

ROBIN DES BOIS

#50

Shipbreaking

Bulletin of information and analysis on
ship demolition

February 15, 2018

Since Issue # 1 (January 2006), "Shipbreaking" has accompanied 10,026 end-of-life ships, which is to say a 1715 km-long convoy, 87 million tons of scrap metal, about 2 million tons of waste and a US\$ 33 billion market.



Four Moon, North Atlantic, October 2003, from Tallin to New York. © Federico Bolognini

p 35

Destinations of ships

India	3657
Bangladesh	2222
China	1383
Pakistan	1027
Turkey	989
Unknown	335
Europe	219
Miscellaneous	187
Sea bottom	7

Blue Sky M Probo Koala Elbwolf Los Llanitos European Gateway
 Knock Nevis Maersk Barcelona Al Zahraa
 Exxon Valdez TS Taipei Oasia ex-Vistafjord
 Piano Renata ex-MC Ruby Presidente Floriano sistership du Speedol Star
 Salam ex-Saint-Clair Modern Express
 Madre ex-Otto Hahn JB Ford MSC Rosa M Bow Eagle
 North Sea Producer Ocean Shearer Sewol
 France Bin Hai 293 ex-Robert LeMeur
 Hanjin Venezia ex-COSCO Busan Span Asia 17 ex-Sulpicio Express Siete
 ...

Shipbreaking # 50, from October 1 to December 31, 2017

Content

Content	2	crane-barge		dredger, mining vessel	83
Alert on towing operations (continued)	2	oil tanker	31	miscellaneous: pusher/tug,	85
Iron ore: the scary silk road	3	chemical tanker	43	safety vessel	
Cuba	4	gas tanker	45	passenger ship/ferry	86
Indonesia	6	combination carrier	46	The cocaine and cannabis	88
4th Quarterly Review 2017	8	general cargo ship	47	ships	
factory ship	12	container ship	65	Annual Review 2017	95
reefer	14	bulk carrier	71	The END: <i>Edith Cavell</i>	97
offshore: supply tug, diving support	17	car carrier	80		
vessel, support vessel		Ro Ro	81	sources	99
seismic research vessel, drilling ship,	26	heavy load carrier	82		

Alert on towing operations (continued)

January 11, 2018. The Panama-flagged tug *NAS Pathfinder*, built in 1974, leaves Harlingen (Netherlands) towing another tug, the Tanzania-flagged *Puma*, built in 1978 and doomed to demolition. It is likely that both ships were from the outset destined for scrapping. The *Puma* was unmanned.

January 13, 2018. The *NAS Pathfinder* suffers a propulsion failure. She is towed to Dover (UK). The English Maritime Safety Inspectors point out 23 deficiencies, the vessel is detained for 9 days before being finally cleared to leave. Some basic repairs were carried out.

January 26, 2018. The *NAS Pathfinder* leaves Dover, she is still towing the *Puma*.

February 8, 2018. The old tug suffers this time a rudder failure. She is in the middle of the Bay of Biscay, she drops the *Puma* for safety reasons. The response, assistance and salvage tug *Abeille Bourbon*, based in Brest, is sent to the area to assist the crew if necessary and to assess the condition of the two distressed vessels. A GPS beacon is set on the *Puma* which is now sailing freely. At the request of her Dutch manager Hakvoort Transport Shipping, a tugboat based in El Ferrol (Spain) takes over the *NAS Pathfinder*. The convoy arrives in A Coruña on February 12. This same tug is supposed to go back in search of the *Puma*.

The *NAS Pathfinder* is well known to European maritime safety services. In less than 6 years, she was detained 6 times in European ports for technical deficiencies, totalling 179 days of detention and 154 deficiencies. The convoy said to be heading for Messina or the strait of Messina in Italy. The final destination was probably a shipbreaking yard in Aliaga, Turkey. There is no facility approved by the European Union for the recycling of ships in Italy. Robin des Bois wishes the *NAS Pathfinder* not to be allowed back to sea and be directed to a recycling facility approved by the European Union. The nearest is not far away: DDR Vessels XXI is located in Gijón, also on the north coast of Spain. The same fate should be reserved for the *Puma* if however she is found and towed ashore before sinking.

"Shipbreaking #49" had alerted on the successions of high-risk towing operations in European waters (see "Alert on towing operations", p 2-5) with examples of recent accidents: shipwrecks of the *Maersk Shipper* and *Maersk Searcher*, grounding of the offshore platform *Transocean Winner* and losses of pipelines towed by the *MTS Viscount*.

Simultaneously, at the beginning of November, Robin des Bois wrote to the British and French authorities, the European Commission and the International Maritime Organisation (IMO) asking what measures they planned to take to prevent towing accidents. Despite reminders, the British and French authorities did not answer. The European Commission and the IMO consider that the safety of towing operations is the responsibility of the flag State of the tugboat. It is up to the flag State alone to apply the IMO "relevant rules", a set of general and non-binding principles gathered in Circular 1175 on towing and mooring equipment. In the case of the *Nas Pathfinder*, the flag State is Panama.

The ocean-going tugs chartered by the Navy to ensure maritime safety and protect the coastlines have other things to do than chase after tugs and other service vessels escaped from approved ship recycling facilities yards in Northern Europe. Until the European Union takes regulatory decisions to improve the safety of towing convoys, and until coordination is effective between the Member States, the French Maritime authorities should prohibit the crossing of waters under French jurisdiction by convoys that represent such a hazard to the crews, the environment and maritime safety.

Iron ore : the scary silk road

The *Stellar Daisy* sank in calm weather in 5-10 minutes on March 31, 2017 in the South Atlantic. She had left Brazil on March 26, bound for China. 22 sailors died at sea, 2 Filipinos were miraculously rescued by the Greek bulk carrier *Elpida*.



© National Sea Rescue Institute

322 m in length, she was a VLCC converted into VLOC, i. e. a mega tanker converted into a mega ore carrier in 2008, 2 years before the ban on single-hull tanker, a decision taken by the International Maritime Organisation after the oil spills of the *Exxon Valdez*, the *Erika* and the *Prestige*. IMO did not push single hull tankers towards the demolition yards. South Korean shipowner Polaris Shipping jumped at the chance and planned the purchase of 19 single hull VLCCs and their conversion into VLOCs between 2008 and 2013. A good deal! In 3 to 6 months of works, the life of ships is theoretically extended by 10 to 14 years. Thanks to long-term contracts for the supply of iron ore in China by the Brazilian conglomerate Vale, the cost of conversion is amortized in one or two years of operation.

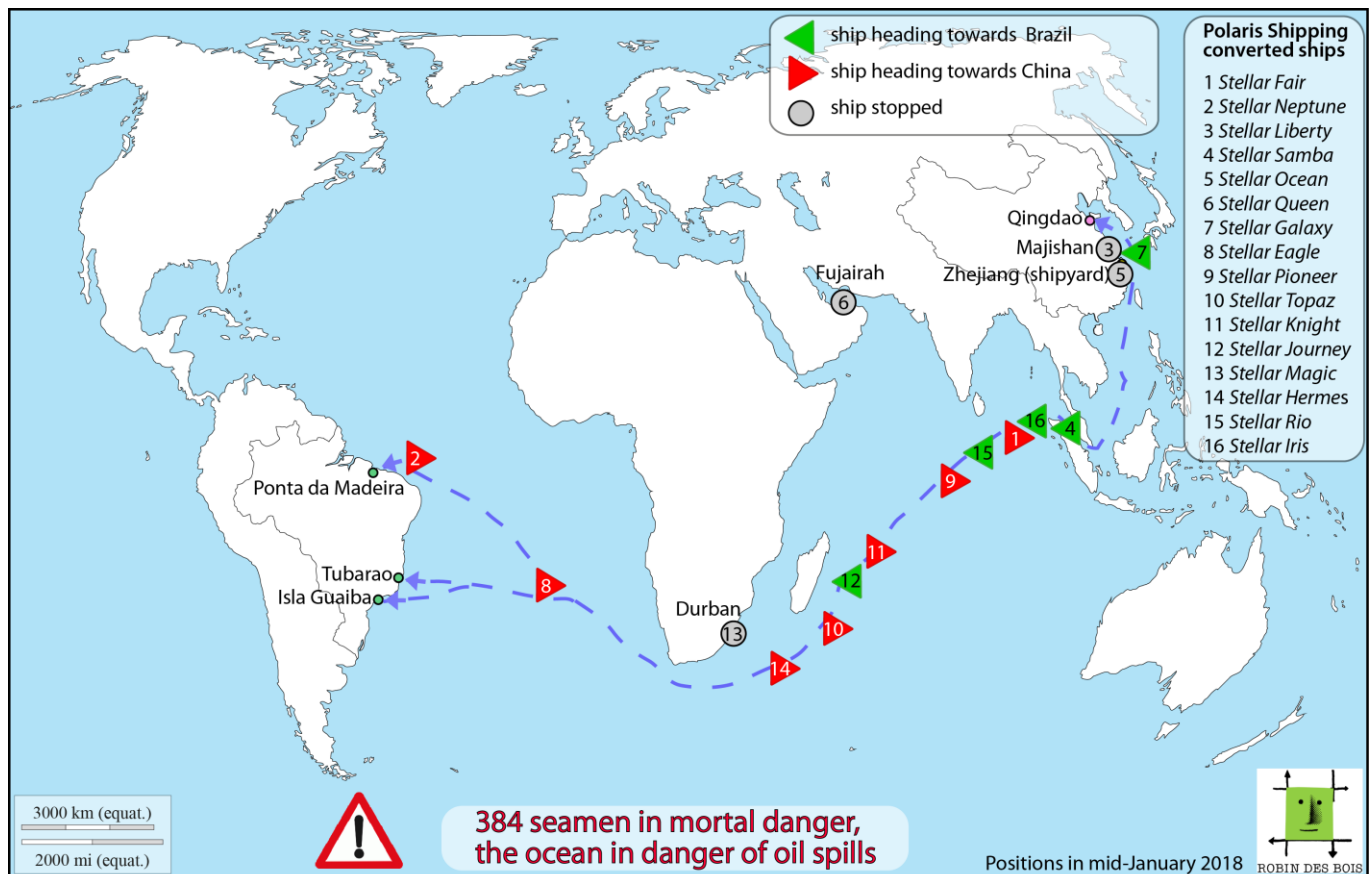
After the sinking of *Stellar Daisy*, the discovery of cracks on *Stellar Queen* and *Stellar Unicorn* and the scrapping of *Stellar Unicorn* and *Stellar Cosmo* in September 2017, the Polaris Shipping ore carrier fleet still includes 16 ex tankers.

Polaris Shipping undertook to inspect its entire fleet of converted ships; the results and conclusions of these investigations were not made public. Repairs were carried out on some ships at Zhejiang shipyard.

The Marshall Islands, the flag state of *Stellar Daisy*, is expected to submit its report on the causes of the shipwreck in the coming weeks.

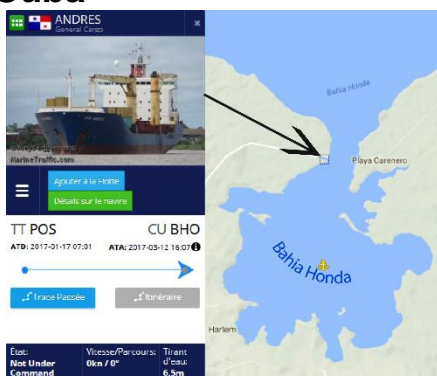
Polaris has ordered 15 new VLOCs from Hyundai's Korean yards. They will be delivered in 2020-2021.

In the meantime, despite concerns expressed by the seafarers' unions and by many experts doubting the structural resistance of the converted ships and pointing out the risks of a sudden hull fracture, the Polaris flow continues. 384 sailors are in danger, not to mention oil spills. Each of the Polaris VLOCs contains several thousand tons of propulsion fuel oil.



By mid-January, four ships were stopped in ports. *Stellar Queen's* on the grill. She already suffered cracks which had to be repaired in Brazil in May 2017 before resuming her shuttle service. After another visit to the Zhejiang shipyard in October, she reached Tubarao (Brazil) but has just been diverted to Fujairah (United Arab Emirates) on her return trip to China. The *Stellar Magic* also left Tubarao and stopped in Durban, South Africa. As for the *Stellar Galaxy*, after remaining laid up for several months in Labuan, Malaysia, she sailed to South Korea and later departed from there. At first, she announced to be heading for Singapore or Labuan, where *Stellar Unicorn* and *Stellar Cosmo* had been waiting prior to leave for their final voyage towards Pakistan. Finally, the *Stellar Galaxy* resumed the iron ore routine. She is expected in Brazil. Unless otherwise ordered.

Cuba



Position of the *Andres* -
Marine Traffic



The Venezuelan cargo ship *Andres*, 135 m in length, sailing under the flag of Panama, was destined for shipbreaking. Her final destination was undisclosed, but according to her last localization, she was spotted in Bahia Honda on the north coast of Cuba. Arriving from Trinidad & Tobago in June 2017, she is currently being dismantled in a former shipbuilding and repair yard that was converted a few years ago to shipbreaking yard for small ships of various kinds. The metal is then sent for second smelting to the Antillana de Aceros iron and steel factory, in Cotorro, near Havana, which has been operating since 1958.



