Vostok (ex-*Kropotkin*). IMO 7923665. Length 116 m, 3,228 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping then International Register of Shipping for her last voyage Built in 1981 in Rauma (Finland) by Rauma-Repola. Owned by Price Co Ltd (Russia). Sold for demolition in Bangladesh. 355 US\$ per ton.

Windsor (ex-*Pure Grace*, ex-*Tver*). IMO 9112129. Double hull. Length 181 m, 9,574 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Trogir (Croatia) by Brodotrogir. Owned by Seven Islands Shipping (India). Detained in 2016 in Muuga (Estonia). Sold for demolition in the Indian Subcontinent. 405 US\$ per ton. She was at last located in Colombo (Sri Lanka).



Pure Grace, arriving at Ventspils Port (Latvia), January 16, 2016. © AB / Marine Traffic

Chemical tanker

Androussa (ex-Loussana, ex-Androussa, ex-Faja, ex-Faja de Oro II, ex-Torm Alice). IMO 9101182. Double hull. Length 183m, 9,606 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Roussa*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Onomichi (Japan) by Onomichi Zosen. Owned by Androussa Shipping Sa (Greece). Acquired by Comsic King Holding Ltd registered in the British Virgin Islands c/o BBN Shipmanagement Pvt Ltd of Mumbai (India). Sold for demolition in Bangladesh. 380 US\$ per ton.



Androussa, Patra (Greece), February 22, 2014. © SP / Marine Traffic

Aurora. IMO 9187497. Length 170 m, 10,133 t. Double hull. Deflagged from Marshall Islands to Palau for her last voyage shortened to *Rora*. Classification society American Bureau of Shipping. Built in 2000 in Viana do Castelo (Portugal) by Estaleiros Navaais de Viana do Castelo S.A. Owned by Polska Zegluga Morska PP (Poland). Sold as is in Sikka (India) for demolition in India. 440 US\$ per ton including 486 t of stainless steel.



Las Palmas (Canary Islands, Spain), February 27, 2018. © Lars Staal

Blue April (ex-Agatha, ex-L Star, ex-Jovian Lilac, ex-Shoun Nectar). IMO 8323551. Length 113 m, 2,741 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Choice Shipping Co Ltd (Seychelles). Detained in 2003 in Guangzhou (China), in 2004 in Haldia (India), in 2008 in Bushire (Iran), in 2009 in Bandar Khomeini (Iran) and twice in 2011 then once in 2016 in Bushire again. Beached for demolition in Pakistan as *Topaz*.



Blue April, Persian Gulf, April 23, 2017.
© Omid Nemati



as *Topaz*, Gadani, plot 60.
© Gadani Ship Breaking

GS Grand (ex-OS *Grand*, ex-*World Majesty*, ex-*Stolt Ntaba*, ex-*La Esperanza*). IMO 9020522. Length 132 m, 3,846 t. Saint Kitts & Nevis flag. Classification society Korean Register of Shipping. Built in 1991 in Akitsu (Japan) by Shin Kurushima. Owned by Shipmate Pte Ltd (Singapore). Detained in 2015 in Singapore. Sold for demolition and towed to Bangladesh by the *Magnanimous* (IMO 9298088).



November 2, 1992, *La Esperanza* outbound Le Havre (France). © **Pascal Brede**



GS Grand, Singapore, November 13, 2010. © **A Mackinnon**.

Karadeniz Powership Suat Bey (ex-*Stolt Egret*). IMO 9004308. Length 100 m, 2,348 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Karmarine Karadeniz (Turkey). Sold for demolition in India. 615 US\$ per ton including 400 t of stainless steel. She left Takoradi (Ghana) on December 17, heading for Alang.



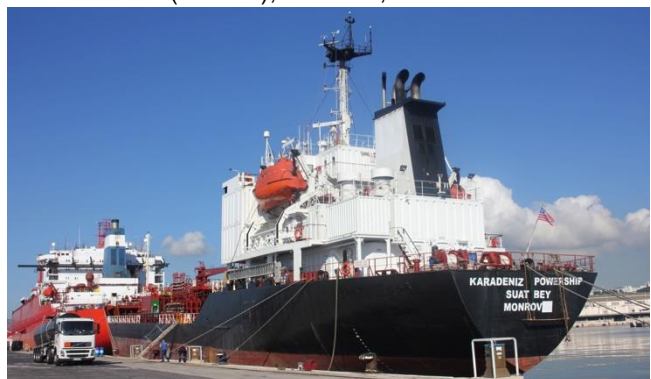
Upstream the Scheldt, May 15, 2004, under the colours of Stolt tankers. © **Marc Ottini**



Stolt Egret Entrance channel to Le Havre Port (France), June 23, 2015. © **Pascal Brede**



Karadeniz Powership Suat Bey, while changing name in Marseille, November 5, 2015. © **Pascal Brede**



Lady Noor (ex-*Syros II*, ex-*Reem-1*, ex-*Kingston*, ex-*Omega AF Donso*, ex-*Rankki*, ex-*Polar Scan*). IMO 8027200. Length 141 m, 4,290 t. Comoros flag. Unknown classification society. Built in 1982 in Vuosaari (Finland) by Valmet. Owned by Pilot Shiptrade Inc (Iraq). Sold for demolition in Pakistan. 360 US\$ per ton including a 12-ton propeller.

Maiden Standard (ex-Kohzan Maru II). IMO 8808329. Single hull. Length 159 m, 4,850 t. Deflagged from Indonesia to Niue for her last voyage shortened to *Standard*. Classification society Biro Klasifikasi Indonesia, International Ship Classification depuis November 2019. Built in 1989 in Shitanoe (Japan) by Minami-Nippon. Owned by Waruna Nusa Sentana Pt (Indonesia). Detained in 2011 in Portland (Oregon, USA). Acquired by the Indian cash buyer Trinitas Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh.



Anchored off Balikpapan (Indonesia), August 10, 2016. © Husni

NCC Jubail (ex-Bow Jubail, ex-NCC Jubail). IMO 9087025. Length 183 m, 11,049 t. Norwegian flag then Saudi Arabian flag in June 2019. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1996 in Florø (Norway) by Kvaerner Verft. Detained in 2002 and 2018 in Rotterdam (Netherlands). In June 2018, the detention followed up an incident: the chemical tanker at the time operated by the Norwegian Odfjell Tankers AS struck a jetty and spilled 220 t of fuel into the port's waters. Owned by National Chemical Carriers Ltd (Arabie Saoudite). In June 2019, she was supposedly sold for demolition for 827 US\$ per ton including 2250 t of stainless steel. Though, she has kept on trading between the United Arab Emirates, Saudi Arabia, Malaysia, China and Singapore for a few more months. In December 2019, she was sold to Marshall Islands-registered Cobb Maritime No 5 Ltd and was finally beached in Alang on December 17 shortened to *Jubail*.



