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December 22, 2016, shortly after midnight, the Maersk Searcher is sinking (left).
Source : private photo.
Alert on towing operations

In quick succession, Northern European countries sent floating equipment, towed cargoes, and decommissioned vessels to the Mediterranean. They did not reach their destination or spread pollution and other harmful substances along the way.

1- Transocean Winner

The *Transocean Winner* is a semi-submersible platform, 30-year old at the time of the accident. It is registered in the Marshall Islands. Its owner, Transocean Offshore International Ventures Limited, based in George Town, Cayman Islands and subsidiary of Transocean Ltd based in Zug, Switzerland, decided to get rid of the platform in light of its age and of the economic situation. They sent it for demolition in Turkey without any official announcement, in order to avoid possible media turmoil and administrative hassles. So, the convoy’s announced destination, departing from the Norwegian port of Stavanger, is the port of Valletta, Malta, outpost of Aliaga shipbreaking yards. The *Transocean Winner* is 92 m in length and 77 m in width.

The *ALP Forward* is an anchor-handling tug built in 2007. She flies the Dutch flag. Her captain is Croatian. Her crew is multinational.

Aqualis Offshore Marine Services is a society based in Dubai, United Arab Emirates. It represents the maritime insurers and is responsible for verifying the feasibility of the towing, and for supervising it after having issued a final certification of approval, signed August 1st 2016. The day of departure is approaching.

The weather is another key factor in planning the convoy. All of the stakeholders agree that the departure should take place as soon as there is a favorable weather window lasting three days after departure, but before the end of September.

The towing protocol laid out by ALP Maritime Services, owner of the *ALP Forward*, does not indicate a place of refuge in case of difficulty. The only designated ports to order spare parts or call for technicians in case of emergency are Aberdeen, on the east coast of Scotland, Galway, Ireland, Lisbon, Portugal, and Gibraltar whereas the towing route will bypass Scotland on the west. In other words, in the event of a problem, the captain received instructions not to come into contact with English, French, and Spanish ports of the Bay of Biscay and adjacent areas.

In the end, everyone will agree that the towline plays a vital role in a trans-oceanic towing operation. It turned out, based on laboratory strength tests after the grounding of the platform, that the 740 m long main towline left Stavanger in poor condition. It was in the process of corroding from the core to the outer strands, and its real strength was markedly weakened in relation to its theoretical strength.

The convoy left Stavanger on August 3rd, 2016 at 1 PM.
On August 8th at 6:52 AM, the Transocean Winner, out of control after the main towline broke and the emergency towline was unavailable, ran aground on the rocks and cliffs of Lewis Island in the Outer Hebrides archipelago, Scotland. After having leaked 53m3 of diesel, it was refloated on August 22 then loaded onto the Hawk, a semi-submersible heavy load carrier. The ship arrived in Malta on October 25, then headed for Aliaga demolition yards and was delivered on November 2.

The post-accident report from the British MAIB (Marine Accident Investigation Branch) is critical. It highlighted that the towing plan was botched, marred by inconsistencies and a poor sharing of information between the ship-owner, the tug's captain, and the insurers. The report notes the atypical storm that had occurred in the north Atlantic during month of August was overlooked in their plans, and that there was no commercial pressure to justify a precipitated departure. Furthermore, the report states that the master of the ALP Forward did not receive, or did not demand, precise information on actual draught and windage of the platform. By forcing the line a bit, the profile of the master of the ALP Forward throughout the whole affair looks more like a cowboy than a prudent sailor.

It is important to add to this observation of cumulated negligence that the State inspectors at the port of departure did not exercise necessary vigilance. They allowed a convoy laden with numerous hidden defaults to leave.

2- Maersk Shipper and Maersk Searcher

“Shipbreaking” has already mentioned the sinking of Danish supply vessels 65 nautical miles off Brittany on the night of December 21st to 22nd 2016 (see Shipbreaking n°46, pg. 4-5 and Shipbreaking n°48, pg. 2). The Maersk Searcher and Maersk Shipper were being towed to Aliaga shipbreaking yards, Turkey. They were towed alongside by a third vessel of the same company, the Maersk Battler, which was also destined for recycling.

The report by the Danish Maritime Accident Investigation Board (DMAIB) provides new and consistent elements regarding the company's responsibility during preparation, completion, and failure of the towing operation. To date, it has resulted in the immersion of two polluted hulls in an area that is frequented by numerous trawlers and serves an important role by providing indispensable resources to the fishing economy and ensuring an equilibrium of the marine food chain.

When the two wrecks reached the bottom of the Atlantic, they contained, in total, 254 tons of oily sludge, diesel fuel, lubricants, bilge water and hydraulic fluid. No attempt was made to evaluate the toxic antifouling paint that was dispersed in the seabed at the time of impact and in the months and years that followed. Maersk blue is not biodegradable.

Two towing methods had been initially examined by the company and by external experts.

The first one was rejected because the towing vessel did not have two winches.
The second one was dismissed because it required the second vessel to be operational and served by a crew.

The third one was dismissed on the first look. At the company’s insistence, it was eventually called back into consideration and retained, despite the identified risks that the 2 hulls may bump together, lean against each other during the voyage and ultimately deteriorate and be exposed to water ingress that would compromise their buoyancy. The technical director and his team started working on this risky option and were suddenly dismissed for economic reasons. Their successors were not sent the preliminary work files, according to which the leading boat and tug would be the Maersk Chancellor, with available technological and communication means. For various reasons, the Maersk Chancellor was replaced at the last minute by the Maersk Battler which was markedly lacking in means of communication—to the point that she could not communicate with the company’s headquarters by e-mail and that she could not receive regular weather reports, except when the captain using his personal cell phone was sporadically connected to the network.

Another irregularity in the technical field reduced from the outset the chances of the convoy to make it to the demolition port in the eastern Mediterranean. To penny-pinch, the Yokohama fenders, major elements in obtaining a minimal security level, were under-sized in length and width compared to the initial project. They were 12 years old, worn, cracked, and the filling material that was meant to absorb shock between the two side-by-side vessels was of poor quality. Internal concerns on the subject were expressed but the rental of these three discount devices was retained by the company for budget reasons.

The DMAIB report points out that the “Maersk Battler crew was aware of the fact that this side-by-side towing method was unconventional for this type of voyage”.

We can also note, something that was not mentioned by the DMAIB, that the worst month was chosen for the unconventional transport. All seamen know well that December exposes vessels to risks of storms and rough seas in the northeast Atlantic. Maersk, caught at the time in an economic storm, forgot about the risks of maritime storms. With greater effort, the world’s leading shipping company could have recruited the Charlene Hunt, if she still exists, to lead the three decommissioned supply vessels to the scrapyard. This American tug had been chosen to tow the Lyubov Orlova from Saint John (Newfoundland, Canada) to the Dominican Republic in January 2013. After the towline broke, the ex Russian liner got away. Four years later, she is still being searched for. (Cf. Shipbreaking n°31, pg. 5-6 and Shipbreaking n°36, pg. 66-69).
On the night of July 3rd, 55 km Northwest of Dunkirk, France and about 15 km from the English coast, the Samskip Courrier, a Portuguese container ship, violently struck the 1.1 km-long trail of polyethylene pipes being towed by the MTS Viscount flying the flag of Saint Vincent and the Grenadines. The MTS Viscount and its interminable at-sea carriage were coming from Norway and heading for Arzew, Algeria. The convoy was about to go through the Dover Strait, a narrow channel with inward-bound, outward-bound and cross-channel traffics that today receives 20% of the global maritime shipping traffic.

A few hours after the accident, Marine & Towage services (MTS), the English ship-owner of the MTS Viscount, called for the convergence of some tugs in the accident area. The idea was to recover the runaway pipe hitch that had drifted away after the towline breakage and to send the gigantic plastic troll back to the fjord from where it had escaped after manufacturing by Pipelife Norge SA. The case seemed under control, but that was an illusion. The line of damaged pipes had been effectively recovered by the MTS Vector, the MTS Taktow with the help of the MTS Viscount, and subjected to inspections and repairs off the coast of Norfolk. The most important thing was to verify the strength of an assembly that connected more than 1 km of pipes of various lengths. The convoy was scheduled to set off again toward Norway on July 23, four days after the collision.

Beginning on August 10, 480 m and 200 m long pipes, with a diameter of 2,50 m, start to wash ashore on the beaches of Norfolk. The authorities are assailed with worried messages. It is reported that children are climbing on the pipes and trying to go inside them. The Norwegian company Pipelife advises all curious people to keep their distance from the pipes in order to avoid being crushed when they come ashore.

The MCA (Maritime and Coastguard Agency) makes up muted explanations. The four pipes are said to have come loose when the convoy was making its way back to Norway, and at the same time, it is not excluded that they had been drifting since July 19. “These pipes are new. Aside from their physical presence, they don’t pose other dangers.” And in the open seas, free as a bird, for fishing boats and the safety of seafaring, they don’t pose a problem?

Robin des Bois, editor of "Shipbreaking", sent to the English and French maritime authorities and to the IMO (International Maritime Organization) the following letter:

26 October 2017

Based on its monitoring of maritime risks and on the dismantling of platforms and decommissioned vessels, the NGO Robin des Bois observes that the convoys under tow do not offer all guarantees of safety in terms of tug capacity, towline strength, crew competence and safety, and approval by the State authorities whose territorial waters or Exclusive Economic Zones are crossed and exposed to environmental risks and the loss of human lives.

We draw your attention to three recent risky convoys that have been marred with serious incidents or accidents. We ask you to inform us of potential measures which, from your point of view, could be taken to reduce this category of risks.

Anniversaries
In Brazil and in Mexico, post-maritime accident management consists of letting time and waves run their course. Controlled demolition is not a priority. In the meantime, too bad for the environment, the marine life, and the local residents.

1- Brazil
October 6, 2015. The livestock carrier *Haidar*, a newly converted container ship, is at berth in Barcarena in the mouth of the Para River (Brazil). She sinks, along with of 5,000 cattle destined for Venezuela. Most of the animals drown. The carcasses rot in the ship’s boxes and on the banks where they were swept away. 700 t of fuel are spilled into the river. The management of the health and environmental crisis is a failure. The oil and carcasses disperse; over the months, the impact of chemical and bacterial pollution worsens.

September 2017. Two years after the disaster, the livestock carrier still lies on the river-bed. The refloating plan, presented to the authorities in the weeks following the wreck, is stalled. Fishing activities idle. Thousands of families are still awaiting compensation. The criminal court in Barcarena has banned the use of the affected quay. The State of Para has filed an environmental pollution complaint against the captain of the *Haidar*, the owner of the vessel, and the CEO of the company Docas do Para, which runs the port. The State estimates the cost of removal of the wreck at 60 million reals (19 million US$) and the environmental damages at 71 million reals (22 million US$). The first court hearings began on September 19.

See also "Shipbreaking # 41", pg 6 and "Shipbreaking # 43", pg 2.

2- Mexico
October 23, 2015. Victim of Hurricane Patricia, the bulk carrier *Los Llanitos* runs aground on the rocks of Barra de Navida, State of Jalisco, on the Pacific coast of Mexico. Anti-pollution booms are deployed, and 470 t of fuel are pumped out from the vessel over the month of November 2015. The fate of the already cracked wreck remains uncertain. Scuttling, on-site dismantling, the authorities waver.

October 2017. Apart from monitoring surveys by the Mexican environmental agency Profepa, no action was taken at the wreck site. The ship, battered by waves, continued to deteriorate. At the beginning of the month, the ship’s bridge castle collapsed. The stern and engine room are halfway underwater. According to authorities, everything is fine and there is no risk posed for seafaring or marine life.

See also "Shipbreaking # 43", pg 59. "Shipbreaking # 44", pg 11
Demolition in Ecuador

In this “Shipbreaking” issue, three vessels are announced as sold for recycling in Ecuador. Robin des Bois has previously noted the emergence of this activity, backed by the local steel mills; Ecuador lacks iron ore resources and thus the steel industry essentially depends on metal recycling. In that respect, the Arctic Clipper had been demolished by ANDEC SA (Acerias Nacionales Del Ecuador SA) in 2011 (Cf. “Shipbreaking # 26”, pg. 31). This industry persists in view of an increasing demand for metals, and it even seems to be developing a well thought-out framework. ADELCA (Aceria del Ecuador), another steel company, had leased the ASENABRA shipyard facilities in Duran, across from Guayaquil, in 2011 in order to scrap ships.

The latest positions of the tanker Tramax and the cruise ship National Geographic Endeavor situate them on the Rio Guayas, near the land bought up by ADELCA in 2012 in order to consolidate its scrapping activity and build a shipbreaking facility on 5 hectares.

ADELCA facility - screenshot Google Earth

June 2012, clearing works

April 2013,

December 2013

July 2016
Cleaning and dismantling operations are carried out in partially dry docks of 150 m in length. They are not dry docks in a strict sense. Booms can be positioned to prevent pollutants from leaking into the river (Cf. picture December 2013). The facilities are designed to recycle a dozen vessels per year.

Despite precautions, shipbreaking remains hazardous. In August 2014, a fire started at the ADELCA site during the dismantling of the reefer Atlantic Ocean. The sparks from a blowtorch had ignited combustible material. Some thirty firemen had been mobilized during 7 hours.

Ecuador’s initiative is starting to meet the lack of shipbreaking yards in Central and South America, at least for medium-sized vessels. Past attempts by Mexico and the Dominican Republic have failed. See "Shipbreaking # 30", January 2013, pg. 2 on "Demolition in America" and "Shipbreaking n°37", October 2014, pg. 62-63 on the ECOMAR fiasco in Mexico.