January 23, 2005



Screenshot Google Earth

February 24, 2013

The facility covers an area of about 15 hectares at the northwest entrance of the bay of Bahia Honda in a sparsely populated area. The town of Bahia Honda is 5 km away, as the crow flies, a dozen kilometers by a small road.

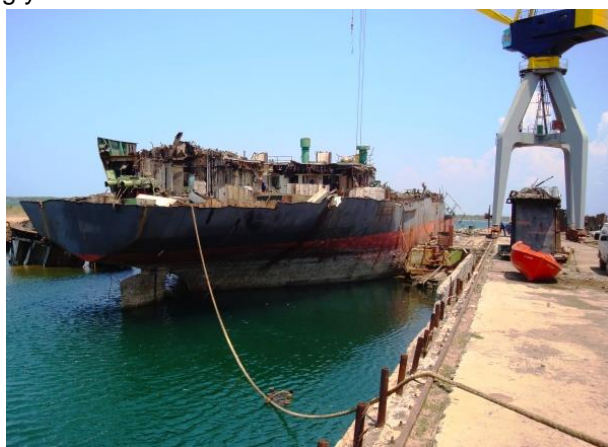


November 23, 2016. Screenshot Google Earth

Two ships sunken at the bottom of the dock (cf. photo from January 23, 2005) halted activity for several years. They were finally pulled out and abandoned in the waters outside of the bay, where they still remain. The shipbreaking operations resumed. The ships to be dismantled came from the surrounding area, mainly from Venezuela or Mexico.

The floor of the shipbreaking yard is clay, the equipment is basic. The site has a reinforced concrete hold, 180 m long and 35 m wide; it is partially flooded. The shipbreaking operations are performed afloat and quayside. Anti-pollution booms are set up as a precaution.

The yard would have the capacity to dismantle around ten vessels per year, representing 25,000 t of deadweight. This development requires much-needed investments. Otherwise, the mangroves and the Bahia Honda will pay a high price and become, proportionally speaking, a little Alang of the Caribbean. However, this type of facility is lacking yet in Central America.



Bahia Honda, ships being broken up. © Argonia Holding

Indonesia

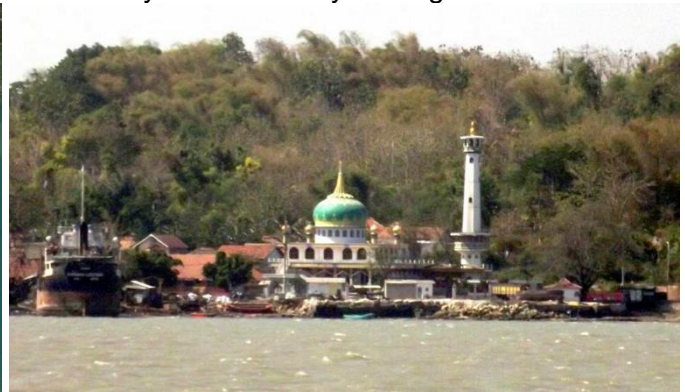


16,056 islands listed in the Indonesian archipelago were officially recognized in August, 2017 by the United Nations Group of Experts on Geographical Names (UNGEGN). This insular fragmentation implies a need for multiple maritime services and a fleet of all kinds of merchant vessels. “Shipbreaking” sees them regularly end up their lives on the beaches of the Indian subcontinent. When they are damaged and cannot sail all the way unto there, they pile up on the southwest tip of Madura Island, opposite of Surabaya, the second largest Indonesian city, before being scrapped. As for the ships seized for illegal fishing, they are blown up by tens off the coastline, a polluting practice going along with a thunderous communication campaign



28 September 28, 2017. *Anugerah Berlian*, *Bintang Jasa 31* and *Caraka Jaya Niaga III-25* waiting to be scrapped. © **Husni Ibrahim Nasution**

In this edition of Shipbreaking, 13 Indonesia-flagged vessels are announced for demolition. 7 were beached in Chittagong, 6 are supposed to be dismantled locally. 3 are already waiting in Madura.



© **Amir Catur**

On Madura Island, the shipbreaking yard is dominated by the mosque on the edge of the narrow strait separating Madura and Java, and is located near the city of Bangkalan, population of 1 million. It extends over a few hundred meters.



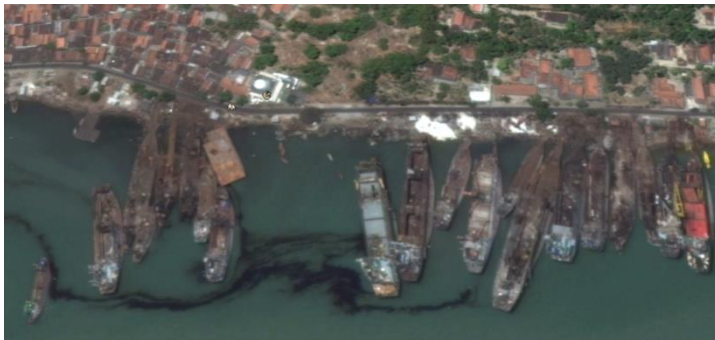
June 2, 2004, beginning of dismantling activity



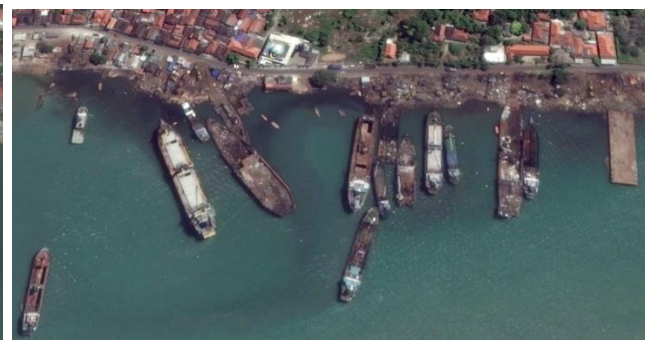
July 19, 2010, shipbreaking proceeds



along with oil spills, August 30, 2012



and more oil spills, October 14, 2013



hydrocarbons become embedded, August 4, 2017

The conclusions are indisputable. The vessels are beached on the foreshore and rest afloat during dismantling. With a modest size (less than 100 m) they often suffered accidents or fires (Cf. p 33 and 52 of this edition). Over the years, the scrapping activities have discharged streams of pollutants, toxic to aquatic organisms. The storage of scrap metal and waste on land also irremediably contaminated the soil and took over the banks, where all vegetation has disappeared.



2 June 2004

vegetation disappeared on the banks



4 August 2017

4th Quarterly Review 2017: China suspends its shipbreaking yards, respite for bulk carriers and cargo ships, retirement for the tankers

During the 19th quinquennial congress of the Chinese Communist Party, opened on October 18th, President Xi Jinping emphasized the importance of fighting against polluting industries in China. The goal is to “win the battle of the blue sky.” And that of drinking water. Xi Jinping echoes the growing awareness of the populations who are becoming increasingly more combative against projects and activities that harm the environment. China is deciding to clean up. Suspending the operation of polluting factories during only the winter months is no longer enough, and suspensions are no longer confined to the Beijing region. It has become urgent to reduce pollution at source and to enforce the existing regulations everywhere. Unannounced inspections have been instated for several months and have led to the preventive closure of tens of thousands of sites.



The myth of “green recycling” is crumbling. © Xinhua/Li Xueren

The shipbreaking industry is not spared. It is also identified as a major pollution risk. The end of the year was marked by the suspension of operating licenses for all but 2 or 3 facilities in Xinhui and near Shanghai. As a result, the tonnage of dismantled vessels in China in the 4th quarter of 2017 fell sharply: it was divided by four compared to the previous quarter.

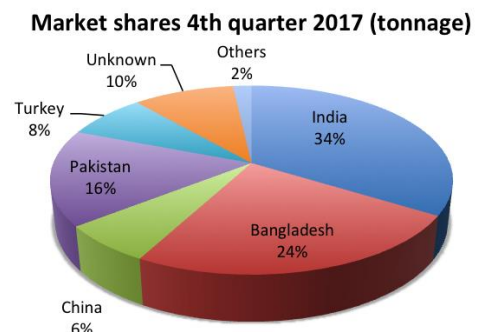
Recycled tonnage

- 1 India, 564,000 t (34%)
- 2 Bangladesh, 403,000 t (24%)
- 3 Pakistan, 276,000 t (16%)
- 4 Turkey, 129,000 t (8%)
- 5 China, 104,000 t (6%)

Ships

- 1 India, 64 (31%)
- 2 Bangladesh, 45 (22%)
- 3 Turkey, 24 (12%)
- 4 Pakistan, 23 (11%)
- 5 China, 16 (8%)

Overall, the tonnage of vessels demolished in October-November-December 2017 shows a drop by 29%; it is 1,7 million tonnes in total. In addition to the collapse in China, it fell by half in Bangladesh, reduced in Pakistan (-24%) but remained stable in India and in Turkey. On the prize list, India takes first place over Bangladesh, followed by Pakistan then Turkey. China brings up the rear.



175 vessels (85%) were dismantled on the Indian subcontinent, in China, and in Turkey. Of these 175 vessels, 58 had been built in Europe and 35 belonged to ship owners from the European Union or the European Economic Area.

Respite for bulk carriers and cargo ships, retirement for tankers

Recycled tonnage

1 : tanker, 763,000 t (46%)
 2 : bulk carrier, 358,000 t (21%)
 3 : container ship, 203,000 t (12%)
 4 : general cargo 116,000 t (7%)

vessel

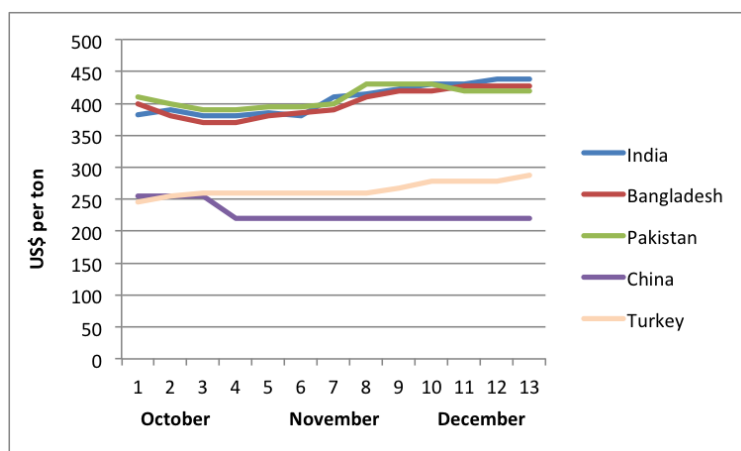
1 : tanker, 58 (29%)
 2 : general cargo, 43 (21%)
 3 : bulk carrier, 29 (14%)
 4 : container ship, 17 (8%)

In each category, the dismantled tonnage is dropping. With nuances. The number of bulk carriers and container ships sent for dismantling was divided by 2 compared to the previous quarter.

Explanation: Freight rates are on the rise, the number of vessels in lay-up waiting for chartering is decreasing. The idle container ship fleet fell below the bar of 100 vessels at the end of the year, with a total capacity of 378,000 boxes; there were 344 at the end of December, 2016 with a total capacity of 1.42 million boxes.

The share of tankers in the cumulated scrap tonnage rose: in the first quarter it was 13%, and it reached 46% in the last quarter. This category is ranked number one in the quarter.

Cash



After a downtime at the beginning of the 4th quarter of 2017, the purchase price on the Indian subcontinent went back up and stabilized around \$420-430 US per ton. In Turkey, there was a parallel evolution and prices stabilized around \$280 US. After the suspension of its shipyards, China's prices stalled.

