

ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 49, from July 1 to September 30, 2017

October 26, 2017

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## Towing lost at sea



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*



*Transocean Winner*, August 2016. © Mark Macleod



© Robin des Bois

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.



Arrival at Aliaga on the *Hawk*. © Selim San

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 21<sup>st</sup> to 22<sup>nd</sup> 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.

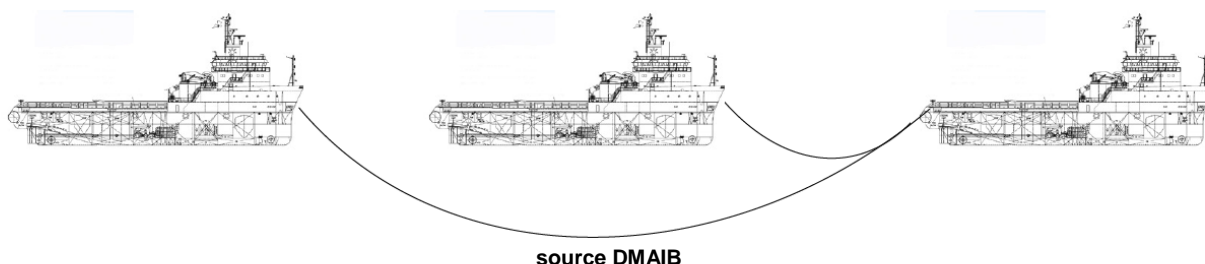
The report by the Danish Maritime Accident Investigation Board (DMAIB) provides new and consistent elements regarding the company's responsibility during preparation, completion, and failure of the towing operation. To date, it has resulted in the immersion of two polluted hulls in an area that is frequented 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.

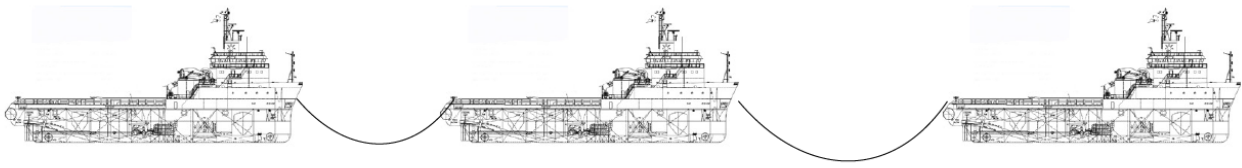
### *Towing method 1: Double tow on two winches*





The second one was dismissed because it required the second vessel to be operational and served by a crew.

*Towing method 2: Serial tow*



source DMAIB

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.



*Towing method 3*

December 21, 2016. Photo privée

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).



### 3- Pipelife Norge AS

A 480 m-long pipe drifting



© Maritime Coastguard Agency



© Pipelife Norge AS

A tow of pipes, 1 km 100 in length, 2,50 m in diameter

On the night of July 3rd, 55 km Northwest of Dunkirk, France and about 15 km from the English coast, the *Samskip Courier*, 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.**

**Note.** Other ships on the way to the scrapyards under tow sank or ran aground in the recent past. A few examples: *Benita*, July 2016, sunken off Mauritius. *Georg Büchner*, May 2013, sunken off Poland. *Lyubov Orlova*, January 2013, vanished in the Atlantic Ocean. *Emmstrom*, January 2013, sunken off the English coast. *FAS Provence*, January 2012, sunken south of Malta. *Canadian Miner*, September 2011, grounded in Nova Scotia, Canada. *Wisdom*, June 2011, grounded north of Mumbai.

## 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 reais (19 million US\$) and the environmental damages at 71 million reais (22 million US\$). The first court hearings began on September 19.



2015, cattle carcasses rotting on the beaches. © *Diário do Pará*

See also "[Shipbreaking # 41](#)", pg 6 and "[Shipbreaking # 43](#)", pg 2.

### 2- Mexico

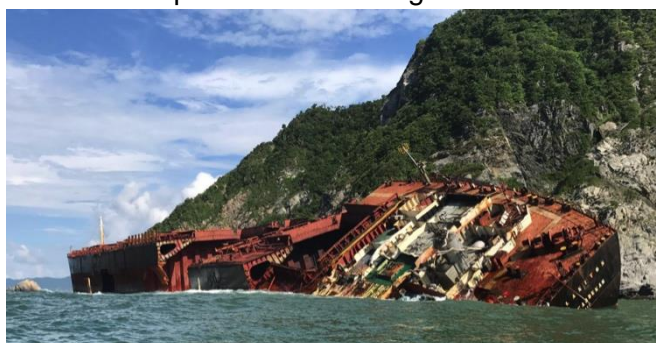
October 23, 2015. Victim of Hurricane Patricia, the bulk carrier *Los Llanitos* runs aground on the rocks of Barra de Navida, State of Jalisco, on the Pacific coast of Mexico. Anti-pollution booms are deployed, and 470 t of fuel are pumped out from the vessel over the month of November 2015. The fate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



October 2015

© Profepa



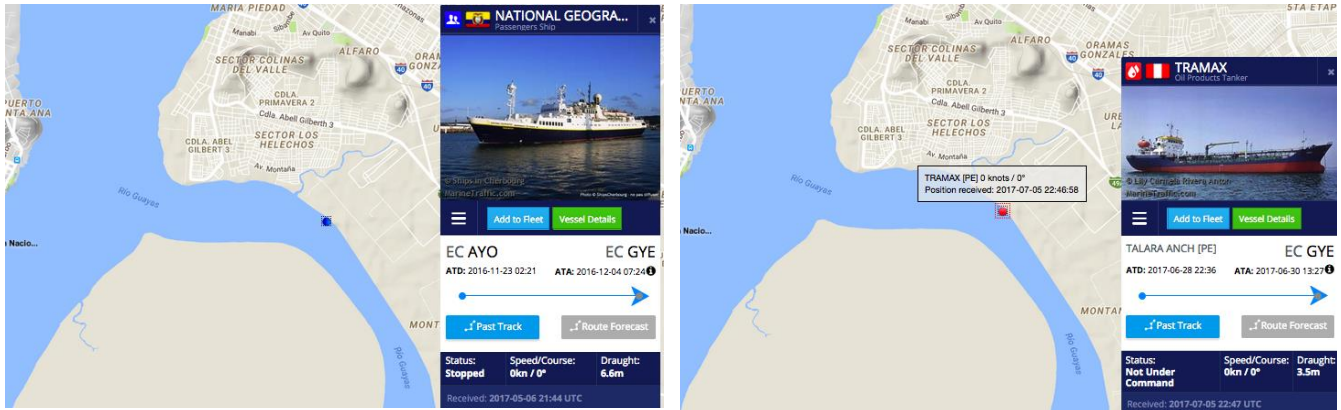
October 2017.

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 (Acerías 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 (Acería del Ecuador), another steel company, had leased the ASENABRA shipyard facilities in Duran, across from Guayaquil, in 2011 in order to scrap ships.

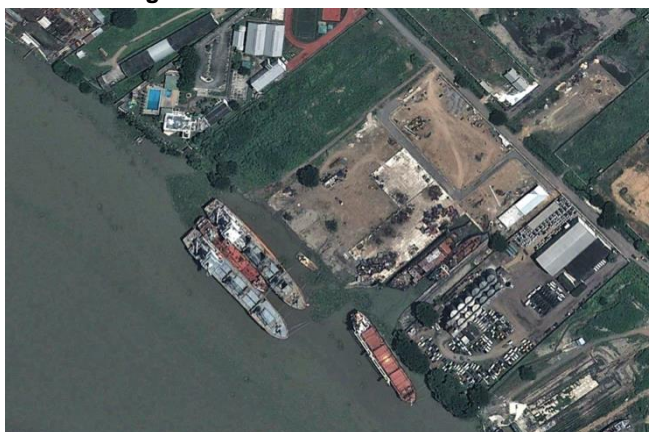


The latest positions of the tanker *Tramax* and the cruise ship *National Geographic Endeavor* situate them on the Rio Guayas, near the land bought up by ADELCA in 2012 in order to consolidate its scrapping activity and build a shipbreaking facility on 5 hectares.

ADELCA facility - screenshot Google Earth



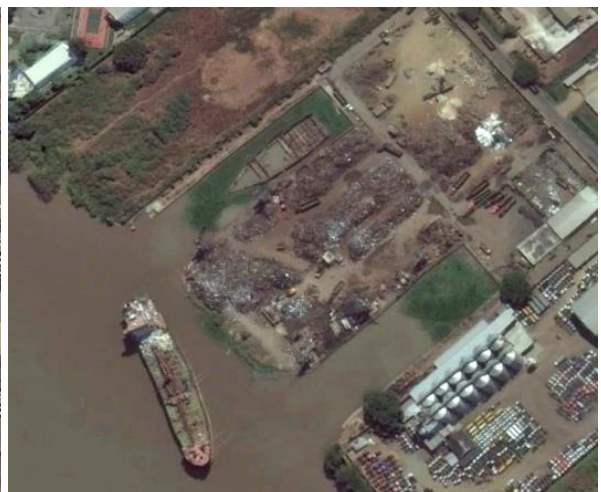
June 2012, clearing works



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.



ADELCA SA. © Hector Zatizabal Murillo

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.



*Atlantic Ocean* at ADELCA SA, Duran  
© Mario Faustos / El Comercio



August 14, 2014. © City of Duran

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.

### 3<sup>rd</sup> Quarter 2017 overview: tankers and Bangladesh n<sup>os</sup> 1

#### Recycled tonnage

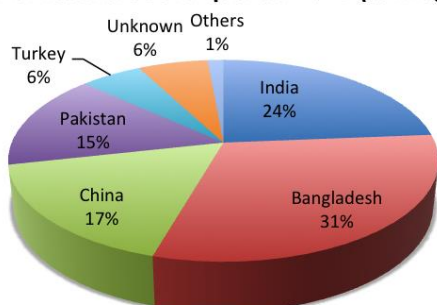
- 1 Bangladesh, 726,000 t (31%)
- 2 India, 560,000 t (24%)
- 3 China, 403,000 t (17%)
- 4 Pakistan, 362,000 t (15%)
- 5 Turkey, 130,000 t (6%)

#### Ships

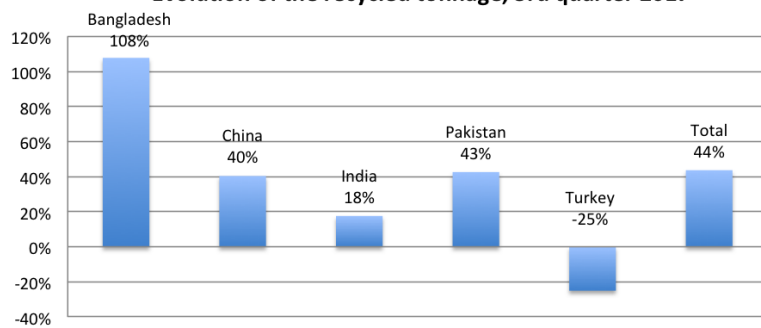
- 1 Bangladesh, 53 (22%)
- 2 China, 45 (19%)
- 3 India, 42 (18%)
- 4 Turkey, 42 (18%)
- 5 Pakistan, 29 (12%)

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 1<sup>st</sup> 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 3<sup>rd</sup> place ahead of Pakistan.

Market shares 3rd quarter 2017 (tonnage)



Evolution of the recycled tonnage, 3rd quarter 2017



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%)

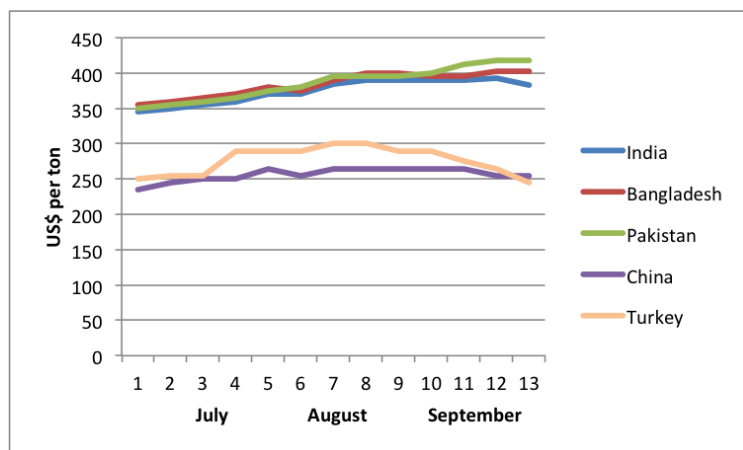
#### Ships

- 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 2<sup>nd</sup> 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



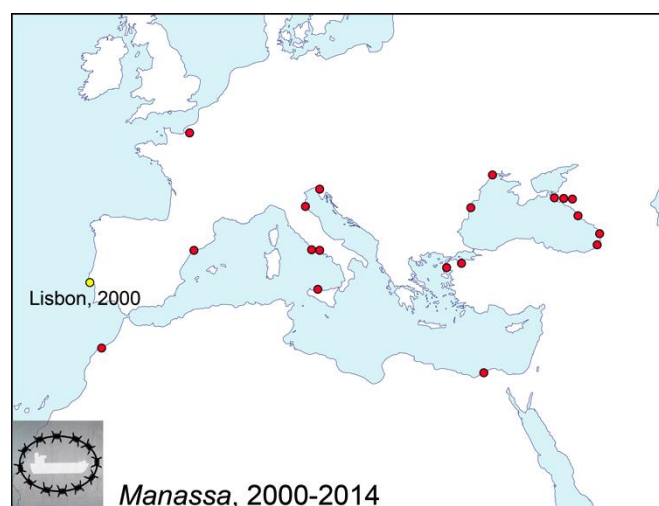
At least 54 ships (23%) were deflagged just prior to their departure to shipbreaking. With 20 new "citizens", the flag of Comoros is the leading funeral flag this quarter. The archipelago beats out Palau (11 ships) and Saint Kitts and Nevis (9 ships). Bangladesh is the preferred destination for deflagged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



Comoros

## After detention, demolition

85% of ships dismantled in the 3<sup>rd</sup> 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.



Detentions of the *Manassa*. © Robin des Bois



Constanta (Romania), August 2, 2014. © Sorin Titu

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.



*National Geographic Endeavour*, 51 year old.  
© Mathieu Burnel



*Kea Trader*, 6 month old.  
© Jim Smith

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).



*Murex*. © Reinier Meuleman

The heaviest of all was the VLCC *Jade Palms*, ex *Murex* of Shell, 22 year old, 332 m, 298,306 dwt 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.



*North Sea Producer* in Chittagong.  
© Gazette Live

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, rebars, elevator buttons, or hairpins.