SCHIP RAMT STEIGER, 300 TON OLIE IN HET WATER
GEULHAVEN ROTTERDAM

FLASHPHOTO.nl
23-06-2018



Pollution in the Port of Rotterdam.
Screenshot Flashphoto.nl

Tamgout (ex-Hyun Yang). IMO 9120425. Length 101 m. Algerian flag. Classification society Bureau Veritas. Built in 1995 in Ulsan (South Korea) by Banguhjin. Owned by Nolis SpA (Algeria). Gold medalist of substandard ships this quarter with 10 detentions in 2002 in Barcelona (Spain), Hamburg (Germany) and Vlaardingen (Netherlands), in 2005 in Ambarli (Turkey), in 2007 in Antwerp (Belgium), in 2008 in the enclave of Ceuta (Spain), in 2009 in Barcelona again, in 2011 in Izmir (Turkey), in 2013 in Sète (France) and in 2017 in Novorossiysk (Russia). October 2019: the *Tamgout* had left Bejaia (Algeria), heading for Yuzhny (Ukraine). On October 21, 2 crew members who were working on a cargo tank suffered a dizzy spell and died of asphyxiation. The tanker was anchored off Bizerte (Tunisia). On December 2, she was beached for demolition in Aliaga at Öge Gemi Sokum yard.



Tamgout, September 3, 2019, off Barcelona (Spain). © Patrick Vandervorst

Yong Tong 1 (ex-OS *Phoenix*, ex-*World Dynasty*, ex-*Stolt Ntombi*, ex-*Ntombi*, ex-*May Fair I*). IMO 9041837. Length 132 m, 4,205 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1991 in Akitsu (Japan) by Shin Kurushima. Owned by Shanghai Huitong Shipping Co Ltd (China). Detained in 2007 in Bushire (Iran), in 2011 in Yantai (China) and in 2014 in Tuticorin (India). Sold for demolition in India.



Yong Tong 1, March 31, 2017, Port of Colombo (Sri Lanka)
© Sydney Sinclair



Alang. © Vaja Nilesh

Gas carrier

Navimax 1 (ex-*Transgas 1*, ex-*Transcarib*, ex-*Galp Lisboa*). IMO 8206624. Length 87 m, 1,963 t. Peruvian flag. Classification society Bureau Veritas. Built in 1984 in Bilbao (Spain) by Tomas Ruiz de Velasco. Owned by Navimax SA (Peru). According to Bureau Veritas, she was "sold for recycling". She was spotted at last in Callao (Peru), her final destination is not known.

Anchored off Basseterre (Saint Kitts & Nevis),



June 2010. © Tony Powell



In November 2014, the State-owned Venezuelan company **Petróleos de Venezuela SA (PDVSA)** reported the sale of 6 ships en bloc for demolition (Cf. "[Shipbreaking](#)" #38, p 38). The final destination of the oil tankers *Moruy*, *Paria*, *Morichal*, *Leander* and gas carriers *Paramacay* and *Yavire* was undisclosed, their selling price was of 135 US\$ per ton but eventually the sale failed. The 6 ships remained in Venezuela.

The *Moruy* (IMO 8114704) would have been broken up in 2015 by an unidentified yard. In July 2017, the *Paria* (IMO 8114699) was acquired by Marshall Islands-registered Cartier Shipping Inc. She left under tow and was beached in Alang on December 15 2017 (Cf. "[Shipbreaking](#)" #50 p 40). In 2018, it was *Morichal's* turn (IMO 8114986) renamed *Rich* under Saint Kitts & Nevis flag to be towed to Alang (Cf. "[Shipbreaking](#)" n°53 p 25).

In March 2018, the *Leander* (IMO 8114998), *Paramacay* and *Yavire* were acquired by Giraldo Y Gomez SA, a Colombian company. In autumn 2019, the duet *Paramacay* and *Yavire* were loaded on the semi submersible heavy load carrier *GPO Grace* (IMO 9760421) and transported from Venezuela to Aliaga.

The fate of the oil tanker *Leander*, renamed *Leander 1* and deflagged to Togo remains to date unclear.

Paramacay. IMO 8123638. Length 146 m, 6,600 t. Togolese flag. Classification society Lloyd's Register

of Shipping. Built in 1983 in Turku (Finland) by Wartsila. She had been laid up in Amuay Bay (Venezuela) since 2013.



August 2008, arrival at Willemstad, port of Curacao. © Cees Bustraan



October 2016, laid up in Amuay Bay. (Venezuela). © Foggy



Gibraltar, December 7, 2019. © Gibfran 46



© Eren Topcu



The two inseparable sisterships were beached on December 19 at Şimşekler Gıda Gemi Sokum shipbreaking yard.

Paramacay and Yavire beached in Aliaga. © Selim San

Yavire. IMO 8123626. Length 146 m, 6,600 t. Togolese flag. Unknown classification society. Built in 1983 in Turku (Finland) by Wartsila. Decommissioned since 2012.

Unique 6 (ex-Asean 2, ex-Sunrise). IMO 7434482. Length 68 m. Thai flag. Unknown classification society. Built in 1976 in Usuki (Japan) by Usuki Tekkosho. Owned by V C Marine Ltd (Thailand). Undergoing scrapping in a local Thai yard on the Chao Praya river.

Offshore service vessel

Asso Zejt 1 (ex-*Asso Dodici*, ex-*Augustea Dodici*, ex-*Anne Viking*, ex-*Gruno Anne*). IMO 7393822. Length 64 m. Maltese flag. Classification society Registro Italiano Navale. Built in 1975 in Aukra (Norway) by Aukra Bruk. Owned by Zejt Marine Services Ltd (Malte). Detained in 2014 and 2017 in Zarzis (Tunisie). Sold for demolition in Turkey.



La Valetta (Malte), 24 November 2012. © Anthony Vella



Aliaga, December 2019. © Selim San

De Song (ex-*Neftegaz-56*). IMO 8418461. Length 81 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska.