Flags of the last voyage

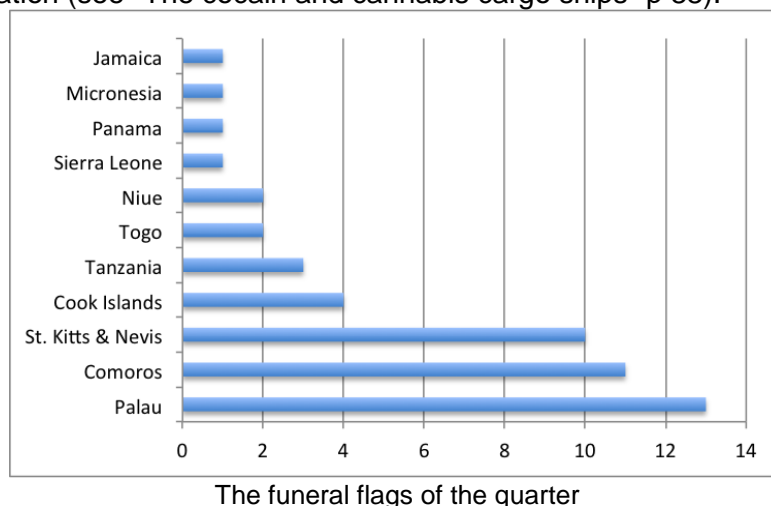


At least 48 vessels (24%) were stripped of their flags just before their departure for shipbreaking. The top 3 funeral flags include Palau (13), the Comoros Archipelago (11), and Saint Kitts and Nevis (10). 41% of the vessels scrapped in Bangladesh and 32% of the vessels scrapped in India adopted a funeral flag prior beaching



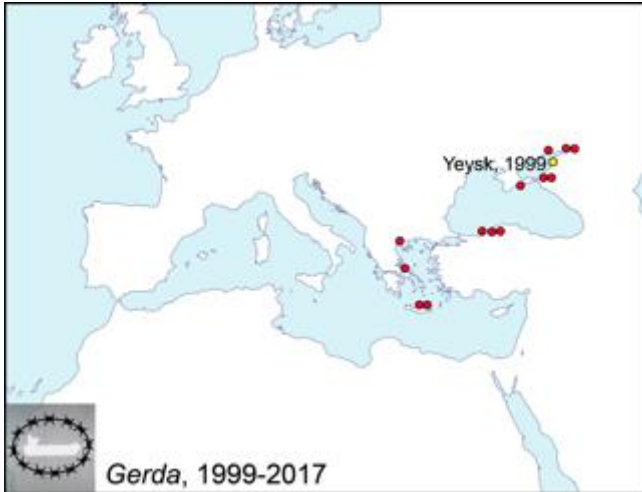
Palau

Tanzania announced on January 18th that it would suspend the registration of foreign vessels in order to avoid ruining its reputation (see "The cocaine and cannabis cargo ships" p 88).



After detention, shipbreaking

80% of the vessels dismantled in the 4th quarter of 2017 were controlled by a classification society belonging to the IACS (International Association of Classification Societies). Despite this quality label, at least 92 vessels (45%) have been detained in ports worldwide. All of the categories of vessels are marked by deficiencies. The detention rate prior departure for shipbreaking is 71% for general cargo vessels, 67% for reefers and chemical tankers, 55% for bulk carriers, 35% for container ships and 34% for all tankers.



The detentions of the *Gerda*. © Robin des Bois



Dardanelles Strait, June 22, 2011. © Wil Weijsters

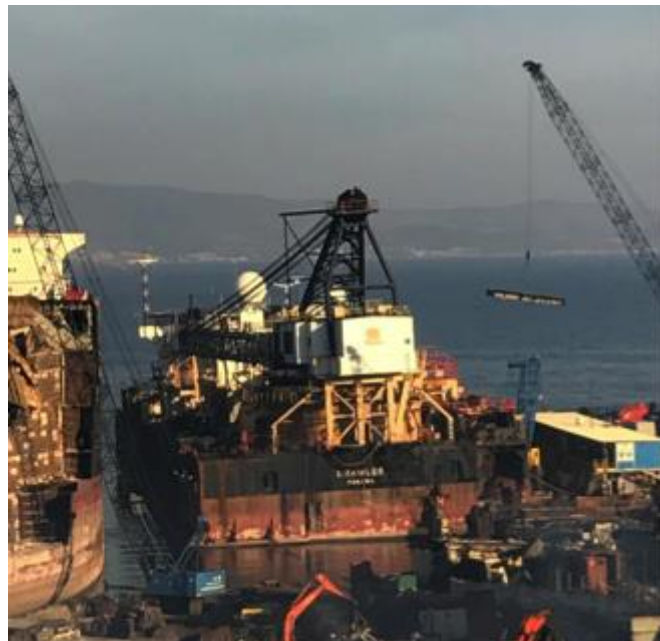
The 47 year-old sea-river-going cargo vessel, *Gerda*, dismantled in Turkey (p 54), brings home the gold medal for substandard ships with 14 detentions. Another general cargo ship, the *Deniz*, 43 year-old, scrapped in Turkey (p 53), and the bulk carrier *Indra II*, 33 year-old, scrapped in India (p 73), joined on the podium. All three have been flying the flag of Comoros for several years.

Years and meters

The age of ships doomed to be broken up ranges from 8 years for the cargo ship *Jindal Kamaskhi* (p 55) to 62 years for the *Crawler*, a non-motorized crane barge (p 29-30) whose hull originally was that of the oil tanker *Chambord* built in 1955 in Dunkirk (France). Special mention among the veterans for the 54 year-old drilling ship *Paragon DPDS 3*, a former bulk carrier (p 28). The average age for all categories is 29 years.



From the oil tanker *Chambord*, Dunkirk 1955
© Desreumaux



to the barge *Crawler*, Aliaga, 2017.
© Selim San

101 vessels have a length of less than 150m, 48 measure between 150 and 199m, and 56 more than 200 m.

The heaviest of all was the transshipment vessel *Ore Fabrica*, former VLCC *Sea Duchess*, 24 years of age, 322 m, 284,480 deadweight for a lightweight of 44,362 t, built in South Korea and beached in India (p 79).

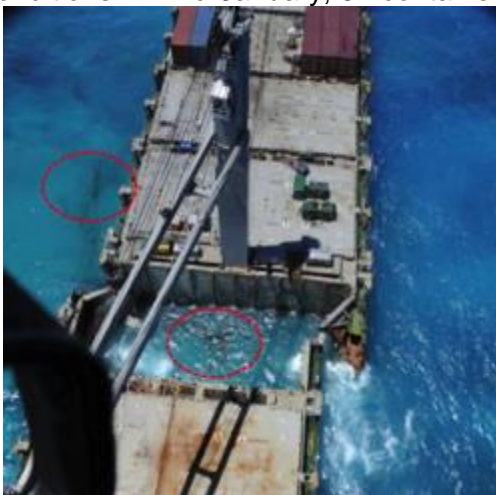


Ore Fabrica, Subic Bay (Philippines), January 6, 2016. © Rene van Quekelberghe

Kea Trader

"[Shipbreaking n°49](#)" had left the container ship *Kea Trader* stuck on a coral reef in New Caledonia since July 12, 2017, with doubts about her possible salvaging (Cf. p 39). On November 12, the *Kea Trader* broke apart. Globules of oil washed up on the island of Lifou and the east coast of Grande-Terre. Fishing and consumption of seafood products were prohibited for a month. The technical provisions of the *Kea Trader* operation must be reviewed: it is no longer a question of refloating the vessel but of recovering the sections of the wreck that are still emerged. The German ship owner Lomar has launched an international call for tenders. The offers have been examined until the end of January. The contract was finally awarded to Shanghai Salvage.

In the meantime, the container removal work continues and is slowed down by difficult weather conditions. In mid-January, 97 containers were still on board. 87 are announced as empty.



November 12, 2017,
Oil leakage



© Armed Forces of New Caledonia

January 2018.



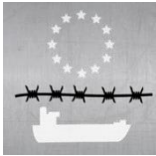
Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).



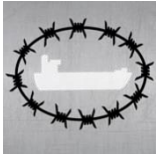
Ship under a European or EFTA state flag or whose owner is European or from an EFTA state at the time of demolition.



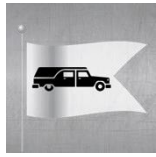
Damaged ship.



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



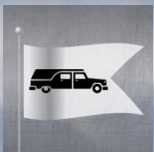
Ship and crew detained in a port for deficiencies



Ship deflagged for her last voyage.

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.



Novoyelnya. IMO 7824065. 101 m in length, 3,061 t. Deflagged from Somalia to Tanzania for her final voyage. Classification society: Russian Maritime Register of Shipping. Built in 1979 in Stralsund (Germany) by Volkswerft VEB. She was one of the 201 factory vessels of the *Prometey* or Project Atlantik 464 type, built by the East German shipyard between 1972



and 1989. Each day, these vessels could freeze 50 t of fish, produce 2,400 cans of fish liver, extract the oil of 4,5 t of livers, and transform 50-60 t of fish into flour.



August 26, 2012 Vladivostok, Russia © Gena Anfimov

factory ship

The *Novoyelnya's* homeport was Vladivostok. She left the Russian Far East and was beached for demolition in Chittagong on October 24th. \$300 US per ton.

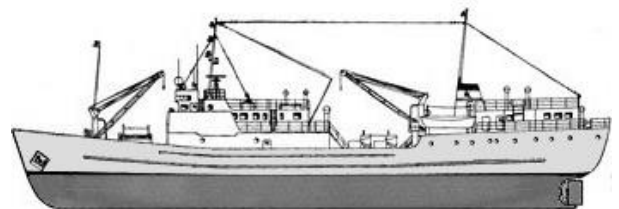


Chittagong. © Boat Antiques Obaidul

Kaliningrad (ex-*Radvilishkis*). IMO 7030822. 66 m in length, 1,050 t. Russian flag. Unknown classification society. Built in 1970 in Wismar (Germany) by Mathias Thesen. She was one of the 34 *Kaspiy* type ships built by the East German shipyard between 1968 and 1971 for the Soviet fishing fleet in the Caspian Sea. The first 23 units were designed to fish for sprats with pump electric light and for freezing. The last 11 units, which included the *Kaliningrad*, only froze and transported 22,5 t of fish and 10 t of canned goods per day.



Kaliningrad laying in Las Palmas, Gran Canaria March 14, 2010. © Per Karlsson



© soviet-trawler.narod.ru

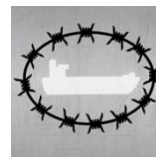
After 10 years of abandonment in Las Palmas (Canary Islands, Spain), she is being broken up on site by Logiscrap SA.



October 31, 2017, Las Palmas de Gran Canaria, Spain. © Patalavaca

Reefer

Baltic Mercury (ex-*Teno*, ex-*Lincoln Spirit*, ex-*Lincoln Universal*, ex-*Hornwind*, ex-*Lincoln Universal*). IMO 8616312. Length 145 m, 5,975 t. St Vincent & Grenadines flag. Classification society: Russian Maritime Register of Shipping. Built in 1987 in Shimonoseki (Japan) by Hayashikane. Owned by Baltic Reefers Ltd (Russia). Detained in 2009 in Bushire (Iran) and in 2012 in Vlissingen (Netherlands). Sold for demolition in India. 374 US\$ per ton.

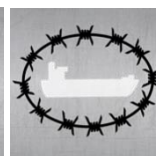


Lincoln Universal, bunkering and unloading fruit at Le Havre (France), November 1991. © **Pascal Brede**



May 10, 2016, anchored in the Bay of Brest (France) to fix a turbo fan failure. © **Erwan Guégéniat**

Blue Ice (ex-*Mazara*, ex-*Ster Laer*, ex-*Indianic*). IMO 7904774. Length 101 m, 1,808 t. Comorian flag. Classification society: Bureau Veritas. Built in 1980 in Waterhuizen (Netherlands) by Van Diepen; lengthened from 83 to 101 m in 1983. In the 1980s-90s, she was one of the refrigerated vessels of the COBRECAF (Compagnie Bretonne de Cargos Frigorifiques), along with the *Styval*, *Ster Goz*, *Steir* and *Pêcheur Breton*. Under the name of *Ster Laer*, she was used to transport tropical tuna fished in the Indian Ocean from the Seychelles to Concarneau. The COBRECAF parted with the ship in 1997. The vessel continues her career as a floating fishmonger. Detained in 2008 in Santa Cruz de Tenerife (Canary Islands, Spain) and in 2012 in Las Palmas (Canary Islands, Spain). Owned by AFK Universal (Russia). Sold for demolition in India.



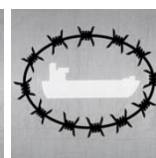
Ster Laer. © **Jan van Oost**



Blue Ice, at Luanda (Angola)
© **Yannick Quéménéur**

Gibraltar (ex-*Proliv Vilkitskogo*). IMO 7642663. Length 172 m, 8,064 t. Russian flag. Classification society: Russian Maritime Register of Shipping. Built in 1977 in Nikolayev North (Ukraine) by 61 Kommunara. Owned by Baltiyskiy Briz Ltd (Russia). Sold for demolition in India. 467 US\$ per ton.

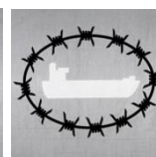
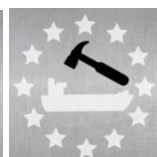
Hao Xiang (ex-*Wei Hong*, ex-*Frio Argentina*, ex-*Elektron*, ex-*Frost Spica*, ex-*Frost Polaris*, ex-*Frigo Espana*). IMO 7812062. Length 103 m, 2,410 t. Panamanian flag. Classification society: Panama Maritime Documentation Services. Built in 1980 in Sevilla (Spain) by AESA. Owned by Kongtong Shipping Co Ltd (China). Detained in 2006 in Masan (South Korea) and



Ningbo (China), in 2011 in Busan (South Korea) and in 2013 in Ho Chi Minh City (Vietnam). Sold for demolition in Bangladesh. 368 US\$ per ton.

Wei Hong, March 27, 2012, in Zhoushan, China. © sea apache/Shipspotting

Honduras Star (ex-*Polar Colombia*, ex-*Appian*). IMO 8906975. Length 150 m, 6,419 t. Liberian flag. Classification society: Bureau Veritas. Built in 1992 in Gdansk (Poland) by Gdanska. Owned by Siem Ship Management (Poland). Detained in 2009 in Le Havre (France). Sold for demolition in India.