**On the *North Sea Producer* and radium in oil facilities :**

Demolition of the *North Sea Producer*: "[Europe exports radioactive waste to Bangladesh](#)", June 16, 2017

Demolition of the FPSO *Kuito* in Turkey, "[Shipbreaking # 39](#)" pg 61-63.

**The *Rio Tagus* stuck in Sète**



*Rio Tagus*, 21 August 2015. © Pascal Brede!l

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.

The towing of the *Rio Tagus* would in fact be in breach of the regulation 1257/2013 of the European Parliament and of the Council on ship recycling.

See "[The \*Rio Tagus\* stuck at Sète](#)", September 25, 2017.



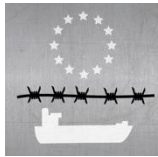
Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).



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.



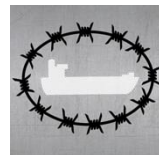
Ship and crew detained in a port for deficiencies



Ship deflagged for her last voyage.

## Ferry

*Caribbean Fantasy* (ex-*Chihuahua Star*, ex-*Victory*). IMO 8814263. Length 187 m, 10,471 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1989 in Kobe (Japan) by Mitsubishi. Detained in 2015 in San Juan (Puerto Rico) and in 2016 in Gibraltar (United Kingdom).



*Victory*, approaching Civitavecchia (Italy), August 27, 2006. © Stephen Chester



*Chihuahua Star*, March 13, 2008. © Willi Thiel

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



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.



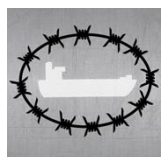
Evacuation and damages, August 2016.



Photos U.S. Coast Guard



*Huadong 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.



*Caledonian Star*, November 28, 1994, Noumea, New Caledonia. © Yvon Perchoc

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 zodiacs, 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 accommodated in 56 cabins.



*National Geographic Endeavour* cruising in the Galapagos. © Lindblad Expeditions

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.

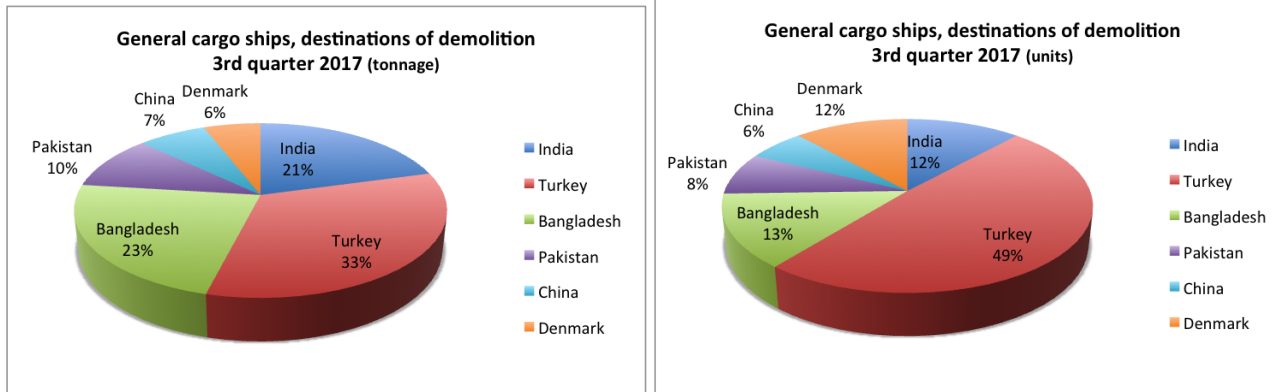


## General cargo carrier

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 1<sup>st</sup> 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.



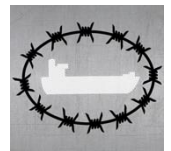
The average age at the time of demolition is 33 years. 14 are 40 years of age or older. The oldest is the *Via*, 50 years old, Sweden-flagged, Germany-built, demolished in Denmark. The detention rate among general cargo carriers is 83%. 7 ships in this issue of "Shipbreaking" show more than 10 detentions,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



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

*Aalaa J* (ex-Kiefernwood, ex-Kiefernwald, ex-Ingeborg II, ex-Norrsundet, ex-Ursa). IMO 7114800. Length 88 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Mediterranean Navigation Co (Lebanon). Detained in 2009 in Larnaca (Cyprus), in 2010 in Limassol (Cyprus) and in 2012 in Beirut (Lebanon) and Tenes (Algeria). Sold for demolition in Turkey.



Zadar (Croatia), February 28, 2013. © Marinko

general cargo carrier



*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.

*Amelia Desgagnés* above Lock 3, Welland canal, Canada. July 12, 2007. © **Paul Beesley**



*Anatoliy Torchinov* (ex-Pioner Okh). IMO 7943201. Length 130 m, 4,630 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Vyborg (Russia) by Vyborgskiy SZ. Owned by SASCO, Sakhalin Shipping Co (Russia). Detained in 2012 in Pohang (South Korea).



*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 Moskvyy*-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).



*Antakya*. IMO 7364338. Length 80 m. Turkish flag. Classification society Turk Loydu. Built in 1974 in Camialti (Turkey) by Denizcilik19Bankasi. Owned by Arel Denizcilik (Turkey). Sold for demolition in Turkey

*Artova* (ex-Med Prodigy, ex-Frigga, ex-Sun Bird, ex-Ines, ex-Sun Bird, ex-Ines, ex-Deepsea Merchant, ex-Sina, ex-Thule). IMO 8618059. Length 101 m, 1,635 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Emden (Germany) by Cassens. Owned by Gemiciler Denizcilik Nakliyat (Turkey). Detained in 2006 in Trieste (Italy) and in Ereğli (Turkey). Sold for demolition in Turkey.



*Artova* departing Brest (France) heading for North Africa after loading potatoes, December 24, 2014. © Erwan Guéguénat

*Atlantic Action* (ex-Atlantic Cavalier, ex-Seaboard Chile, ex-Nordana Kisumu, ex-Bremer Carrier, ex-Gemini Star, Viktor Konchayev). IMO 8902319. Length 173 m, 8,960 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Atlantic Ship Management (Ukraine). Sold for demolition in Bangladesh. 402 US\$ per ton.



*Atlantic Action*, in Terneuzen (Netherlands), July 5, 2015. © Pascal Breidel

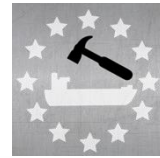
*Banglar Shikha*. IMO 8908478. Length 147 m, 5,529 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1991 in Tianjin (China) by Tianjin Xingang. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Singapore, in 2004 in Mumbai (India) and in 2013 in Kolkata (India). Sold for demolition in Bangladesh.





general cargo carrier

*BBC Shanghai* (ex-*Island Trader*, ex-*BBC Shanghai*, ex-*TLI Aquila*, ex-*BBC Shanghai*, ex-*Baltic Sea*). IMO 9224623. Length 101 m, 2,808 t. Antigua & Barbuda flag. Classification society Det Norske Veritas /Germanischer Lloyd. Built in 2001 in Tianjin (China) by Tianjin Xingang. Owned by Briese Schifffahrts GmbH & Co KG (Germany). Detained in 2010 in Bilbao (Spain), in 2014 in Gladstone (Australia) and in 2015 in Honolulu (Hawaii, USA).



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.



December 2015, arrival at Port Kembla (Australia). © The Age/Robert Peet

*BSLE Nina* (ex-*Atlant Trina*, ex-*Trina*). IMO 9109108. Length 107 m, 4,192 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1995 in Neuenfelde (Germany) by Sietas. Owned by Bogazzi & Figli Spa (Italy). Sold for demolition in India.



*BSLE Vivy* (ex-*Atlant Frauke*, ex-*Frauke*). IMO 9109093. Length 107 m, 3,756 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1994 in Neuenfelde (Germany) by Sietas. Owned by BSLE Italia Srl (Italy). Detained in 2017 in Novorossiysk (Russia). Sold for demolition in India.

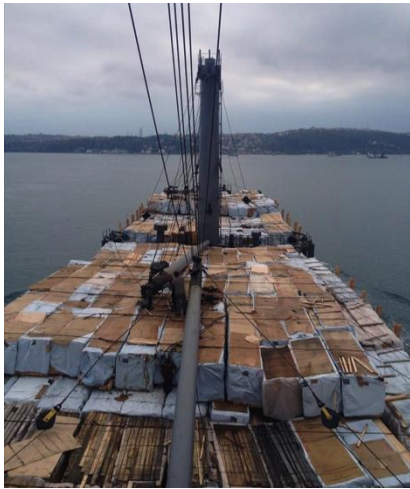


*Atlant Frauke* downstream Scheldt River, June 27, 2011. © Marc Ottini



*BSLE Vivy*, Alang, August 4, 2017. © Vaja Nilesh

*Bushra V* (ex-*Josef M*, ex-*Baruna Sejati*, ex-*Niaga 55*, ex-*Batara*). IMO 8109058. Length 92 m, 1,443 t. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1981 in Muroran (Japan) by Narasaki Zosen. Owned by Mashal Shipping Agency (United Arab Emirates). Detained in 2002 in Haiphong (Vietnam), in 2004 in Singapore, in 2012 in Bandar Khomeini (Iran) and in 2013 in Asaluyeb (Iran). Sold for demolition in India.

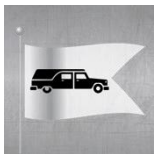


*Crystal Sun* (ex-*Abdullah-T*, ex-*Bang Long*, ex-*Yong Fu*, ex-*Tai Hua*, ex-*Navigator*, ex-*Marine Heart*, ex-*Sea Bee*, ex-*Pioneer Sembilan*, ex-*Oceania Marina*). IMO 7632644. Length 114 m, 2,384 t. Tanzanian flag. Unknown classification society. Built in 1977 in Hashihama (Japan) by Shin Kurushima. Owned by MMH Management Co Ltd (Egypt). Detained in 2008 in Novorossiysk (Russia), in 2009 in Alexandria and in Damietta (Egypt) then in Nikolayev (Ukraine), in 2011 in Tripoli (Lebanon) and again in Novorossiysk and Nikolayev, in 2012 in Mersin (Turkey), in 2013 again in Mersin and Novorossiysk then in Varna (Bulgaria) and in 2015 in Nea Moudhania (Greece). Sold for demolition in Pakistan. 365 US\$ per ton.



Istanbul, 28 November 2013. © Yousef Hammoud

*Diva* (ex-*Volgo-Balt 186*). IMO 8863317. Length 114 m. Democratic Republic of Congo flag. Classification society International Register of Shipping. Built in 1974 in Komarno (Slovakia) by ZTS Yard. Owned by AT Shipmanagement Co (Turkey). Detained in 2005 in Samsun (Turkey), in 2010 in Alexandria (Egypt), in 2012 in Iskenderun (Turkey) and in 2016 again in Samsun. Sold for demolition in Turkey.



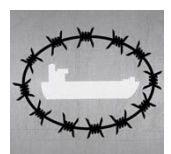
*Djebel El Onk II* (ex-*Djebel El Onk*). IMO 8417314. Length 90 m. Deflagged from Algeria to Togo for her last voyage. Classification society Columbus American Register. Built in 1985 in Akitsu (Japan) by Taihei Kogyo. Detained in 2003 in Seville (Spain), in 2007 in Alicante (Spain) and in 2017 in Torre Annunziata (Italy). Sold for demolition in Turkey.



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

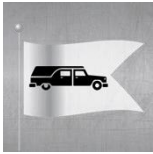


*Djebel Ksel* (ex-*Djebel Amour*). IMO 8417326. Length 90 m. Deflagged from Algeria to Togo for her last voyage. Unknown classification society. Built in 1985 in Akitsu (Japan) by Taihei Kogyo. Ship formerly owned by CNAN, Compagnie Nationale Algérienne de Navigation and transferred to International Bulk Carrier. All the vessels of this privatized CNAN subsidiary,

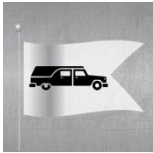


formed with Saudi Arabian and Jordanian businessmen, have now been decommissioned and sold for demolition. Detained in 2000 in Ravenna (Italy), in 2001 in Lisbon (Portugal) and Bilbao (Spain), in 2003 in Setubal (Portugal), in 2004 again in Bilbao, in 2005 in Antwerp (Belgium) and in 2007 in Cartagena (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.



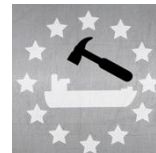
*GB Ionian (ex-Santa Maria, ex-Anisiya, ex-Enol, ex-Madrid, ex-Punta Zabala)*. IMO 8030180. Length 77 m. Moldovan flag, Tanzania for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1982 in Pasajes (Spain) by Luzuriaga. Owned by Oldington Invest Corp (Georgia).

Detained in 2006 in Bandirma (Turkey) and in Izmir (Turkey) and in 2008 in Iskenderun (Turkey). Sold for demolition in Turkey.

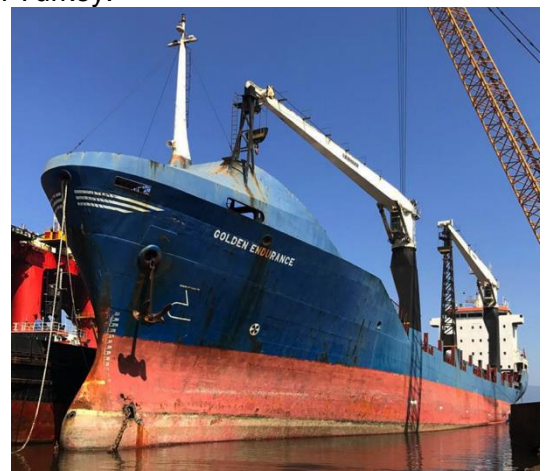


*Punta Zabala* inbound Delfzijl, Netherlands, December 6, 1983. © Frits Olinga

*Golden Endurance (ex-Nordstar, ex-MSA Apollo, ex-Remo II, ex-Melfi Toronto, ex-TMM Cozumel, ex-Remo II)*. IMO 9043110. Length 131 m, 2,339 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Tulcea (Romania) by Tulcea Santierul Naval. Owned by Gothmar Shipmanagement Inc (Greece). Detained in 2000 in Yokohama (Japan), in 2002 in Novorossiysk (Russia), in 2005 in Setubal (Portugal) and Las Palmas (Spain), in 2008 again twice in Setubal (Portugal) and in 2011 in Cagliari (Italy). Sold for demolition in Turkey.



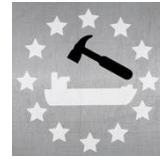
*Golden Endurance* at anchor Bissau, Guinea Bissau, August 18 2015. © Bengt-Rune Inberg



Aliaga, July 2017. © Selim San



*Gorg* (ex-*Atlant*, ex-*Nordvik*, ex-*Trans Nes*). IMO 7712901. Length 77 m. Panamanian flag. Classification society Dromon Bureau of Shipping. Built in 1988 in Leirvik (Norway) by Loland. Owned by KB Lines Ltd (Malte). Detained in 2005 in Istanbul (Turkey) and in 2017 for 120 days in Augusta (Italy). Sold for demolition in Turkey.