The *Neftegaz* were a series of large ice-strengthened tugs. Two series were built between 1983 and 1992. They were operated by the Russian navy and mostly in their civilian format by oil exploration and exploitation companies.



The sister ship *Neftegaz-55*, Japan Sea, Peter the Great Bay
© Igoreshka / Fleetphoto.ru

Many of them were scattered and acquired by oil companies or towing companies or even military navies, like the Argentinian navy in 2014 with *Neftegaz 51, 57, 61* and *71*. In the summer of 2019, shipbrokers published notices for the sale of a number of ex-*Neftegaz*: they were described as "strong proven workhorse vessels at low prices from 650,000 US\$". As for the ex-*Neftegaz-56*, she was owned since 2005 by Shanghai Salvage Co (China). Sold for demolition in China.

Karadeniz Powership Ragip Bey (ex-*Seacor Valor*). IMO 9214939. Length 67 m, 1,470 t. Deflagged from Liberia to Sierra Leone in August 2019. Classification society Bureau Veritas. Built in 1999 in the United States of America by Halter Marine. Owned by Karmarine Karadeniz (Turkey). Detained in 2011 in Vungtau (Vietnam). She left Sudan on November 30 and arrived for demolition in Bangladesh on January 20, 2020. 415 US\$ per ton.

Sea Meadow 02 (ex-*Ocean Eagle*, ex-*Ocean Scout*, ex-*Sartor*, ex-*Northern Viking*, ex-*Veronica Viking*, ex-*Sealion Columbia*, ex-*Active Duke*). IMO 7434690. Length 68 m, 1,435 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1976 in Ulsreinvik (Norway) by Ulstein Hatlo. Owned by Hai Duong Co Ltd (Vietnam). Sold for demolition in Bangladesh. 365 US\$ per ton.

Cuxhaven, November 11, 2013. © **Frank Katzer**



Thebaud Sea. IMO 9219410. Length 81 m, 2,828 t. Barbados flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Escatawpa (USA) by Moss Point Marine. Owned by McDermott Inc (Etats-Unis). Sold as is in Al Khaimah (United Arab Emirates); the destination of demolition is to date undisclosed.



Back to Jebel Ali, February 2018. © **Mc Dermott International**

TSC Homa (ex-*Halul 36*, ex-*Mansal 38*, ex-*Unterweser 38*). IMO 8319885. Length 59 m, 1,365 t. Saint Kitts & Nevis flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Papenburg (Germany) by Surken. Owned by Team Shippin Co Ltd (United Arab Emirates). Detained in 2016 in Khark Island (Iran). Sold for demolition in India.



TSC Homa, 27 June 2016. © **Kardooni/Vesseltracker**

Tug

"Shipbreaking " #57 (p 22) announced the pending demolition of the tugboat *Herakles*, after she was acquired by a specialist in end-of-life ships and deflagged to Gabon. Effectively, she delivered the jack-up rig *GSF Rig 124* to Alang shipbreaking yards on November 27 and was as well beached in the wake for demolition.

Herakles (ex-*Anglian Prince*, ex-*Hispania*, ex-*Salvageman*). IMO 7725805. Length 69 m, 1,885 m. Deflagged from Malta to Panama in July 2019 and finally Gabon. Classification society Lloyd's Register of Shipping. Built in 1980 in Hong Kong (China) by Chung Wah Shipbuilding & Engineering Co Ltd. Under the name *Anglian Prince*, she has long been chartered along with the *Anglian Princess*, *Anglian Monarch* and *Anglian Sovereign* by Maritime and Coastguard Agency (MCA) as salvage tugs. In October 2004, she assisted the Canadian submarine *Chicoutimi*, ex Royal Navy *Upholder*, that was suffering a fire on her delivery voyage from Faslane naval base (United Kingdom) towards Canada.



2004, the *Anglian Prince* towing the *Chicoutimi*. © MCA



2010, towing the *Astute*.
© PenumbraLpz

In October 2010, the *Anglian Prince* was tasked with the refloating of the new Royal Navy nuclear-powered submarine *HMS Astute* that ran aground on a shingle bank off the Isle of Skye (Scotland, United Kingdom) during sea trials.

In 2011, the British Government decided to cut expenses with regard maritime safety and moved to end the contracts of MCA for 4 salvage tugs including 2 operated in Scotland. The *Anglian Prince* left the public sector: she was acquired by the Swedish company Nestor Rederi AB, was renamed *Herakles* and reflagged to Malta. Under pressure from the Scottish maritime community and political leaders, the MCA announced in June 2012 that a tug will be re-chartered until 2015 and assigned to rescue operations along the Scottish coast. The ex-*Anglian Prince* was back to her homeland as *Herakles*.



Towing, en route to Lerwick, Shetlands, May 9, 2015. © Ian Leask

Her last owner was Cyprus-based Milverstone Mentor Ltd. In July 2019, she was acquired by Hermes Maritime Services Pvt Ltd, an indian specialist in end-of-life ships. She was shortened to *Herakle* and deflagged to Gabon, a funeral flag. She was beached in Alang after a very last delivery.

Karim (ex-*Istan Bull*, ex-*Hellas*, ex-*Petrola's Seamaster 20*, ex-*Nego Prince*). IMO 7419690. Length 51 m, 600 t. Deflagged from Moldova to Panama in October 2019. Classification society Dromon Bureau of Shipping. Built in 1975 in Higashino (Japan) by Matsuura Tekko. Owned by Awdeh Sea Solutions Co registered in the Marshall Islands. Detained on September 10, 2011 in Montreal (Canada). The *Karim* was then named *Hellas* and was flying the flag of Saint Vincent & Grenadines. Her duty was to tow the laker *Canadian Miner* up to Aliaga shipbreaking yards in Turkey. After being released by Montreal Port, the *Hellas* started her transoceanic odyssey. The voyage was a disaster. Shortly after leaving the Gulf of St. Lawrence, the *Hellas* lost her tow. The *Canadian Miner* went adrift and finally crashed on September 20 on Scatarie Island in Nova Scotia, a protected marine area since a 1976. The last piece of wreck of the *Canadian Miner* was officially removed on June 22, 2015. In the wake of this accident, a working group headed by Transport Canada developed guidelines to be implemented with regard high sea towage from Canada to international destinations.