Honduras Star in Le Havre (France), January 8, 2009. © Pascal Bredele



Ming Feng (ex-*Sable Bay*, ex-*Santorini Rex*, ex-*Cap Valiente*, ex-*Cap Domingo*, ex-*Regulus Carrier*). IMO 8214827. Length 143 m, 4,995 t. Deflagged from Kiribati to Panama in October 2017. Classification society: International Ship Classification. Built in 1983 in Takamatsu (Japan) by Shikoku. Owned by Favour Ship Management Co Ltd (China). Detained in



1999 in Hamburg (Germany), in 2006 in Gdynia (Poland) and in 2009 in Las Palmas (Canary Islands, Spain) and Mersin (Turkey). In November, she left Montevideo (Uruguay), and was beached in Alang.



Cap Domingo, July 5, 1984, Hook of Holland, Netherlands © Mick Warrick

Silver Sea 3 (ex-IMG 3, ex-Polly Polaris, ex-Diamond Despina, ex-Leo Polaris). IMO 7006376. Length 83 m, 1,026 t. Thai flag. Classification society: inconnue. Built in Groningue (Netherlands) by Nieuw Nord Neerlandsche. Owned by Silver Sea Reefer Co Ltd (Thailand). Renamed *Green Star* prior to her beaching in Bangladesh. 320 US\$ per ton.



July 11, 1992, *Polly Polaris* berthed Albert Dock, Hull, United Kingdom. © **Patrick Hill**



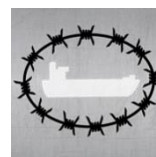
Wei Li (ex-Baltic Star, ex-Stemar Prime, ex-Baltic Snow, ex-Canadian Star, ex-Canadian Reefer). IMO 7726706. Length 144 m, 6,971 t. Liberian flag. Classification society: Nippon Kaiji Kyokai. Built in 1979 in Aalborg (Denmark) by Aalborg Vaerft. Owned by Wei Fong Shipping Co Ltd (China). Sold for demolition in India. 425 US\$ per ton including 200 t d'aluminium.



Canadian Reefer, departing Le Havre (France) after unloading fruit, September 2, 1996. © **Pascal Brede**



Win Uni (ex-Win Terng Far, ex-Sun Shine, ex-Fukuyo Maru). IMO 7302299. Length 105 m, 2,054 t. Deflagged from Kiribati to Comoros for her last voyage. Classification society: International Ship Classification. Built in Onishi (Japan) by Shin Kurushima. Owned by Fengrun Shipping Co Ltd (China). Detained in 2010 in Fuzhou (China) and in 2012 in Ningbo (China). Sold for demolition in Bangladesh. 335 US\$ per ton.



Win Uni, October 19, 2014 leaving Bangkok, Thailand. © **bs1mrc/Shipspotting**



Offshore

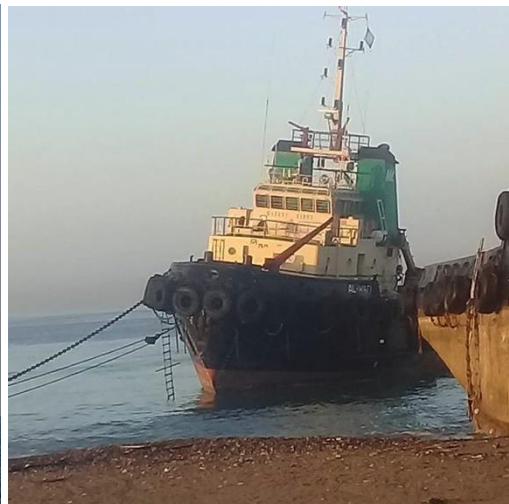
The sector of oil research and offshore services continues destocking. 34 research vessels, drilling ships, support vessels our supply tugs among the oldest ones left to be scrapped. Their average age is 36 years.

Supply tug

Al Wafi (ex-*Al-Alyaa*, ex-*Nakilat*, ex-*Al-Alyaa*). IMO 8112251. Remorqueur. Length 44 m, 755 t. United Arab Emirates flag. Classification society: Bureau Veritas. Built in Hardinxveld (Netherlands) by Damen. Owned by Mubarak Marine LLC (United Arab Emirates). Sold for demolition in Pakistan.



Dubai, UAE, February 1, 2005. © Capt GC Dijkdrenth

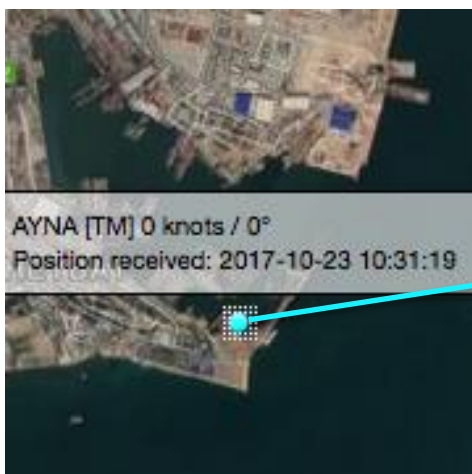


Gadani. © Bilal Gujjar

Ayna (ex-*Seabulk Kestrel*, ex-*Red Kestrel*, ex-*Salim*). IMO 8210429. Length 57 m. Turkmenistan flag. Classification society: Bureau Veritas. Built in Higashino (Japan) by Matsuura Tekko. Owned by Nurly Tolkun (Turkmenistan). The *Ayna* was announced "sold for recycling" on November 1, 2017. According to her last position signal dated October 23, she was in Baku, Azerbaijan, on the Caspian Sea, in an area of the port where small vessels have previously and occasionally been demolished.



September 14, 2014, in Aktau, Kazakhstan. © Askar



Port of Baku (Azerbaijan). Screenshot Marine Traffic

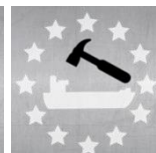
offshore: supply tug

Bni Acamar (ex-*Capo Frasca*, ex-*Unterweser 35*). IMO 7401253. Length 60 m. Indonesian flag. Classification society: Registro Italiano Navale. Built in 1975 in Bremerhaven (Germany) by Schichau-Unterweser. Owned by Bahtera Niaga Internasional Pt (Indonesia). Sold for demolition to a local Indonesian yard.



Unterweser 35, February 3, 1983 inbound Delfzijl, The Netherlands. © Frits Olinga

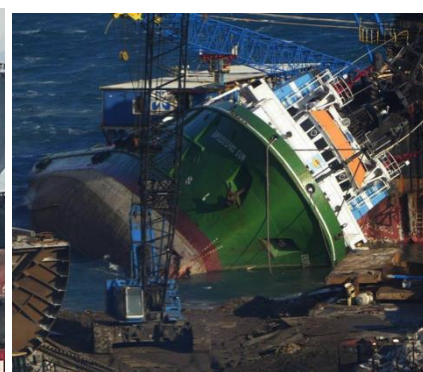
Brodospas Sun (ex-*Brodospas 43*). IMO 8206973. Length 67 m, 1,730 t. St Vincent & Grenadines flag. Classification society: Croatian Register of Shipping. Built in 1986 in Trogir (Croatia) by Lozovina-Mosor. Owned by Brodospas (Croatia). Sold for demolition in Turkey. Due to unclear reasons, the *Brodospas Sun* capsized at her demolition plot.



Pula, Croatia, April 1, 2010. © sisko111



Aliaga. © Selim San



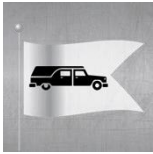
Dubai Moon (ex-*Orkney Service*, ex-*Orkney Shore*). IMO 7305538. Length 54 m, 868 t. United Arab Emirates flag. Classification society: Bureau Veritas. Built in 1973 in Lowestoft (United Kingdom) by Richards. Owned by Mubarak Marine LLC (United Arab Emirates). Sold for demolition in Pakistan.



February 14, 2016, United Arab Emirates.
© Olivier Blok

December 31, 2017, *Dubai Moon* in Gadani
© Gadani Ship Breaking





Everest (ex-OSA *Victor*, ex-*Lancelot Fjord*, ex-*British Heather*, ex-*Balder Borkum*). IMO 8123169. Length 65 m, 1,378 t. Panamanian flag, St Kitts & Nevis for her last voyage shortened to *Ever 1*. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Husum (Germany) by Husumer for Parley Augustsson & Co based in Hövik (Norway). Owned by Hai

Duong Co Ltd (Vietnam). The *Everest* was beached for demolition in Alang after delivering the *Seabulk Raven* (see p 22) another offshore supply vessel to the same yard.



Balder Borkum. collection Ko Rusman



Ever 1, Alang. © Jimit Shah

Great Ocean 1 (ex-*Ocean Star 1*, ex-*Stanford Star*, ex-*Gmmos Star*, ex-*Delta Star*, ex-*Montego Seahorse*, ex-*Calico Jack*). IMO 7366817. Length 59 m, 892 t. Tanzanian flag. Classification society: Indian Register of Shipping. Built in 1974 in Moss Point (USA) by Halter Marine. Owned by Trans Seas Marine Services LLC (United Arab Emirates). Detained in 2006 in Mumbai (India). Sold for demolition in India.



Calico Jack
© Mervyn/Shipspotting



Great Ocean 1, Hamriyah, United Arab Emirates,
August 6, 2016. © Olivier Blok

Halul 32 (ex-*Mansal 32*, ex-*Ali*). IMO 8128262. Length 55 m, 851 t. Qatari flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Bergum (Netherlands) by Damen. Sold by her Qatari owner Halul Offshore Services to British Virgin Islands-based North Star Marine Ltd prior to her departure for demolition in India as *Halul 1*.



Hurricane 1 (ex-Boulder, ex-Maersk Lifter). IMO 8516988. Length 70 m, 2,449 t. P St. Kitts and Nevis flag. Classification society: Registro Italiano Navale. Built in 1988 in Waterhuizen (Netherlands) by Pattje. Sold in August 2016 by her Dutch ship owner to Hermes Maritime Services Pvt Ltd based in India. Hermes Maritime Services is officially a manager of vessels and crews; it specializes mostly in the purchase of old hulls to be dismantled. This year, it purchased the container ship *Mare Siculum* (OMI 916934) Cf. « [Shipbreaking n°47](#) », the freighter *Jas Express* (OMI 9013282), the gas carrier *Guapore* (OMI 7921899) Cf. « [Shipbreaking n°48](#) », the tanker *La Paz* (OMI 9031650), and the bulk carrier *Vinalines Trader* (9140554) Cf. « [Shipbreaking n°49](#) » and delivered them over to shipbreaking yards in India, Bangladesh, and Pakistan. The company also buys tugboats near the end of their careers that it uses to tow vessels to shipbreaking before sending them, as well, to shipbreaking (Cf *Avenger* and *Barracuda I*, « [Shipbreaking n°40](#) »). In April 2017, the *Hurricane I* had delivered the Algerian bulk carrier *Ain Temouchent* (OMI 8110447) to Bangladesh. Today is her turn to be beached in Chittagong. The *Hurricane I* is a sistership of the *Hurricane II*.



Boulder, January 1, 2015, St Lucie. © Lyndon Henry

Hurricane II (ex-Bluster, ex-Maersk Launcher). IMO 8516976. supply. Length 70 m, 2,479 t. St. Kitts and Nevis flag. Classification society: Registro Italiano Navale. Built in 1988 in Waterhuizen (Netherlands) by Pattje. In May, 2016, under the name of *Bluster* and sailing under the Dutch flag, she was in charge of the final voyage of the gas transporter *Methania* from Marseille to Aliaga (Cf. [Shipbreaking n°44](#) p 31). She also had been acquired in September 2016 by Hermes Maritime Services based in India. Sold for demolitio in India.



Bluster, 23 June 2016 in Valletta (Malta). © Emmanuel L



Kaiko (ex-Temasek Laut). IMO 9014042. Supply. Length 66 m, 1,944 t. Deflagged from Japan to Comoros for her last voyage shortened to *Kai*. Classification society: Nippon Kaiji Kyokai. Built in 1991 in Futtsu (Japan) by Ishii. Owned by Offshore Operation Co Ltd (Japan). Sold for demolition in Bangladesh.

offshore: supply tug

Karadeniz Powership Refakat Sultan (ex-Prosper, ex-Normand Prosper). IMO 8119601. Length 76 m, 1,830 t. Liberian flag. Classification society: Bureau Veritas. Built in 1983 in Haugesund (Norway) by Haugesund MV. Owned by Karmarine (Turkey). Sold for demolition in Bangladesh.



Prosper, Kristiansund, Norway, June 20, 2015. © Stein Åge Gresset

Lourdes (ex-Nico Rashidiya, ex-Petromar Explorer). IMO 8016328. Length 59 m. Panamanian flag. Classification society: Bureau Veritas. Built in 1981 in Mobile (Alabama, USA) by Halter Marine. Officially owned since August 2013 by Blue Marine Services Inc based in the British Virgin Islands and owner of this one and only vessel. Sold for an undisclosed destination of demolition.