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



*Aliaga*, August 2017. © **Selim San**



*Gornozavodsk* (ex-*ST Champion*, ex-*Gornozavodsk*, ex-*Orient Vigour*, ex-*Gornozavodsk*, ex-*Pudong Express*, ex-*Gornozavodsk*). IMO 8900971. Length 98 m, 1,918 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Sakhalin Shipping Co, SASCO (Russia).

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.

*Haj Hamin* (ex-*Evangeline*, ex-*Rubicone*, ex-*Komet*, ex-*Holly 1*, ex-*Seville*, ex-*Mercandian Commander*). IMO 7402984. Length 96 m. Togolese flag. Classification society Global Marine Bureau. Built in 1975 in Frederikshavn (Denmark) by Frederikshavn Verft. Owned by MK Shipping Co (Honduras). Detained in 1998 in Cardiff (United Kingdom), in 2002 in Antwerp (Belgium), in 2003 in Ploce (Croatia), in 2004 in Sochi (Russia), in 2005 in Mersin (Turkey), in 2007 in Constanta (Romania), in 2008 in Rijeka (Croatia) and Varna (Bulgaria), in 2009 in Damietta (Egypt), in 2010 in Alexandria (Egypt) and Odessa (Ukraine), in 2014 in Rijeka again and in 2015 in Antalya (Turkey). Sold for demolition in Turkey.



*Harma* (ex-*Arlott*, ex-*Carlotta*, ex-*Luwin*, ex-*Bluwind*). IMO 9065895. Length 126 m, 4,258 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Varna (Bulgaria) by Varna Shipyard. Detained in 2013 in 2 reprises in San Francisco Do Sul (Brazil) and in 2017 in Yuzhny (Ukraine). Sold for demolition in Turkey.



Aveiro, Portugal. © Francisco de Jesus Fernandes



August 2017, Aliaga. © Selim San

*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.



*Jamileh* (ex-*Trader*, ex-*Kentr Trader*, ex-*Normed Antwerp*, ex-*Weser-Importer*, ex-*Abitibi Clairborne*, ex-*Weser-Importer*, ex-*SCOL Enterprise*, ex-*Weser-Importer*). IMO 8511603. Length 123 m, 4,282 t. Palau flag. Classification society Polish Register of Shipping. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by Nereide Marine SA (Greece). Detained in 2017 in Beirut (Lebanon). Sold for demolition in Pakistan. 405 US\$ per ton.

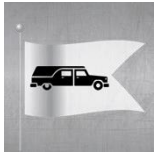


*Jenwin III* (ex-*Margaret*, ex-*Myram Esperanza*). IMO 8110033. Length 114 m, 2,474 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Chong Fui Shipping (Malaysia). Sold for demolition in Bangladesh.



*Jenwin III*, August 24, 2013. East bound for Kuching in Singapore Strait . © nmj





*Kumsal* (ex-Nazli, ex-Keeper, 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.



*Lady Alev* (ex-Hatice N, ex-Lofou, ex-Karla D, ex-Laura Helena, ex-Kaap Hoorn, ex-Ierse Zee). IMO 8411695. Length 91 m. Panamanian flag.



Classification society Bureau Veritas. Built in 1985 in Waterhuizen (Netherlands) by Pattje. Owned by GN Denizcilik (Turkey). Detained in 2004 in Aveiro (Portugal) and in 2015 in Gemlik (Turkey). Sold for demolition in Turkey.



Arrival at Aliaga. © Selim San

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.



1 *Lamaro*



2 *Landia*



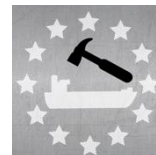
3 *Lona*



4 *Lovinda*

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

*Lamaro* (ex-Lamar, ex-Antares, ex-Sandrea, ex-Lamaro, ex-Tamara). IMO 7204849. Length 71 m. St Vincent & the Grenadines flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1972 in Kampen (Netherlands) by Peters. Owned by Lupin Shipping (Sweden). Detained in 2002 in Naestved (Denmark). Decommissioned since 2010. Towed to Grenaa (Denmark).



*Landia* (ex-Irlo, ex-Anta, ex-Simone, ex-Tina). IMO 6918821. Length 74 m. St Vincent & the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1969 in Neuenfelde (Germany) by Sietas. Owned by Lupin Shipping Ltd (Sweden). Detained in 2004 in Wismar (Germany) and in 2016 in Køge (Denmark). Decommissioned since 2014. Towed to Grenaa (Denmark).



*Lona* (ex-*Loyal Trader*, ex-*Bulk Master*, ex-*Soknatun*). IMO 7234753. Length 84 m. St Vincent & the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1972 in Gdansk (Poland) by Gdanska Lenina. Owned by Lupin Shipping (Sweden). Detained in 2000 in Southampton (United Kingdom), in 2001 in Middlesbrough (United Kingdom), in 2009 in Szczecin (Poland) and in 2011 in Wismar (Germany). Decommissioned since 2012. Towed to Grenaa (Denmark) by *Ronja* (IMO 5111696).



*Lona*, 5 August 2017, arrivée in Grenaa

© Leif Hansen



September 2017

*Lovinda* (ex-*Lis Weber*, ex-*Alliance*, ex-*Heimglimt*, ex-*Stephanie S*, ex-*RMS Lettia*, ex-*Stephanie Siemer*). IMO 7910864. Length 86 m. St Vincent & the Grenadines flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1980 in Neuenfelde (Germany) by JJ Sietas. Owned by Lupin Shipping (Sweden). Detained in 2001 in Hamburg (Germany). Decommissioned since February 2012. Towed to Grenaa (Denmark).

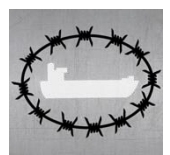


*Lyra* (ex-*Dong Hong 12*). IMO 9090905. Length 101 m, 1,763 t. Deflagged from Malaysia to Mongolia for her last voyage as *Alyra*. Classification society Ships Classification Malaysia. Built in 2004 in Zoushan (China) by Zhejiang Donghong. Owned by Tru-Trans Sd (Malaysia). Detained in 2009 in Singapore. Sold for demolition in Bangladesh.

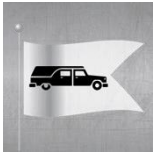


Penang, November 25, 2011 © Lauriebe59/Marinetraffic

*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 Ravenna (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.







*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.

*Maykop*, Bosphorus Strait, June 13, 2011.  
© Wil Weijsters



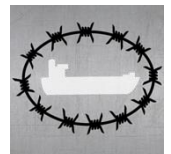
*Meratus Balikpapan 1* (ex-*Sky Success*). IMO 9172296. Length 122 m, 3,012 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in Fuzhou (China) by Mawei Shipyard. Owned by Meratus Line PT (Indonesia). Detained in 2001 in Yokohama (Japan) and in 2004 in Shanghai (China). Sold for demolition in Bangladesh. 352 US\$ per ton.



*Mercury M* (ex-*Floyd*, ex-*New Hope I*, ex-*Rhea*, ex-*Aimi*, ex-*Georgina P*, ex-*New Hope*, ex-*Crane Hope*, ex-*Kakuho Maru*). IMO 8403894. Length 105 m, 1,755 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in Hakata (Japan) by Murakami Hide. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in Vostochny (Russia), in 2001 in Fushiki (Japan), in 2006 in Gemlik (Turkey) and in Vlissingen (Netherlands), in 2010 in Algeciras (Spain) and in 2017 in Kalymnos (Greece). Sold for demolition in India.



*Nasip* (ex-*Hunter*, ex-*Hunte*, ex-*Frey*). IMO 7928665. Length 71 m. Panamanian flag. Classification society National Shipping Adjusters. Built in 1980 in Hamburg (Germany) by Norderwerft. Owned by GN Group Corp (Turkey). Detained in 2003 and 2004 in Constanta (Romania), in 2005 in Mersin (Turkey), in 2006 in Damietta (Egypt), in 2007 in Port Saïd (Egypt), in 2009 in Koper (Slovenia), Limassol (Cyprus) and Nikolayev (Ukraine) and in 2012 in Izmir (Turkey). Sold for demolition in Turkey.



Bosphorus Strait, June 26, 2014. © Marc Ottini



September 2017, Aliaga. © Selim San



*Natali* (ex-*Laila*). IMO 8203543. Length 91 m. Antigua & Barbuda flag, St Kitts and Nevis depuis mars 2017. Classification society Russian Maritime Register of Shipping. Built in 1983 in Luhning (Germany) by Brake. Owned by Trulsen

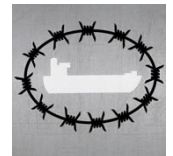


Schiffahrts GmbH & Co (Germany). Detained in 2003 in Dublin (Ireland), in 2006 in Saint Petersburg (Russia), in 2011 in Alicante (Spain), in 2012 in Bremen (Germany), in 2014 in Szczecin (Poland) and in 2015 for 77 days in Heysham (United Kingdom). Sold for demolition in Frederikshavn, Denmark by Jatob APS.

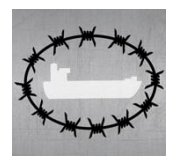


Transport of wind turbine blades in the Channel on August 30, 2011. © Marc Ottini

*Nation Prosperity* (ex-*Grace Prosperous*, ex-*Moxa*, ex-*Syukur*). IMO 8500185. Length 100 m, 2,515 t. Taiwanese flag. Classification society China Corporation Register of Shipping. Built in 1985 in Hakata (Japan) by Murakami Hide. Owned by Guo Chang Maritime Co Ltd (Taiwan). Detained in 2003 in Hirara (Japan). Sold for demolition in Bangladesh. 295 US\$ per ton.



*North Star* (ex-*Gulf Lion*, ex-*Fotini*, ex-*Elvita 1*, ex-*Elvita*, ex-*Lady Sylvia*, ex-*Inishfree*, ex-*Arklow 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.



Ciragan Palace, Istanbul (Turkey), May 6, 2016. © Alper Bolser

*Rainbow* (ex-*Sanko Rainbow*). IMO 9074755. Length 185 m, 9,018 t. Norwegian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Imari (Japan) by Namura. Owned by R-BULK KS (Norway). Sold for demolition in India.





*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..

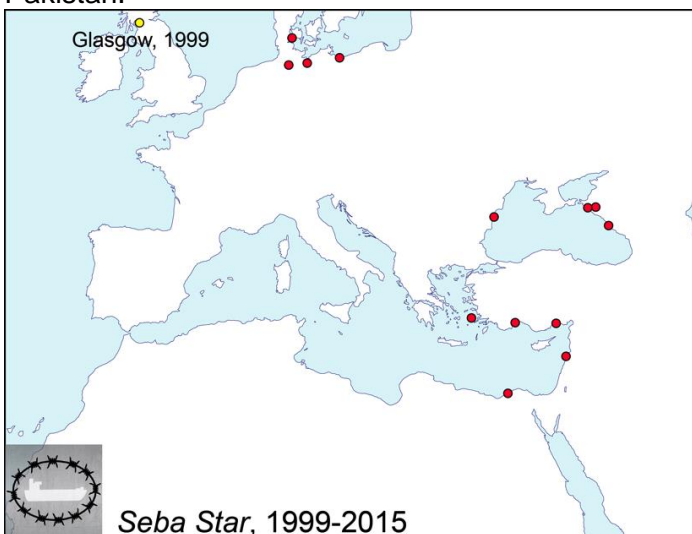


*Sea Star 7*, Nakhodka, Russia, 2015 © Lys/MarineTraffic

*Sea Way* (ex-Mert N, ex-Esterel, ex-Este, ex-Balcaria Este, ex-Playa de Sardineiro, ex-Illa de Ons). IMO 8010635. Length 79 m. Panamanian flag. Classification society Turk Loydu. Built in 1981 in Bilbao (Spain) by Celaya A&T. Owned by Alpmar Shipping (Turkey). Silver medalist in the substandard ship contest with 14 detentions in 1998 in Sète (France), in 2002 in El Ferrol, Huelva and Bilbao (Spain), in 2006 in Casablanca (Morocco) and in Seville (Spain), in 2007 in Tenes (Algeria), in 2008 in Rijeka (Croatia) and Ashdod (Israel), in 2010 in Tripoli (Lebanon), in 2011 in Larnaca (Cyprus), in 2012 again in Ashdod and in 2013 and 2016 in Vasiliko (Cyprus). Sold for demolition in Turkey.



*Seba Star* (ex-Ai 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 Novorossiysk (Russia), in 2012 in Mersin (Turkey), Kalymnos (Greece), Alexandria (Egypt), Sochi (Russia) and again Novorossiysk, in 2013 in Beirut (Lebanon) and Constanta (Romania) and in 2015 in Antalya (Turkey). Sold for demolition in Pakistan.



*Seba Star*, 1999-2015

The detentions of *Seba Star*. © Robin des Bois



September 2017, Gadani. © Ovais KI

*Shipoolsea* (ex-*C-Flow*, ex-*Tom Ship 2*, ex-*Iran Janahara*, ex-*Skagerak*, ex-*BBC Australia*, ex-*Sina*, ex-*Emma Helene*). IMO 8917699. Length 100 m, 1,710 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1990 in Durban (South Africa) by Dorby Marine. Owned by Hakvoort Transport Shipping BV (Netherlands). Detained in 2008 in Bandar Abbas (Iran) and in 2009 and 2011 in Bandar Khomeini (Iran). Sold for demolition in Turkey.



laid-up on the Algeciras harbour outer breakwater on 29 March 2017. © Michael R Thom



August 2017. © Selim San

*Sinan*. IMO 7520700. Length 74 m. Turkish flag. Classification society Turk Loydu. Built in 1977 in Balat (Turkey) by Gunsin. Owned by Butoni Denizcilik (Turkey). Sold for demolition in Turkey.

Passing off Anadolu Kavagi outward Bosphorus Strait, May 5, 2011. © Marc Ottini



*Star S* (ex-*Star Savannah*, ex-*Calliope*, ex-*Calliope Maru*). IMO 8202264. Length 150 m, 4,933 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Uwajima (Japan) by Uwajima Zosensho. Owned by Gamma Denizcilik (Turkey). Detained in 2000 in Brindisi (Italy), in 2013 in Venice (Italy) and in 2016 in Ravenna (Italy). Sold for demolition in Pakistan.