The shortage is glaring and serves as a pretext for ship-owners from the continent to send their discarded ships to the ends of the world. In this issue of "Shipbreaking", three ships belonging to South American ship-owners have been or are in the process of being exported to the Indian subcontinent: the Argentinean Eduardo Virasoro (pg. 52) and Venezuelan Jade Palms (pg. 53) to Bangladesh and the Peruvian Virgen del Carmen B (pg. 60) to India.
3rd Quarter 2017 overview: tankers and Bangladesh n°6 1

**Recycled tonnage**
1 Bangladesh, 726,000 t (31%)
2 India, 560,000 t (24%)
3 China, 403,000 t (17%)
4 Pakistan, 362,000 t (15%)
5 Turkey, 130,000 t (6%)

**Ships**
1 Bangladesh, 53 (22%)
2 China, 45 (19%)
3 India, 42 (18%)
4 Turkey, 42 (18%)
5 Pakistan, 29 (12%)

236 ships. The convoy to be demolished stretched out along 41 km (33 km last quarter). The tonnage of scrap metal is 2.4 million tons. This returns to a slightly higher total than the 1st quarter. The increase of activity was +44% compared to the second quarter. This holds across the board, except in Turkey (decrease of -25%) where the shipyards have not finished "swallowing" the 2 large Algerian LNG carriers *Larbi Ben M'hidi* and *Bachir Chihani*, which became the Tanzanian *Ben* and *Bachir* at the time of their beaching for dismantling. Bangladesh doubled its tonnage and takes first place ahead of India. In China, the shipbreaking bonuses reserved only for Chinese vessels fulfill their incentivizing role: 39 of 45 dismantled vessels had a Chinese flag or ship-owner. China retains its 3rd place ahead of Pakistan.

217 ships (92%) were demolished in the Indian sub-continent, in China, and in Turkey. Of these 217 ships, 70 had been built in Europe and 57 belonged ship-owners established in the EU or the European Economic Area.

**The Tanker Surge**

Announced in "Shipbreaking # 48", the return of tankers is confirmed. The category is ranked number 1 and represents 40% of scrapped tonnage, 2 times more than the last quarter.

**Recycled tonnage**
1 : tanker, 955,000 t (40%)
2 : bulker, 668,000 t (28%)
3 : container ship, 393,000 t (17%)
4 : general cargo, 123,000 t (5%)

**Ships**
1 : bulker, 64 (27%)
2 : tanker, 52 (22%)
3 : general cargo, 52 (22%)
4 : container ship, 29 (12%)

In each category, the scrapped tonnage is rising. After the slowdown in the 2nd quarter, the flow of deleted container ships resumed (+22% in terms of tonnage). The overcapacity of the fleet is not drained off. In the short term, the deliveries of new mega-container vessels (ULCV, Ultra Large Container Vessel) and the usual downturn of maritime business in the winter will punctually aggravate the overcapacity. "Adjustments," i.e. shipbreaking, is to be expected.

**Cash**

In the Indian subcontinent, the prices have increased again to reach and then surpass the threshold of 400 US$ per ton. Pakistan offers the best rates to make up for its withdrawal from the tanker market following accidents of the FPSO *Aces* on November 1, 2016 and of the gas transporter *Rain* on January 9, 2017 and to attract large bulkers and container ships.
China and Turkey tried to keep pace but fell back at the end of the quarter.

Since the beginning of the year, purchase prices have increased from $300 to $400 US per ton in the Indian subcontinent. This gap widened with China and Turkey where they hit the ceiling of $250 US, with brief fluctuations.

Flag of the Last Voyage

At least 54 ships (23%) were deflagged just prior to their departure to shipbreaking. With 20 new "citizens", the flag of Comoros is the leading funeral flag this quarter. The archipelago beats out Palau (11 ships) and Saint Kitts and Nevis (9 ships). Bangladesh is the preferred destination for deflagged ships. One out of two ships arriving on the beach of Chittagong passed under the colors of a funeral flag just before their beaching.

After detention, demolition

85% of ships dismantled in the 3rd quarter of 2017 were controlled by a classification society belonging to the IACS (International Association of Classification Societies). Despite this mark of quality, at least 118 ships (50%) have been detained in ports worldwide. All categories of vessels are affected by deficiencies. The rate of detention prior to departure for breaking is 100% for chemical tankers, 83% for general cargo ships, 63% for reefers and car carriers, 54% for bulkers, 33% for container ships, and 31% for all tankers.

As usual, general cargo ships occupy the podium of sub-standard vessels. With 20 detentions, the Togolese Manassa wins the gold medal. She precedes the Panamanian Sea Way and another Togolese ship, the Seba Star (14 detentions each). The Manassa (pg. 26) and the Sea Way (pg. 29) were dismantled in Turkey, the Seba Star (pg. 29), an exclusive visitor to Northern Europe, the Mediterranean, and the Black Sea, made the long journey all the way to Pakistan.
Years and meters
The ages of vessels destined for breaking ranges from a few months for the damaged container ship Kea Trader (pg. 39) to 51 years for the passenger ship National Geographic Endeavor, an ex-factory ship (pg. 16). The average age for all categories of ships intermingled is 27 years.

91 vessels are less than 150 m in length, 69 measure between 150 and 199 m, and 76 are more than 200 m long. 10 large ships over 40,000 t lightweight left to be broken up, all were beached in the Indian subcontinent. 9 were VLCC (Very Large Crude Carrier); the only bulk carrier, beached in Pakistan, was the VLOC (Very Large Ore Carrier) Stellar Cosmo, ex-VLCC Suzuka (Cf. pg. 72). The heaviest of all was the VLCC Jade Palms, ex Murex of Shell, 22 year old, 332 m, 298,306dwt for a lightweight of 42,802 t, built in South Korea and destined for Bangladesh (pg. 53).

Radioactivity
Three ships are concerned in this quarter of July-August-September 2017. They belong to European ship-owners and were directed to Alang for dismantling.

The BBC Shanghai carried nuclear waste. See pg. 20 as well as the press release "BBC Shanghai, a Radioactive Risk for Asia", September 12, 2017.
The Atlantic Cartier and the Atlantic Conveyor regularly carried uranium. They suffered fires and other handling incidents. See pg. 35-37 as well as the press release "Bay of Alang Under Radioactive Threat from Three European Vessels", October 11, 2017.

A fourth calls back our attention. It belonged to Maersk and was towed to Bangladesh in August 2016.

In accordance with a press release by Robin des Bois from June 16, 2017 and with numerous prior reports in the NGO’s quarterly publication “Shipbreaking,” the Supreme Court of Bangladesh recently banned the dismantling of the North Sea Producer, an ex-FPSO (Floating Production Storage Offloading), in other words, a floating plant used to refine and store crude oil extracted through offshore platforms.

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Prior to its decision, the Supreme Court had asked for a report from the Bangladesh Atomic Energy Commission.

Once again, European ship-owners and the European Union have failed to fulfill their moral duty and to adhere to basic rules of sanitary protection by sending waste-contaminated wrecks to the ends of the world. This practice could have a boomerang effect on Europe or on other continents. When radioactive scraps from scrapped ships or platforms are recycled, they can be sent back to the countries of origin, in the form of pots, rebar, elevator buttons, or hairpins.

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<th>On the North Sea Producer and radium in oil facilities:</th>
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<td>Demolition of the North Sea Producer: &quot;Europe exports radioactive waste to Bangladesh&quot;, June 16, 2017</td>
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<td>Demolition of the FPSO Kuito in Turkey, &quot;Shipbreaking # 39&quot; pg 61-63.</td>
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The Rio Tagus stuck in Sète

Upon her arrival in Sète in 2010, the Rio Tagus was flying the flag of Saint Vincent and the Grenadines. The port of Sète obtained property forfeiture and subsequently, the ship was officially placed under the control of French authorities. She must therefore be dismantled in accordance with the European regulatory framework, in a facility that has been approved by the European Union.

In October 2016, she was auctioned off to a Spanish scrap dealer based in Vinaros, south of Barcelona. The Varadero yard is not included in the European list of approved recycling facilities. Thus, the ship cannot be dismantled there. The only solution, given the age and condition of the Rio Tagus, which had not moved for 7 years, is to dismantle her on site, within the framework of a temporary ICPE (Facilities classed for the Protection of Environment) as authorized by the European Union.

Unfortunately, the French Ministry of Ecology has another interpretation of the situation. It believes that the ship is still under the authority of a non-European Union flag, and can thus be demolished anywhere. In conjunction with the Spanish authorities, it is in the process of preparing a notification file in compliance with the Basel Convention on the Control of Transboundary Movements of Hazardous Waste and their Disposal.


Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).

Ship under a European or EFTA state flag or whose owner is European or from an EFTA state at the time of demolition.

Damaged ship.

Ship banned from European harbours by the EU directive on Port State Control.

Ship and crew detained in a port for deficiencies

Ship deflagged for her last voyage.

**Ferry**


This ferry built in Japan as *Victory* was originally operated on the Japanese domestic lines. Acquired in 1998 by Grandi Navi Veloci, she kept her name under the Italian flag (services between Italy and Sicily, Tunisia, Morocco…). In 2008, she was purchased by the Mexican company Baja Ferries controlled by the French ship-owner Daniel Berrebi, and became the Mexican *Chihuahua Star* operated between the...
ferry

Mexican ports Mazatlan and Topolobambo in the Gulf of California. In 2011, she was transferred to American Cruise Ferries owned by the same group, as Caribbean Fantasy (Panamanian flag) on the service between San Juan (Puerto Rico) and Santo Domingo (Dominican Republic).

Caribbean Fantasy at Santo Domingo, Dominican Republic, October 30 2011. © Bengt-Rune Inberg

On August 17, 2016, 2 miles off the coast of Puerto Rico, she suffered an engine fire resulting in the evacuation of 511 passengers. The fire kept burning, the left to herself ship went adrift and finally ran aground Punta Salinas beach. After inspection and after the fire was extinguished, she was refloated and towed to San Juan three days later. 2 dogs that had remained on board were found dead.

One year later, the Mexican ship-owner decided not to repair the ferry. She was sold for demolition as is in Freeport (Bahamas). 145 US$ per ton. Caribbean Fantasy arrived at Aliaga early October 2017.

Huatong Pearl VI (ex-Asia Pearl, ex-Superferry 18, ex-New Seto). IMO 8618152. Length 174 m, 9,377 t. Deflagged from Panama to Palau for her last voyage as Pearl VI. Classification society China Classification Society. Built in 1988 in Kawajiri (Japan) by Kanda Zosensho. Detained in 2008, 2009 and 2010 in Incheon (South Korea). Sold to India-based Prayati Shipping prior to her departure for demolition in Bangladesh.

In the Philippines, Superferry 18, in 2006. © olphintokoko/

At Chittagong, Pearl VI, September 2017. © Sajjad Chowdhury
**Ohamana (ex-Ferry Akebono).** IMO 8905373. Length 141 m, 6,013 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Shimonoseki (Japan) by Mitsubishi. *Ohamana* was owned by Chonghaejin Marine Co Ltd also owner of the *Sewol*. The two ferries were alternatively operated on the Incheon-Jeju Island service. After the *Sewol* disaster in April 2014 (See "Shipbreaking # 47", pg 81-82) and the prosecution against the Korean ship-owner, the *Ohamana* remained laid-up in the port of Incheon. Inspections had pointed out deficiencies with regard her lifeboats and rescue chutes. She was auctioned in October 2014 and acquired by another Korean company, Seo Dong Maritime Co Ltd, then quickly sold to the Japan-based Niigata International Shipping that was planning the opening of a service linking Vladivostok and Zarubino (Russia) to Niigata. The *Ohamana* was towed to Hiroshima but the Japanese company refused the delivery of the vessel due to her poor performances. In December 2016, it agreed to pay 1 million US$ in compensation for the breach of contract. In 2017, *Ohamana* was sold as is in Kanda (Japan) for demolition in India. 315 US$ per ton.

*Ohamana. © Koobonmin*

**Princess of Acadia (ex-Princess of Nova).** IMO 7039567. Length 146 m, 3,803 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1971 in East St John (New Brunswick, Canada) by St John Shipbuilding & Dry Dock Ltd for Canadian Pacific Railway and Steamship Company. Launched as *Princess of Nova*, she was renamed prior entering service on the route linking Digby (Nova Scotia) and Saint John (New Brunswick). She was acquired in 1974 by the Canadian government; Canadian Pacific remained in charge of the ship management. The ferry could accommodate 159 cars or 40 large trailer trucks and sail 2 roundtrips every day. Her last operator was Bay Ferries, a subsidiary company of Northumberland Ferries but the Canadian government retained ownership.

*Princess of Acadia at Saint John, New Brunswick, Canada, October 8, 2014. © Foggy*

The *Princess of Acadia* made her final commercial crossing on July 27, 2015. She was replaced on the service by the *Fundy Rose (ex-Blue Star Ithaki)*, and has since remained in cold lay-up. As she was a State property, her dismantling was subject to a strict call for tenders with regard the conditions of dismantling, recycling and waste management. Bidding was restricted to East Canadian companies (New Brunswick, Newfoundland & Labrador, Nova Scotia, Ontario, Prince Edward Island, Quebec,) with certified shipbreaking capabilities and experience. The contract was awarded to Marine Recycling Corp established in Port-Colborne, Ontario. According to the terms of contract, the dismantlement of the *Princess of Acadia* must be completed by June 30, 2018.
Passenger ship

National Geographic Endeavour (ex-Endeavour, ex-Caledonian Star, ex-North Star, ex-Lindmar, ex-Marburg). IMO 6611863. Ex factory ship converted in 1983. Length 88 m, 2,440 t. Ecuador flag. Classification society Det Norske Veritas/Germanischer Lloyd. The originality of this little cruise ship is to be a former stern trawler-factory ship. She was indeed built in 1966 in Bremerhaven (Germany) by Weser Seebeck as Marburg for Cuxhaven-based Nordsee Deutsche Hochseefischerei. She was turned into a cruise ship in 1982-1983 (one of the very first small luxury cruise vessel) by the shipyard Nico International in Göteborg and was back to service as North Star for North Star Cruises (Norwegian and then Bahamian flag), and its cruises in Norway and in the Mediterranean. She was renamed Caledonian Star in 1989 and was later acquired by Linblad Expeditions (USA) and finally renamed Endeavour in 2001.