Nan Hai 216 (ex-Far Minara, ex-Seaforth Minara). IMO 8123717. Length 68 m. Chinese flag. Classification society: China Classification Society. Built in 1983 in Singapore by Gul. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.

President Hubert. IMO 8117471. Length 60 m. Belgian flag. Classification society: Lloyd's Register of Shipping. Built in Delfzijl (Netherlands) by Niestern Sander. Owned by Boskalis Offshore Transport (Belgium). Early November, *President Hubert* arrived in Rotterdam to be stripped of electronic devices and equipment. On December 7, the ship status officially turned to "to be broken up". The final destination is undisclosed but can only be reached under tow. Will it be a nearby facility?



Arrival in Rotterdam on November 1, 2014.
© Marc Ottini



Eemshaven entrance, the Netherlands
October 10, 2017. © Wout van Mullem

Putford Guardian (ex-Essex Service, ex-Essex Shore). IMO 6800012. Length 51 m. United Kingdom flag. Classification society: Lloyd's Register of Shipping. Built in Capelle (Netherlands) by Ijsselwerf. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa, Denmark.



Red Eagle (ex-*Izmir Bull*, ex-*Sirocco*). IMO 7613002. Length 55 m, 631 t. Moldovan flag. Classification society: Turk Loydu. Built in Higashino (Japan) by Matsuura Tekko. Owned by Ata Tug & Salvage (Turkey). Detained in 2001 in Sète (France) and in 2013 in Murmansk (Russia). Under the name of *Izmir Bull* then *Red Eagle*, she was a regular of delivering ships to breaking in Turkey. In January 2012, she had been part of the fiasco of the *FAS Provence*, which had sunk off the coast of Malta during the trip toward the Turkish breakers. In July, 2013, she had towed the former *Pacific Princess* from the TV series "The Love Boat" from Genova, as well as the *Mistral Express*, formerly *Esterel* of the SNCM, in June, 2016 from Nador (Morocco). In April, 2017, she again was the one who had towed the *Flash*, a damaged and abandoned bulk carrier, from Tunisia to Aliaga (Cf. « [Shipbreaking n°48](#) », p 71). The *Red Eagle* arrived on her own power off Alang on December 17.



Sirocco, entering Le Havre (France), to pick up the tanker *Avaj 2* (IMO 7341398). © **Pascal Brede**



Red Eagle, arriving Willemstad, Port of Curacao, July 19, 2017. © **Cees Bustraan**

Runner (ex-*Maridive 107*, ex-*MZ 107*, ex-*Maritime 107*, ex-*MZ 107*, ex-*Gulf Fleet n°41*). IMO 8017437. Length 58 m. Panamanian flag. Classification society: Bureau Veritas. Built in 1980 in Houma (USA) by Quality Equipment. Detained in 2009 in Sfax (Tunisie). In August 2017, she was acquired by Panama-based Demo Marine Inc. and became the *Demo II*. With such a name, demolition is close and indeed her status was quickly changed to "to be broken up". Her final destination remains undisclosed yet.



Maridive 107, Sousse, Tunisia, October 5, 2011. © **Big Edison (Rus)**



Seabulk Raven (ex-*Red Raven*, ex-*Far Sailor*, ex-*Stad Sailor*). Supply. IMO 7911088. Length 68 m, 1,580 t. Deflagged from Panama to St Kitts & Nevis for her last voyage shortened to *Raven*. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in Ulsteinvik (Norway) by Ulstein Hatlo A/S. Sold by her Vietnamese owner Hai Duong Co Ltd to India-based Prayati Shipping prior for her departure for demolition in India under tow of the *Everest* (Cf. p 19).



Stad Sailor, Aalesund, Norway. © **Frank Iversen**



Raven, Alang. © **Jimmit Shah**

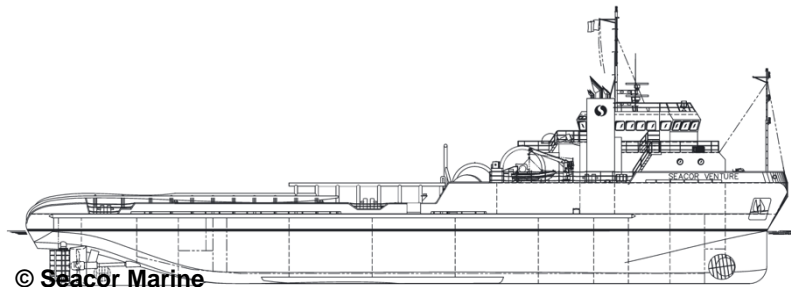
offshore: supply tug

Seacor Spirit. IMO 9190664. Length 60 m. Mexican flag. Classification society: American Bureau of Shipping. Built in 1998 in Escatawpa (USA) by Moss Point Marine. Owned by Seacor Marine (USA). Sold for an undisclosed destination of demolition.



Mobile Bay, Alabama, USA, August 8, 2010. © Alan D. Cochran

Seacor Venture. IMO 9226865. Length 67 m, 1,704 t. USA flag. Classification society: American Bureau of Shipping. Built in 2000 in Escatawpa (USA) by Moss Point Marine. Owned by Seacor Marine (USA). Sold for an undisclosed destination of demolition.



Star Global (ex-Mop 50, ex-Zakher Moon, ex-Uto, ex-Smit Manila, ex-Seaford, ex-Seaforth Challenger). IMO 7319242. Length 56 m, 1,161 t. Palau flag. Classification society: Polish Register of Shipping. Built in 1973 in Selby (United Kingdom) by Cochrane & Sons. Owned by Star Petroleum Co (United Arab Emirates). Sold for demolition in Mumbai, India.



Trans Atlantic (ex-Vos Atlantico, ex-Mascalzone Atlantico, ex-Supplier, ex-Canmar Supplier). IMO 7420728. Length 63 m. Turkish flag. Classification society: Registro Italiano Navale. Built in 1975 in North Vancouver (Canada) by Allied Shipbuilding. She was the first of a series of four ice-breaking offshore supply vessel built for the Canadian company Dome Petroleum for oil exploration in the Arctic (See more on this topic: "[Shipbreaking n°46](#)", p 79-82, "The incredible story of *Robert LeMeur*"). Sold in 1997 like most of these Canadian explorers, she left for the North Sea, then in 2000, she departed for the Mediterranean under the Italian flag at the service of owners Rimorchiatori Sardi SpA then Moby SpA then Vroon Offshore Italia. Her final ship owner was the Turkish company Transjet Tasima Ve Kiralana. On October 23, 2017, she was beached in Aliaga.



Canmar Supplier breaking the ice.
© pmc-controls



Mascalzone Atlantico, October 1, 2000, Genova, Italy
© carlo martinelli

offshore: supply tug

Viking Boy (ex-*Edda Jarl*). IMO 7419250. Length 72 m. Panamanian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in Santander (Spain) by Santander Astilleros; jumboized in 1986 and lengthened from 64 to 72 m. Owned by Sinopec Offshore Oilfield Services (China). Detained in 2004 in Shanghai (China) and in 2009 in Shenzhen (China). Sold for demolition in China.



Viking Boy, outbound from Great Yarmouth, United Kingdom -approximately 1982. © Gary Markham

Volans (ex-*Lady Anita*). IMO 6512122. Length 49 m, 606 t. Belize flag. Classification society: Bureau Veritas. Built in Heusden (Netherlands) by Verolme. Owned by Trinity Offshore (Singapore). Detained in 2015 in Labuan (Malaysia). Sold for demolition in Bangladesh.



Volans, Great Yarmouth, United Kingdom, May 25, 1994. © **stephen-s/ Shipspotting**



Volans, Singapore, June 15, 2009. © **John Regan**

Diving support vessel

The Providence (ex-*The Performer*, ex-VSO *Performer*, ex-*Arctic Seal*). IMO 7621645. Diving Support. Length 96 m, 3,924 t. Bahamian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1977 in Oslo (Norway) by Nylands. Owned by Dulam International Ltd (United Arab Emirates). Sold as is in Sharjah (United Arab Emirates) for an undisclosed destination of demolition. 420 US\$ per ton.



The Providence, April 6, 2006.
© Marko Polo/ MarineTraffic

Offshore support vessel

Atlantic Challenger (ex-*Anna*, ex-*Eestirand II*, ex-*Eestirand*). IMO 8607311. Former factory ship converted to offshore support vessel. Length 121 m. Mexican flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Stralsund (Germany) by Volkswerft VEB. Originally, she was a *Moonzund* or Project Atlantik 488-type factory ship, designed for freezing and canning fish and for producing flour and liver oil. 37 units of this type were built between 1988 and 1993 by the East German shipyard for the Soviet fishing fleet. In 1998, two vessels of the series were converted, the *Eestirand* and *Stralsund*. The latter became the seismic research vessel *CGG Symphony* for the Compagnie Générale de Géophysique, dismantled in February 2015 in Ghent by Galloo Recycling (Cf. «[Shipbreaking n°39](#)», p 72). Most of her sisterships are still active as super factory trawlers. Among those that disappeared, the *Oleg Naydenov*, ex-*Leonid Galchenko*, suffered a fire on April 12, 2015 in Las Palmas (Canary Islands, Spain); towed out of the port, she sank off the coast of the Canary Islands with 1,400 t of fuel. Owned by Domx Maritima S de RL de CV (Mexico). The *Atlantic Challenger* left the coast of Mexico at the end of September 2015 and was beached in Aliaga on January 2, 2018.

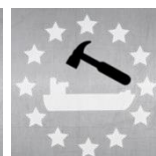


Atlantic Challenger. © Marine Traffic



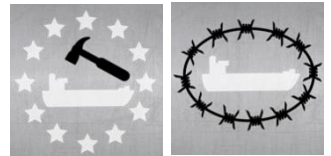
Moonzund-type factory ship. © Rick Vince

Bar Protector (ex-*Stena Protector*). IMO 7814450. Navire support de plongée. Length 111 m. Bahamian flag. Classification society: Registro Italiano Navale. Built in 1981 in Landskrona (Sweden) by Oresundsvarvet. Owned by SAIPEM (Italy). Sold for demolition in Turkey



Seismic research vessel

Northern Explorer (ex-*Northern Access*, ex-*Southern Access*, ex-*Svetlomor-1*). IMO 8606460. Length 76 m, 1,474 t. Panamanian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1987 in (Singapore) by Far East-Levingston; jumboized in 1998 and lengthened from 61 to 76 m. Owned by Seabird Exploration Cyprus Ltd (Cyprus). Detained in 2005 in Den Helder



(Netherlands) and Cork (Ireland). Late September 2017, she left Montevideo (Uruguay) heading for Alang via Capetown (South Africa). 510 US\$ per ton.

Northern Explorer, East Africa, May 10, 2007. © Patrik Sundquist

Sea Surveyor (ex-*Magnet*). IMO 7813901. Length 64 m, 968 t. Bahamian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1979 in Wallsend (United Kingdom) by Clelands SB Co. Converted in 1998, jumboized and lengthened from 55 to 64 m. Owned by Gardline Shipping Ltd (United Kingdom).



Magnet A114 on sea trials, November 1, 1979. © Ken Lubi

Detained in 2003 in Cartagena (Spain) and in 2015 in Halifax (Canada). She arrived on November 2 at Galloo Recycling facility in Ghent (Belgium).

Sea Surveyor, at Galloo Recycling, November 12, 2017.
© G.Gyssels



Drilling ship

The present state of deep water oil drilling is bleak. The price per barrel is still too low in view of the high operating costs. A number of deep or ultra deep water drilling platforms and ships have stopped operating. Operators send the oldest units for shipbreaking. The younger ones, like the *Deepwater Pathfinder*, 19 years of age, are not immune.

Bucentaur. IMO 8112548. Length 77 m. Bahamian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Fugro Marine Services BV (Netherlands). Sold for demolition in Belgium by Galloo Recycling.



Bucentaur, on her very last day at sea, October 16, 2017. She is about to enter Ghent Canal heading for Galloo Recycling yard. © **Marc Ottini**

Deepwater Pathfinder. IMO 9173630. Length 221 m. Vanuatu flag. Classification society: American Bureau of Shipping. Built in Geoje (South Korea) by Samsung. Owned by Transocean Inc (Switzerland). At the time of her construction, the *Deepwater Pathfinder* was portrayed as an innovative, competitive, and safe vessel, capable of withstanding a 10-year storm in the Gulf of Mexico.



For two years, she had been in cold lay-up off Trinidad and Tobago, all engines turned off. In order to economize, there was no crew. Warm lay-up in a port with a maintenance crew and equipment to keep the vessel in a state standby, but ready to restart, comes to \$40,000 US per day. The decommissioning of the *Deepwater Pathfinder*, with simple guarding, still costs \$15,000 US per day. Still too much for future prospects. Transocean decides to sell her for breaking along with five platforms also laid up in the Caribbean. The destination of demolition of the vessel is undisclosed but the platforms *Transocean Prospect* and *Transocean Searcher* arrived in Aliaga in October, 2017, followed by the *Sedco Express* and *Cajun Express* in January, 2018.