Star S. © Gular Khan



general cargo carrier

*Tennur* (ex-Smaragd, ex-MTC Jaguar, ex-Smaragd, ex-SJ Glory, ex-Signet Glory, ex-Seafreight Glory, ex-Smaragd). IMO 9175573. Length 101 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 1998 in Nanjing (China) by Jinling Shipyard. Owned by Safir Gemi Tasimacilik Sanayi (Turkey). Detained in 2013 in Algeciras (Spain) and in 2016 in Novorossiysk (Russia). Sold for demolition in Turkey.



Algiers, Algeria, July 7, 2014. © Evgeniy

*Via* (ex-Key, ex-Bremer Saturn). IMO 6705298. Length 68 m. edSwedish flag. Unknown classification society. Built in 1967 in (Bremerhaven) by Unterweser. Decommissioned since 2011. Arrived under tow of *Ronja* for demolition in Grenaa, Denmark.



*Vilga* (ex-Sormovskiy-42). IMO 7833119. Length 114 m. St Vincent & the Grenadines flag. Classification society International Naval Surveys Bureau. River and Sea-going ship built in 1980 in Gorki-Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Marine Safety Management Ltd (Ukraine). Detained in 1998 in Hamburg (Germany), in 2000 in Gdansk (Poland), in 2005 in Aliaga (Turkey), in 2010 in Constanta (Romania), in 2011 in Koper (Slovenia), Nikolayev (Ukraine) and Chalkis (Greece), in 2015 in Tuzla (Turkey) and in 2017 in Rostov on Don. Banned from European ports for multiple detentions by the directive on Port State Control in September 2011. Sold for demolition in Turkey.



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

*Wooyang Elite*. IMO 9044255. Length 84 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Tongyeong (South Korea) by ShinA Shipbuilding Corp. Owned by Woo Yang Shipping Co Ltd (South Korea). Detained in 2010 in Yokkaichi. Sold for demolition in Jiangyin, China.



*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



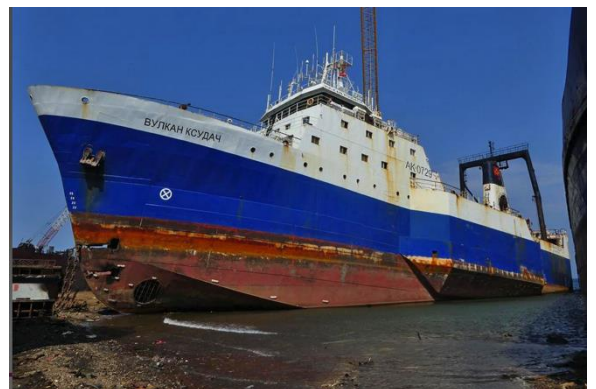
The 6 vessels are then sold one more time in 1987-88 for conversion in Aalesund shipyards, Norway, re-engined and lengthened 7 m or more. *Tartan Sea* (ex-*Scotoil 4*, ex-*Theriot Offshore IV*) was converted to ferry, the 5 others to factory ships. The siblings are scattered. Some will be converted one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



Aalesund, Norway , December 12, 2015. © Jan Saetre



Aliaga, August 2017. © Selim San



## Container ship

July-August-September 2017

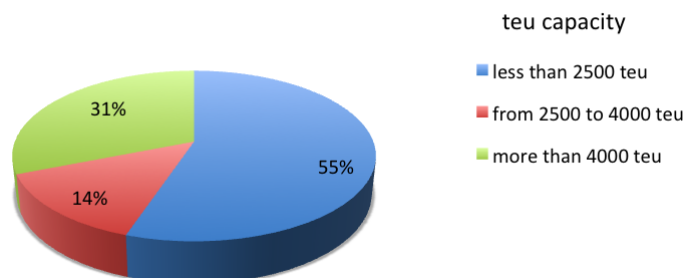
29 demolitions. Almost the same number as in the previous quarter (30), well below the massacre at the beginning of the year (66 in the 1st quarter). Half of them belonged to European shipowners, only the Danish *Arina Arctica* was demolished in a European Union shipyard. India and Pakistan (7 vessels 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).

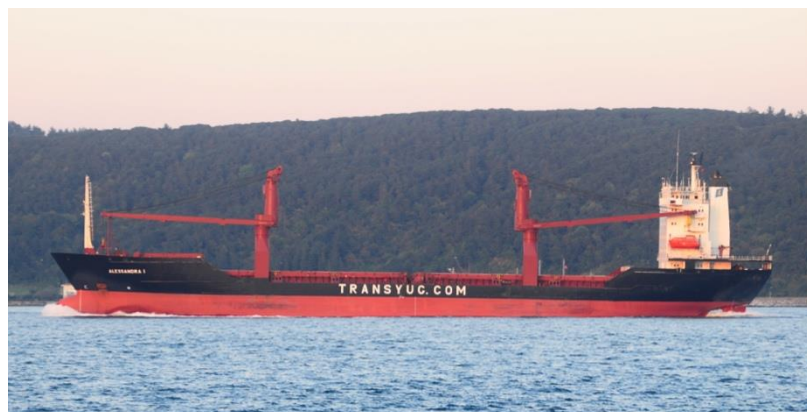
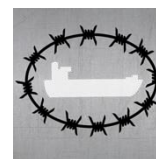
The sale of the *MSC Mykonos* brought in nearly 10 million US\$ to the shipowner and middlemen.

Broken up container ships, 3rd quarter 2017



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

*Alessandra I* (ex-Ital Verde, ex-Lt Verde, ex-Adria Verde, ex-EWL Columbia, ex-Elsa Oldendorff, ex-Mint Express, ex-Isabela B, ex-CCNI Valparaiso, ex-Francoli, ex-Atlanta, ex-Emcol Carrier, ex-Karin S, ex-Jebesen Southland, ex-Karin S). IMO 8321644. 962 teu. Length 151 m, 5,087 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rendsburg (Germany) by Nobiskrug. Owned by Transyug Shipping Co Ltd (Ukraine). Detained in 2000 in Rotterdam (Netherlands) and in 2011 in Nikolayev (Ukraine). Sold for demolition in Turkey.



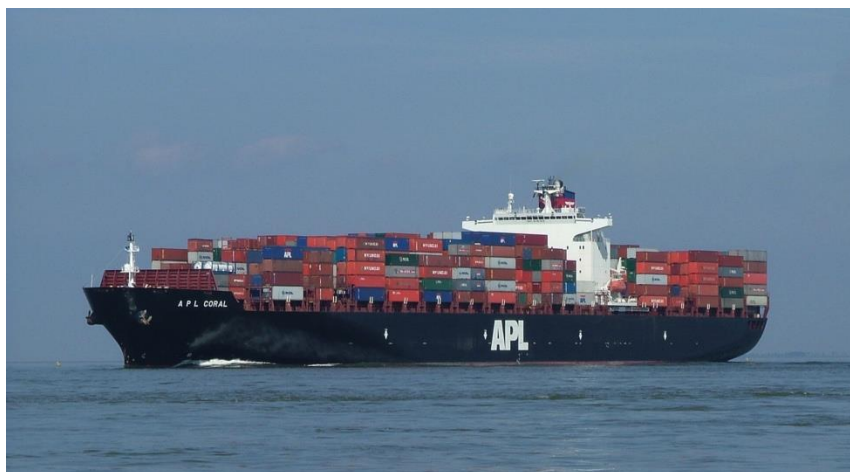
*Alessandra I*, Bosphorus Strait, May 6, 2011.  
© Marc Ottini

*Alexandra Rickmers* (ex-CP London, ex-Contship London, ex-Alexandra Rickmers). IMO 9152739. 2205 teu. Length 196 m, 11,403 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Port Said (Egypt) for demolition in Pakistan. 380 US\$ per ton including 200 t of bunkers.



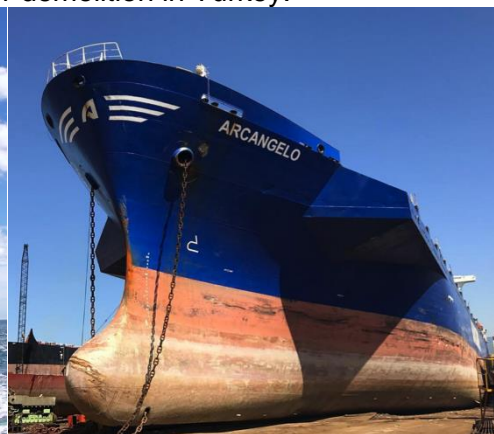
*Alexandra Rickmers* in Montoir (France), April 22, 2011. © Erwan Guéguénat

*APL Coral* (ex-NOL Coral). IMO 9139749. 5020 teu. Length 275 m, 22,965 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1998 in Kojima (South Korea) by Samsung. Owned by Neptune Shipmanagement (Singapore). Sold for demolition in India. 420 US\$ per ton.



*APL Coral*, passing off Terneuzen (Netherlands), May 14, 2005. © Marc Ottini

*Arcangelo* (ex-TS Kaohsiung, ex-Vasos, ex-Kuo Hsin). IMO 8909094. 1079 teu. Length 167 m, 5,253 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Imabari (Japan) by Imabari Zosen. Owned by Arkas Denizcilik (Turkey). Sold for demolition in Turkey.



April 17, 2016, Valencia, Spain.  
© Agustin Alapont Castilla

Aliaga, July 2017. © Selim San



*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.



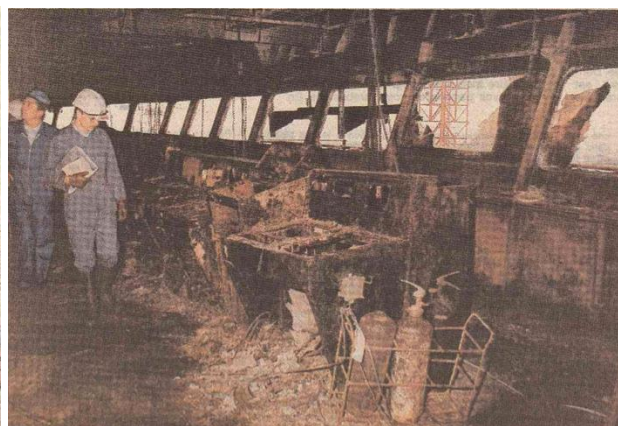
*Arina Arctica* © Royal Arctic Line.



*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.



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.



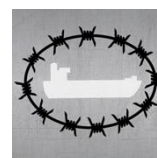
The rusted *Atlantic Cartier* under the gantries at Göteborg port, Sweden, June 2016. © **Marc Ottini**



Alang. © **Sajjad Chowdhury**

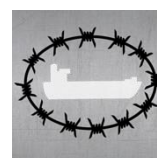


*Atlantic Conveyor*. IMO 8215534. Ro Ro container ship, 2911 teu. Length 292 m, 29,207 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Wallsend (United Kingdom) by Swan Hunter; jumboised in 1987 and lengthened from 250 to 292 m. Owned by Atlantic Container Line AB (Italy). Detained in 2001 in New York (USA). Sold for demolition in India.



Arrival at Alang. © **Vaja Nilesh**

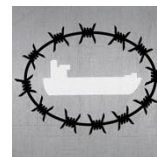
*Concord (ex-Uni-Concord)*. IMO 9012862. 1038 teu. Length 152 m, 5,822 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zsenso. Owned by Evergreen Marine Corp (Taiwan). Detained in 2001 in Singapore, in 2004 in Hong Kong (China), in 2012 in Haiphong (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**

container ship

*Deira*. IMO 9149768. 4101 teu. Length 276 m, 18,829 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Sakaide (Japan) by Kawasaki. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Detained in 2015 in Brisbane (Australia). Sold for demolition in Xinhui, China.



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



*E.R. Hamburg* (ex-Safmarine Niger, ex-E.R. Hamburg, ex-CSAV Shanghai, ex-Las Americas Bridge, ex-CSAV Shanghai, ex-Aconcagua, ex-E.R. Hamburg). IMO 9160425. 2205 teu. Length 196 m, 11,479 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage renamed *Sun 1*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold as is in the United Arab Emirates for an undisclosed destination of demolition. 397 US\$ per ton.



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

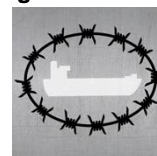
© Marc Ottini



*Sun 1*, September 9, 2017.

© Gadani Ship Breaking

*Hyundai General* (ex-*MSC General*, ex-*Hyundai General*, ex-*APL General*, ex-*Hyundai General*). IMO 9112284. 5551 teu. Length 275 m, 23,050 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co (South Korea). Detained in 2017 in Seattle (Washington, USA). She left Singapore and was beached in Pakistan. 415 US\$ per ton.



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



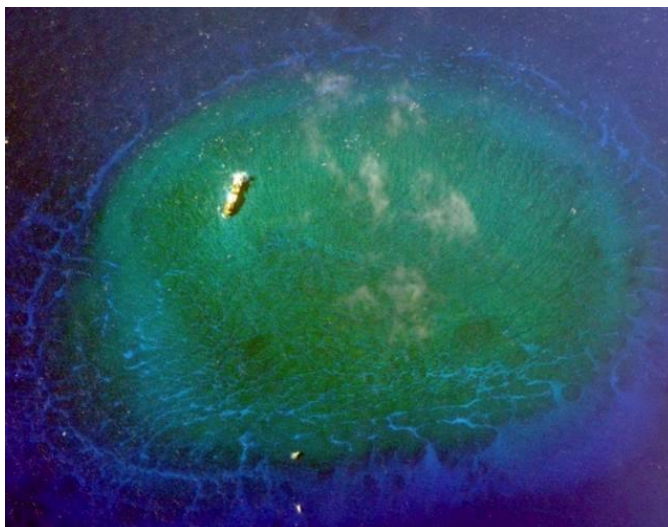
container ship

*Innwa Star* (ex-*Olivia*, ex-*P&O Nedlloyd Mahe*, ex-*Olivia*, ex-*Sea Olivia*, ex-*Olivia*). IMO 9101510. 1452 teu. Length 167 m, 6,820 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Continental Shipping Line (Singapore). Sold for demolition in Pakistan. 375 US \$ per ton.



*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.



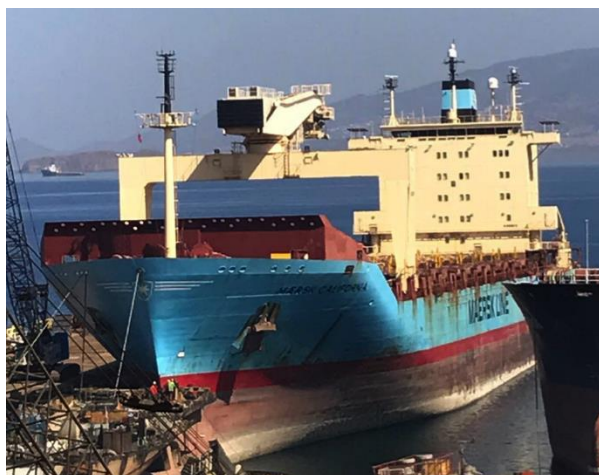
Fated to recycling or breaking up in the Coral Sea.