Following the partnership of this company with the magazine National Geographic, she became in 2005 National Geographic Endeavour. From 2011 onward, she specialised in Galapagos expedition cruises; depending on their duration, 10 to 16 days, the cost of cruises ranges from 6,960 to 12,980 US$. In addition to the naturalist experts, photographers and divers selected by the National Geographic Society, the liner also carried kayaks, a fleet of zodiaks, a glass-bottom boat and various equipment to discover the natural environment. Her ownership passed to Metrohotel, subsidiary company of Empresa Turistica International, of Guayaquil. She was reflagged to Ecuador without changing of name. Lindblad Expeditions operated her with a capacity of 96 passengers accomodated in 56 cabins.

The National Geographic Endeavour arrived at ADELCA shipbreaking yard, established near Guayaquil (Ecuador). See also the chapter on demolition in Ecuador, pg 7. At the age of 51 years, she is the oldest ship to be broken up this quarter.
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.

July-August-September 2017

52 demolitions. More than in the second and first quarters (34 and 45 units respectively); in tonnage the decrease is -27% compared to the 1st quarter. The category aggregates small-sized vessels: half of them are less than 100 m long. Turkey is their favourite destination with regard tonnage and even more units. Danish shipbreaking yards manage to keep the market of vessels laid up in northern European ports; towing them to Turkey would probably be too expensive or too dangerous.

The average age at the time of demolition is 33 years. 14 are 40 years of age or older. The oldest is the Via, 50 years old, Sweden-flagged, Germany-built, demolished in Denmark. The detention rate among general cargo carriers is 83%. 7 ships in this issue of "Shipbreaking" show more than 10 detentions, all of them belonging to the general cargo carrier category.

The sale of the Jamileh to a Pakistani shipbreaking yard has brought in 1,7 million US$ to the shipowner and intermediaries.

The sale of the Jamileh to a Pakistani shipbreaking yard has brought in 1,7 million US$ to the shipowner and intermediaries.

Jamileh, 31 year-old, 4,282 t. © Walid Fahel


Zadar (Croatia), February 28, 2013. © Marinko
Amelia Desgagnés (ex-Soodoc). IMO 7411167. Length 108 m, 2,209 t. Deflagged from Canada to Palau for her last voyage shortened to Amelia. Classification society Lloyd's Register of Shipping. Built in 1976 in Collingwood (Canada) by Collingwood SB. Sold by her Canadian owner, Group Desgagnés, to Taymouth Ltd based in St Vincent & the Grenadines prior to her departure for demolition in Turkey.


Anatoliy Torchinov, December 24, 2014. © Sergey Bushmakin

In April 2017, Anatoliy Torchinov is stuck in the Chinese port of Shidao. Her official owner is SASCO, Sakhalin Shipping Co, but she is managed by another Russian company, the MV Line. She has no more fuel to go back home, the MV Line has not paid port fees, the crew has not been paid since the beginning of the year, debt wages amount to 4,3 million rubles (73,000 US$), food and medicine are lacking. The 16 Russian sailors are detained on board, without a visa to leave China, without help from the MV Line, which says it has no money. They end up recording a video call for help that they send to Russian journalists.

The captain's message. Screenshot REN TV

The situation finally evolves positively. In June, SASCO takes over the management of the vessel. It organises the repatriation of half of the crew at its own expense and provide supplies to the 8 seamen who have to remain on board for routine maintenance. The ship is put up for sale to pay off the debts. in July, she is sold to be broken up and heads for a Chinese yard in Nantong.

The Anatoliy Torchinov was one of the very last Pioneer Moskvy-type vessel, a series of ice-strengthened cargo ships originally dedicated to the carriage of logs from the arctic forests. She was a sistership of Italica (voir "Shipbreaking # 48", p 41). 27 ships have been built by the Russian shipyard. Only 3 are still operated: Amr R ex-Pioneer Yakutii (IMO 7646750), Kareem R ex Pioneer Kazakhstana (OMI IMO) and Ivan Ryabov ex Heidenau (IMO 7942348).


At the end of 2015, the *BBC Shanghai* is making the headlines: despite her bad reputation, she was chosen to ship radioactive waste from France to Australia (see "Radioactive Waste: Robin des Bois is calling for an intervention by the Australian and French governments").

She had been stuck since March 2017 in East London (South Africa) after an engine failure. In September 2017, brokers announce that she is to be broken up: Robin des Bois requests that this radioactive waste sea transporter be subject to a radiological diagnosis (see "BBC Shanghai, a radioactive risk for Asia"). In vain. On September 20, the *BBC Shanghai* arrives under tow in Alang. In a final opacity manoeuvre, she had been renamed *Longbob* prior to be beached.


Istanbul, 28 November 2013. © Yousef Hammoud


© Jörn Prestien

Djebel El Onk II inbound to the port of Valletta on 12 February 2008. © Jörn Prestien

Djebel Ksel (ex-Djebel Amour). IMO 8417326. Length 90 m. Deflagged from Algeria to Togo for her last voyage. Unknown classification society. Built in 1985 in Akitsu (Japan) by Taihei Kogyo. Ship formerly owned by CNAN, Compagnie Nationale Algérienne de Navigation and transferred to International Bulk Carrier. All the vessels of this privatized CNAN subsidiary, formed with Saudi Arabian and Jordanian businessmen, have now been decommissioned and sold for demolition. Detained in 2000 in Ravena (Italy), in 2001 in Lisbon (Portugal) and Bilbao (Spain), in 2003 in Setubal (Portugal), in 2004 again in Bilbao, in 2005 in Antwerp (Belgium) and in 2007 in Cartagena (Spain). Decommissioned since 2009. Towed for demolition in Turkey.
**Djebel Refaa (ex-Djebel Chrea II).** IMO 8417338. Length 90 m. Deflagged from Algeria to Sierra Leone for her last voyage. Unknown classification society. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Detained in 1999 in Seville (Spain), in 2001 in Lisbon (Portugal) and Leixoes (Portugal), in 2003 in Naples (Italy) and Koper (Slovenia), in 2006 in Izmit (Turkey) and in 2008 in Sète (France). Sold for demolition in Turkey.

**GB Ionian (ex-Santa Maria, ex-Anisiya, ex-Enol, ex-Madrid, ex-Punta Zabala).** IMO 8030180. Length 77 m. Moldovan flag, Tanzanie for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1982 in Pasajes (Spain) by Luzuriaga. Owned by Oldington Invest Corp (Georgia). Detained in 2006 in Bandırma (Turkey) and in Izmir (Turkey) and in 2008 in Iskenderun (Turkey). Sold for demolition in Turkey.

**Punta Zabala** inbound Delfzijl, Netherlands, December 6, 1983. © Frits Olinga


*Golden Endurance* at anchor Bissau, Guinea Bissau, August 18, 2015. © Bengt-Rune Inberg

Aliaga, July 2017. © Selim San

*Atlant*, decommissioned in Valletta (Malta) in 2015. © Marc Ottini

*Aliaga*, August 2017. © Selim San


Like the Anatoliy Torchinov (see pg 18), the **Gornozavodsk** was managed by MV Line based in Vladivostok in the Russian Far East. In January 2015, the SUR, Seafarers' Union of Russia affiliated to the ITF (International Transport Workers Federation) had already denounced the MV Line's practices: delays in the payment of salaries of Ivan Polzunov’s seamen, irregularities in the employment contract of an electrician on board **Gornozavodsk**. The union had asked the ITF inspectors to pay particular attention to the condition of crews on board the company's vessels.

*Seafarers’ Union of Russia*

**Gornozavodsk**, December 20, 2015, Petropavlovsk-Kamchatsky, Russia. © Sol

In May 2017, **Gornozavodsk** seafarers warn the SUR about bad on-board hygiene conditions and non-payment of wages. They file a complaint. The Nakhodka port authorities ban the ship from departing until the conflict is resolved. In June, the crew receives the 4 months debt salaries. In August, the ship is announced to be sold for demolition in Bangladesh at the price of 365 US$ per ton. In September, she leaves Nakhodka, is deflagged to Togo and beached in Chittagong in mid-October.
general cargo carrier


Ikra (ex-Halilaga, ex-Mine-C, ex-Kamile Cillioglu). IMO 7901837. Length 82 m. Turkish flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Istanbul (Turkey) by Yasar. Owned by Sahin Deniz Kara Nakliye (Turkey). Detained in 1999 in Savona (Italy), in 2002 in Seville (Spain), in 2006 in Koper (Slovenia), in 2008 in Genoa (Italy) and in 2009 at Piraeus (Greece). She suffered a water ingress, was first towed for repair to Iskenderun and then finally beached to be demolished in Aliaga on September 13.


Kumsal (ex-Nazli, ex-Keep, ex-Ottar, ex-Siegeria, ex-Siegerland, ex-Varberg, ex-Siegerland). IMO 7401368. Length 77 m, t. deflagged from Sierra Leone to Tanzania in March 2017. Classification society Phoenix Register of Shipping. Built in 1974 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Lazer Shipping SA (Turkey). Detained in 2000 in Lisbon (Portugal), in 2003 in Drogheda (Ireland), in 2004 in Wicklow (Ireland), in 2007 in Alicante (Spain), Setubal (Portugal), pendant 59 jours in Seville (Spain) and Aliaga (Turkey), in 2009 in Samsun (Turkey), in 2012 in Izmit (Turkey), in 2013 twice in Aliaga again and in 2017 in Bourgas (Bulgaria). Sold for demolition in Turkey.


Lupin Shipping, based in Varberg (Sweden), has been specialising in coastal trade since the 1990s with vessels of around 2,000 dwt, mainly in the Baltic Sea (Sweden, Denmark, Norway, Germany). All its vessels have been registered in St Vincent & the Grenadines since the beginning. The company’s activity has declined in recent years, with some vessels being decommissioned as soon as 2010. Several of its ships were demolished in Grenaa (Denmark). After the Lian and Livia ("Shipbreaking" # 48), the Laguna, it is the turn of Lamaro, Landia, Lona and Lovinda to be towed to Fornaes Shipbreaking yard in Grenaa. The Lavinia is the only ship still in service.

Photos: 1 Clyde-VesseTracker / 2 Rico Voss / 3 Lag - MarineTraffic / 4 HW Delfs


general cargo carrier


Lona, 5 August 2017, arrivée in Grenaa © Leif Hansen


Lovinda, 5 August 2017, arrivée in Grenaa © Leif Hansen


Lyra, 5 August 2017, arrivée in Grenaa © Leif Hansen

Manassa (ex-Baikal M, ex-Capital Vega, ex-Terra, ex-Lady Cleopatra, ex-Agios Spiridon I, ex-Ugur Yildizi, ex-Southern Star, ex-Southgate). IMO 7366025. Length 102 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1976 in Appledore (United Kingdom) by Appledore Shipbuilding. Owned by Global Management & Trading Co (Lebanon). Gold medalist in the substandard ships contest with 20 detentions in 2000 in Lisbon (Portugal), in 2001 in Rouen (France), in 2004 in Palermo (Italy) and Constanta (Romania), in 2005 in Tarragona (Spain), Koper (Slovenia) and Ravena (Italy), in 2006 in Casablanca (Morocco), in 2007 twice in Gaeta (Italy) then in Odessa (Ukraine), in 2009 in Poti (Georgia), in 2012 in Batumi (Georgia), in Alexandria (Egypt) and in Novorossiysk (Russia), in 2013 in Canakkale (Turkey), twice in Novorossiysk and in Sochi (Russia) and in 2014 in Gemlik (Turkey). (See the map of the ship's detentions p 10). Sold for demolition in Turkey.

Manassa, 5 August 2017, arrivée in Grenaa © Leif Hansen

Penang, November 25, 2011 © Laurieber59/Minetraffic
Maykop (ex-Aera, ex-Katya, ex-Maykop, ex-Sovetskaya Karelya, ex-Volgo-Balt 176). IMO 8230065. Length 114 m. Tanzanian flag. St Kitts and Nevis for her last voyage shortened to May. Classification society Shipping Register of Ukraine, river and sea-going ship built in 1973 in Komarno (Slovakia) by ZTS. Owned by AT Shipmanagement (Turkey). Detained in 2006 in Izmit (Turkey), in 2009 in Larnaca (Cyprus), in 2015 in Ambarli (Turkey) and Yeysk (Russia), in 2016 in Temryuk (Russia), Rize (Turkey) and Taganrog (Russia) and in 2017 twice in Rostov on Don (Russia). Ship banned from European ports for multiples detentions in April and in July 2017. On August 14, she was beached for demolition in Aliaga.