Mid-September 2011, the convoy Hellas/*Canadian Miner* heading for Turkey. © Jacques Gauthier



December 19, 2012, Brest (France). © Erwan Guéguénat

In January 2012, the *Hellas* failed again, unable to tow the general cargo carrier *Federal Miramachi* and her urea cargo. The freighter was suffering a black out off Cherbourg (France). Fortunately, the salvage tug *Abeille Liberté* was able to stand in for the ineffective tugboat.

She was deflagged to Belize in September 2014, and continued her career as a hearse ship for among others, the ferry *Berkane*, ex-*Napoleon* of the SNCM, in February 2015 and the cement carrier *Naftocement XVI* in March 2017 towards Aliaga

In December 2017, the *Hellas* was sold again and became the Moldova-flagged *Istan Bull*. Renamed *Karim* in October 2018, she arrived for demolition in Alang on December 29, 2019.

See about the *Canadian Miner* "[Shipbreaking](#)" #25 p 1-2, "[Shipbreaking](#)" #26, p 6-7 and "[Shipbreaking](#)" #38, p 7- 8

Trabajador 1 (ex-*Seiha Maru n°2*, ex-*Sun Arrow*). IMO 7817945. Length 69 m, 1,470 t. Filipino flag. Classification society Registro Italiano Navale. Built in 1979 in Kochi (Japan) by .Kochi Jyuko Owned by Malayan Towage (Philippines). Renamed *West Ocean 91* in November 2019, she left Cebu (Philippines) towing the Filipino cargo ship *Batangas Bay* bound for demolition in Bangladesh (Cf. p 23) and was beached in the wake.



Yokohama (Japan), December 29, 2012. © Dexter/MarineTraffic

Research vessel

Aquila Explorer (ex-*Highland Patriot*, ex-*Stirling Fyne*, ex-*Edda Fjord*). IMO 8107115. Ex offshore supply vessel converted in 2007 in Singapore for seismic research. Length 71 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Hjørungavaag (Norway) by Hjørungavaag Verksted A/S. Owned by Seabird Exploration (Norway). Sold for a destination of demolition to date undisclosed.



The supply ship *Highland Patriot*, Yarmouth (United Kingdom) November 2002. © www.g4ivn



converted for seismic research, in Gijon Spain, August 2019. © [Gaspar Luis Prieto Garcia](#)

Atlantic Explorer (ex-*Deepworker*, ex-*Kinterbury*). IMO 7924255. Ex Royal Navy auxiliary ship as the ammunition carrier *Kinterbury A 378*, converted in 2005. Length 70 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Appledore (United Kingdom) by Appledore Shipbuilders. Owned by Atlantic Marine & Aviation LLP (United Kingdom). Detained in 2006 in Hull (United Kingdom). Sold for demolition in Turkey.



RMAS *Kinterbury A378*. © [Andrew Harding](#)



Atlantic Explorer, Great Yarmouth (United Kingdom), 24 April 2016. © [Andrew Chivers](#)

Atlantic Surveyor (ex-*Vos Baltic*, ex-*Telco Baltic*, ex-*Breeveertien*). IMO 8841565. Ex buoy tender converted in 2007. Length 61 m. Deflagged from Liberia to Comoros for her last voyage. Classification society Bureau Veritas. Built in 1972 in Makkum (Netherlands) by Amels. Owned by Atlantic Marine & Aviation LLP (United Kingdom). Sold for demolition in Turkey by Ege Gemi Söküm yard.



21 July 2004, in the North Sea. © [Marine Traffic](#)



Heraklion (Greece), March 12, 2019. © [Sakis Antoniou](#)

Ramform Challenger. IMO 9141455. Length 86 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Kragerø (Norway) by Tangen Verft, completed in Tomrefjord by Langsten Slip & Båtbyggeri AS. Owned by PGS Geophysical AS (Norway). Sold for demolition in Turkey by Egeçelik yard.



Ramform Challenger outbound Hamburg (Germany), June 14, 2011. © HaWek/Vesseltracker



Bremerhaven (Germany), May 3, 2014. © Urs O Honneger

Standby-safety vessel

... or treasure hunter

Seaway Invincible (ex-*Tidewater Invincible*, ex-*Hornbeck Invincible*, ex-*Seaboard Invincible*, ex-*Invincible*). IMO 7016644. Ex fishing trawler converted in 1983 to pollution control vessel then in 1988 to standby-safety vessel operated in the offshore oil and gas fields. Length 71 m, 1,173 t. Togolese flag. Classification society Panama Maritime Surveyors Bureau Inc. Built in 1970 in Selby (United Kingdom) by Cochrane & Sons. Owned by Seaway Invincible Ltd registered in Dominica care of Hallström Holdings Pte Ltd domiciled in Singapore. Detained in 2012 in Gibraltar (United Kingdom) and in 2018 in Singapore. Sold for demolition in India. See the chapter The END, p 67 about the protean career of this ex trawler converted to treasure hunter.



Seaway Invincible, Greenock (Scotland, United Kingdom), September 18, 2015. © David MacKinnon

Dredger

Ingwenya (ex-*H.R. Moffatt*). IMO 8019289. Hopper capacity 2830 m³. Length 111 m, 3,648 t. South African flag. Unknown classification society. Built in 1981 in Kinderdijk (Netherlands) by IHC Smit. Owned by Transnet National Ports Authority (South Africa). Sold for demolition in India.



Ingwenya, Durban (South Africa), April 2006. © Marc Ottini

Jin Hang Jun 109 (ex-*Hang Hun 4005*, ex-*Tientsin Hao*). IMO 7378030. Hopper capacity 4453 m³. Length 129 m. Chinese flag. Classification society China Classification Society. Built in 1975 in Shimonoseki (Japan) by Mitsubishi. Owned by CCCC-TDC Binhai Environmental (China). Sold for demolition in Tianjin, China by Xingang Shipyard.



Jin Hang Jun 109. © Lodonkie / Vesseltracker

Vakul Prem (ex-*Stepan Demeshev*). IMO 8822533. Length 80 m, 2,448 t. Palau flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Rostock (Germany) by Neptun VEB. 19 *Skadovsk*-type dredgers or project 101 were built from 1982 to 1990.