© France O 1ère - France TV infos Nouvelle Calédonie

© SG Mer

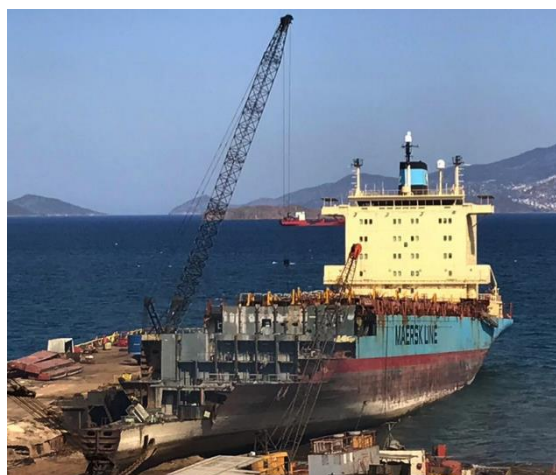
## Maersk in Turkey, the flow continues

*Maersk California* (ex-*Christian Maersk*). IMO 8820195. 1325 teu. Length 176 m. United States flag. Classification society American Bureau of Shipping. Built in 2000 in Lindo (Denmark) by Odense Stalskibs. Owned by Maersk Line United States (USA). Sold for demolition in Turkey.



Aliaga,

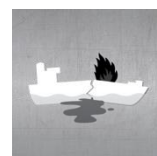
July 26



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 off 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 Breidel



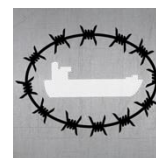
China.

*Maersk Wisconsin* (ex-*Greenwich Maersk*). IMO 9193252. 4306 teu. Length 292 m, 25,329 t. Deflagged from the United States to Singapore in July 2017. Classification society American Bureau of Shipping. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Maersk Line United States and sold to Maersk Singapore subsidiary in July 2017. Sold for demolition in Jiangyin,





*MSC Florida*. IMO 9236547. 4444 teu. Length 286 m, 21,437 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2005 in Gdynia (Poland) by Gdynia Stocznia. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2015 in Melbourne (Australia). Sold as is in Port Said (Egypt) for demolition in Pakistan. 418 US\$ per ton.

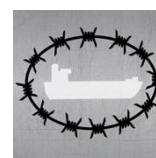


*MSC Florida* at Le Havre (France), November 27, 2016.  
© Erwan Guégénat

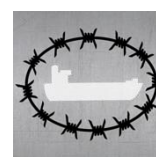


and in Walsoorden (Netherlands), August 29, 2017. © Pascal Brede

*MSC Giorgia* (ex-*Maya*, ex-*DSR Yokohama*, ex-*Tokyo Senator*, ex-*Scandutch Massilia*, ex-*Azuma*, ex-*Pacific Pride*). IMO 8408818. 1772 teu. Length 188 m, 8,657 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by MSC, Mediterranean Shipping Co (Switzerland). Detained in 1998 and 1999 at Piraeus (Greece), in 2002 in La Spezia (Italy) and in 2012 in Mersin (Turkey). Sold for demolition in India. 404 US\$ per ton.



*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 (Greece). Detained in 2001 in Nagoya (Japan). She was announced sold as is in Singapore for demolition in India in a yard complying with the Hong Kong Convention standards but was actually beached in Bangladesh. 385 US\$ per ton including 500 t of bunkers.

*MSC Mykonos* (ex-*Maersk Mykonos*, ex-*Marchen Maersk*). IMO 8613308. 4437 teu. Length 294 m, 23,451 t. Greek flag. 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. 425 US\$ per ton.



*Najran*. IMO 9149744. 4101 teu. Length 276 m, 18,807 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Sakaide (Japan) by Kawasaki. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Sold for demolition in Turkey.

Berthed at Llovera quay, Valencia Port on August 30, 2013. © Manuel Hernández Lafuente

## container ship

*Orion* (ex-Maersk Lima, ex-Orion, ex-TNX Mercury, ex-Orion). IMO 9127796. 1617 teu. Length 178 m, 9,535 t. German flag. Classification society DNV GL. Built in 1997 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Sold for demolition in Pakistan.



Panama Canal, April 19, 2011 © Gerrard

*PDZ Mewah* (ex-ID Asia, ex-MSC Ibiza, ex-Judith Schulte, ex-P&O Nedlloyd Curacao, ex-Judith Schulte, ex-Maersk Conakry, ex-FAS Lattaquie, ex-Judith Schulte, ex-Libra Barcelona, ex-Judith Schulte, ex-TSL Gallant, ex-Judith Schulte). IMO 9064009. 1016 teu. Length 150 m, 5,247 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Somap International Pte Ltd (Singapore). Sold for demolition in India. 325 US\$ per ton.



*Pinya Star* (ex-Novia, ex-Vento di Tramontana, ex-Novia, ex-Melfi Iberia, ex-Cala Providencia, ex-Novia, ex-P&O Nedlloyd Slauerhoff, ex-P&O Nedlloyd Mombasa, ex-Novia, ex-Sea Novia, ex-Novia). IMO 9101508. 1452 teu. Length 167 m, 6,812 t. Deflagged from Liberia to Palau for her last voyage as Anya. Classification society Nippon Kaiji Kyokai. Built in 1995 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Continental Shipping Line Pte Ltd (Singapore). Sold for demolition in Pakistan. 375 US\$ per ton.



© Richard Wisse



*Sakaka* (ex Abu Dhabi). IMO 9152258. 4101 teu. Length 276 m, 18,978 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Detained in 2012 in Bandar Abbas (Iran) and in 2016 in Shanghai (China). Sold for demolition in Xinhui, China.





*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 Vegesack (Germany) by Bremer Vulkan. Owned by Grand China Shipping Yantai Co (China). Sold for demolition in Pakistan.



October 1992, *DSR Europe*, departing Le Havre (France). © **Pascal Brede**

*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 Zosencho. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Kaohsiung (Taiwan) for an undisclosed destination of demolition. 360 US\$ per ton.



*Westerburg* (ex-*CMA CGM Accra*, ex-*Westerburg*, ex-*Tuscany Bridge*, ex-*Westerburg*, ex-*Lykes Achiever*, ex-*Westerburg*, ex-*Maersk La Plata*, ex-*Westerburg*). IMO 9137674. 2072 teu. Length 188 m, 10,656 t. Deflagged from Liberia to Comoros for her last voyage as *West-1*. Classification society Det Norske

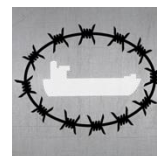
Veritas/Germanischer Lloyd. Built in Gdynia (Poland) by Gdynia Stocznia. Owned by Hans Peterson & Soehne GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 423 US\$ per ton and an additional payment for bunkers.



*CMA CGM Accra*, Arrival at Abidjan, Côte d'Ivoire, January 29, 2010 © **Roland Gard**

## Reefer

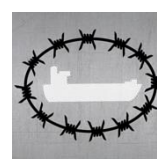
*Avila Star* (ex-*Tundra Trader*, ex-*Del Monte Trader*). IMO 8713550. Length 158 m, 6,904 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Puerto Real (Spain) by AESA. Owned by Siem Ship Management (Poland). Detained in 2005 in Port Adelaide (Australia) and in 2009 in Mersin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



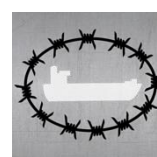
*Avila Star* in the English Channel, April 21, 2005. © **Marc Ottini**

*Baltic Merchant* (ex-*Talca*, ex-*Tasman Spirit*, ex-*Tasman Universal*, ex-*Hornwave*, ex-*Tasman Universal*). IMO 8616324. Length 145 m, 5,973 t. St Vincent & the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Shimonoseki (Japan) by Hayashikane. Owned by Baltic Reefers Ltd (Russia). Sold for demolition in India. 405 US\$ per ton.

*Brazilian Reefer* (ex-*Bety B*). IMO 8300377. Length 145 m, 6,743 t. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by Chartworld Shipping Corp (Greece). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in India.



*Hansa Bremen*. IMO 8802088. Length 156 m, 6,516 t. Barbados flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by Holy House Shipping AB (Sweden). Detained in 2015 in Philadelphia (USA) and in 2016 in Auckland (New Zealand). Sold for demolition in India.



*Hansa Bremen*, on the Seine River departing Radicateil (France), May 22, 2012. © **Pascal Breidel**

Along, August 18, 2017 © **Jitendra Solanki Jays**





*Hansa Lübeck*. IMO 8909068. Length 156 m, 6,516 t. Barbados flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Vegesack (Germany) by Bremer Vulkan. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India.

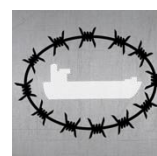


*Hansa Lübeck*, Gandia (Spain), August 29, 2015, gold medalist this quarter for the most polluting fuel.  
© Bartolome Juan

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 reefers 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.

1-

*Magellan Strait* (ex-*Cala Paradiso*, ex-*Carmel Ecofresh*, ex-*Rio Alexander*). IMO 9267534. Length 186 m, 10,077 t. Curaçao flag. Classification society Bureau Veritas. Built in 2003 in Viana do Castelo (Portugal) by Estaleiros Navais de Viana do Castelo. Owned by Seatrade Management Co (Netherlands). Detained in 2016 in Rotterdam (Netherlands) and in 2017 in Tauranga (New Zealand). Sold for demolition in India.



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



*Ellan* 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 Express* (ex-*Green Bergen*, ex-*Bentago*). IMO 8119572. Length 128 m, 3,657 t. Barbados flag. Classification society Bureau Veritas. Built in 1983 in Rissa (Norway) by Fosen MV. Owned by Wilson Euro Carriers AS (Norway). Sold for demolition in Turkey. 280 US\$ per ton.



© Wilson Shipowning

Aliaga. © Selim San

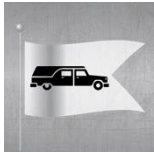




## Ro Ro

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.



August 9, 2016, *Anna Desgagnés* upbound on the St. Lawrence River, Canada. © **Marc Piché**



August 2017, *Anna* at Gadani. © **Ovais Ki**

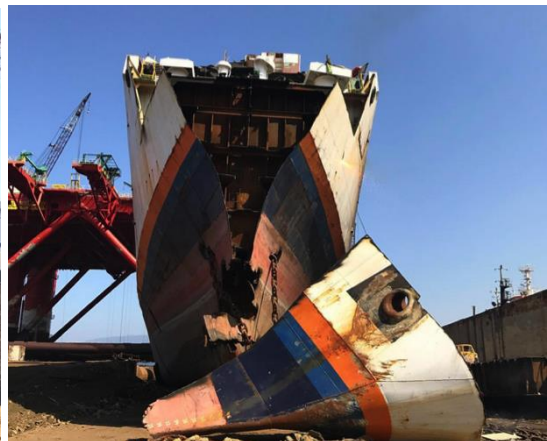
*Volkan* (ex-*Isla de Los Volcanes*, ex-*Luberon*). IMO 7529885. Length 91 m. Sierra Leone flag. Classification society Bureau Veritas. This ro-ro ship was originally the French vessel *Luberon*, delivered in December 1977 by the Ateliers et chantiers de La Rochelle-Pallice to Daher and Société Navale 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.



July 14, 2017



July 29, 2017

© **Selim San**

## 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 Bangladeshi shipbreaking yard has brought in more than 16 million US\$ to the shipowner and middlemen.**



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

*Al Batool* (ex-*Emirates Peace*, ex-*Ismara*). IMO 7723936. Length 90 m, 1,434 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1978 in Travemünde (Germany) by Schlichting. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained 7 times in Iran : in 2003 in Bandar Abbas and in Bandar Khomeini, in 2004 in Bandar Khomeini again then in Bushire, in 2007 twice again in Bushire and in 2010 in Khorramshahr. Sold for demolition in India.



*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<sup>3</sup> 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.



March 31, 2014, West Shetland. © Geir Frits Mycklebust



*Aura* (ex-*Ocean Performer*, ex-*Olympic Loyalty*). IMO 9013749. Length 332 m, 39,731 t. Deflagged from Mongolia to Comoros for her last voyage as *Marlim*. Classification society American Bureau of Shipping. Built in 1993 in Oppama (Japan) by Sumitomo. Owned by Sambouk Shipping FZC (United Arab Emirates). Sold for demolition in India. 330 US\$ per ton.

*B.P.P. 25* (ex-*Sri Thep Thai*, ex-*Petro Ulsan*, ex-*Shirayuri Maru*). IMO 7900895. Length 78 m, 1,021 t. Thai flag. Unknown classification society. Built in 1979 in Kinoh (Japan) by Setouchi Zosen. Owned by BPP Supply Co Ltd (.Thailand). Sold for demolition in Bangladesh. 310 US\$ per ton.



March 22, 2017, *B.P.P. 25* on Chaophraya river, Phrapradeang, Samutprakarn, Thailand © Trakul Pumsnoh



*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.

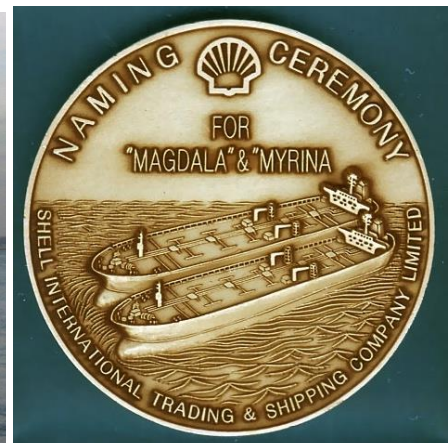


Cartagena, Spain. March 12, 2009 © Jose Manrubia Martinez



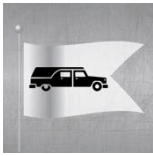
*Bunga Kelana Dua*. IMO 9131125. Length 244 m, 16,899 t. Deflagged from Malaysia to St Kitts and Nevis for her last voyage as *Elana*. Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Compass Shipping & Trading Ltd (United Arab Emirates). Sold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



*Myrina* and naming ceremony medal. © Kees Helder





*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.



Entering Rotterdam Europoort (Netherlands), January 15, 2012. © Pilot Frans



*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 Columbus*. IMO 9136046. Length 247 m, 16,711 t. Deflagged from Singapore to Comoros for her last voyage as *Columbus*. 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.



Port of Klaipeda (Lithuania) on July 19, 2007 © Gena Anfimov



*Eduardo Virasoro* (ex-*Ministro Ezcurra*). 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 OMI 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 Islands to 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.