Transport of wind turbine blades in the Channel on August 30, 2011. © Marc Ottini


North Star (ex-Gulf Lion, ex-Fotini, ex-Elvita 1, ex-Elvita, ex-Lady Sylvia, ex-Inishfree, ex-Arkwlow Vale, ex-Capricorn). IMO 7811410. Length 73 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Foxhol (Netherlands) by Bodewes Gruno. Owned by Northern Star Shipping Co (Turkey). Detained in 2000 in Valencia (Spain), in 2005 in Kaliningrad (Russia), in 2007 in King's Lynn (United Kingdom), in 2008 in Glasgow (United Kingdom) and Eleusis (Greece), in 2011 in Izmir (Turkey), Mersin (Turkey) and Nikolayev (Ukraine), in 2013 in Eregli (Turkey), in 2015 in Tulcea (Romania) and Izmit (Turkey) and in 2017 in Marina di Carrara (Italy). Sold for demolition in Turkey.

Rainbow Joy. IMO 9108738. Length 100 m, 2,922 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Tongyeong (South Korea) by Shin A Shipbuilding Co. Owned by Ocean Eleven Shipping Corp (South Korea). Detained in 2000 in Singapore, in 2001 in Hakodate (Japan), Hong Kong (China), Kashima (Japan) and Yokohama (Japan), in 2005 de nouveau in Yokohama, in 2007 in Vishakhapatnam (India), in 2009 in Belawan (Indonesia) and in 2015 in Kolkata (India). Sold for demolition in India.

Sea Star 7 (ex-Ai Rui Xin, ex-Winner, ex-Seizanmaru, ex-Tenyo, ex-Ryokoh 5, ex-Tenyo, ex-Tenyo Maru, ex-Koyo Maru). IMO 8310396. Length 105 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Hakata (Japan) by Murakami Hide. Owned by Hong Kong Seastar Shipping Ltd (China). Detained in 2000 in Naha (Japan) and Tokuyama (Japan), in 2011 in Yantai (China), in 2012 in Nanjing (China) and in 2015 in Busan (South Korea). Sold for demolition in Jiangyin, China..


Seba Star (ex-Al Zeina, ex-Hande Erenler, ex-Laguna, ex-Kristianne Elisa, ex-Maran, ex-Uralar Cuarto). IMO 7703699. Length 87 m, 1,154 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Zumaya (Spain) by Balenciaga. Owned by Uni-Marine Management Co (Lebanon). Silver medalist in the substandard ship contest with 14 detentions in 1999 in Glasgow (United Kingdom), in 2001 in Szczecin (Poland), in 2002 in Hamburg (Germany) and Aabenraa (Denmark), in 2007 in Wismar (Germany), in 2008 in Novorossysk (Russia), in 2012 in Mersin (Turkey), Kalymnos (Greece), Alexandria (Egypt), Sochi (Russia) and again Novorossysk, in 2013 in Beirut (Lebanon) and Constanta (Romania) and in 2015 in Antalya (Turkey). Sold for demolition in Pakistan.

The detentions of Seba Star. © Robin des Bois

Robin des Bois - 29 - Shipbreaking # 49 – October 2017


Algiers, Algeria, July 7, 2014. © Evgeniy


Istanbul (Turkey), July 4, 2016. © Frank Behrends


Wooyang Elite at Kwangyang anchorage, South Korea, November 30, 2015. © V Tonic
Factory ship

A factory ship is a fishing vessel with processing and conservation facilities, allowing it to remain at sea for several months. After sorting, evisceration, filleting, the fish are usually frozen. Some factory ships have machinery to produce fish liver cans, fishmeal and extract fish oil.

Vulkan Ksudach (ex-Claymore Sea, ex-Scotoil 3, ex-Theriot Offshore III). IMO 7391288. Built in 1974 in Seattle (Washington, USA) by Todd-Pacific. Length 72 m, 2,842 t. Russian flag. Classification society Russian Maritime Register of Shipping. She was one in a series of 6 ice-strengthened supply vessels built for Theriot Offshore International Inc and simply named Theriot Offshore I to VI. At the beginning, they were operated on the North Sea oilfields.

In 1977, they are all acquired by Scotoil Services from Aberdeen (Scotland, United Kingdom) and renamed in the same way Scotoil 1 to 6.

The whole family is sold again in 1979 to J. Ray McDermott, a US-based offshore service provider. They become Maureen Sea, Tartan Sea, Claymore Sea, Magnus Sea, Brae Sea and Heather Sea. They supply the offshore platforms in the Canadian waters off Nova Scotia.

In her supply life, Claymore Sea at Mobil dock in Dartmouth (Nova Scotia, Canada), May 2, 1984. © Mac Mackay

The 6 vessels are then sold one more time in 1987-88 for conversion in Aalesund shipyards, Norway, re-engined and lengthened 7 m or more. Tartan Sea (ex-Scotoil 4, ex-Theriot Offshore IV) was converted to ferry, the 5 others to factory ships. The siblings are scattered. Some will be converted one last time for other uses such as oceanographic research or pipe laying.

Claymore Sea keeps her name in spite of change of ship-owners, Seahawk Pacific Seafood Inc. based in Seattle (Washington State, USA) and then Norwegian interests. In 2004, she is acquired by SOGRA of Arkhangelsk (Russia) and becomes Vulkan Ksudach.

At the end of July 2017, she was beached for demolition in Turkey.
Container ship

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29 demolitions. Almost the same number as in the previous quarter (30), well below the massacre at the beginning of the year (66 in the 1st quarter). Half of them belonged to European shipowners, only the Danish Arina Arctica was demolished in a European Union shipyard. India and Pakistan (7 vessels each) were the favourite destinations ahead of Turkey (5 vessels). Small units of less than 2,500 boxes still represent the majority despite a relative share falling (70% in the 2nd quarter). The convoy of broken ships would stretch over 6,2 km, carrying 74,000 boxes against 6 km and 70,000 TEU in the second quarter.

The average age at the time of demolition is 23 years. 2 vessels were not repaired after having suffered a casualty this year and were finally sold for scrapping. The Kea Trader was new when she ran aground in New Caledonia, her owner estimates the cost of repairs to be too high, the ship is fated to be scrapped (see pg. 39).

The sale of the MSC Mykonos brought in nearly 10 million US$ to the shipowner and middlemen.

MSC Mykonos, 29 years of age, 23,451 t. Photo Marc Ottini.


Alessandra I, Bosporus Strait, May 6, 2011. © Marc Ottini


**Arina Arctica (ex-Nuka Ittuk).** IMO 8131180. Ex reefer converted to container ship in 1994, 283 teu. Length 110 m. Danish flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1984 in Frederikshavn (Denmark) by Orskov Christensens. She was the oldest container ship of the Royal Arctic Line A/S (Groenland), she could supply most of the ports on Greenland's eastern and western coasts. Sold for demolition in Frederikshavn, Denmark.

**Asian Star.** IMO 9065429. 357 teu. Length 113 m, 2,430 t. Deflagged from Liberian to Niue for her last voyage shortened to Asian. Classification society China Classification Society. Built in 1993 in Busan (South Korea) by Dae Sun Shipbuilding & Engineering Co. Sold by her Chinese ship-owner Shanghai Zhi Jing International Ship Management Co to United Arab Emirates-based Novatic Trading FZE prior to her departure for demolition in Bangladesh.

**Atlantic Cartier.** IMO 8215481. Conro type container ship, 2908 teu. Length 292 m, 29,726 t. Swedish flag. Classification society Lloyd's Register of Shipping. The ro-ro container ship Atlantic Cartier was beached in Alang on September 22. She was delivered in May 1985 by Chantiers du Nord et de la Méditerranée (Normed) in Dunkirk one semester late due to a fire in the wheelhouse and accommodation quarters on August 9, 1984.

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*Arina Arctica © Royal Arctic Line.*

*Fire on August 9, 1984. © NORMED / Le Marin-3 May 1985*
container ship

She has been lengthened by 42 metres as soon as 1987 by Hyundai Mipo Korean shipyard to increase her container capacity from 2,100 to 2,908 teu; she was one of the third generation vessels (known as "G 3") of Atlantic Container Line designed to ship containers and rolling freight between Europe and the east coast of the United States and vice versa.

Atlantic Cartier. Seen here in New York, United States. 2006. © Tom Turner

The Atlantic Cartier embodies the ultimate participation of Compagnie Générale Maritime to the multinational company Atlantic Container Line, from which it withdrew in 1990 to provide services to the United States under its own identity. The Atlantic Cartier remained chartered to ACL which bought her in 1994 and reflagged her to Bahamas and then in 2003 to Sweden.

The Atlantic Container Line, now a subsidiary of the Italian group Grimaldi, has replaced its "G3" ships with the new series of five "G4s" (Atlantic Star, Atlantic Sail, Atlantic Sea, Atlantic Sky and Atlantic Sun) delivered in 2015-2017 from the Chinese shipyard Hudong Zhonghua. Their capacity is approximately 3,800 teu and 1,300 vehicles. They serve Halifax and the East Coast of the United States from Liverpool, Antwerp, Hamburg and Göteborg. Le Havre has not been served directly by ACL since 1996.

The Atlantic Cartier was in Le Havre port news on January 11, 1995. Following a black-out, the ship struck the Johannès-Couvert wharf while entering the port and put down one of the grain loading gantries, and subsequently damaged the stern of the Liberian bulk carrier Poros (38,200 tonnes) which was at berth.

The Atlantic Cartier also suffered a serious fire in the port of Hamburg on May 1, 2013. The fire broke out on a garage deck. The accident did not result in any casualties, but it was later revealed that the vessel had several hazardous materials on board, including 10 kg of uranium hexafluoride and empty radioactive containers. (See on this subject "Alang Bay under the radioactive threat of 3 European ships", 11 October 11, 2017)

Hamburg, May 1, 2013. © DR
The Atlantic Cartier is the penultimate of the five “G 3” to be broken up after the Atlantic Companion delivered to Alang in September 2015 and the Atlantic Compass and Atlantic Concert also beached in Alang in June and September 2016. The last of the series, the Atlantic Conveyor, arrived in Alang on October 4.

The Atlantic Cartier under the gantries at Göteborg port, Sweden, June 2016. © Marc Ottini


Arrival at Alang. © Vaja Nilesh

Concord (ex-Uni-Concord). IMO 9012862. 1038 teu. Length 152 m, 5,822 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zsensho. Owned by Evergreen Marine Corp (Taiwan). Detained in 2001 in Singapore, in 2004 in Hong Kong (China), in 2012 in Haiphong (Vietnam) and in 2013 in Zhanjiang (China) and again in Hong Kong. Sold as is in Kaohsiung (Taiwan) for an undisclosed destination of demolition. 360 US$ per ton.

Puerto Cabello (Venezuela), April 4, 2009. © Captain Ted

Deira departing from Le Havre (France), in a gloomy weather, November 26, 2016. © Erwan Guéguéniat


Arrival at Piraeus (Greece) in the early morning of April 28, 2017. © Marc Ottini


October 09, 2016, departing Busan North Port. (South Korea). © lappino

Innwa Star at Singapore, April 2016. © Foggy

Kea Trader. IMO 9701281. 2194 teu. Length 185 m. Maltese flag. Classification society DNV GL. Built in 2017 in Guangzhou (China) by Guangzhou39Wenchong. Owned by Lomar Deutschland GmbH (Germany). The Kea Trader will have lived only a few months. Delivered in January 2017, she ran aground on July 12 on the Durand reef 50 miles southeast of Maré Island. Situated in the Coral Sea Natural Marine Park, the reef is several hundred meters long and is well mapped. The Kea Trader came from Papeete and carried 700 containers and 750 t of fuel oil. She was double bottomed but the 5 cargo compartments were flooded. The fuel was extracted in the first few weeks after the grounding. Other pumps had to be installed to prevent further damage to the cargo pending the containers to be evacuated during the summer. The ship remains stuck on the reef; her condition has been deteriorating. At the end of September, the shipowner and its insurer announced that the cost of the accident had already exceeded the value of the vessel. The hull, rudder, propeller are out of order; repair is no longer considered. The Kea Trader is fated to be "recycled" once she has been removed from the reef. The final destination after towing and temporary repair works in Noumea has yet to be determined.

Fated to recycling or breaking up in the Coral Sea.
© France O 1ère - France TV infos Nouvelle Calédonie  © SG Mer
Maersk in Turkey, the flow continues


Aliaga, July 26

August 26 © Selim San

*Maersk Pembroke* (ex-P&O Nedlloyd Sydney). IMO 9168180. 2890 teu. Length 210 m, 12,250 t. Dutch flag. Classification society American Bureau of Shipping. Built in 1998 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Maersk Line A/S (Denmark). She suffered a fire on August 22, 2017, 125 miles southwest of the Irish coast on her voyage from Antwerp to Montreal. The fire caught in the engine room, the crew was able to control it. The ship was towed to Rotterdam by the *Union Lynx*. Maersk announces that the 19-year-old container ship will not be repaired. She will leave for demolition in Turkey. More high-risk towing ahead. 302 US$ per ton.

Terneuzen (Netherlands), July 25, 2017. © Pascal Bredel


**MSC Mandraki** (ex-Maersk Mandraki, ex-Marit Maersk). IMO 8613310. 4437 teu. Length 294 m, 23,451 t. Deflagged from Greece to Comoros for her last voyage shortened to Mandraki and then Mandra. Classification society Lloyd's Register of Shipping. Built in 1988 in Lindo (Denmark) by Odense Stalskibs. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 385 US$ per ton including 500 t of bunkers.