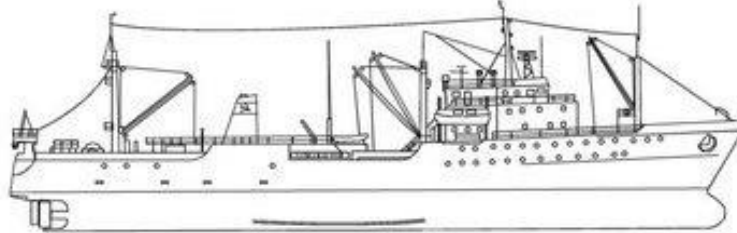
In 2015, the *Stepan Demeshev* left Tallinn (Estonia) bound for India: she had been loaded on the semi submersible heavy load carrier *Tern* (IMO 8000977, broken up in Turkey in 2017). Owned by Mercator Ltd (India). Sold for demolition in India.



Stepan Demeshev in Tallinn (Estonia), April 15, 2009. © Bull

Factory ship

The *Aeronavt* and *Prostor* are two members of the *Prometey* (or *Projet Atlantik 464*) family, a series of 201 factory ships built between 1974 and 1989 mostly by the East-German yard *Volkswerft VEB* and by Braila Romanian shipbuilding yard for 6 of them. They were pelagic and ground fishing freezer trawlers equipped to produce frozen fish (50 tons / 24 hrs), canned fish liver (2400 cans / 24 hrs), fish meal (50 tons raw-fish / 24 hrs), and fish-liver oil (4.5 tons raw-fish / 24 hrs). Both had their homeport in the Russian Far East and were sent to Bangladesh.



© SovietTrawler.narod

Aeronavt (ex-*Bruno Apitz*). 8225527. Length 102 m, 3,375 t. Deflagged from Russia to Gabon for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stralsund (Germany) by *Volkswerft VEB*. Owned by *Nakhodka Active Fishery* (Russia). Her last homeport was *Nakhodka* in the Russian Far East. Acquired by the Indian cash buyer *Best Oasis Ltd* prior to her departure for demolition in Bangladesh.



Aeronavt, anchored off Chattogram, Bangladesh. November 8, 2019. © **Mollick Abu Taher Rezwan**

Prostor. IMO 8225632. Length 102 m, 3,270 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stralsund (Germany) by *Volkswerft VEB*. Owned by *Shtil DV Co Ltd* (Russia). Homeport *Vladivostok*. Acquired by British Virgin Islands-registered *Scandi Navigation* prior to her departure for demolition. She left *Vladivostok* on November 7 and was beached in Chattogram on December 25.



© Sergei Skriabin
Prostor, *Vladivostok*, May 12, 2018. © **Sergei Skriabin**

Fishing ship

Albacora Diez. IMO 7403641. Length 77 m. Panamanian flag. Classification society inconnue. Built in 1977 in Cartagena (Spain) by Bazan. Owned by Albafrigo SA (Spain). Discarded in Marin (Galicia, Spain) since a number of years. The destination of demolition is to date undisclosed.



Albacora Diez, 2008, on fishing grounds.
© thonier-senneur.net



January 2016, repair yard, Marin (Spain). © TYZEF29

Hjalteyrin (ex-*Bjorgulfur*). IMO 7607065. Length 50 m. Icelandic flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1977 in Flekkefjord (Norway) by Flekkefjord Slip. Owned by Samherji HF (Iceland). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Hafnarfjordur, Iceland, May 14, 2019. © Anna Kristjansdottir

Snaefell (ex-*Akureyrin*, ex-*Slettbakur*, ex-*Stella Kristina*). IMO 6828923. Length 70 m. Icelandic flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1968 in Kyrksaeterora (Norway) by Vaagen Verft. Owned by Samherji HF (Iceland). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Slettbakur, at berth in Akureyri (Iceland), August 2002,
just prior to be renamed *Akureyrin*.
© Capt. Hilmar Snorrason



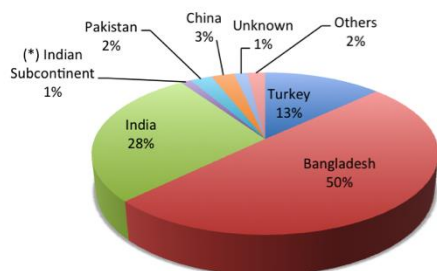
Snaefell, March 15, 2012. © Fridthjofur Jonsson

Global overview 2019: tonnage and prices decrease, deflagging sets a record, regulation is on the move, safety breaks down

Tons

4.7 million tons to be recycled from 579 ships. Third consecutive year of decline: a loss of 29%. This is the worst result since 2008, when the financial crisis and the decline in trade volumes pushed oversupply ships out of business. In terms of tonnage, this is half the tonnage of 2016, with the exception of Turkey, where tonnage has significantly increased (+77%). All the other major shipbreaking countries are down. Bangladesh is a far step ahead of all its competitors with 50%, followed by India (28%). Turkey ranks 3rd (13%). China (3%) is on its own, Pakistan collapses (2%). 92% of the ships, 97% of the tonnage has been scrapped in these 5 countries.

Market shares, year 2019, scrapped tonnage



recycled tonnage

- 1 Bangladesh, 2,335,000 t (50%)
- 2 India, 1,300,000 t (28%)
- 3 Turkey, 616,000 t (13%)
- 4 China, 121,000 t (3%)
- 5 Pakistan, 115,000 t (2%)

ships

- 1 Bangladesh, 214 (37%)
- 2 India, 176 (30%)
- 3 Turkey, 87 (15%)
- 4 Pakistan, 31 (5%)
- 5 China, 18 (3%)

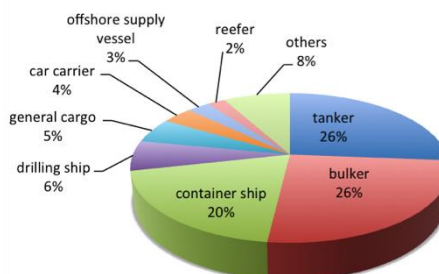
(*) Indian Subcontinent, exact destination to date unknown

Three categories of ships account for almost three-quarters of the ships to be scrapped. For the third consecutive year, tankers rank number 1 of ships sent for demolition (26%) even if their tonnage has been divided by 3 compared to the 2018 slaughter (4.2 million tons scrapped, 64% of the tonnage). Conversely, the tonnage of bulk carriers has almost doubled: they reach an equal level (26%). Container ships complete the podium: over the whole year, their part has significantly increased (+77%) compared to 2018, but nearly half of the tonnage was scrapped in the first quarter.

recycled tonnage

- 1 : tanker, 1,236,000 t (26%)
- 2 : bulker, 1,206,000 t (26%)
- 3 : container ship, 923,000 t (20%)
- 4 : drilling ship, 307,000 (7%)
- 5 : general cargo ship, 255,000 t (5%)
- 6 : car carrier, 173,000 t (4%)