Deepwater Pathfinder moored off Trinidad and Tobago. © **Boh/CC**

Paragon DPDS 1 (ex-Noble Phoenix, ex-Paragon DPDS 1, ex-Noble Phoenix, ex-Frontier Phoenix, ex-Peregrine II, ex-Pacnorse I). IMO 7418880. Length 154 m. Liberian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1979 in Greenock (United Kingdom) by Scotts Shipbuilding. Owned by Paragon Offshore (USA). Depuis November 2014, Le *Paragon DPDS 1* était désarmé le long d'un quai de Corpus Christi (Texas, USA). in August 2017, la tempête Harvey déferle; il rompt ses amarres and va s'échouer plus loin dans le chenal d'accès. in October, il est déclaré bon pour la casse. La destination de démolition n'est pas spécifiée.

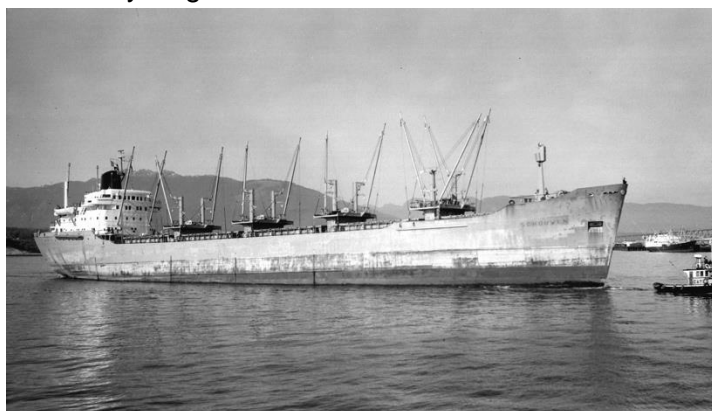


2017, after hurricane Harvey. © **Splash 247**

Paragon DPDS 2 (ex-Noble Leo Segerius, ex-Neddrill I, ex-Neddrill Workshop 1, exBoss Vishwa- ex-KCA Kingfisher, ex-Polly Bristol). IMO 7422362. Length 149 m, 10,219 t. Liberian flag. Classification society: DNV-GL. Built in 1981 in Schiedam (Netherlands) by IHC Gusto. Owned by Paragon Offshore (USA). Laid-up in Porto Rico since late September 2015. Sold for an undisclosed destination of demolition.



Paragon DPDS 3 (ex-Noble Roger Eason, ex-Neddrill II, ex-Schouwen). IMO 5315474. Ex bulker widened from 22 to 27 m and converted in 1977. Length 165 m, 14,709 t. Liberian flag. Classification society: Bureau Veritas. Built in 1963 in Krimpen a/d IJssel (Netherlands) by Van der Giessen de Noord. Owned by Paragon Offshore (USA). Laid-up in Porto Rico since early August 2016. Sold for an undisclosed destination of demolition.

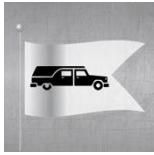


The bulker *Schouwen*, Vancouver, Canada, July 2, 1968.
Photo by **Walter E. Frost** - City of Vancouver Archives



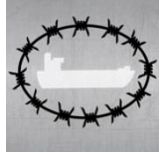
As drilling ship *Noble Roger Eason*, Ilha Grande, in Rio de Janeiro (Brazil), January 28, 2009.
© **Cesar T. Neves** - coll **Rogério Corderio**

Crane-barge



Armada Condor (ex-*Iremis Condor*, ex-*Gulmar Condor*, ex-*DP unter*, ex-*Midnight Hunter*, ex-*G Murray*, ex-*Louis G Murray*, ex-*Installer*, ex-*Paific Installer*). IMO 7628760. Ex diving support vessel converted to crane-barge in 1987. Length 104 m, 3,773 t. Deflagged from Marshall Islands to Palau for her last voyage shortened to *Condor*. Classification society: Det Norske

Veritas/Germanischer Lloyd. Built in 1978 in Singapore by Keppel Far-East-Levingston; jumboized in 2002 and lengthened from 77 to 104 m. Owned by Bumi Armada Offshore Contract (Malaysia). Detained in 2005 in New Orleans (Louisiana, USA). Sold for demolition in India. 420 US\$ per ton.



Crawler (ex-*Mars 25*, ex-*PM 25*, ex-*Chambord*). IMO 8758706. Length 144 m. Panamanian flag. Classification society: Registro Italiano Navale. Built in 1955 as the oil tanker *Chambord*. Beached for demolition in Aliaga on November 22, 2017.



Trieste, Italy, November 16, 2013. © Agostino



Beached in Aliaga. © Selim San

The *Chambord*, oil tanker for Société Maritime des Pétroles BP was built in Dunkirk by Ateliers et Chantiers de France. On January 11, 1955, her launch ceremony under the French flag was presided over by Jacques Chaban-Delmas, Minister of Public Works, Transport, and Merchant Navy, in front of a crowd of notable spectators who arrived in two special trains and a fleet of coaches and cars. With her length of 203.39 m, width of 26.25 m, and 33,000 t of deadweight, she was a giant and the flagship of the French oil tanker fleet. Complete with individual, air-conditioned cabins for all, private bathrooms with showers for the officers, cool water dispensers in all of the corridors, refrigerators at all stations, and a saltwater pool, she was a symbol of rebirth and universal progress. Three sisterships left the shipyard in Dunkirk between 1955 and 1958, the *Chenonceaux*, *Cheverny* and *Chaumont*. The *Chambord* had made her maiden voyage between Marseille and Al Ahmadi (Kuwait) in May 1955. For 17 years, she supplied the French BP refineries in Dunkirk in the North Sea and in Lavéra in the Mediterranean.



Chambord, Dunkirk, 1955. Photo Desreumaux

On June 16, 1972, the *Chambord* arrived at the Brest ship repair yard. Damage to the thrust reducer is worse than expected. The repair is deemed to be too expensive in light of the vessel's age. The company awaits the delivery of larger oil tankers. On July 1st, the *Chambord* left the repair drydock n°1 to be docked then anchored in Roscanvel in the bay of Brest. The turbine rotors were offloaded by a floating crane to serve as spare parts for the sisterships. In September of the same year, she is sold to a Panama-based company. Conversion into a drilling rig in the shipyards of La Spezia (Italy) is considered. On September 11, she left Brest under tow of the *Fairplay XXI* and *Johann Pederson*, heading for Italy. In the end, she entered the Viktor Lenac shipyard in Rijeka (Croatia). The majestic *Chambord* is transformed into a factory-pontoon for oil research. She is shortened from 201 to 151 m in length, losing her rear section and her original IMO n° (5067821). Her castle is razed down to make way for a crane and various lifting equipment. At the front, the new living block accomodates 150 people (as opposed to 47 on the *Chambord*). The *Chambord* becomes the *PM 25*, a non-propelled crane-barge that will be used for 44 years in the Mediterranean, in the North Sea, and off West Africa before ending up, under the name *Crawler*, as scrap metal to be recycled in the Turkish yards in Aliaga. The final owner of the *Crawler*, which flew the flag of Panama, was the Italian Micoperi.



Chambord, at Suez (Egypt), 1966. © Bunts



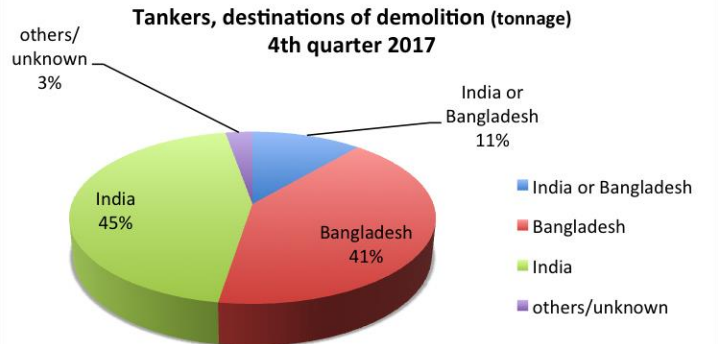
Crawler, at Ortona (Italy), 2016.
© Vladimir Knyaz

Tanker

October-November-December 2017

58 demolitions. The number of all categories (oil tankers, chemical tankers, gas carriers, combination carriers) continues to increase despite the overall decline. Scrap metal tonnage rises to 46% of the total tonnage. The category is in 1st place for the quarter.

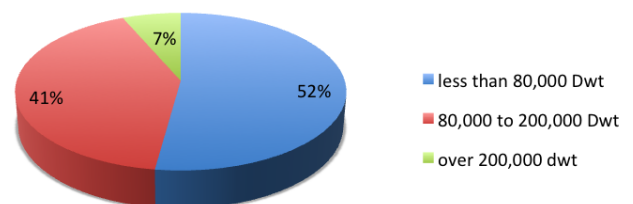
In Pakistan, the authorities had considered to allow the resumption of the breaking work of the tanker *FPSO Aces*, ex-*Federal 1* (28 deaths, dozens of injured on November 1, 2016). A new oil residue fire (officially without any victims) stopped the operation, at the same time as a reflection on a possible reauthorization of tanker grounding under enhanced safety conditions. Consequently, India and Bangladesh share the tanker cake almost exclusively and evenly.



Oil Tanker

46 demolitions. 22 are vessels with a capacity of more than 80,000 tons deadweight, including three VLCC (Very Large Crude Carrier) supertankers of more than 200,000 deadweight and more than 300 m in length. 97% of the oil tankers to be dismantled are destined for India and Bangladesh. Deflagging remains almost a prerequisite for oil tanker dismantling: 54% (25 vessels) adopted a funeral flag before the final voyage. Their ages range from 17 to 51. The average age is 25.

Scrapped oil tankers, 4th quarter 2017



The sale of the VLCC *OS Arcadia* to a Bangladeshi shipbreaking yard brought in more than \$17 million to the ship owner and middlemen.



OS Arcadia, 21 year-old, 42,173 t. © Gena Anfimov

Admiral 1 (ex-Garzoni, ex-Jag Pratap). IMO 9086344. Length 183 m, 10,239 t. Panamanian flag. Classification society: Korean Register of Shipping. Double hull ship built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by Aurum Ship Management FZE (United Arab Emirates). Detained in 2000 in Long Beach (USA), in 2012 twice in Bandar Khomeini (Iran) and in 2016 in Lavan (Iran). Sold for demolition in Bangladesh. 392 US\$ per ton.



Admiral L (ex-British Admiral, ex-BP Admiral). IMO 8817643. Length 176 m, 8,258 t. Liberian flag. Classification society: Lloyd's Register of Shipping. Built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Sea World Management & Trading (Greece). Detained in 2004 in Nakhodka (Russia). She left Lome (Togo) on November 25, heading for India. 430 US\$ per ton.



Admiral L, Dakar, Senegal, December 20, 2015. © vovaship

Agiasma (ex-Yapi, ex-Tiber, ex-Torm Gertrud, ex-Boris). IMO 8701507. Length 170 m, 6,884 t. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1989 in Szczecin (Poland) by A. Warskiego Szczecinska. Owned by Waruna Nusasentana Pt (Indonesia). Detained in 2000 in New Haven (Connecticut, USA) and A Coruna (Spain) and in 2006 in Bilbao (Spain). She arrived for demolition in Bangladesh under tow of the Malaysian tugboat *Intan Sari* (IMO 9398864).

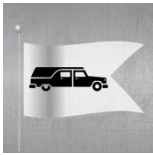


Al Mukhtarrah (ex-Fosna). IMO 9009229. Length 232 m, 15,702 t. Saudi Arabia flag. Classification society: Bureau Veritas. Double hull ship built in 1992 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Bihar International Co Ltd (Saudi Arabia). Sold for demolition in Bangladesh.



Fosna. © Bergens Tidende

Alabra (ex-Alexandra Park, ex-Bow Triumph, ex-Petrobulk Bull). IMO 9032654. Length 180 m, 10,049 t. Deflagged from Singapore to Comoros for her last voyage as *Labri*. Classification society: Nippon Kaiji Kyokai. Built in 1992 in Shitanoe (Japan) by Minami-Nippon. Owned by World Tankers Management (Singapore). Sold for demolition in Bangladesh. 413 US\$ per ton.



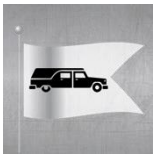
Alfa Britannia. IMO 9154232. Length 248 m, 16,519 t. Palau flag for her last voyage shortened to *Britannia*. Classification society: Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Okpo (South Korea) by Daewoo. Sold by her Finnish owner Lundqvist Rederierna AB to United Kingdom-based NKD Maritime Ltd in November 2017 prior to her departure for demolition in India.



Off Dunkirk (France), February 19, 2012.
© Marc Ottini



June 11, 2012, Brest (France), in repair dock n°3.
© Erwan Guéguénat



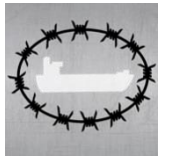
Alfa Germania. IMO 9158551. Length 248 m, 16,567 t. Bahamian flag, Palau for her last voyage shortened to *Germania*. Classification society: Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Okpo (South Korea) by Daewoo. Sold as is in Port Said (Egypt) by her Finnish owner Lundqvist Rederierna AB to United Kingdom-based NKD Maritime Ltd in October 2017 prior to her departure for demolition in India. 397 US\$ per ton.