*Gener8 Phoenix* (ex-*Genmar Phoenix*, ex-*Crude Ena*). IMO 9182746. Length 269 m, 22,199 t. Deflagged from Marshall Islands to Comoros for her last voyage as *Nix 1*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Samho (South Korea) by Halla. 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





*Genie* (ex-Pink Sands, ex-Angelo d'Amato, ex-Sanko Protector). IMO 8920866. Length 242 m, 16,616 t. Liberian flag. Classification society Bureau Veritas. Built in 1993 in Imari (Japan) by Namura. Owned by Eurotankers (Greece). Sold for demolition in Bangladesh. 388 US\$ per ton.

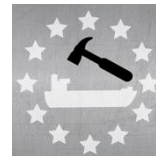


*Genie*, Bosphorus Strait, August 22, 2014. © **Marc Ottini**

*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.

*Impros*, November 11, 2015 at Singapore. © **Martin Klingsick**



*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.



© **Helderline**



*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

*Kapitan Pershin* (ex-*Minusinsk*). IMO 8025898. Length 116 m, 3,356 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Rauma (Finland) by Rauma-Repola. Owned by Murmanrefflot Co Ltd (Russia). Sold for demolition in Turkey.



*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.



*Evelyn Maersk* © DR - Auke Visser

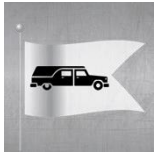


*La Paz* off the Spanish southern coast, June 1, 2008. © Angel Luis Godar Moreira



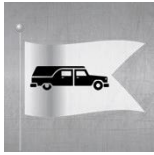
*M Spirit* (ex-*Gotland Spirit*, ex-*Bona Rider*, ex-*Venessa*). IMO 9077331. Length 244 m, 16,529 t. Deflagged from Panama to Comoros for her last voyage shortened to *Spirit*. Classification society Bureau Veritas. Double hull ship built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Sea Power 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 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 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 Djeno terminal. © Pascal Riteau

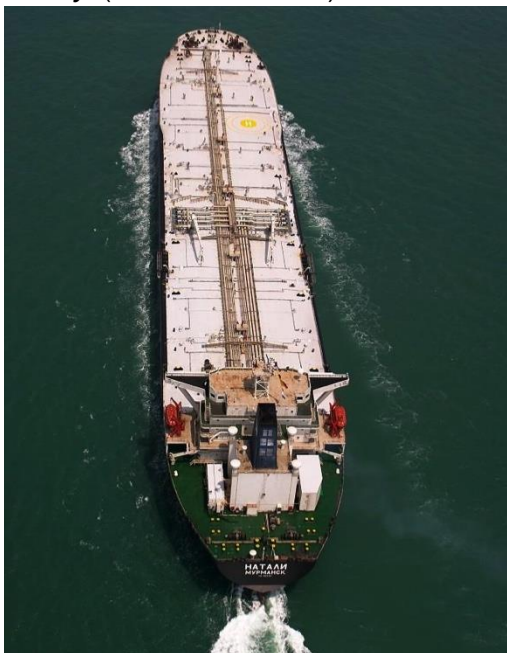


*Nadin* (ex-Nainital, ex-Midsea, ex-Motion, ex-Najm, ex-Iran Najm). IMO 9079092. Length 332 m, 42,403 t. Deflagged from Iran to Comoros for her last voyage as *Marlim*. Classification society Korean Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by National Iranian Tanker 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.

*Ocean Courier* (ex-*Imperial Skeena*). IMO 7005281. Length 91 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in North Vancouver (Canada) by Burrard Dockyard Co. Owned by Ionian Shipping & Trading Corp (Greece). Sold for demolition in Turkey.



June 02, 2012, arrival at Trinidad. © Captain Johan

August 2017, Aliaga. © Selim San



*Pishon* (ex-*Delos*, ex-*Innovator I*, ex-*Victorious*, ex-*Nagatino*). IMO 8913590. Length 183 m, 8,778 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Incheon (South Korea) by Halla. Owned by Nautical Marine Management (India). Detained in 2001 in St-Croix (Virgin Islands, USA). Beached for demolition in India as *Ishon*.



© selvestr/Shipspotting



*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 basé in Panama. Detained in 2011 in Illichivsk (Ukraine) and Bandar Abbas (Iran) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.





*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.



*Volga* 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.

*Silver Bridge* (ex-*Century River*). IMO 9200756. Length 247 m, 16,744 t. Marshall Islands flag. Classification society Korean Register of Shipping. Navire double coque Built in 1999 in Mihara (Japan) by Koyo Dockyard. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 430 US\$ per ton.



*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.

*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*, 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.



Suez Canal on 09/01,2013. © **Ivan Meshkov**

*Borneo Pioneer* (ex-*Asuka Road*). IMO 8800212. Length 143 m, 4,543 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2012 in Ningbo (China). Sold for demolition in Bangladesh. 403 US\$ per ton including 86 t d'inox.



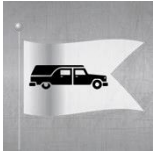
Outward from Lyttelton (New Zealand), April 26, 2003 having discharged methanol. © **Wayne A Court**

*Persia* (ex-*Stoc Persia*, ex-*Tarnfjord*). IMO 8316845. Length 164 m, 6,540 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Tonsberg (Norway) by Kaldnes MV. Detained in 2008, 2011 and 2016 in Chah Bahar (Iran). She was beached in Bangladesh as *Stoc*. 371 US\$ per ton.





## Gas tanker



*Agol* (ex-*Maharshi Labhatreya*, ex-*Hektor*). IMO 8102505. Length 158 m, 8,266 t. Deflagged from Marshall Islands to Niue for her last voyage shortened to *Gol*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1988 in Fredrikstad (Norway) by Nye Fredriksstad. Sold in July 2017 by her Kenya-based owner Mountridge Investments Ltd to the India-based Trinitas Ship Management Pvt Ltd for demolition in India.

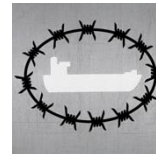


*B Gas Linda* (ex-*Sigas Linda*, ex-*Linda Kosan*). IMO 9034511. Length 74 m, 1,350 t. Maltese flag. Classification society Bureau Veritas. Built in 1992 in Papenburg (Germany) by Surken. Owned by B-GAS A/S (Denmark). Sold for demolition in Turkey.



*B Gas Linda* at Le Havre (France), Hoc terminal, October 1, 2012. © **Pascal Brede**

*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*.



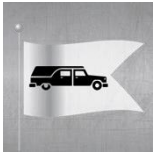
May 7, 2000, *Bergen* off Terneuzen (Netherlands). © **Pascal Brede**

*PP 2* (ex-*Maria*, ex-*Koyo Maru n°6*). IMO 8518663. Length 66 m, 895 t. Thai flag. Classification society American Bureau of Shipping. Built in 1985 in Iwagi (Japan) by Iwagi Zosen. Owned by PP Global Line Co Ltd (Thailand). Sold for demolition in Bangladesh.

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.



Kawasaki, August 28, 2012. © TKS/ Marine Traffic

*Virgen del Carmen B* (ex-*Emerald Star*). IMO 9017252. Length 112 m, 4,002 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1992 in La Spezia (Italy) by INMA, completed in Marina di Carrara by Nuovi Apuania. Owned by Transgas Shipping Lines (Peru). Detained in 2004 and 2005 in Corpus Christi (USA) and in 2008 in Newcastle (Australia). Sold for demolition in India. Including 70 t d'inox.



Virgen del Carmen B entering the port of Havana (Cuba) on July 26, 2016. © Manuel Mohedano Torres

*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.



December 1992, *Gongora*, loading butane at Le Havre (France). © Pascal Bredele



July 21, 2016 Callao, Peru © Vitaliy Kharchenko



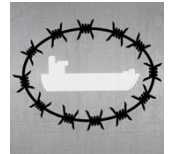
## Combined carrier

*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

*Neftudovoz-35 M*. IMO 7832751. Length 119 m, 1,509 t. Russian flag. Classification society Russian Maritime Register of Shipping. River and sea-going ship built in 1980 in Perm, in the Ural region, Russia, by Kama Shipyard. Owned by Kaspregionflot LLC (Russia). Detained in 1999 in Moerdijk (Netherlands). Sold for demolition in Turkey.



*Neftudovoz 35M*, December 23, 2011 on the Volga-Caspian canal. Astrakhanskaya oblast, Russia. © evgenii 10

## Bulk carrier

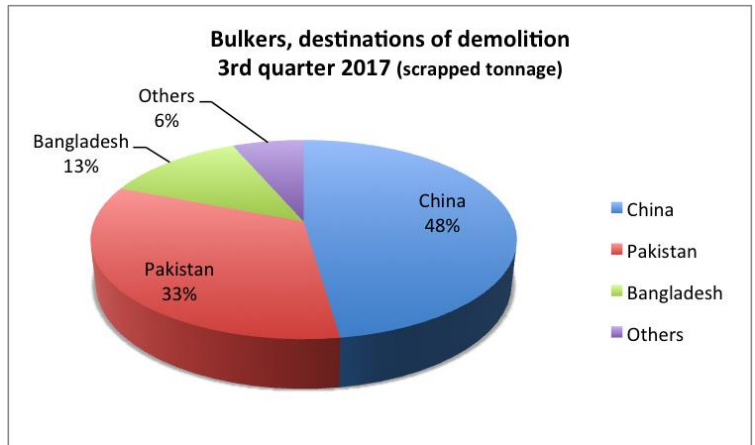
Bulk carriers carry non-liquid cargoes in bulk: grain, coal, ore such as iron or bauxite ore. Medium-size bulk carriers are often equipped with cranes that allow them to service poorly equipped secondary ports.

### July-August-September 2017

64 demolitions. The number is slightly down by 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.

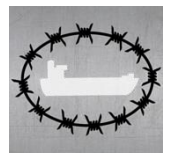


The sale of the *Stellar Cosmo* to a Pakistani shipyard brought in nearly 17 million US\$ to the shipowner and middlemen.



*Stellar Cosmo*, 25 years of age, 40,057 t. © Gadani Ship Breaking

*Bei Jiang* (ex-*Ken Ocean*, ex-*Clio Ocean*, ex-*Fairy Ranger*, ex-*Florida Rainbow II*). IMO 9085584. Length 188 m. Chinese flagcp. Classification society Nippon Kaiji Kyokai. Built in 1994 in Toyohashi (Japan) by Kanasashi. Owned by Shanghai Yuanwang Shipping Co Ltd (China). Detained in 2009 in Dampier (Australia). Sold for demolition in Xinhui, China.



*Berge Yotei* (ex-*Cape Wisteria*, ex-*Cape Rosa*). IMO 9161508. Length 289 m, 21,221 t. Isle of Man flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Tsu (Japan) by NKK. Owned by Berge Bulk Ltd (Singapore). Detained in 2010 in Hay Point (Australia) and in 2016 in Newcastle (Australia). Sold for demolition in Pakistan. 425 US\$ per ton.





*Chang Hang Yu Hai* (ex-*Yu Hai*, ex-*Favorita*). IMO 8112940. Length 199 m, 8,969 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Sestao (Spain) by Astilleros Espanoles. Owned by Shanghai Changjiang Shipping (China). Detained in 2001 in Wilhelmshaven (Germany). Sold for demolition in China.



*Chang Ming n°6* (ex-*Norsul Vitoria*, ex-*Rio Tefe*). IMO 8126381. Length 200 m. Chinese flag. Unknown classification society. Built in 1986 in Niteroi (Brazil) by CCN Maua. Owned by Tianjin Changming Shipping Group Co (China). Detained in 2001 in Santander (Spain). Sold for demolition in China.



March 01, 1990 *Rio Tefe* 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.



*Dina Ocean* (ex-*Meta*, ex-*Ma Sik Ryong*, ex-*Kiwi Crown*, ex-*Clipper Emerald*). IMO 8608030. Length 145 m, 4,243 t. Niue flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Uwajima (Japan) by Uwajima Zosensho. Owned by Bo-Rich Shipping Co Ltd (Hong Kong, China). Detained in 2011 in Kandla (India). Sold for demolition in Bangladesh.



*Dingxianghai* (ex-*Sea Tulip*). IMO 9209219. Length 187 m, 8,475 t. Panamanian flag. Classification society China Classification Society. Built in 2000 in Nantong (China) by Nantong COSCO. Owned by Qingdao Ocean Shipping Co Lt (China). Sold for demolition in Jiangyin, China.



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

*Dong Jiang Mei* (ex-*Maritime Dignity*, ex-*Maritime Mosaic*). IMO 9050656. Length 225 m, 10,356 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Tianjin Changming Shipping Group Co (China). Sold for demolition in Xinhui, China.



*E. Oldendorff* (ex-*Nobel Fountain*, ex-*Fountain Spirit*, ex-*Teekay Fountain*, ex-*Bona Fountain*, ex-*Hoegh Fountain*). IMO 8007808. Ex combined carrier OBO (Ore/Bulk/Oil) converted in 2008 to self-unloading bulker. Length 243 m, 17,064 t. deflagged from Liberia to Palau for her last voyage as *Golden*. Classification

society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Oldendorff Carriers (Germany). Detained in 2007 in Seattle (USA). Sold for demolition in Pakistan. 380 US\$ per ton.



*Hoegh Fountain* in the Strait of Malacca in the 80s.

© Gerolf Drebes



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

*Eleni K* (ex-*Shark Bay*, ex-*Marie O*, ex-*Progress*, ex-*Tai Ping*, ex-*Tai Ping Yang*). IMO 9086784. Length 169 m, 6,371 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Guangzhou (China) by Guangzhou Shipyard. Owned by Ritelane Marine Inc (Greece). Detained in 2002 in Geelong (Australia), in 2007 in Moji/Kitakyushu (Japan), in 2008 in Melbourne (Australia) and in 2010 in Brownsville (Texas, USA). Sold for demolition in Pakistan. 372 US\$ per ton.



*Fenghai*. IMO 9209192. Length 187 m, 8,343 t. Chinese flag. Classification society China Classification Society. Built in 1999 in Nantong (China) by Nantong COSCO HI. Owned by COSCO Bulk (China). Sold for demolition in China.

*Feng Hai*, March 2, 2014, Valencia, Spain

© Antonio Alcaraz Arbelo



*Figaro* (ex-*Free Goddess*, ex-*BBC Barranquilla*, ex-*Barranquilla*, ex-*UBC Barranquilla*, ex-*Bernes*, ex-*Point Fortune*). IMO 9107045. Length 158 m, 5,196 t. Liberian flag.



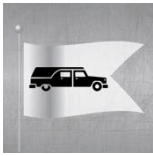
Classification society Bureau Veritas. Built in 1995 in Saiki (Japan) by Saiki Jukogyo. Owned by Pareto Business Management AS (Norway). Decommissioned and laid-up since November 2015 in Salalah (Oman), finally sold as is and towed for demolition in Pakistan. 250 US\$ per ton.