2019 categories (scrapped tonnage)



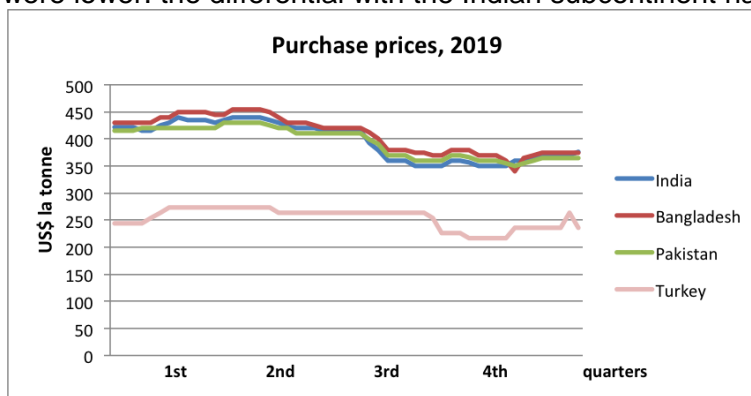
ships

- 1 : tanker, 133 (23%)
- 2 : container ship, 94 (16%)
- 3 : bulker, 83 (14%)
- 4 : general cargo ship, 70 (12%)
- offshore service vessel, 109 (15%)
- 6 : reefer, 22 (4%)

Cash

Purchase prices per ton dropped down in the third quarter and settled at a mediocre level. From US\$430 per ton at the beginning of the year in the Indian subcontinent, they were around 360 US\$ at the end of the period.

Fluctuations in Turkey were lower: the differential with the Indian subcontinent narrowed.



Deflagging

The spike in deflagging for the last voyage panics: from 13% in 2014, the deflagging rate reached the record of 36% in 2018. The record is beaten in 2019 : 41%. 238 ships dropped their trading flag just prior to their departure for scrapping. With 87 ships, Palau remains the favourite funeral flag of shipowners or last owners in search of tax, insurance and regulation optimisation, ahead of Comoros (53) and Gabon (24). Saint Kitts & Nevis (16) steps down the podium. The outbreak of Gabon raises the question of a possible usurpation of this flag. It must be noted that deflagging is no longer a trend: it is becoming the norm and a convenient and unpunished method of escape.

Regulations

European Union

The European regulation 1257/2013 entered into force on January 1, 2019. All ships flying a Member State flag must be broken up in a European Commission-approved yard. The list of approved yards is regularly updated, it is available [on the Commission website](#). The initial list was limited to yards located in EU Member States, since November 2018 it includes yards established in the United States, Turkey and Norway. No Indian yard has been yet included. The audit process regarding the compliancy of the applicant yards with the European regulation is ongoing. The next update proposes to include 4 yards located in the European Union or Norway and 3 in Turkey, bringing the number of approved yards to 41.

The European regulation is being evaluating. It applies only to ships flying a Member State flag. Yet in 2019, 139 ships to be scrapped were EU-owned but only 44 were EU-flagged in their last year of trading prior to demolition. In addition 17 ships were deflagged prior scrapping and thus escaped the regulation scope. Of these 44 ships, 7 were broken up in the European Union and 23 in Aliaga though only Leyal et Isiksan were EU-approved yards. 13 were sent to Bangladesh or India under a flag of convenience aiming at bypassing the regulation. 3 Maersk container ships were deflagged from Denmark to Hong Kong and sold 8 months later for scrapping under a Kiribati or Palau flag. The same goes for 2 container ships owned by APL, the CMA CGM Singapore-based subsidiary: they were deflagged from Malta to Liberia and finally Palau.

With regard the 139 ships "with a strong link with Europe in terms of flag or ownership ", about two thirds were scrapped in the Indian Subcontinent where no yard was EU-approved, to which ships scrapped in non EU-approved Turkish yards have to be added.

At the moment, it is very easy for shipowners to say that sales for scrapping were concluded before the regulation came into force or that their deflagged vessels are out of the scope. The European regulation is implemented with no clear infringement procedures and penalties.

Hong Kong Convention

As of 31 December 31, 2018, i.e. 9 years, 7 months and 16 days after the Hong Kong Convention was signed, only Norway, Congo, France, Belgium, Panama and Denmark had ratified it. In 2019, the six countries were joined by Turkey, the Netherlands, Serbia, Japan, Estonia, Malta, Germany, Ghana and India. The minimum number of parties to the Convention (15) has been reached. This is only the first of the three criteria for its entry into force. The minimum percentage of 40% of the world merchant fleet in gross tonnage has yet to be reached; the 15 Contracting States currently account for 30.21%. As for their combined recycling capacity, with the ratification of two major shipbreaking countries, India and Turkey, it now reaches almost 14 million gross tonnage. It is still not enough. Considering the evolution of the world fleet, the experts estimate that the volume recycled by the Contracting States should be around 17 million gross tonnage in 2021 to meet the third criterion with regard the recycling capacity. This criterion requires the combined annual ship recycling volume of the contracting States during the 10 preceding years constitutes no less than 3% of the gross tonnage of the combined merchant shipping of the same States.

Ratification of the Convention by India is seen as a step forward on the path of improvement in shipbreaking practices. However, the standards of the Convention in Indian shipyards still need to be effectively implemented and therefore controlled.

Entry into force still requires ratification by another major shipbreaking country. After the withdrawal of China, which bans the import of waste, especially ships, efforts have been focused on Bangladesh for several years. For the time being, only the PHP yard is stated to be compliant with the standards of the Hong Kong Convention.

The International Maritime Organisation (IMO) announced its wish to "support the capacity of Pakistan with regard the safe and environmentally sound ship recycling". In December 2019, a workshop was organized in Karachi with relevant stakeholders including the Pakistani authorities, shipbreaking yards, the International Labour Organization (ILO) and WWF-Pakistan. The workers' union NTUF (National Trade Union Federation) has been asking for years the implementation of a binding regulation but the industry has until now always stifled any progress. The shipbreaking industry has collapsed since the *Aces* disaster (29 fatalities at least, dozens of casualties) in November 2016 and the many accidents, deadly or not, that followed while scrapping tankers that have not been, or incorrectly, gas-freed. The prospect of entry into force of the Hong Kong Convention may get the Pakistani shipbreakers improve their practices. It is a long and winding road before classification societies may issue a statement of compliance to Pakistani yards.