Anugerah Berlian (ex-*Princess Pacific*, ex-*Southern Dragon*). IMO 8507133. Length 116 m, 2,984 t. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Pegasus Lintas Samudera (Indonesia). Detained in 2007 in Ulsan (South Korea). She is being demolished in Madura (Indonesia). See also the chapter on demolition in Indonesia, p 6.



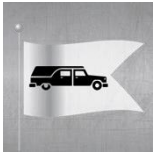
Betelgeuse (ex-*Admiral 9*, ex-*Alam Bitara*). IMO 9181003. Length 181 m, 9,145 t. Deflagged from Panama to St Kitts & Nevis for her last voyage shortened to *Betel*. Classification society: Bureau Veritas. Double hull ship built in 1999 in Samho (South Korea) by Halla. Owned by Artemiz Marine Services DMCC (United Arab Emirates). Detained in 2007 in Quebec City (Canada). Sold for demolition in India.



Cap Georges. IMO 9128283. Length 274 m, 24,014 t. Deflagged from Greece to Comoros for her last voyage as *Symeon*. Classification society: American Bureau of Shipping. Double hull ship built in 1998 in Geoje (South Korea) by Samsung. Owned by Euronav NV (Belgium). Sold for demolition in Bangladesh.



Cap Georges, March 17, 2017, Quebec, Canada. © Marc Boucher



Concertina (ex-*Stena Concertina*, ex-*Moss*, ex-*Diana*). IMO 9004607. Length 232 m, 15,227 t. Deflagged from Indonesia to Togo for her last voyage as *Concertina* 1.

Classification society: Biro Klasifikasi Indonesia. Built in 1992 in Mizushima (Japan) by Sanoyas Corp. Sold by her Indonesian owner to Marshall Islands-based Cobb Maritime Ltd prior to her departure for demolition in Bangladesh. 362 US\$ per ton.

Concertina, June 8, 2016, Batu Ampar, Indonesia.
© Vladimir Knyaz



Constitution Spirit (ex-*Constitution*). IMO 9191333. Length 244 m, 17,091 t. Deflagged from Marshall Islands to Palau for her last voyage as *Astute*. Classification society: American Bureau of Shipping. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Sold by Teekay Marine (Singapore subsidiary of the Teekay Group) to Marshall Islands-based Sangakara Maritime Inc prior to her departure for demolition in Bangladesh. The ship left South Korea, passed Singapore and was beached in Bangladesh on December 26.



Durgandini. IMO 9044487. Length 180 m, 8,491 t. Deflagged from Indonesia to Niue for her last voyage shortened to *Durga*. Classification society: Registro Italiano Navale. Built in 1993 in Toyohashi (Japan) by Kanasashi. Sold by her Indonesian owner Pt. Apol Cemerlang to Trinitas Ship Management based in India prior to her departure for demolition in Bangladesh. 385 US\$ per ton.



Durgandini, May 21, 2016, Balikpapan, Indonesia. © Husni Ibrahim Nasution



Evita (ex-*Sporades*). IMO 9035137. Length 228 m, 13,085 t. Deflagged from Panama to Comoros for her last voyage shortened to *Evi*. Classification society: Lloyd's Register of Shipping. Double hull ship built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Smart Tankers Inc (Greece). Sold for demolition in Bangladesh. 410 US\$ per ton.



Falcon Star (ex-*Concord*, ex-*Canna*, ex-*Toe Maru n°2*, ex-*Yuhei*, ex-*Yuhei Maru n°2*, ex-*Nakata Breeze*). IMO 8313116. Length 181 m, 7,774 t. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1985 in Onomichi (Japan) by Onomichi Zosen. Owned by PT Cakra Bahana (Indonesia). Sold for demolition in Bangladesh. 426 US\$ per ton.



Four Moon (ex-*Four Stars*, ex-*Protank Condor*, ex-*Front Condor*, ex-*OBO Condor*, ex-*Nor-OBO*, ex-*Philippine OBO*). IMO 8225010. Ex combination carrier OBO (Ore/Bulk/Oil) converted to tanker. Length 207 m, 13,823 t. Deflagged from Italy to



Palau for her last voyage shortened to *Our Moon*. Classification society: Registro Italiano Navale. Double hull ship built in 1984 in Uddevalla (Sweden) by Uddevallavarvet; converted, jumboized and lengthened from 207 to 227 m in 2002 by Shanhaiguan shipyards. Owned by Premuda SpA (Italy). Detained in 1999 in Miami (Florida, USA). Sold for demolition in India.



In OBO times, *Protank Condor* at Valletta (Malta), April 19, 1994 © **Capt Lawrence Dalli**



In tanker times, *Four Moon*, port of Curacao, October 8, 2011. © **Cees Bustra**

Golden Queen (ex-*Flamingo 9*, ex-*Aristo*, ex-*Aegean II*, ex-*Spyros D*, ex-*Piraeus*, ex-*Hektor*). IMO 6606222. Length 66 m, 368 t. Tanzanian flag. Classification society: Columbus American Register. Built in 1966 in Fredrikstad (Norway) by Seutelvns. Jumboized in 1970 and lengthened from 66 to 74 m. Sold for demolition in India.



Green Trader (ex-*Cygnus Voyager*, ex-*Samuel Ginn*). IMO 9035060. Length 274 m, 24,846 t. Marshall Islands flag. Classification society: Registro Italiano Navale. Double hull ship built in 1993 in Chita (Japan) by Ishikawajima-Harima Industries. Owned by International Andromeda Shipping (Monaco). Sold as is in Singapore for demolition in the Indian subcontinent. 417 US\$ per ton.



© **Andromeda-shipping**



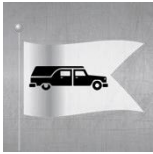
Harsha Prem (ex-*Bright Express*). IMO 9032678. Length 180 m, 9,140 t. Deflagged from India to Comoros for her last voyage renamed *Theofano Moon*. Classification society: Indian Register of Shipping. Double hull ship built in 1993 in Shitanoe (Japan) by Minami-Nippon. Owned by Mercator Ltd (India). Sold for demolition in India.



Harsha Prem, February 14, 2017, Mumbai (India). © **Nantais**



Kareela Spirit. IMO 9192349. Length 249 m, t. Deflagged from the Bahamas to Comoros for her last voyage as *T Sunny*. Classification society: Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Sold by Teekay Marine (Singapore subsidiary of the Teekay Group) to Liberia-based Yume Navigation Co prior to her departure towards Alang.



Kola Bay (ex-*Westray*, ex-*Manatee*, ex-*Harrier*, ex-*Bright Sprout*). IMO 8208335. Tanker converted into FSO, floating storage unit, in 2009. Length 228 m, 12,652 t. Deflagged from Russia to Comoros. Classification society: Russian Maritime Register of Shipping. Built in 1983 in Onomichi (Japan) by Onomichi Zosen. Owned by Commodity Service Co Ltd (Russia). Her homeport was Murmansk. She was a key element in the export chain of Russian oil extracted from the Barents Sea or shipped from Arkhangelsk. The FSOs positioned in the bay are used as floating terminals and allow transfer operations to oil carriers when the ports on the Kola Peninsula are iced in.

The *Polar Rock* (OMI 9116632), the successor to *Kola Bay*, arrived in April 2017. The departure of FSO *Kola Bay* for breaking is a classic for her type: shortened to *Kola*, she adopts the funeral flag of Comoros, leaves Murmansk, stops in Valletta (Malta) and announces the United Arab Emirates as her next call. Her final destination is not yet known, but given her planned route, India has the advantage. \$210 US per ton.



Kola Bay moored in Kola Bay (Russia), 5 July 2011. © Igor Chushkin

Kriti Amethyst. IMO 9074999. Length 185 m, 12,450 t. Greek flag. Classification society: Lloyd's Register of Shipping. Double hull ship built in 1996 in Nikolayev (Ukraine) by Chernomoskyi Sz. Owned by Avin International Ltd (Greece). Sold for demolition in Bangladesh. 425 US\$ per ton.



Kriti Amethyst, anchored at Agioi Theodoroi (Greece), April 30, 2017. © Marc Ottini

Moscow Stars. IMO 9180267. Length 243 m, 16,392 t. Liberian flag. Classification society: Lloyd's Register of Shipping. Double hull ship built in 1999 in Tsu (Japan) by NKK Corp. Owned by SCF Management Services (United Arab Emirates). She left New Orleans (USA) on November 27, passed south of Sri Lanka and arrived in Singapore in mid-January. Ultimate negotiations should decide on her final destination, India or Bangladesh. 415 US\$ per ton. Time for departure is coming, the ship has been shortened to *W Stars*. She eventually was beached in Bangladesh.

Moscow Stars, May 29, 2008, Houston (Texas, USA). © Yuriy C



Multi Echo (ex-*Gute Ann-Marie*, ex-*Torm Ann-Marie*). IMO 9143520. Length 244 m, 15,158 t. Deflagged from Indonesia to Cook Islands for her last voyage under tow of *Lanpan 27* (IMO 9663556). Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Multiline Shipping Co (Indonesia). Detained in 2001 in Daesan

(South Korea). Decommissioned since August 2012 and finally sold for demolition in Bangladesh. 350 US\$ per ton.



Navion Marita (ex-*Navion*, ex-*Nordic Marita*). IMO 9200926. Length 246 m, 17,688 t. Deflagged from the Bahamas to Palau for her last voyage as *Lion II*. Classification society: Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Sold by her Norwegian owner Navion Offshore Loading AS to Karatal Shipping based in St Kitts & Nevis prior to her departure for demolition in India.



Navion Marita, 12 June 2009, Brésil. © Erik Azevedo



Navion Saga (ex-*Polysaga*). IMO 8914740. Converti in unité de stockage FSO in 1995. Length 270 m, 22,947 t. Bahamian flag, Palau for her last voyage as *Lion*. Classification society: Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1991 in Chiba (Japan) by Mitsui. Sold by her Norwegian owner Navion Offshore Loading AS to Karatal Shipping based in St Kitts & Nevis prior to her departure for demolition in India.



Navion Saga. © Teekay

oil tanker



New Naxos (ex-*Navion Svenita*, ex-*Nordic Svenita*, ex-*Svenner*). IMO 9127411. Length 247 m, 17,248 t. Deflagged from Panama to Palau for her last voyage as *S Naxos*. Classification society: Bureau Veritas. Double hull ship built in 1997 in Mihara (Japan) by Koyo Dockyard. Owned by Polembros Shipping Ltd (Greece). Sold as is in the United Arab Emirates for demolition in



India. 430 US\$ per ton.



Nordic Svenita. DR



Along. © Vaja Nilesh

New Vision (ex-*Hellespont Trooper*, ex-*Spetses*). IMO 9107710. Length 274 m, 22,444 t. Liberian flag. Classification society: American Bureau of Shipping. Double hull ship built in 1996 in Geoje (South Korea) by Samsung. Owned by Polembros Shipping Ltd (Greece). Detained in 2004 in Algeciras (Spain) and in 2011 in Augusta (Italy). Sold for demolition in India. 421 US\$ per ton.



Noor 2 (ex-*Jas Pearl*, ex-*Sri Tapee*, ex-*Kiyo Maru n°3*). IMO 8113774. Length 71 m, 632 t. Deflagged from Panama to Micronesia for her last voyage as *Sheika 2*. Classification society: unknown. Built in 1981 in Hakata (Japan) by Hakata Zosen. Owned by Al Khaleej Sea Transport Oil (United Arab Emirates). Sold for demolition in India.

Noor 2, Sriracha Oil Terminals, Thailand, september 20, 2010.

© Geir Vinnes



Ocean Breeze (ex-*Auray*). IMO 9011002. Length 106 m. Panamanian flag. Classification society: Bureau Veritas. Built in 1992 in La Spezia (Italy) by Ferrari. Owned by Ionian Shipping & Trading Corp (Greece). Detained in 2005 in Ste Croix (Virgin Islands, USA). Sold for demolition in Turkey.



Off Tobago, January 25, 2011. © Arne Leskovsky Ekerum

Okobia (ex-*Island Mariner*, ex-*Solent Raider*, ex-*James Rayel*, ex-*Vermion*, ex-*Bebington*, ex-*Pando*). IMO 6800024. Length 59 m. Togolese flag. Classification society: unknown. Built in 1968 in Appledore (United Kingdom) by Appledore Shipbuilders for Shell-Mex & BP, a joint marketing venture between Shell and BP formed in 1932 for their commercial operations in the United Kingdom. In 1976, the two companies de-merged and *Pando* passed briefly under control of Shell UK Coastal Shipping still with London as a homeport until she was sold in 1977 and left for Greece. Sold for demolition in Turkey.