*Free Goddess*, in the Ionian Sea, May 23, 2011.

© Marc Ottini

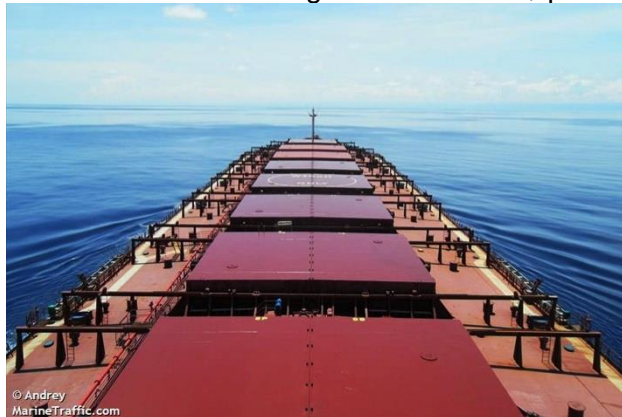




*Four Springs* (ex-Jill Jacob, ex-Four Springs, ex-Jill Jacob, ex-Four Springs, ex-Guglielmo Effe). IMO 8900402. Ex tanker converted in 2009. Length 233 m, 19,398 t. Deflagged from Italy to St Kitts and Nevis for her last voyage under tow. Classification society Registro Italiano Navale. Built in 1992 in Ancona (Italy) by Fincantieri. Owned by Premuda SpA (Italy). Sold for demolition in Bangladesh. 380 US\$ per ton.



Aframax tanker *Four Springs*, bunkering at Singapore, August 2004. © **Federico Bolognini**



Bulk carrier *Four Springs*, December 7, 2011  
© **Andrey/MarineTraffic**

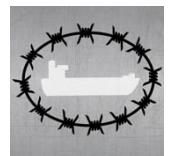
*Fu Man*. IMO 9162045. Length 225 m, 9,760 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura. Owned by COSCO Hong Kong (China). Sold for demolition in Xinhui, China.

*Fu Min*. IMO 9154115. Length 225 m, 10,185 t. Panamanian flag. Classification society China Classification Society. Built in 1997 in Sasebo (Japan) by Sasebo HI. COSCO Hong Kong (China). Detained in 2011 in Port Kembla (Australia). Sold for demolition in China by Civet Guandong shipbreaking yard. 270 US\$ per ton.



*Gao Qiang*. IMO 9144512. Length 186 m. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Hong Kong (China). Sold for demolition in Jiangyin, China.

*Global Trader 1* (ex-Irene, ex-Pacific Ace). IMO 9034327. Length 225 m, 11,589 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Detained in 2002 in Esperance (Australia). Owned by Liberia-based Partagas Maritime that recently acquired the car carrier *City of Antwerp* (see pg 77). Sold for demolition in Pakistan.



*Global Trader* beached in Gadani, Plot 112, September 16. © **Gadani Ship Breaking**

*Grace Ocean* (ex-*KBS Lucky*, ex-*Adamastos*, ex-*Clipper Atria*, ex-*Clipper Bueno*). IMO 8500202. Length 147 m, 4,470 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Golden Luck Shipping Ltd (Hong Kong, China). Detained in 2009 in Ancona (Italy). Sold for demolition in Bangladesh. 360 US\$ per ton.



*KBS Lucky*, passing off Istanbul, Bosphorus Strait, May 5, 2011. © **Marc Ottini**

*Great Scenery*. IMO 9264049. Length 187 m, 8,502 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2002 in Nantong (China) by Nantong COSCO KHI. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2005 in Newcastle (Australia) and in 2007 in Melbourne (Australia). Sold for demolition in Jiangyin, China.



*Guang Ming Feng*. IMO 9230373. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Jiangnan Shipyards. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

*Guang Ming Feng* Bosphorus Strait, 24 May 2011  
© **Marc Ottini**



*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.

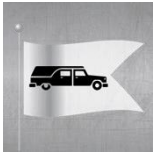


*Haci Ali Sari* (ex-*Dina*, ex-*Eclipse*, ex-*Seaglass*, ex-*Ankora*, ex-*P.C. Explorer*). IMO 9062295. Length 169 m. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Imabari (Japan) by Imabari Zosen. Owned by T ve O Denizcilik Ltd (Turkey). Detained in 2009 in Antwerp (Belgium) and in July 2017 in Mumbai (India). Sold for demolition in Pakistan.



Gadani. © **Gulzar Khan**





*HL Capetown* (ex-*Hanjin Capetown*). IMO 9054224. Length 274 m, 17,875 t. Deflagged 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.

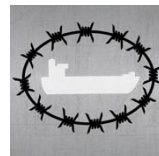


*HL Capetown*, departing Hay Point, Australia, for Pohang, South Korea, after loading coal. May 17, 2015, © Tropic Maritime Photos



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

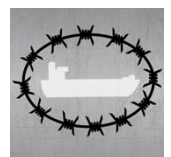
*Jia Yong* (ex-*Shen Neng 1*, ex-*Bestore*, ex-*Bestor*). IMO 9040871. Length 225 m, 9,222 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Shenzhen Energy Transportation (China). Detained in 2006 in Constanta (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.



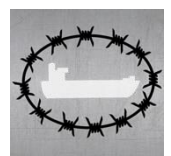
*Shen Neng 1* off Chiwan (China), June 4, 2008. © Marc Ottini

*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.



*Lian Hua Feng*. IMO 9230361. Length 225 m, 11,820 t. Chinese flag. Classification society China Classification Society. Built in 2002 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Detained in 2008 in Port Kembla (Australia). Sold for demolition in China.



bulk carrier

*Lian Hua Hai* (ex-*Sea Lotus 1*). IMO 9209207. Length 187 m. Panamanian flag. Classification society China Classification Society. Built in 2000 in Nantong (China) by Nantong COSCO. Owned by Qingdao Ocean Shipping Co Ltd, COSCO Qingdao (China). Sold for demolition in Jiangyin, China.

At Titan cement factory, Drepano Achaia, Greece. June 30, 2010. © **Jasco/MarineTraffic**



*Ling Gang 9* (ex-*Eternal Wind*). IMO 9162019. Length 225 m, 9,757 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Imari (Japan) by Namura. Owned by SDSC Shipmanagement Co (China). Sold for demolition in China.

*Lu Hai*. IMO 9159452. Length 187 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Bulk (China). Sold for demolition in China in Zoushan.

*Michalakis* (ex-*Voc Progress*, ex-*Papendrecht*, ex-*Kosice*). IMO 8610928. Length 196 m, 10,136 t. Bahamian flag. Classification society Polish Register of Shipping. Built in 1989 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Seatrans Management Enterprises Inc (Greece). Detained in 2003 in



Hamburg (Germany), in 2013 and 2015 in Novorossiysk (Russia) and in 2016 at Piraeus (Greece). Sold for demolition in Pakistan.



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

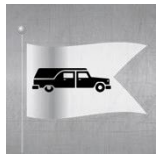
*Niamul Mowla* (ex-*Unitrust*, ex-*J. Jessica*, ex-*May Glory*, ex-*Maynilad U*). IMO 8513429. Length 178 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1986 in Shioyama (Japan) by Tohoku Shipbuilding Co. Owned by MM Shipping (Singapore). Detained in 2000 in Long Beach (USA) and in 2015 in Kandla (India). Sold for demolition in Bangladesh.



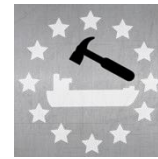
Singapore, 19 October 2011. © **Mick Prendergast**



*Oriental Hero* (ex-*Vanda Naree*, ex-*Silver Hawk III*). IMO 8309115. Length 160 m, 5,349 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Usuki (Japan) by Minami-Nippon. Owned by Shanghai Yuhai Shipping Co (China). Detained in 2004 in Manila (Philippines). Sold for demolition in Pakistan.



*Panormitis AV* (ex-*St Andrews*, ex-*San Antonio*, ex-*Virginia*, ex-*Valor*, ex-*Multi-Purpose 4*). IMO 9088392. Length 186 m, 9,675 t. Deflagged from Liberia to Togo for her last voyage as *Norm*. Classification society Nippon Kaiji Kyokai. Built in



1996 in Varna (Bulgaria) by Varna Shipyard. Owned by Unibulk Shipping Enterprises SA (Greece). Detained in 2011 in Kwinana (Australia) and in 2016 in Bandar KHomeini (Iran). Towed for demolition in Bangladesh.



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

*Peng Hang* (ex-*Aleslevada* ex-*You Yue*). IMO 9034626. Length 167 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Hakodate Dock (Japan) by Hakodate Dock. Owned by Shenzhen Ocean Shipping Co Ltd (China). Sold for demolition in China.

*Peng Ying* (ex-*Channel Victory*). IMO 8903313. Length 225 m, 9,354 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Mizushima (Japan) by Sanoyas Corp. Owned by Shenzhen Ocean Shipping Co Ltd (China). Sold for demolition in China.

*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.



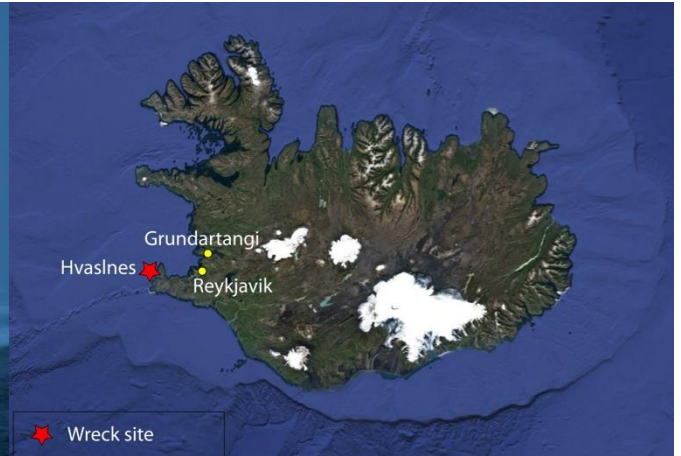
*Pineglen* leaving Lock 7, Welland canal, Canada. August 31, 2011 © **Paul Beesley**



*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.



1 December 1, 2006. © Capt. Hilmar Snorasson

Under this name and flag, the bulk carrier ran aground on December 19, 2006 at Hvalsnes, 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 Hafnarfjörður 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.



December 22, 2006



© Hilmar Snorasson

May 10, 2007

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* in the Mediterranean, June 24, 2010.  
© Marc Ottini



*Rakan M* 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* (ex-*Achilleas*, ex-*Milky Ace*, ex-*Milky Star*). IMO 9115224. Length 225 m, 9,674 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Mihara (Japan) by Koyo Dockyard Co. Owned by Shanghai Time Shipping Co Ltd (China). Detained in 2001 in New Orleans (USA). Sold for demolition in China.



*Shi Dai 6*, February 25, 2014, Vanino, Russia, Muchke bay. © Andy.ru73

*Silver Ocean* (ex-*Kamisu Maru*). IMO 9050307. Length 269 m, 17,987 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Pakistan. 445 US\$ per ton.



*Sri Prem Poorva* (ex-*Prem Poorva*, ex-, 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 converted 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.

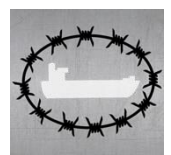


The VLOC *Stellar Unicorn*. © Gadani Ship Breaking



The VLCC *Musashi Spirit*.  
© Nils Koch

*Sterno* (ex-Seto, ex-Ostestrom, ex-Mariona, ex-Ostestrom). IMO 7035420. Length 76 m. Swedish flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1970 in Appingedam (Netherlands) by Appingedam Apol. Owned by Fiducia Rederi AB (Sweden). Detained in 2008 in Szczecin (Poland) and in 2010 in Oslo (Norway). Sold for demolition in Frederikshavn, Denmark.





*Tabernacle Grace* (ex-Sailor, ex-Fortuna Australia, ex-Halim Mete, ex-Maritime Peace, ex-Ken Ann, ex-Orion Grace). IMO 8401004. Length 160 m, 5,582 t. Sri Lanka flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Tokyo Cement Co Lanka (Sri Lanka). Sold for demolition in Pakistan.



*Tabernacle Grace*, Gadani. © **Shahid Ayub**

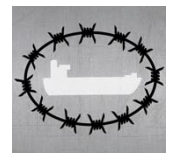


*Taiju*. IMO 9148611. Length 289 m, 20,763 t. Deflagged from Japan to Liberia in March 2017. Classification society Nippon Kaiji Kyokai. Built in 1997 in Tsu (Japan) by NKK Corp. Owned by Bernhard Schulte Shipmanagement-India (the Indian subsidiary of the German group Schulte). She was sold, deflagged, 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**

*Taio Cosmos*. IMO 8705993. Woodchip carrier. Length 194 m, 8,592 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Kobe (Japan) by Mitsubishi. Owned by Misuga Kaiun Co Ltd (Japan). Detained in 2009 in Portland (Victoria, Australia). Sold for demolition in Bangladesh. 356 US\$ per ton.



*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.



*Trans Bay* (ex-Balsfjord, ex-Sumava). IMO 9086071. Length 225 m, 10,214 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Arka Global Marine Services (United Arab Emirates). Sold for demolition in Bangladesh. 384 US\$ per ton.



*Vinalines Trader*, December 16, 2013, Pipavav, India. © Viktor

*Vinalines Trader* (ex-*Beilun Seal*, ex-*Torm Baltic*, ex-*Navios Minerva*). IMO 9140554. Length 225 m, 9,076 t. Vietnamese flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Numakuma (Japan) by Tsuneishi. Owned by Vinalines Shipping Co (Vietnam). Detained in 2015 in Lianyungang (China) and in 2016 in Zoushan (China) and Zhanjiang (China). Sold as is in Vietnam for demolition in Bangladesh. 394 US\$ per ton.



*Vision* (ex-*Samsun Ambition*, ex-*Countess I*, ex-*North Countess*, ex-*Louisiana Rainbow*, ex-*North Countess*, ex-*Louisina Rainbow*). IMO 8514239. Length 225 m, 9,162 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Korea Shipping Corp (South Korea). Detained in 2007 in A Coruna (Spain). Sold for demolition in Pakistan.



*Wu Chang Hai*. IMO 9160267. Length 169 m, 6,217 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Guangzhou (China) by Guangzhou International. Owned by COSCO Bulk (China). Sold for demolition in China.

*Xin Da Jiang* (ex-*Okryoe*, ex-*Ma Long Hai*). IMO 8308783. Length 189 m, 8,949 t. Chinese flag. Unknown classification society. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Guangdong Haidian Shipping Co Ltd (China). Detained in 2000 in Bremen (Germany). Sold for demolition in China.