*MSC Florida at Le Havre (France), November 27, 2016. © Erwan Guéguénat*

*and in Walsoorden (Netherlands), August 29, 2017. © Pascal Bredel*

*MSC Mandraki.* © Manuel Hernández Lafuente
container ship


Panama Canal, April 19, 2011 © Gerrard


© Richard Wisse

Tian Sheng (ex-Da Xin Hua Yan Tai, ex-CSL Patmos, ex-Patmos II, ex-Atmos, ex-Zim Alabama, ex-Patmos, ex-Patmos Senator, ex-DSR Europe). IMO 9008550. 2680 teu. Length 216 m, 12,368 t. Deflagged from China to Comoros for her last voyage as Teng. Classification society China Classification Society. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Grand China Shipping Yantai Co (China). Sold for demolition in Pakistan.

Uni-Concert. IMO 9012874. 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Kawajiri (Japan) by Kanda Zosenho. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Kaohsiung (Taiwan) for an undisclosed destination of demolition. 360 US$ per ton.

**Reefer**

Avila Star (ex-Tundra Trader, ex-Del Monte Trader). IMO 8713550. Length 158 m, 6,904 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Puerto Real (Spain) by AESA. Owned by Siem Ship Management (Poland). Detained in 2005 in Port Adelaide (Australia) and in 2009 in Mersin (Turkey). Sold as is in Colombo (Sri Lanka) for demolition in India. 355 US$ per ton.

![Avila Star](image1)

Avila Star in the English Channel, April 21, 2005. © Marc Ottini


Below, The **Magellan Strait** and **Messina Strait** sisterships were designed in the early 2000s by the German ship design company Schiffko in collaboration with the Israeli agricultural exporter Agrexco (distributor of Carmel avocado). The Flexcon 21 design was presented as an innovative alternative to perishable cargo transport on conventional reefer or on container ships. The flexibility of these new-generation ships was to ensure their profitability: transport of agricultural products on pallets in the refrigerated holds accessible by side doors and in the reefer containers stored on deck when travelling from Israel, containers, cars and trucks on return. The 2 prototypes entered service in 2003 and 2004, but are now already leaving after a short tour on the ocean of 13 and 14 years. They have been replaced on the service of their last shipowner Seatrade by **Seatrade Orange**, a 2259 teu container ship with 674 reefer points.


**Carmel Ecofresh**, leaving Marseille (France), March 3, 2010. © Marc Ottini

**Elan** in Alang. © Vaja Nilesh
2-

*Messina Strait* (ex-*Cala Pira*, ex-*Carmel Bio-Top*, ex-*Rio Yarkon*). IMO 9267546. Length 186 m, 10,077 t. Deflagged from Curaçao to St Kitts and Nevis for her last voyage shortened to *Sina*. Classification society Bureau Veritas. Built in 2004 in Viana do Castelo (Portugal) by Estaleiros Navais de Viana do Castelo. Detained in 2017 in Hong Kong. Sold by her Dutch owner Seatrade to United Arab Emirates-based Compass Trading prior to her departure for demolition in India.


*Messina Strait*, June 12, 2014, arrival at de Radicatel terminal (France). © Pascal Bredel

© Wilson Shipowning

© Selim San
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).

Anna Desgagnés (ex-PCC Panama, ex-Anna Desgagnés, ex-Truskavets). IMO 8600507. Length 173 m, 8,920 t. Deflagged from Canada to Palau for her last voyage shortened to Anna. Classification society Lloyd's Register of Shipping. Built in 1986 in Warnemünde (Germany) by Warnowwerft. Owned by Transport Desgagnés Inc (Canada). Sold for demolition in Pakistan.

Volkan (ex-Isla de Los Volcanes, ex-Luberon). IMO 7529885. Length 91 m. Sierra Leone flag. Classification society Bureau Veritas. This ro-ro ship was originally the French vessel Luberon, delivered in December 1977 by the Ateliers et chantiers de La Rochelle-Pallice to Daher and Société Navale Caennaise, the latter being in charge of the ship management. The Luberon has lived her French career within the framework of Sudcargos, an organisation set up by Daher, the Caennaise and the Société Nationale Maritime Corse-Méditerranée to jointly operate their ships from the southern French ports to other ports on the Mediterranean (Algeria, Tunisia...).

Sold in 1987, she was renamed Isla de Los Volcanes under the Spanish flag, register of the Canary Islands, first for Lineas Maritimas Hesperides (inter-island connections to the Canary Islands), then in 1993 for Peregar Maritima (connection between Malaga and Ceuta/Melilla). Resold in 2012 to the Turkish armament Akgunler Denizcilik, of Mersin, she became the Sierra Leone-flagged Volkan, her assignment being the link between Tasucu (South Turkey) and Tripoli (Lebanon). Detained in 2015 in Mersin (Turkey). She was delivered to Aliaga in July 2017.
Tanker

July-August-September 2017

52 demolitions. The toll including all categories (oil tankers, chemical tankers, gas carriers, combined carriers) continues to increase: the rise is 53%. The scrapped tonnage more than doubled to almost 1 million t. The tanker category represents 40% of the demolished tonnage, and ranks number 1 this quarter. Bangladesh, 27 ships, is the favourite destination for end-of-life tankers. The ban on tanker beaching still applies in Pakistan.

Oil tanker

| In the oil tanker category, FPSOs (Floating Production Storage and Offloading) are true floating plants dedicated to the treatment of crude oil extracted by deepwater offshore platforms. After separation of the water-gas-oil effluents by the FPSO, the oil is stored before being offloaded onto tankers. Floating Storage and Offloading (FSOs) do not have processing facilities and are simply used for storage. FPSOs and FSOs are large units, often converted VLCC (Very Large Crude Carrier). FPSOs are contaminated with radium scales. See North Sea Producer, pg 11-12 |

40 demolitions. 2 times more in number and 3 times more in tonnage than in the previous quarter. 29 out of 40 are vessels with a capacity of more than 80,000 tons deadweight, including 10 VLCC (Very Large Crude Carrier) with a capacity of more than 200,000 dwt and a length of more than 300 m. These large ships are all heading to India or Bangladesh. Deflagging is practically a prerequisite for oil tankers to be broken up: 57% (23 ships) adopted a funeral flag prior the final voyage. Their age ranges from 16 to 47 years old. The average age at the time of demolition is 25 years.

The sale of the Greek VLCC *Maran Centaurus* to a Bangladesh shipbreaking yard has brought in more than 16 million US$ to the shipowner and middlemen.

*Maran Centaurus*, 22 years of age, 40,205 t.


*Ambassador* (ex-*Alexandra I*, ex-*Aldawha*). IMO 9127148. Length 269 m, 22,060 t. Deflagged from St Kitts and Nevis to Comoros for her last voyage as *Bass*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Iships Management Pte Ltd (Singapore). Sold for demolition in Bangladesh. 375 US$ per ton.
Armada Intrepid (ex-Schiehallion, ex-BP FPSO Schiehallion). IMO 9183439. FPSO. Length 245 m, 42,325 t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Belfast (United Kingdom) by Harland & Wolff. Owned by BP (United Kingdom). From 1998 on, the FPSO Schiehallion had been operated on Schiehallion oilfield, in the northwest of the Shetland Islands. Production was interrupted in 2013 to allow upgrading work on the subsea installations and their extension. With the new drilling technologies available, BP expects to extend the development of the field at least until 2035. The investments will also replace the FPSO Schiehallion with a new, more efficient floating plant, the Glen Lyons, which will be able to store 900,000 barrels of oil and process 130,000 barrels of oil and 220 million m$^3$ of gas per day. The FPSO Schiehallion was decommissioned, towed and laid up in Batam (Indonesia) in the Singapore Strait. She was renamed but does not find buyer to resume operation. In 2017, she was sold as is and towed for demolition in India. US$335 per ton.


**Blue Trader (ex-Wilmina).** IMO 9151840. Length 270 m, 24,462 t. Deflagged from Malta to Palau for her last voyage as *Blue.* Classification society Registro Italiano Navale. Built in 1997 in Dalian (China) by Dalian New Shipbuilding HI Co. Owned by International Andromeda Shipping SAM (Monaco). Detained in 2005 in Philadelphia (USA), in 2008 in Algeciras (Spain), in 2010 in Corpus Christi (USA) and Khark Island (Iran) and in 2017 in Augusta (Italy). Sold as is in Singapore for demolition in Bangladesh. 378 US$ per ton.

**Bright (ex-Vastika IV, ex-Zap, ex-Yiomaral, ex-Dundee, ex-Golar Dundee ).** IMO 9005235. Length 332 m, 38,996 t. Deflagged from Mongolia to Comoros for her last voyage as *Falcon.* Classification society Sing Class International. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Sambouk Shipping FZC (United Arab Emirates). Detained in 2016 in Khark Island (Iran). Sold for demolition in India. 330 US$ per ton.

**Bunga Kelana Dua.** IMO 9131125. Length 244 m, 16,899 t. Deflagged from Malaysia to St Kitts and Nevis for her last voyage as *Elana.* Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Compass Shipping & Trading Ltd (United Arab Emirates). Sold as is in Malaysia for demolition in Bangladesh. 398 US$ per ton.

**Daryakaran (ex-Amanos, ex-Kensington 1, ex-Kensington, ex-TI Qingdao, ex-Kensington, ex-Myrina).** IMO 9077874. Length 332 m, 42,671 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo pour Shell International Trading and Shipping Co (STASCO). Owned by Rahbaran Omid Darya Ship Management Co (Iran). Sold as is in Bandar Abbas (Iran) for an undisclosed destination of demolition.
**DS Crown** (ex-*Front Crown*, ex-*Front President*). IMO 9179646. Length 334 m, 41,816 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by DS Tankers GmbH & Co KG (Germany). Sold as is in Singapore for an undisclosed destination of demolition. Departure day is close: **DS Crown** has just been deflagged to Palau. Among all destinations, Bangladesh leads the race. 395 US$ per ton.

![DS Crown](image)

**Eagle Boston.** IMO 9111620. Length 254 m, 16,726 t. Deflagged from Singapore to Comoros for her last voyage as *Boston*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Koje (South Korea) by Samsung. Sold by her Singapore owner American Eagle Tankers to United Arab Emirates-based Arka Global Marine Services LLC prior to her departure for demolition in Bangladesh.

![Eagle Boston](image)

**Eagle Colombus.** IMO 9136046. Length 247 m, 16,711 t. Deflagged from Singapore to Comoros for her last voyage as *Colombus*. Classification society Lloyd's Register of Shipping. Built in 1997 in Mihara (Japan) by Koyo Dockyard. Owned by American Eagle Tankers (Singapore). Sold as is in Singapore for demolition in Bangladesh. 405 US$ per ton.

![Eagle Colombus](image)
Eduardo Virasoro (ex-Ministro Eezurra). IMO 7514268. Length 153 m, 4,706 t. Deflagged from Argentina to St. Kitts and Nevis for her last voyage as in Vira. Classification society Bureau Veritas. Built in 1979 in Avellaneda (Argentina) by Alianza SA. Built as a single hull tanker and upgraded to double hull in 2007 to comply with IMO standards OM1 and extend her operational lifetime. Owned by National Shipping SA (Argentina). In August 2017, she left Argentina, crossed the Atlantic Ocean, called at Port Louis (Mauritius) and was finally beached in Chittagong on September 24.

© National Shipping SA

FPSO Opportunity (ex-Cossack Pioneer, ex-Chevron London). IMO 7219909. Ex VLCC shortened from 340 to 279 m in 1984 and later converted to FPSO in 1995. Length 279 m, 35,097 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1972 in Malmö (Sweden) by Kockum Mekaniska. Since her conversion by Keppel Shipyard in Singapore, the FPSO Cossack Pioneer had been operated on Cossack Wanaea oilfield, 135 km northwest of Dampier in Western Australia. She was replaced by a more modern ship, the FPSO Okha, and sold in May 2011 to Petrofac (United Kingdom). She did not find any contract and remained laid up on Johor River (Malaysia). In 2017, she was finally sold as is for demolition in India. 320 US$ per ton.

Gener8 Horn (ex-Genmar Horn, ex-Crude Horn, ex-Nord Horn). IMO 9173757. Length 274 m, 22,895 t. Deflagged from Marshall Islandsto Comoros for her last voyage as Horn. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Okpo (South Korea) by Daewoo. Owned by Gener8 Maritime Management (USA). Sold for demolition in Bangladesh.


Benicia, California, Valero Oil Refinery pier on the Carquinez Strait, February 25, 2011. © Tom Anderson

**God's Grace (ex-Pacific Pearl, ex-Hadra)**. IMO 9048081. Length 183 m, 9,042 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Incheon (South Korea) by Halla. Owned by Corinthians Shipping Ltd (Nigeria). Announced to be broken up, her last known position was in Nigeria.

**Hadiyah**. IMO 8619467. Length 250 m, 20,148 t. Kuwait flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Owned by Kuwait Oil Tanker Co (Kuwait). Sold as is in Kuwait for demolition in Bangladesh. 400 US$ per ton.

**Impros (ex-Petar Zrinski, ex-Zrinski)**. IMO 9041435. Length 244 m, 18,327 t. Liberian flag. Classification society Bureau Veritas. Built in 1994 in Split (Croatia) by Brodosplit. Owned by Avin International Ltd (Greece). Detained in 2015 in Shanghai (China). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 367 US$ per ton.

**Iron Monger 3 (ex-Poppy, ex-Palmstar Poppy)**. IMO 8818922. Length 245 m, 16,125 t. Deflagged from Liberian to Palau in July 2017, she was renamed either Iron Mong or T Iron R, depending on sources. Classification society Nippon Kaiji Kyoka. Built in 1990 in Onomichi (Japan) by Onomichi Zosen. Racheté in l'état in à Khor Fakkan (United Arab Emirates) by India-based Prayati Shipping. Towed for demolition in India. 340 US$ per ton.