The Hong Kong Convention will entry into force two years after the three criteria will be met. However, all problems with regard shipbreaking will not be solved. The joint liability of shipyards, shipowners and middlemen in the event of an accident or pollution has never been an issue. Waste management is left to the judgment of the importing State. Hazardous waste import is a fait accompli, like in the case of the *North Sea Producer*. Scrapping operations stopped after some natural radioactivity hot spots were reported on board the ex FPSO tanker. The High Court of Bangladesh just ruled the ship has been illegally imported. The High Court asked the Bangladesh Atomic Energy Commission (BAEC) to carry out a comprehensive examination of the FPSO but lifted the prohibition of scrapping. The order does not include financial penalties. The cash buyer and the agencies that certified the ship was free of contamination will be in the future more strictly controlled or even blacklisted. Maersk, former owner of the *North Sea Producer* and her radioactive waste, will not be pursued.

Unsafety in the yards

The significant decrease in the activity did not lead to an equivalent decrease in casualties. In Bangladesh, the death toll is even higher: at least 24 fatalities have been reported by workers' unions compared to 20 in 2018. The report on the number of accidents and their circumstances submitted to the High Court by the ministries states 19 fatalities but recognizes the number of deaths has been snowballing for three years. The authorities worry about the negative view thus portrayed. For the DIFE (Department of Inspection for Factories and Establishments), regulation is reluctantly implemented on the field. In case of violation, fines are low, around 3000-4000 takas (35-47 US\$). Families of deceased workers received 600,000 takas (7000 US\$) in compensation. There is a lack of coordination between the many relevant authorities, the ministries of Industry, Labour, Department of Environment, Directorate of Explosives and DIFE. The State lacks financial and human means, thus possible improvements depend on the goodwill of the shipbreaking industry, which supplies 60% of Bangladesh's steel needs.

The END
***Seaway Invincible*,**
the end of a treasure hunter.



The treasure hunter *Seaway Invincible*. © Erwan Guéguénat

On 28 November 2019, the *Seaway Invincible* was beached in Alang to be scrapped. She was flying the Togolese flag. She was owned by the *Seaway Invincible Ltd* registered in Dominica, a single vessel company, and was operated by Hallström Holdings Pte Ltd based in Singapore. A fish hunter, the *Invincible* has been also an oil hunter and finally a treasure hunter. The less romantic call her a wreckage plunderer.

1970

Originally, the *Invincible* was the last in a series of 4 large trawlers built for the Ross Group, the *Ross Intrepid*, *Ross Illustrious* and *Ross Implacable*. Founded in 1920 in Grimsby (Yorkshire and Humber region), the Ross Group operated in the mid 1960s the second fishing fleet in the United Kingdom, with 65 vessels. In 1969, Ross vessels were sold to British United Trawlers. The *Invincible*, which was delivered in 1970, was deprived of the Ross prefix attached to her three sisterships.



The trawler *Invincible* docked in Hull (United Kingdom). © Grieve Jimmy/Trawlerphotos

1983. After 13 years of whitefish fishing, the *Invincible* was sold to Seaboard Offshore Ltd, converted and registered as a pollution control vessel then in 1988, as a standby-safety vessel for offshore oil and gas fields in the North Sea on behalf of several owners. She remained *Invincible* while adopting the prefix of her owners, *Seaboard Invincible*, *Hornbeck Invincible*, *Tidewater Invincible*. From 1998 onward she has been chartered as *Seaway Invincible* by Stolt Offshore under the company's yellow colours. She

was fitted with sophisticated equipment, dynamic positioning, sonars and even Remotely Operated Underwater Vehicle (ROV).



Seaboard Invincible, January 25, 1986, Hull (United Kingdom). Registered as a pollution control vessel..
© Simon WP



Seaway Invincible, September 11, 2000, Haugesund (Norway), under Stolt Offshore's colours. Registered as a standby-safety vessel. © Berge and Vegstein Skipsfoto

2005. In May, the *Seaway Invincible* was sold to Hallström Holdings Pte Ltd. She retained her name. She was sold in August 2006 to Seaway Offshore Ltd. The name of this new subsidiary of Hallström Holdings refers to the usual provision of services to the offshore sector. It is a red herring. In fact, Sverker Hallström has been acting for decades in the field of underwater "salvage", i.e. the recovery of treasures from the holds of historic wrecks sunken in deep water. According to his legend, Sverker Hallström's interest in underwater treasures stems from the summer holidays spent on the islands of the Stockholm archipelago fishing and collecting various objects lost or discarded by ships or escaped from wrecks. Over the years, Sverker Hallström's holding has managed a number of vessels equipped for wreck location and exploration and for the recovery of various items or cargo with high added value and operated by a number of subsidiaries, Hallström Holdings Pte Ltd, Seaway Offshore Ltd, Seaway Invincible Ltd, Seaway Rover Ltd, Seaway Offshore Inc, Seaways Survey & Recovery Ltd registered in the Seychelles, Dominica, Singapore or Florida.



Seaway Invincible, undergoing refitting. © Seaway Offshore Ltd

Along with the *Invincible*, Hallström Holdings Pte Ltd purchased her sistership, the ex-Ross *Illustrious*, which had also been operated in the North Sea offshore business, and renamed her *Seaway Rover*. Although still highlighted on the Seaway Offshore website, the *Seaway Rover* was sold in 2008 to a Nigerian company. She became the *Seaway Agbamu* and continued to work for the oil industry. She would have been demolished by a local Nigerian yard in 2017.

The *Seaway Invincible*, for her part, has been extensively revamped; new equipment, including two cranes and an articulated grapple, enables her to lift heavy load from the sea bottom. She entered her new functions in 2008. Her campaigns were not media-related. She was spotted on the coasts of Africa and Brazil, but especially in the Mediterranean and Western Europe when she called at a port for refuelling or maintenance work.