April 25, 1996, *Ma Long Hai* in Amsterdam (Netherlands). © Har

*Xin Qiang*. IMO 9144500. Length 186 m, 7,499 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO HK (Hong Kong, China). Sold for demolition in Jiangyin, China.

*Ya Long Jiang* (ex-*Far Eastern Express*). IMO 9050242. Length 225 m. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Marugame (Japan) by Imabari Zosen. Owned by Shanghai Yuanwang Shipping Co Ltd (China). Sold for demolition in Xinhui, China.

*Yin Tai* (ex-*Roberto C*, ex-*Azusa*). IMO 9106716. Length 188 m, 7,634 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Toyohashi (Japan) by Kanasashi. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in China in Zoushan.





*Yong Feng*. IMO 9216418. Length 225 m, 11,620 t. Hong Kong flag. Classification society China Classification Society. Built in 2000 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO HK (Hong Kong, China). Detained in 2011 in Kwinana (Australia). Sold for demolition in Jiangyin, China.



*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 Guéguénat

*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.



*You Mei*. IMO 8913203. Length 181 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Oshima (Japan) by Oshima SHipbuilding. Owned by Shenzhen Ocean Shipping Co Ltd (China). Sold for demolition in 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 Seatrain 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.

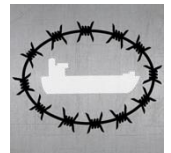
The pair *Strong* and *Mariner* arrived off Alang on September 8 as *Trom Mar 1*. They left and were finally beached in Pakistan on September 27.



*Strong* and *Mariner*, Singapore, October 1, 2011. © Mick Prendergast

## Cement carrier

*Paus One* (ex-*Pacific Arrow*, ex-*Pacific Dragon*, ex-*Rikuryu Maru*). IMO 7228596. Length 133 m, 3,754 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1972 in Kure (Japan) by Kanda Zosensho. Owned by Paus Indonesia Pte (Indonesia). Detained in 2004 in Venice (Italy) and in 2005 in Venice again then in Izmit (Turkey). Decommissioned since January 2016, she arrived for demolition in Bangladesh under tow of *Intan Sari* (IMO 9398864). 340 US\$ per ton.



*Pacific Arrow*, Canale Litoraneo Malamocco-Marghera at Fusina (Italy), 2002- 2003. © Boato Giuseppe



## 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".

### *City of Antwerp*, the escapee from scrapping in Europe



July 2017, *City of Antwerp*. © Stéphane Zunquin

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.

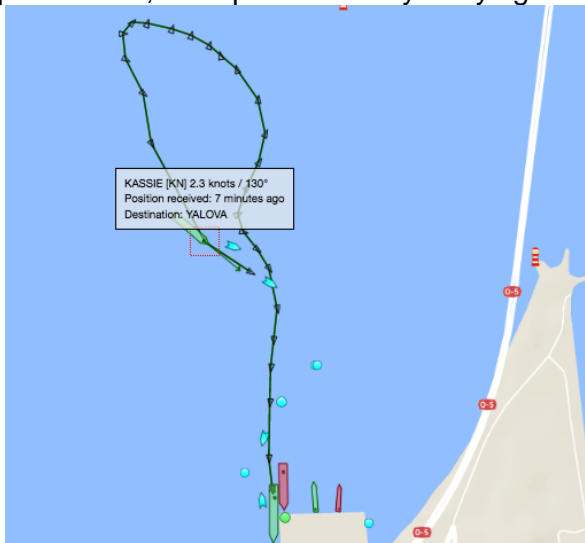
The *City of Antwerp* spends a final summer in Antwerp. Work is progressing well on board. The most notable is the cover-up of the ex-*City of Antwerp* into the *Kassie* flying the flag of Saint Kitts and Nevis and throwing over the Panamanian flag.

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.



10h23 TU

Locations of *Kassie* on September 26

17h29 TU

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.

Information	Since	Information	Since	Information	Since
IMO number :	8709133	IMO number :	8709133	IMO number :	8709133
Name of ship :	CITY OF ANTWERP (since 01/01/2012)	Name of ship :	KASSIE (since 01/07/2017)	Name of ship :	YONG CHANG (since 01/10/2017)
Call sign :	3FRY8	Call sign :	V4RE3	Call sign :	V4RE3
MMSI :	356459000	MMSI :	341176000	MMSI :	341176000
Gross tonnage :	41353 (during 1988)	Gross tonnage :	41353 (during 1988)	Gross tonnage :	41353 (during 1988)
DWT :	12762	DWT :	12762	DWT :	12762
Type of ship :	Vehicles Carrier (during 1987)	Type of ship :	Vehicles Carrier (during 1987)	Type of ship :	Vehicles Carrier (during 1987)
Year of build :	1988	Year of build :	1988	Year of build :	1988
Flag :	Panama (since 01/11/1998)	Flag :	St.Kitts and Nevis (since 01/07/2017)	Flag :	St.Kitts and Nevis (since 01/08/2017)
Status of ship :	In Service/Commission (since 27/01/1988)	Status of ship :	In Service/Commission (since 27/01/1988)	Status of ship :	In Service/Commission (since 27/01/1988)
Last update :	23/05/2017	Last update :	29/08/2017	Last update :	17/10/2017

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).**

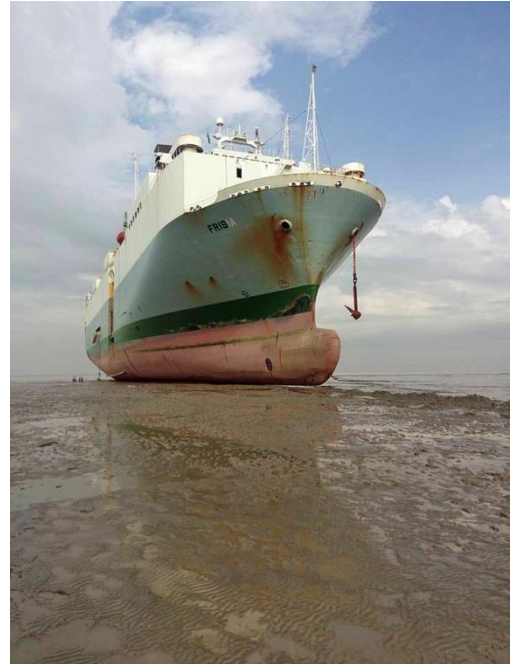




*Frisia*. IMO 8415809. Length 177 m, 10,563 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Fris*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari. Owned by Bocimar International (Belgium). Detained in 2005 in Bremerhaven. Sold 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



*Fris*, Chittagong beach. © Mohammed Sagir →



*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

*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.



*Hyundai n°107*. IMO 8608169. Length 184 m, 12,184 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 2012 in Tianjin (China). Sold for demolition in Bangladesh. 400 US\$ per ton.

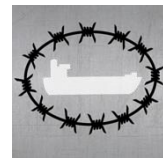


*Hyundai n°107*, leaving Le Havre (France), December 1992. © **Pascal Bredel**

*Planet Ace*. IMO 9014810. Length 188 m, 10,281 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by Mitsui OSK Lines Ltd (Japan). Sold for demolition in India

## Heavy load carrier

*Zhen Hua 11* (ex-*Star 2*, ex-*Star*, ex-*Caribbean Star*, ex-*Intermar Alliance*). IMO 7917446. Ex tanker converted in 2006 to semi submersible heavy load carrier. Length 244 m, 15,219 t. St Vincent & the Grenadines flag. Classification society China Classification Society. Built in 1981 in El Ferrol (Spain) by Astano.



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.

In tanker days, the *Intermar Alliance*. © **fenecom.blogspot**

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.



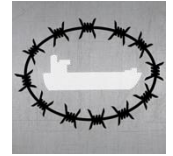
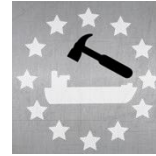
*Zhen Hua 11* arriving at Le Havre (France), September 16 2007 with 4 gantries for Port 2000. © **Fabien Montreuil**



## Offshore supply vessel



*Brodospas Star* (ex-*Brodospas 41*). IMO 8206959. Length 67 m. Deflagged from Malta to St Vincent & the Grenadines for her last voyage. Classification society Bureau Veritas. Built in 1985 in Trogir (Croatia) by Lozovina-Mosor. Owned by Brodospas DD (Croatia). Detained in 2011 in Ravenna (Italy). Sold for demolition in Turkey.



May 2005. © **Brodospas**



Aliaga, August 2017, Aliaga. © **Selim San**

*Coral Sea Fos* (ex-*Pacific Commodore*, ex-*Sonya Viking*, ex-*Omega 806*, ex-*Rissa Supplier*, ex-*Balder Rissa*). IMO 8028474. Length 64 m, 1,305 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Rissa (Norway) by Fosen MV. Owned by Five Oceans Salvage (Greece). Sold for demolition in India.



*Coral Sea Fos*, Singapore, June 16, 2009.  
© **John Regan**



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

*De Jun* (ex-*Neftegaz-52*). IMO 8418423. Length 81 m, 2,631 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by China Yantai Salvage (China). Sold for demolition in China.



*Neftegaz-52*, November 4, 1999, Dubai, Port Rashid, United Arab Emirates.  
© **Yvon Perchoc**



South China Sea © Askjell Raudoy



*De Shu* (ex-*Neftegaz-60*). IMO 8418502. Length 81 m, 2,635 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by China Yantai Salvage (China). Sold for demolition in China.

*De Zhi* (ex-*Seaways 7*, ex-*Cape Point*, ex-*Tigr*, ex-*Neftegaz-23*). IMO 8511483. Length 81 m, 2,684 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by China Yantai Salvage (China). Sold for demolition 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.



*Maersk Champion* (ex-*Oil Champion*, ex-*Kongsgaard*). IMO 8401951. Length 69 m. Danish flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Frederikshaven (Denmark) by Orskov Christensens. Owned by Maersk Supply Service AS (Denmark). The *Maersk Champion* left Brazil in the beginning of September and was beached in the beginning of October in Aliaga.



*Maersk Pacer* and *Maersk Champion*, Aliaga © Selim San





*Ocean Sprite* (ex-*Havila Sea*, ex-*Emerald Bas*, ex-*Emerald Sprite*, ex-*Sprite*, ex-*Edda*



*Sprite*). IMO 7402544. Length 61 m. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1975 in Durban (South Africa) by James Brown & Hamer. Owned by Atlantic Offshore (United Kingdom). Towed for demolition in Grenaa, Denmark by *Ronja* (IMO 5111696).



Outbound from Great Yarmouth-late nineteen seventies.

© Gary Markham

*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.

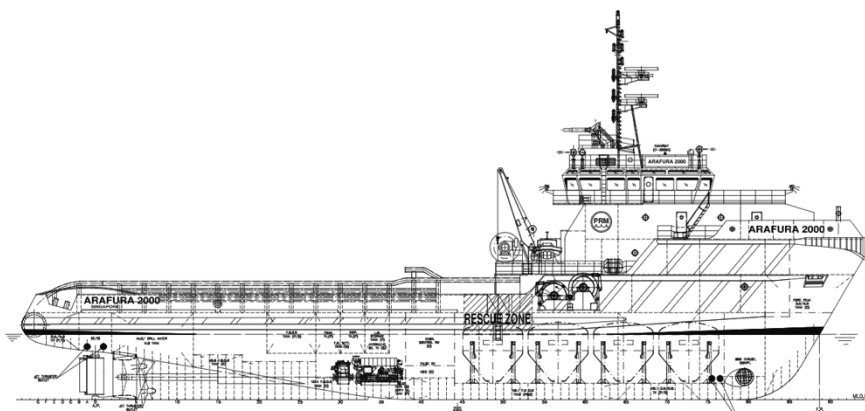
Her sistership, the *Arethuse*, was acquired by Phares and Balises, converted to buoy tender and renamed *Gascogne* in 2005.



Spotted offshore Port Gentil (Gabon) in the beginning of the 90's. © Pascal Riteau

*Pacific Bear*. IMO 8122141. Length 41 m, 652 t. United Arab Emirates flag. Classification society American Bureau of Shipping. Built in 1982 in Kure (Japan) by Imamura. Owned by Swire Pacific Offshore (Singapore). Sold for demolition in India.

*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.



© Seacor Marine

*Smit Sakhalin* (ex-*Iscaroo*, ex-*Canmar Miscaroo*, 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).



In the Canadian ice. © Prime Mover Controls Inc

Sold in 1995 to Amoco Canadian Petroleum Co then 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.



Aalongside 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.



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



## Research ship

*Pacific Explorer* (ex-American Explorer, ex-Shell America). IMO 8212829. Length 91 m. Vanuatu flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Marinette (USA) by Marinette Marine. Owned by Fairfield Industries (USA). Sold for demolition in the United States by a Texas ship recycling yard.



*Pacific Explorer*, arriving in Singapore, June 26, 2008. © Marc Ottini

*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.  
© artex15 / MarineTraffic



*St. Barbara*, September 03, 2017 Liepaja, Latvia,  
demolition in progress © 3SX/Shipspotting

## The END

### *Shen Neng 1*: All of that to gain 2 miles



A turbid plume of crushed corals, arsenic, cobalt, chromium, copper, iron, lead, nickel, tributyltin, vanadium and zinc.

1

- 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 lighteningers.
- May 24. The *Sheng Neng 1* returns under tow to Gladstone.
- May 31. Departure of the *Sheng 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.

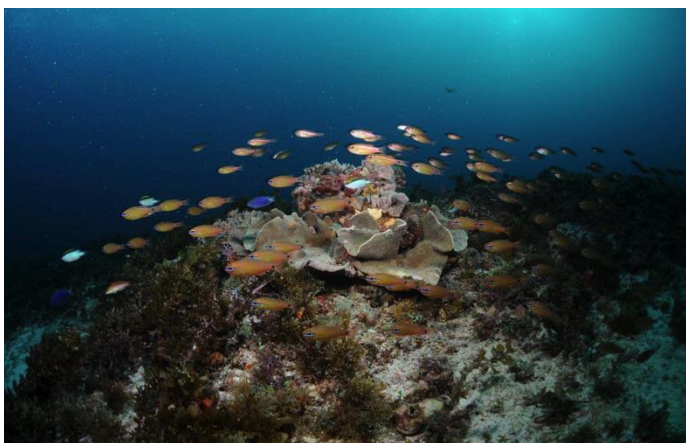


It is estimated that between 39 and 78 kg of copper and between 15 and 39 kg of zinc oxide, found in the anti-fouling paint that was applied to the outer bottom of the *Shen Neng 1* in April 2008, were stripped off in the form of scales and particles during the ship's initial grounding. This brutal blasting 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.



2

Ravaged sea-bed - toxic paint layer.



3

Preserved sea-bed

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.

4

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



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#### Alert on towing operations

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

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