**Jade Palms (ex-Titan Venus, ex-Camden, ex-Murex)**. IMO 9077848. Length 332 m, 42,802 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to Palms. Classification society Bureau Veritas. Built in 1995 in Okpo (South Korea) by Daewoo pour Shell Tankers. Sold for conversion to a FSO unit in October 2012. Owned by Petroleos de Venezuela SA (Venezuela). Sold as is in Singapore for demolition in Bangladesh. 383 US$ per ton.
**Kanata Spirit.** IMO 9192337. Length 249 m, 18,034 t. Deflagged from the Bahamas to Comoros for her last voyage as Sunny. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Koje (South Korea) by Samsung. Owned by Teekay Marine (Singapore). Sold to Liberia-based Yume Navigation Co Ltd prior to her departure for demolition in Bangladesh. 413 US$ per ton.

*Kanata Spirit, upstream Scheldt River on August 12, 2011. © Marc Ottini*


**Keros Warrior (ex-Kornati, ex-Caithness).** IMO 9186089. Length 245 m, 19,346 t. Deflagged from Panama to Comoros for her last voyage as Warrior. Classification society Bureau Veritas. Built in 2000 in Gdynia (Poland) by Gdynia Stocznia. Owned by Polembros Shipping Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh. 393 US$ per ton.

**La Paz (ex-Evelyn Maersk).** IMO 9031650. Length 344 m, 40,970 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Lindo (Denmark) by Odense Staalskibs. Owned by Tsakos Shipping (Greece). Detained in 2002 in Rotterdam (Netherlands). Sold as is in Singapore for demolition in Bangladesh. 415 US$ per ton including 150 t of bunkers.

**M Spirit (ex-Gotland Spirit, ex-Bona Rider, ex-Venessa).** IMO 9077331. Length 244 m, 16,529 t. Deflagged from Panama to Comoros for her last voyage shortened to Spirit. Classification society Bureau Veritas. Double hull ship built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Sea Power Management DMCC (United Arab Emirates). Sold for demolition in Bangladesh. 385 US$ per ton.
**Maran Centaurus (ex-Astro Centaurus, ex-Mindoro).** IMO 9073050. Length 332 m, 40,205 t. Deflagged from Greece to Palau for her last voyage as *Ekta*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Maran Tankers (Greece). Sold as is in Singapore to Wirana Shipping, a specialist in the purchase of end-of-life ships, prior to her departure towards Bangladesh. 404 US$ per ton including 300 t of bunkers. Attention, according to the terms of contract, this price does not guarantee the ship to be gas free for hot works.

**Maran Lyra (ex-Astro Lyra, ex-Flores).** IMO 9042063. Length 327 m, 41,770 t. Deflagged from Greece to Palau for her last voyage as *Rana*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Maran Tankers Inc (Greece). Sold as is in Singapore for demolition in Bangladesh. 388 US$ per ton.

**Flores, offshore Pointe Noire (Congo) mid 90's.** She was about to load at Djenno terminal. © Pascal Riteau

**Nadin (ex-Nainital, ex-Midsea, ex-Motion, ex-Najm, ex-Iran Najm).** IMO 9079092. Length 332 m, 42,403 t. Deflagged from Iran to Comoros for her last voyage as *Marlim*. Classification society Korean Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by National Iranian Tanker Co (Iran). Detained in 2013 in Ningbo (China). Sold as is in Singapore for demolition in India. 382 US$ per ton.

**Nataly (ex-Velez Blanco).** IMO 8915794. Length 274 m, 24,512 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Puerto Real (Spain) by AESA. Owned by Murmansk Shipping Co (Russia); converted to double hull tanker in 2007. Detained in 2010 in Zoushan (China). Sold for demolition in Bangladesh. 405 US$ per ton. Her last known position was in Lomé (Togo).

**Nataly, Singapore.** © P.Shatalnikov
Nona (ex-Nyos, ex-Marigold, ex-Brawny, ex-Nabi, ex-Iran Nabi). IMO 9079080. Length 332 m, 42,403 t. Deflagged from Iran to Comoros for her last voyage as Opportunity. Classification society Korean Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by National Iranian Tankers Co (Iran). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 390 US$ per ton.


Nona (ex-Nyos, ex-Marigold, ex-Brawny, ex-Nabi, ex-Iran Nabi). IMO 9079080. Length 332 m, 42,403 t. Deflagged from Iran to Comoros for her last voyage as Opportunity. Classification society Korean Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by National Iranian Tankers Co (Iran). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 390 US$ per ton.


Q.T. One (ex-Rising Sun, ex-Seapurha, ex-Neptune Aquarius). IMO 8607816. Length 172 m, 9,474 t. Panamanian flag, Togo for her last voyage. Classification society Macosnar Corp. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by QT Shipping Corp base in Panama. Detained in 2011 in Illichivsk (Ukraine) and Bandar Abbas (Iran) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.
**Robin des Bois** - 57 - **Shipbreaking # 49 – October 2017**

*Ramtin (ex-Volga, ex-Isi Olive, ex-MAstera).* IMO 9003237. Length 274 m, 20,608 t. Iranian flag. Classification society Bureau Veritas. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Sapid Shipping Co (Iran). Sold as is in Bandar Abbas (Iran) for an undisclosed destination of demolition including 250 t of bunkers.

![Ramtin](image1)

*Ramtin at Fujairah, United Arab Emirates, September 2012 © Foggy*

**Sanmar Serenade (ex-Garnet Lady, ex-Garnet River).** IMO 9015357. Length 181 m, 8,254 t. Deflagged from India to Niue for her last voyage shortened to *Serena*. Classification society Indian Register of Shipping. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Sanmar Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 382 US$ per ton including 200 t of bunkers.

![Sanmar Serenade](image2)

**Sanmar Serenade, July 11, 2016, at Talara, Peru © Vitaliy Kharchenko**


![Silver Bridge](image3)

**Sirius 4 (ex-Rambod, ex-Hillari, ex-Alvan, ex-Statira, ex-Trust Runer, ex-Sea Runner, ex-Invincible, ex-Sokolniki).** IMO 8913631. Length 183 m, 8,787 t. Deflagged from Tanzania to Comoros for her last voyage as *Sirius I*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Incheon (South Korea) by Halla. Sold for demolition in India.

![Sirius 4](image4)

**Sirius 4, July 11, 2016, at Talara, Peru © Vitaliy Kharchenko**

**Tramax (ex-A Venture, ex-Jet Express, ex-Lin I, ex-Lin, ex-Yun Tai You 12).** IMO 9256731. Length 90 m, 1,220 t. Peruvian flag. Classification society International Register of Shipping. Built in 2001 in Chongqing (China) by Chongqing Dongfeng. Owned by Trabajos Maritima SA (Peru). The *Tramax* arrived for demolition in Guayaquil (Ecuador). See also the chapter on ship demolition in Ecuador pg 7.

![Tramax](image5)

**Tramax, July 11, 2016, at Talara, Peru © Vitaliy Kharchenko**
**Chemical tanker**

*Alors (ex-Champion Star, ex-Fandango)*. IMO 8812784. Length 183 m, 10,766 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Sestao (Spain) by AESA. Owned by Innovative Ukraine SC (Ukraine). Detained in 2009 in Brindisi (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in India, she was finally beached in Bangladesh. 405 US$ per ton.

![Image of Alors](image1)

Alors (ex-Champion Star, ex-Fandango). IMO 8812784. Length 183 m, 10,766 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Sestao (Spain) by AESA. Owned by Innovative Ukraine SC (Ukraine). Detained in 2009 in Brindisi (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in India, she was finally beached in Bangladesh. 405 US$ per ton.


![Image of Borneo Pioneer](image2)


![Image of Persia](image3)

Gas tanker


Gemini Gas (ex-Royal Jade, ex-Gaschem Bergen, ex-Bergen, ex-Igloo Bergen). IMO 8919752. Length 126 m, 4,351 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1991 in Oldenburg (Germany) by Brand. Owned by Benelux Overseas Inc (Greece). Detained in 2008 in Bandar Khomeini (Iran). On April 1, 2017, soon after departure, a fire ignited in the engine room; the ship had left Khor Fakkan (Oman) and was heading to Port Sudan. In September she was sold and towed for demolition in India. She was beached on September 26 as Gem.


December 26, 2016 Thai gas tanker PP2, arrival at Bangkok, Thailand. © bs1mrc/Shipspotting
Sun Aries (ex-Gas Aries). IMO 8906810. Length 230 m, 16,497 t. Deflagged from South Korea to St Kitts and Nevis for her last voyage as Suno. Classification society Korean Register of Shipping. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by Shipping Bank Co Ltd (South Korea). Detained in 2012 in Dampier (Western Australia, Australia), and in 2013 in Westernport (Victoria, Australia). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Bangladesh. 395 US$ per ton including 500 t of bunkers.


Virgo Gas (ex-Oncor, ex-Gongora). IMO 8515465. Length 85 m, 1,980 t. Peruvian flag. Classification society Bureau Veritas. Built in 1987 in Bilbao (Spain) by Astilleros Reunidos del Nervion. Owned by Transgas Shipping Lines SAC (Peru). Sold for demolition, in July 2017, the Virgo Gas left Callao (Peru) and is heading for Guayaquil. See also the chapter “Demolition in Ecuador”, pg 7.
Combinated carrier

Karadeniz Powership Esra Sultan (ex-SKS Tana). IMO 9116967. Length 244 m, 18,581 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Acquired in April 2016 by Karmarine Karadeniz (Turkey) for 7 million US$. She is not in the conversion programme of the Turkish energy operator of floating power stations off Lebanon, Ghana, Mozambique, Indonesia and in the recent past of Iraq. The Karadeniz Powership Esra Sultan is briefly used as a fuel supply tanker. She was sold for demolition in Bangladesh on September 29, 2017. 410 US$ per ton, or 7,6 million US$.

Arrival at Chittagong. © Sajjad Chowdhury


Neftorudovoz 35M, December 23, 2011 on the Volga-Caspian canal. Astrakanskaya oblast, Russia. © evgenii 10
Bulk carrier

Bulk carriers 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.

July-August-September 2017

64 demolitions. The number is slightly down by by comparison with the previous quarter but tonnage is up by 10%.

The average age at the time of demolition is 23 years. The oldest one is the Dutch-built and Sweden-flagged Sterno, 47 years of age, broken up in Denmark.

China and Pakistan are the favourite destinations. As a consequence of the subsidy policy still in force, of the 38 bulk carriers owned by Chinese shipowners, 35 have been demolished in China. Pakistan was delivered the Stellar Unicorn and Stellar Cosmo, the first 2 VLOC (Very Large Ore Carrier) of Korean Polaris sent to scrapping after the shipwreck of Stellar Daisy last March.

The sale of the Stellar Cosmo to a Pakistani shipyard brought in nearly 17 million US$ to the shipowner and middlemen.


![Image of the Chang Hang Yu Hai](https://www.shipspotting.com/images/2013/07/Chang_Hang_Yu_Hai.png)

March 01, 1990 *Rio Tefé* leaving Antwerp, Belgium. © bs1mrc / Shipspotting

**Dayahai**. IMO 9251872. Length 189 m, 9,885 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Shanghai Shipyard. Owned by COSCO HK (Hong Kong, China). Detained in 2014 in Novorossiysk (Russia). Sold for demolition in Jiangyin, China.


![Image of the Dingxianghai](https://www.shipspotting.com/images/2013/12/Dingxianghai.png)

Berthed at Cerámica quay, Castellón Port on October 28, 2014. © Manuel Hernandez Lafuente


Robin des Bois - 63 - Shipbreaking # 49 – October 2017

**Hoegh Fountain** in the Strait of Malacca in the 80s. © Gerolf Drebels

**E. Oldendorrf**, November 10, 2011, Dubai, Port Rashid, United Arab Emirates. © Viktor


**Feng Hai**, March 2, 2014, Valencia, Spain © Antonio Alcaraz Arbeo


**bulk carrier**


![Grace Ocean](image)


![Great Scenery](image)


![Guang Ming Feng](image)

*Guo Yuan 3 (ex-Bei Lun Hai 2, ex-Bulk Diamond, ex-Archondas, ex-Fei Ying Ling)*. IMO 8822818. Length 164 m, 6,516 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard. Owned by Fujian Guo Hang Ocean Shipping (China). Detained in 1999 in Thessaloniki (Greece) and in 2002 in Calais (France) and Bari (Italy). Sold for demolition in China.

![Guo Yuan 3](image)


![Haci Ali Sari](image)

*Robin des Bois* - 66 - *Shipbreaking # 49 – October 2017*
**bulk carrier**

**HL Capetown (ex-Hanjin Capetown).** IMO 9054224. Length 274 m, 17,875 t. Defagged from South Korea to Palau for her last voyage as Cadet. Classification society Korean Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 392 US$ per ton including 400 t of bunkers.

*HL Capetown, departing Hay Point, Australia, for Pohang, South Korea, after loading coal. May 17, 2015, © Tropic Maritime Photos*  

**Cadet** beached in Gadani Plot 132. © Gadani Ship Breaking

**Jia Yong (ex-Shen Neng 1, ex-Bestore, ex-Bestor).** IMO 9040871. Length 225 m, 9,222 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Shenzhen Energy Transportation (China). Detained in 2006 in Constanta (Romania). Sold for demolition in China by Civet Guandong shipbreaking yard. Known as Shen Neng 1 for damages to the Great Barrier Reef after her grounding in April 2010 off Queensland, Australia. See on this subject the chapter The END "Sheng Neng 1, all of that to gain 2 miles" pg 86 to 88.