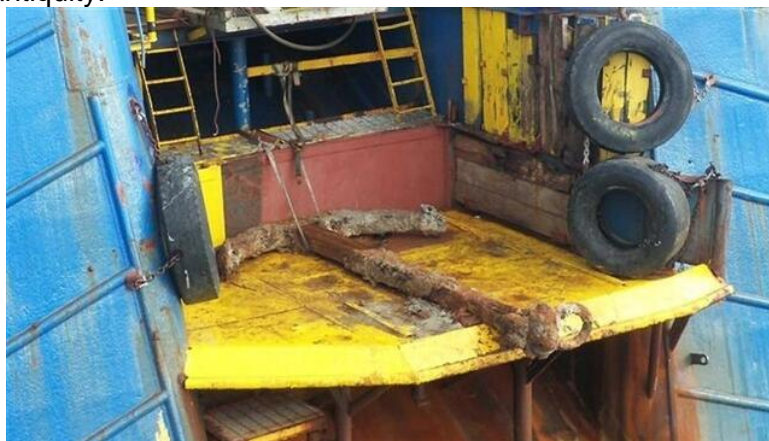


Seaway Invincible, arrival at Brest (France). © Erwan Guéguénat

2012. During her stopovers, her industrial trawler's profile spoiled by a derrick is out of place and fuels rumours. When she arrived at Brest, Brittany in May 2012, she was the talk of the docks. Is she tracking an old wreck or a wreck from the Second World War, has she discovered copper ingots, gold, ivory? The "salvage" operations carried out by wreck hunters are on principle discreet, at least until a remarkable discovery of antique porcelain, gold, precious objects or cognac is auctioned at Christie's.

The mystery was all the more puzzling as another Seaway Offshore vessel was prowling off Brittany. The *Seaway Endeavour* was also a former trawler. She has left Brest a few days before the arrival of the *Seaway Invincible*. She returned on May 15th under the name *RSV Endeavour*. In Brest, as everywhere else, omerta prevailed around the two ships. The *Seaway Invincible* has resumed campaigning further south off Douarnenez, while the *RSV Endeavour* was drawing attention for another reason, the unscrupulous exploitation of third world crews (Cf. p 71).

The *RSV Endeavour* finally left Brest on 19 July and resumed the hunt along with the *Seaway Invincible*. The two ships shuttled between Brest and the open sea. They sailed in troubled and forbidden waters: on September 12th, the customs seized a 19th century anchor on board the *Seaway Invincible*, an undeclared historical antiquity.



The anchor seized on the *Seaway Invincible*. © Douanes françaises

The duo then proceeded down south. In the Mediterranean, the Alboran Sea off the coast of Malaga is a playing ground favoured by treasure hunters. The many battles of Spanish naval history are said to have left more than 3000 shipwrecks on the sea bottom. For a long time, Spain neglected the protection of this underwater legacy. Treasure hunters have been taking advantage of this without bothering to obtain prior authorisation. On December 6, a few months after her departure from Brest and a few weeks after a 36-day detention in Gibraltar for inoperative fire-fighting equipment, the *Seaway Invincible* came closer to the Spanish shore to seek shelter from the rough sea conditions. This time, the Spanish Navy reacted quickly and sent the patrol boat *Infanta Cristina* to inspect her. The *Seaway Invincible* had been under surveillance for several weeks, sailing at reduced speed beyond the limit of territorial waters. She was

trying to detect remains of wrecks. She did not have any underwater research permit issued by Spain, she admitted having carried out spotting operations. She was simply expelled from the prospected area.



October 29, 2012, detention in Gibraltar.
© TheTurfBurner /Ship Nostalgia



December 6, 2012, arrested by the Spanish Navy.
© Ministerio De Defensa

"We haven't done anything illegal, we work for English clients looking for wrecks less than 100 years old, copper and tin. The Spaniards should keep quiet, they have been stealing and plundering South America for centuries" Sverker Hallström later told Svenska Magasinet as a justification when the *RSV Endeavour* was arrested in May 2013 in the same area and escorted to the port of Algeciras.

2014. The *Seaway Invincible* was deflagged from Panama to Togo. She did not run into trouble anymore and continued prospecting in the Atlantic but mostly in the Mediterranean, simply spotted by her stopovers in Brest, Ireland, Greece and Sicily.



December 8, 2016, the *Seaway Invincible*, berthed at old custom wharf on Ortygia Island, Syracuse (Sicily, Italy). © Bikeinthenight - blog

2017. In February, she left Europe and circumnavigated Africa, finally reaching Southeast Asia. Her activities in the region remain unknown, if any. She was only located in Singapore Strait or in South-East Asia.

2018. In December, the *Seaway Invincible* was targeted as a "high-risk vessel", inspected and detained in Singapore with 11 deficiencies relating to faulty equipment, documentary deficiencies and poor working and living conditions for the crew. At that time, she officially no longer has a classification

society. She hired a new one, the Panama Maritime Surveyors Bureau Inc, which succeeded to the International Register of Shipping, neither of which was a member of the International Association of Classification Societies (IACS) which brings together the leading classification societies.



Anchored off in Singapore, October 4, 2018. © Sergei Skriabin

2019. In March, after a pre-departure inspection in Singapore, the *Seaway Invincible* received the green light to sail to Colombo, Sri Lanka. She remained there until November and then heads for the Alang demolition yards.



The *Seaway Endeavour* / *RSV Endeavour* in Brest



September 2011, *Seaway Endeavour*, docked in Greenock (Scotland, United Kingdom). © Hugh McCluskey



July 2012, *RSV Endeavour*, on strike in Brest (Brittany, France). © Ouest-France

The *Seaway Endeavour* built in 1966, has a dark past as a spy ship for the Royal Navy under the name *Colonel Templer*. She was acquired by Hallström Holding in 2011. On May 23rd, 2012, 7 of the 12 sailors of *RSV Endeavour* who were claiming for a salary increase went on strike. Sergio Ponciano, Heriberto Umana, Ruben Montoya, Andres Altamirano, Juan Escalon, Selvin Alvarez and Oscar Martinez were Honduras and Guatemala nationals. Without delay and without discussion, the shipowner dismissed them for misconduct under the labour law of Panama, the flag State. The conflict is dragging on though the port of Brest needed the dock for the Brest 2012 maritime festivities to be held from 13 to 19 July. The seamen refused to leave the ship, the shipowner applied to the court to request the expulsion of the strikers and sued the ITF (International Transport Workers' Federation) representative. On July 16, the Brest Court ruled that the seafarers' strike was legal and opposed the expulsion of the crewmen from the ship. An agreement was finally reached between Seaway Offshore and the seafarers for the payment of one month's notice of dismissal and their repatriation.

The *RSV Endeavour* resumed operations. She was shortened to *Endeavour* in November 2012. She was arrested by the Spanish Navy in May 2013. She was officially decommissioned in November 2016 in Greenock. Her photo still is illustrating the website of the Seaway Survey & Recovery Ltd registered in the Seychelles.

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