*Jia Yong (ex-Shen Neng 1)*

**Kang Qiang.** IMO 9236834. Length 190 m, 7,889 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 2002 in Oshima (Japan) by Oshima Shipbuilding. Owned by COSCO HK Shipping Co (Hong Kong, China). Sold for demolition in Jiangyin, China.

**Kang Yuan.** IMO 9264453. Length 190 m, 8,854 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Hudong Shipyard. Owned by COSCO HK Shipping Co (Hong Kong, China). Detained in 2006 in Hakata/Fukuoka (Japan). Sold for demolition in Jiangyin, China.


Michalakis, sailing up Bosphorus Strait off Anadolu Kavagi, July 21, 2012. © Marc Ottini


Singapore, 19 October 2011. © Mick Prendergast


Pineglen (ex-Patterson). IMO 8409331. Length 225 m, 6,800 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Collingwood (Canada) by Collingwood SB pour N.M. Paterson & Sons Ltd. She was the last ship delivered by the Ontario shipyard before it ceased operations on September 12, 1986. In 2002, the ship was purchased by CSL Group Inc (Canada). In August 2017, she was sold as is in Montréal (Canada) to British Virgin Islands-based London Financial Ltd. She left under tow of Diavlos Pride, heading for Turkey. 100 US$ per ton.

Panormitis AV, June 26, 2015, departing from anchorage, Chios, Greece. © Nissos Chios

Pineglen leaving Lock 7, Welland canal, Canada. August 31, 2011 © Paul Beesley

Glen leaving Montreal on September 18 for Aliaga, Turkey to be recycled. © René Beauchamp
bulk carrier

*Rakan-M (ex-Rakan M, ex-Enas H, ex-Karim, ex-Wilson Muuga, ex-Selnes, ex-Risnes).* IMO 7341685. Length 102 m, 1,789 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Appledore (United Kingdom) by Appledore Shipbuilding pour Jebsen Ltd UK. She was the first of seven sisterships built by the British yard. 9 other vessels were also built in Norway on the same design. She was at the beginning the *Risnes* flying the British flag. In 1979, she was acquired by the Icelandic company Isskip H/F and became *Selnes* under the Icelandic flag. In 1990, she was reflagged to Cyprus and renamed *Wilson Muuga* for Unistar Shipping Co Ltd.

Under this name and flag, the bulk carrier ran aground on December 19, 2006 at Hvalnes, Reykjanes Peninsula, southwest of Iceland. She had left Grundartangi, north of Reykjavik, and was heading for Murmansk (Russia). The *Triton* from the Danish navy was in the surroundings and went in support of the damaged ship. A lifeboat came close but turned turtle. 8 Danish sailors were on board. They were rescued by the Icelandic Coast Guard helicopter, 7 men safe but one drowned. 9 hours later, the 12 seamen of the *Wilson Muuga* were rescued by the same helicopter. About 20 tons of fuel were spilled at sea. In the following days, 130 t of bunkers were pumped out to lessen the risk of an oil spill. The draining-off was completed on January 5, 2007.

The *Wilson Muuga* was considered a total loss. From the Icelandic point of view, the owner has to take the responsibility of refloating and dismantling the ship, that, for lack of an agreement on the sharing out of the expenses in the salvage and environmental operations was left on the spot during winter. After an extensive survey, it is, all things considered, decided that the wreck was repairable. She was refloated on April 17, 2007 and towed to Hafnarfjordur harbour. The *Wilson Muuga* was resold at one go and turned *Karim* under Cambodian flag. She left Iceland on July 4, 2007 after temporary works.

The final repair works at Tripoli shipyard (Lebanon) were completed at the end of October 2007; the ship resumed operations for another 10 years, flying successively the flags Cambodia, Bolivia, Tanzania, Georgia and once again Tanzania.
bulk carrier

Owned by Individual Shipping Ltd (Greece). Detained in 2008 in Nantes (France), in 2011 in Novorossiysk (Russia), in 2014 in Constanta (Romania), in 2015 in Kalymnos (Greece) and in 2016 in Kocaeli (Turkey) and again twice in Novorossiysk. *Rakan M* was definitely beached in Alang on September 21.

![Enas H](image1) in the Mediterranean, June 24, 2010. © Marc Ottini

![Rakan M](image2) docked at Eleusis (Greece), October 7, 2012. © Marc Ottini

*Sheng Qiang*. IMO 9144536. Length 186 m, 7,475 t. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO HK (Hong Kong, China). Detained in 2012 in Rotterdam (Netherlands) and in 2016 in Teesport (United Kingdom). Sold for demolition in Jiangyin, China.


![Shi Dai 6](image3) February 25, 2014, Vanino, Russia, Muchke bay. © Andy.ru73


![Silver Ocean](image4)

*Sri Prem Poorva (ex-Prem Poorva, ex-Marvel Timonel, ex-Maersk Timonel)*. IMO 9074470. Length 225 m, 10,034 t. Deflagged from India to Comoros for her last voyage as *Prema*. Classification society Indian Register of Shipping. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by Mercator Ltd (India). Detained in 2000 in Hay Point (Australia), in 2009 in Donghae (South Korea) and in 2011 in Tianjin (China). Announced to be broken up in Bangladesh, she eventually left Colombo (Sri Lanka) heading for Gadani, Pakistan. 400 US$ per ton.
After the sinking of the Stellar Daisy at the end of March 2017 and the death of 22 sailors, Polaris Shipping undertook to control the state of its fleet of ex-oil tankers converted to mineral tankers (see "Shipbreaking # 48", The converted ones, pg 7). The results of the inspections are not yet known. This is an emergency, though. In the days following the disaster, 3 vessels from the Korean shipowner's fleet had to be repaired for hull cracks or defects in the alarm monitoring system. In September the verdict falls for Stellar Cosmo and Stellar Unicorn: destination, the shipbreaking yards.

There are still Polaris 16 former tankers in the Polaris fleet, that were built from 1990 to 1995 in Japanese or South Korean shipyards and were converted to ore carriers in the years 2009-2011: Stellar Queen (IMO 9030981) that also suffered hull cracks, Stellar Fair (IMO 8908284), Stellar Neptune (IMO 9030943), Stellar Liberty (IMO 9030955), Stellar Samba (IMO 9030967), Stellar Ocean (IMO 9030981), Stellar Galaxy (IMO 9038438), Stellar Eagle (IMO 9044229), Stellar Pioneer (OMI 9048110), Stellar Topaz (IMO 9048122), Stellar Knight (IMO 9048134), Stellar Journey (IMO 9050230), Stellar Magic (OMI 9060314), Stellar Hermes (IMO 9060326), Stellar Rio (9060338), and Stellar Iris (IMO 9083093).

Stellar Cosmo (ex-Suzuka). IMO 9007805. Ex VLCC converted in 2008 to VLOC. Length 338 m, 40,057 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Sakaide (Japan) by Kawasaki. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2009 in Dampier. In April 2017, the Stellar Cosmo was involved in the search and rescue operations after the sinking of Stellar Daisy. A defect in the alarm monitoring system was found on board and fixed by the crew. Polaris Shipping denied then that there was anything wrong problem and the Stellar Cosmo proceeded onwards to China to deliver her iron ore cargo. She has just been beached for demolition in Pakistan. 423 US$ per ton.

Stellar Unicorn (ex-Sri Prem Putli, ex-Prem Putli, ex-Musashi Spirit). IMO 9006734. Ex supertanker converti in super minéralier in 2009 dans les chantiers COSCO de Zoushan (China). Length 330 m, 37,273 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1993 in Sasebo (Japan) by Sasebo HI. Owned by Polaris Shipping Co Ltd (South Korea). In April 2017, the Stellar Unicorn also left Brazil heading for China with an iron ore cargo. 2 days after the Stellar Daisy disaster, cracks were found on the deck of Stellar Unicorn. The ship interrupted her voyage and was diverted to Capetown to be patched up. She has now been sold for demolition, and joined Stellar Cosmo at Gadani, Pakistan. 414 US$ per ton.


Tabernacle Grace, Gadani. © Shahid Ayub

Taiju. IMO 9148611. Length 289 m, 20,763 t. Deflagged from Japan to Liberia in March 2017. Classification society Nippon Kaiji Kyokai. Built in 1997 in Tsu (Japan) by NKK Corp. Owned by Bernhard Schulte Shipmanagement-India (the Indian subsidiary of the German group Schulte). She was sold, deflagged, renamed Fair and left Kure in Japan, her former homeport, heading for Port Klang (Malaysia) and then Alang. 370 US$ per ton.

Taiju, Narvik (Norway), assisted by tugs Boa Siw and Rallaren, June 22, 2009. © kurt frostad


Thor Horizon (ex-Beautiful Queen, ex-Eboni, ex-Tete Oldendorff). IMO 9137117. Length 195 m, 13,025 t. Singapore flag. Classification society Korean Register of Shipping. Built in 2002 in Surabaya (Indonesia) by PAL Indonesia. Owned by Thoresen & Co (Thailand). Detained in 2006 in Long Beach (California, USA) and in 2017 in Brindisi (Italy). She was announced sold for demolition in Pakistan. She delivered 45,000 t of coal in Chittagong on September 25, but does not seem to have left Bangladesh. 428 US$ per ton.


**Yong Huan.** IMO 9236169. Length 225 m, 12,500 t. Hong Kong flag. Classification society China Classification Society. Built in 2000 in Shanghai (China) by Hudong Shipyard. Owned by COSCO HK (Hong Kong, China). Sold for demolition in Jiangyin, China.

![Yong Huan in Brest (France), March 28, 2016. © Erwan Guégueniat](image)

**Yong Li.** IMO 9228007. Length 225 m, 9,910 t. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Oshima (Japan) by Oshima Shipbuilding. Owned by COSCO HK (Hong Kong, China). Detained in 2015 in Venice (Italy). Sold for demolition in Jiangyin, China. 270 US$ per ton.

**Yong Tai.** IMO 9216420. Length 225 m, 11,659 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO HK (Hong Kong, China). Sold for demolition in China.

**Yong Tong.** IMO 9228019. Length 225 m, 9,910 t. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Oshima (Japan) by Oshima Shipbuilding. Owned by COSCO HK (Hong Kong, China). Detained in 2013 in Algeciras (Spain) and in 2015 in Aughinish (Ireland). Sold for demolition in Xinhui, China.


**Yugalraj (ex-Trans Emirates, ex-Bakra, ex-Bakar, ex-Beskydy).** IMO 9059951. Length 225 m, 11,462 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Jindal JTF Ltd (India). Sold for demolition in Bangladesh. 390 US$ per ton.

*Trans Emirates, September 27, 2009 at Varna East, Bulgaria, loading sunflower seeds in bulk. © Valeri Roussinov*
Pusher tug-barge

The ITB (Integrated Tug Barge) and ATB (Articulated Tug Barge) are units in which a pusher tug fits into the rear of the barge section. Once locked, the system is rigid in the case of the ITB, it remains articulated in the ATB. This type of design was developed in the United States for reasons of financial profitability: the regulations originally applicable were those for tugs, which were less restrictive in terms of inspection, crew and salary costs.

Strong (ex-Caroline, ex-J.J. Oberdorf). IMO 7634331. Pusher tug. Length 41 m. Built in 1978 in Marinette (USA) by Marinette Marine. Mariner (ex-American, ex-America). IMO 8646537. Barge. Length 131 m. Built in 1982 in Brooklyn (USA) by Seatrian Shipbuilding Corp. Total weight 7,726 t. Deflagged from the United States to Marshall Islands in July 2017 then to Comoros for the last voyage. Classification society American Bureau of Shipping. Owned by Foss Maritime (USA). The pusher tug Strong was mated to the barge Mariner. They were used in 2016 to carry drilling rig components from the manufacturing site in Shanghai (China) up to the artificial islands of the Upper Zakum oil field off the coast of the United Arab Emirates where the platforms were assembled.

The pair Strong and Mariner arrived off Alang on September 8 as Trom Mar 1. They left and were finally beached in Pakistan on September 27.

Cement carrier

Car carrier

A missing one in the list of car carriers that left for scrapping in India or Bangladesh this quarter: the City of Antwerp escaped from Belgium to officially but improbably resume commercial operations. And another failure from the European authorities. We will without a doubt see her in "Shipbreaking # 50".

The City of Antwerp is a runaway. The car carrier built in 1987 had been laid-up since the end of 2015 in the port of Antwerp (Belgium). Her Lebanese ship-owner, Abou Merhi Lines SAL, is thus in the spotlight of US authorities who suspect him of "complicity in drug trafficking and money laundering for the benefit of terrorist organizations." In October 2015, the US Treasury froze the company’s assets and imposes a boycott. The company’s 5 vessels, 4 car carriers and 1 cruise ship are detained. In the absence of evidence, the sanctions will be definitively lifted in May 2017.

During the US investigation, the City of Antwerp is detained in Antwerp at Leopold quay. As soon as the sanctions were lifted, she was put up for auction on May 31, 2017 at Antwerp Hilton Hotel. There is no reserve price, the first offer from GA Den Otter, specialized in second-hand truck sales, starts at €500,000. A Turkish demolition yard won the first auction round with €1,65 million. In the second call day in June, an anonymous Liberia-based buyer proposed €2,26 million and bid on the car carrier which he claims to want to continue operating after repairs at the Turkish shipyard Tersan in Yalova, near Istanbul, in the Sea of Marmara.

The City of Antwerp spends a final summer in Antwerp. Work is progressing well on board. The most notable is the cover-up of the ex-City of Antwerp into the Kassie flying the flag of Saint Kitts and Nevis and throwing over the Panamanian flag.

Belgian maritime authorities give the green light for the ship’s departure on her own power on August 25, provided that she calls the repair yard in Yalova.

16 August 2017, Kassie, homeport Basse-Terre, St Kitts and Nevis flag. © Stéphane Zunquin
September 7, the Kassie, ex-City of Antwerp is banned from European ports by the European Maritime Safety Agency, on the grounds that she failed to call at the repair yard in the stipulated time limit.

September 9, she is at the port of Canakkale, on the shores of the Dardanelles Strait.

September 10, she shows up in front of Yalova.

September 15, she enters the repair yard.

September 26, she spends the day carrying out sea trials then returns to the repair yard.

October 2, she leaves Yalova.

October 3, she stops in Canakkale.

October 6, she arrives in the waiting zone of Port Said (Egypt) at the entrance of the Suez Canal in the Mediterranean and announces her next destination to be Suez at the exit.

In the meantime, she is renamed again and is officially called the Yong Chang, belonging to Liberia-based Partagas Maritime. Partagas owns a fleet of two units. Its other vessel, the Global Trader 1, bought up in October 2015, was just beached for demolition in Pakistan (see pg. 65).

City of Antwerp, Kassie or Yong Chang, at 30 years of age (the average age of car carriers scrapped this quarter) and after 2 years of idleness, the car carrier has the profile of a ship destined for scrapping. The Liberian buyer spent 2,26 million € (2,66 million US$) in June. In the yards of the Indian sub-continent, a car carrier like the ex-City of Antwerp would sell for over 5 million US$. The speculators behind Partagas Maritime are going to put more than two and a half million dollars in their pockets.

The beaching and scrapping of the ship in the Indian subcontinent will prove once again the naivety or the duplicity of the European authorities concerning a vessel that, allegedly, left a European port to resume commercial operations.

May 23, City of Antwerp
August 29, Kassie
October 17, Yong Chang

City of Antwerp (ex-Hyundai n°203, ex-Atlantic Beauty, ex-Hyundai n°203). IMO 8709133. Length 184 m. Deflagged from Panama to St Kitts and Nevis on July 1, 2017. Built in 1987 in Ulsan (South Korea) by Hyundai. Detained for 220 days in 2014 then in August 2015 in Antwerp (Belgium).
**Frisia.** IMO 8415809. Length 177 m, 10,563 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Fris.* Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari. Owned by Bocimar International (Belgium). Detained in 2005 in Bremerhaven. Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 420 US$ per ton.

![Frisia, September 18, 2016, loading cars in Emden, Germany. © Jan Huisman](image)

**Golden Fan (ex-Ocean Express).** IMO 8511263. Length 162 m, 10,248 t. Deflagged from Panama to Comoros for her last voyage shortened to *Fann.* Classification society Nippon Kaiji Kyokai. Built in 1985 in Hakata (Japan) by Watanabe Zosen. Owned by Berge Bulk Maritime Pte (Singapore). Detained in 2002 in Port Adelaide (Australia). Sold as is in Port Klang (Malaysia) for demolition in Bangladesh. 387 US$ per ton.

![Golden Fan berthing at Tanjung Priok Car Terminal (Indonesia), August 28, 2012. © Hadi Arifianto](image)

**Hyundai n°106.** IMO 8608157. Length 184 m, 12,288 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2008 in Pyeongtaek (South Korea) and in 2009 in Incheon (South Korea). *Hyundai n°106* left Brisbane (Australia) early August 2017 and was beached in Chittagong (Bangladesh) on September 4. 418 US$ per ton.
**car carrier / heavy load carrier**


**Heavy load carrier**


In 1986, the ship is still the single hull tanker *Intermar Alliance* under Liberian flag. On March 21, she is on the way to deliver 70,000 t of crude oil from the North Sea to the BP refinery at Marcus Hook (Pennsylvania, USA). She strikes a pier of the nearby oil terminal operated by Sun Oil. One portside tank suffers cracks and leaked 600 t of crude oil in the Delaware River. Anti pollution booms are deployed and according to NOAA (National Oceanic and Atmospheric Administration) 70% of the spilled oil is recovered within a week. The *Intermar Alliance* oil spill is one among 27 spills reported in the Delaware estuary and bay from 1974 to 2010.

After repair works, the ship resumes sailing to be operated as a tanker until the age of 25 years. She is then converted and starts a new life as the Chinese-flagged heavy load carrier *Zhen Hua 11*. Owned by Shanghai Zhenhua Shipping Co (China). Detained in 1998 in Genoa (Italy) and in 2005 in Novorossiysk (Russia). Sold for demolition in Pakistan.

*Zhen Hua 11* arriving at Le Havre (France), September 16 2007 with 4 gantries for Port 2000. © Fabien Montreuil
Offshore supply vessel


Below, 3 ice-strengthened sisterships, built in Poland for Soviet oil and gas companies, now Chinese and demolished in China.


Maersk in Turkey, the flow continues

Maersk Pacer. IMO 9007154. Length 74 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Marstrand (Sweden) by FEAB-Marstrand. Owned by Maersk Supply Service AS (Denmark). The Maersk Pacer left Brazil in the beginning of September and was beached at the end of the same month in Aliaga.


Outbound from Great Yarmouth-late nineteen seventies.

Ocean Swan (ex-Amilcar). IMO 8201519. Length 52 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. The Amilcar was built in 1983 in Dieppe by les Ateliers et chantiers de la Manche for SURF (Compagnie des moyens de SURFace adaptés à l’exploitation des océans), acquired by Bourbon in 1991. Sold in 2007 to Atlantic Offshore Scotland, from Aberdeen, she was renamed Ocean Swan under United Kingdom flag and was mostly deployed on the British and Norwegian offshore sites. She was delivered to the Danish breakers in in August 2017.

Her sistership, the Arethuse, was acquired by Phares and Balises, converted to buoy tender and renamed Gascogne in 2005.


Seacor Arafura 2000 (ex- Arafura 2000). IMO 9234329. Length 62 m, 1,979 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 2001 in Singapore by Pan United. Acquired in July 2016 by Seacor Marine (USA) along with 10 other offshore supply vessels. The Arafura 2000 was the oldest and the less powerfull, she was beached for demolition in India as Core, or Fury depending on which source.
offshore supply vessel

*Smit Sakhalin* (ex-Iscaroo, ex-Canmar Miscaro, ex-Miscaroo). IMO 8127830. Length 79 m, 3,982 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in North Vancouver (Canada) by Vancouver Shipyard pour Gulf Canada Resources. She was an ice-breaking supply vessel designed for oil exploration in the Canadian Arctic waters (See on this subject “Shipbreaking # 46” pg 79-82, The END, the incredible story of *Robert LeMeur* lately known as *Bin Hai 293*).

![Image](image1)

In the Canadian ice. © Prime Mover Controls Inc

Sold in 1995 to Amoco Canadian Petroleum Co the to the Singapore subsidiary of Dutch company Smit Lamnalco in 1998. She left then Canadian waters to be deployed on the offshore facilities of the Russian far east.

![Image](image2)

![Image](image3)

A alongside at PA-B platform1 © Alexander Fedoseev

Smit Sakhalin, June 24, 2015 Kholmsk, Russia © Senna74

In December 2011, *Smit Sakhaline* took part to the striking salvage operations of the *Kolskaya* jack-up rig disaster, 53 fatalities and missing after its sinking in the Okhotsk Sea off Sakhalin. She just arrived for demolition at Jiangyin, China.

![Image](image4)

December 2011, Kolskaya rig under tow, shortly before sinking. © Ships & Oil.com
Research ship


*St Barbara* (ex-Zealous, ex-OSV Zealous, ex-Gray Seal, ex-Seaforth Clansman). IMO 7406021. Ex diving support vessel converted in 2001. Length 80 m. St Vincent & the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Selby (United Kingdom) by Cochrane SB. Owned by Miliana Shipmanagement Ltd (Cyprus). Decommissioned since July 2016, she left Gdansk (Poland) under tow to be broken up in Liepaja (Latvia).


Gdańsk (Poland), July 17, 2011. © artext15 / MarineTrafic

St. Barbara, September 03, 2017 Liepaja, Latvia, demolition in progress © 3SX/Shipspotting
March 24, 2010. The Shen Neng drops anchors in the waiting area of Gladstone Harbor. The crew is composed of 23 Chinese sailors.

April 2, 2010 at dawn. The vessel docks at the coal terminal.

April 3, 2010 at dawn. Loading of 68,000 tons is completed.
At 10:54 AM, the vessel departs
At 1:06 PM, the harbor pilot leaves the vessel.
At 1:30 PM, the second mate and the master decide to change the ship’s route across the Great Barrier Reef in order to cut off 2 nautical miles from a 4,500-mile voyage.
At 5:05 PM, the Shen Neng 1 runs aground on the Douglas Reef, inside the Great Barrier Reef Marine Park, a UNESCO World Heritage Site.

April 12. Refloating.

April 29. After inspection and not without misgiving, the Shen Neng 1 is towed toward Hervey Bay, the designated place of refuge.

May 12. End of complete unloading of the 68,000 tons of coal, from successive lightenings.

May 24. The Shen Neng 1 returns under tow to Gladstone.

May 31. Departure of the Shen Neng 1, under tow of the De Da, to China. Various underwater inspections showed that the bottom of the bulk carrier is cracked, deformed, beaten in, and that the rudder is damaged. On the inside, the engine room was flooded with oil and water. The main motor is out of service.

End of August, 2010. The Shen Neng 1 arrives in China. She enters dry dock and undergoes all work deemed necessary for its continued operation.

September 2016. The Court of Brisbane fines Shenzen Energy Transport, ship-owner of the Shen Neng 1, 30 million US$. The prosecutor had claimed 90 million US$.

It was during the changeover of the 4:PM shift that the accident began. The second mate transmitted insufficient oral instructions and charts to the chief mate, who had only slept 2.5 hours in the past 38.5 hours due to on-board work in which he was invested. During this time, the master was doing paperwork in his cabin.

The confusion of the information and the lack of lucidity led the chief mate to steer the ship into a “NO GO area”, pencilled on the Aus 820 chart taken out too late from the drawers. The most astonishing thing in this sequence, in which exhaustion and lack of solidarity between crew members played a large role, is that the second mate and the master had, in mutual agreement, decided in the beginning of the
afternoon to slightly modify the ship's route across the Great Barrier Reef in order to cut 2 nautical miles from the 4,500-mile return voyage to China.

The *Shen Neng 1* ran aground on Douglas Shoal in the southern part of the Great Barrier Reef. The destruction and degradation of the shoal extends over about 40 hectares. The *Shen Neng 1* ran aground at low tide. With the succession of rising and falling tides, she drifted more than 2 km, ploughing through algae fields and coral reefs. The Australian teams of divers, chemists, biologists, risk assessors, and marine experts have carried out a laborious and perilous underwater work.

Beyond the directly impacted area, micro fragmentation of the anti-fouling paint scales and particle dispersal contaminated the water column and the sediment over a much larger area that is difficult to define.

It is estimated that between 39 and 78 kg of copper and between 15 and 39 kg of zinc oxide, found in the anti-fouling paint that was applied to the outer bottom of the *Shen Neng 1* in April 2008, were stripped off in the form of scales and particles during the ship's initial grounding. This brutal blasting of the *Shen Neng 1* also released tributyltin (TBT), found in the composition of the previous layers of paint. The sampling of sediments taken up to 50 m on both sides of the *Shen Neng 1* revealed mixed, sometimes considerable, levels of TBT ranging between 52,8 and 545,000 micrograms per kg of dry matter. Most of the harmful effects of organic tin, such as the mortality of coral larvae or the bleaching of adults, can be observed from very low levels, between 0,36 and 1,8 micrograms.

10% of the affected seabed was covered by 10 coral genera, including acropora over one meter high. Patchworks of sponges more than 20cm tall, sea anemones, echinoderms, and crustaceans were crushed. The surrounding environment, spared from the smashing by the 130,000-ton monster, hosts an exuberant diversity of fish, including butterfly fish, angelfish, and cardinal fish linked with corals.
Between 5 and 10 tons of heavy fuel oil leaked from a tank of the *Shen Neng 1* and were spilled at sea. The arrival of oily residues had been reported on the Capricorn islets, 20 km from the grounding site. Three tons of dispersant were dumped in the area by aerial means. The use of Corexit has the potential advantage of breaking up floating oil patches and reducing the entanglement of marine tortoises and other mammals, but it certainly carries the disadvantage of exacerbating the long-term chemical impact of the accident.

Prior to the refloating on April 12, the rescue team pumped about 500 of the nearly 1000 tons of bunker fuel out of the ship. This maneuver was intended to prevent a catastrophic oil spill, as well as to lighten the vessel in order to facilitate its extraction. The currents, shallow depths, and the fragile natural surroundings prevented any attempt to lighten the ship’s load of coal in this area.

It was at least the third time that a major ship grounding occurred in the Great Barrier Reef Marine Park after those of the *Bunga Teratai Satu*, the *Doric Chariot*, and the *New Reach*. The impact assessment report shows that ship grounding, and even more importantly shipwrecks and dumping at sea of laid-up ships, are irreparably traumatic events for the benthic communities and in the long-term, degrading for the water column and all marine life.

Photos:
1 and 4 Maritime Safety Queensland / 2 and 3 Great Barrier Reef Marine Park Authority
Sources:
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Alert on towing operations

Sources:

The END: Shen Neng 1, all of that to gain 2 miles

Sources:

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