Pando. © Helderline



Island Mariner. © Mike Howlet



Oritsela (ex-*Pacific Amber*, ex-*Halia*). IMO 9047362. Length 183 m, 8,966 t. Deflagged from Liberia to Palau for her last voyage as *Orit*. Classification society: Lloyd's Register of Shipping. Built in 1993 in Incheon (South Korea) by Halla. Sold to Tummel Ltd based in St. Vincent and the Grenadines prior to her departure for demolition in Bangladesh. 394 US\$ per ton.

OS Arcadia (ex-*Oriental Garnet*). IMO 9085376. Length 332 m, 42,173 t. Panamanian flag. Classification society: Korean Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Syncro Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 419 US\$ per ton.



OS Arcadia, November 13, 2008, Kwangyang (South Korea). © SMP/MarineTraffic

Pacific Cape (ex-*Beech 3*, ex-*DS Power*, ex-*Paula Maersk*). IMO 9173305. Length 245 m, 19,826 t. Marshall Islands flag. Classification society: Korean Register of Shipping. Built in 2000 in Dalian (China) by Dalian New SB HI Co. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2014 in Zhangzhou (China) and in 2016 in Hong Kong (China). In October 2017, the *Pacific Cape* left Mumbai (India), circumvent the Indian Peninsula, crossed the Gulf of Bengal and was beached in November for demolition in Bangladesh. 417 US\$ per ton.



DS Power, in the Indian Ocean on May 31, 2008. © Marc Ottini

Pacific Singapore (ex-*Champion Peace*). IMO 9195315. Length 241 m, 15,512 t. Marshall Islands flag. Classification society: Nippon Kaiji Kyokai. Double hull ship built in 1999 in Imari (Japan) by Namura. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2008 in Daesan (South Korea). Annoncé sold for demolition in Bangladesh, she left Hong Kong and finally extended her voyage up to Alang. 418 US\$ per ton.



Paria (ex-*Lagoven Paria*). IMO 8114699. Length 208 m, 12,227 t. Deflagged from Venezuela to St. Kitts and Nevis for her final voyage as *Ria*. Classification society: American Bureau of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. On the list of single hull tankers banned from European waters since January 1, 2005 for transport of heavy fuel oil. Owned



by Petroleos De Venezuela Marina SA (Venezuela). In November, 2014, the *Paria* had been announced as sold to shipbreaking at a price of \$136 US per ton (Cf. [Shipbreaking n°38](#), p 35). Her destination was not known and the operation was, in the end, not completed. The vessel stayed in Venezuela. In July, 2017, she was sold to Cartier Shipping Inc. based in the Marshall Islands. She left under tow and was beached in Alang on December 15.



Paria, October 25, 2006, at Punta Cardón Anchorage, Venezuela. © Captain Peter

Plata Glory (ex-*Front Comanche*, ex-*Ovatella*, ex-*Front Comanche*, ex-*Stena Comanche*). IMO 9172674. Length 333 m, 38,975 t. Marshall Islands flag. Classification society: Korean Register of Shipping. Double hull ship built in 1999 in Ariake (Japan) by Hitachi. Owned by Sinokor Maritime Co Ltd (South Korea). Sold as is in Singapore, she was beached for demolition in India. 438 US\$ per ton including enough bunkers for the voyage.

Razna (ex-*Razdolnoye*). IMO 8129632. Length 113 m, 3,081 t. Russian flag. Classification society: Russian Maritime Register of Shipping. Built in 1984 in Rauma (Finland) by Rauma-Repola Oy. Owned by Russian Inspector's & Marine Surveyor's Corp, RIMSCO (Russia). Decommissioned since September 2012 in Vladivostok, she is expected in Bangladesh. 360 US\$ per ton.



May 12, 2008, arrival in Durban (South Africa). © Knut Helge Schistad

Rise Fortune (ex-*Gemina*, ex-*Genmar Minotaur*, ex-*Stephanie*). IMO 9083316. Length 243 m, 14,658 t. Barbados flag. Classification society: Indian Register of Shipping. Double hull ship built in 1995 in Koje (South Korea) by Samsung. Owned by Shan Ship Management Pvt (India). Detained in 2015 in Mangalore (India) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in India. 385 US\$ per ton.



Genmar Minotaur at Houston, Texas, USA, September 2006. © **Foggy-Shipsotting**

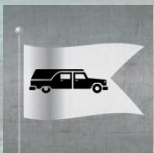
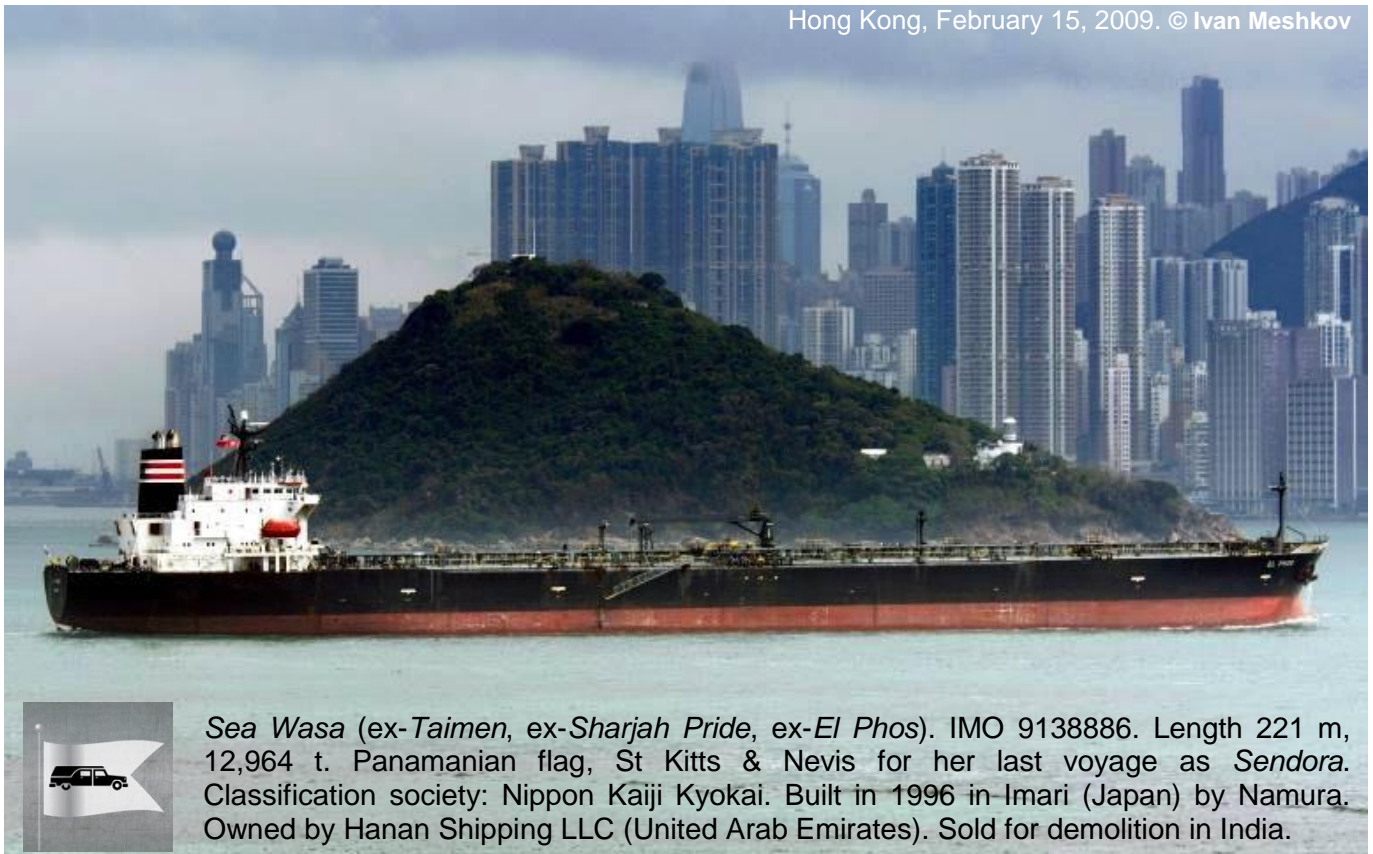


Sea Master X (ex-*Amazigh F*, ex-*Santa Tereza*, ex-*Sara Theresa*, ex-*Hvalrossen*, ex-*Bragd*). IMO 7332488. Length 83 m. Deflagged from Palau to Jamaica for her last voyage as *Rola*. Classification society: International Register of Shipping. Built in 1974 in Kyrstaeterora (Norway) by Vaagen as single hull tanker;



converted to double hull in 2008. Detained in 2003 in Rotterdam (Netherlands). Based in Malta, which was also her flag until 2014, she was used as a bunkering tanker. In 2014 she was reflagged to Palau but was still operated in the Mediterranean. Sold in September 2017 to Panama-based AES Marine Ltd, deflagged again and renamed, she was beached in demolition in Turkey on December 29.

Hong Kong, February 15, 2009. © **Ivan Meshkov**

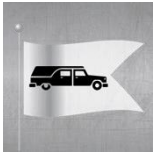


Sea Wasa (ex-*Taimen*, ex-*Sharjah Pride*, ex-*El Phos*). IMO 9138886. Length 221 m, 12,964 t. Panamanian flag, St Kitts & Nevis for her last voyage as *Sendora*. Classification society: Nippon Kaiji Kyokai. Built in 1996 in Imari (Japan) by Namura. Owned by Hanan Shipping LLC (United Arab Emirates). Sold for demolition in India.



Sentinel Spirit (ex-*Sentinel*). IMO 9191345. Length 244 m, 17,113 t. Deflagged from Marshall Islands to Palau for her last voyage as *Tina*. Classification society: American Bureau of Shipping. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Sold by her owner Teekay Marine (Singapore subsidiary of the Teekay Group) to Mars Navigation based in Liberia prior to her departure for demolition in Bangladesh. 417 US\$ per ton.

Sentinel Spirit in Singapore, June 2, 2009.
© **Marc Ottini**



Spica (ex-*Admiral 8*, ex-*Dauntless*, ex-*Hellas Fos*). IMO 9183594. Length 183 m, 9,600 t. Deflagged from Panama to St Kitts & Nevis for her last voyage shortened to *Ica*. Classification society: Bureau Veritas. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Artemiz Marine Services DMCC (United Arab Emirates). Detained in 2003 in Ste Croix (Virgin Islands, USA) and in 2015 in Lavan (Iran). Sold for demolition in India.



Star Bright (ex-*La Prudencia*, ex-*Maersk Eleo*, ex-*Eleo Maersk*). IMO 9002594. Tanker converted to a floating storage unit (FSO) in 2013. Length 344 m, 40,970 t. Marshall Islands flag. Classification society: Lloyd's Register of Shipping. Double hull ship built in 1993 in Lindo (Denmark) by Odense Staalskibs. Owned by Southernpec Shipping Pt (Singapore). Sold for an undisclosed destination of demolition in the Indian subcontinent. 391 US\$ per ton.



Northbound in the Suez Canal, 2009. © **Mehli/Vesseltracker**



Sunrise (ex-*Chemtrans Sun*, ex-*Sun*, ex-*Emerald Sun*). IMO 9182655. Length 227 m, 13,545 t. Deflagged from Comoros to St Kitts & Nevis for her last voyage shortened to *Rise*. Classification society: Bureau Veritas. Double hull ship built in 1999 in Shanghai (China) by Hudong. Owned by Innovative Ukraine (Ukraine). Sold for demolition in India.



Vito (ex-*Ghandar*). IMO 9079195. Length 274 m, 22,348 t. Panamanian flag. Classification society: Indian Register of Shipping. Built in 1994 in Geoje (South Korea) by Samsung. Owned by Aurum Ship Management (India). Sold for demolition in Bangladesh.

Vito, Khorffakan, United Arab Emirates, August 20, 2013. © **Sanjeev Rai**



Chemical tanker

Arion (ex-*Olympian Sambu*). IMO 8827765. Length 82 m, 981 t. Panamanian flag. Classification society: Korean Register of Shippin. Double hull ship built in 1988 in Ulsan (South Korea) by Banguhjin. Owned by Fareast Ship Management (India). Sold for demolition in India.



Olympian Sambu, March 3, 2008, Yeosu (South Korea). © Valeriy Balalaev

Aurelia (ex-*Asprey*, ex-*Ametist*, ex-*Han Shang n°8*). IMO 9084475. Length 94 m, 1,491 t. Tanzanian flag. Classification society: Intertek Maritime Bureau. Double bottom ship built in 1993 in Yeosu (South Korea) by Shinyoung SB Industry Co. Owned by Etihad Engineering & Marine (United Arab Emirates). Detained in 2017 for 54 days in Mundra (India). Sold for demolition in India.



Cassandra (ex-*Voyager 2*, ex-*Cassandra*, ex-*Voyager 2*, ex-*Temryuk*). IMO 9105097. Length 181 m, 9,596 t. Deflagged from Panama to Tanzania for her last voyage. Classification society: Bureau Veritas. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Dominga Shipping Co Ltd (Seychelles). Sold as is in Bandar Abbas for an undisclosed destination of demolition in the Indian subcontinent. 375 US\$ per ton.



Champion (ex-*Champion Pioneer*, ex-*Scottish Wizard*, ex-*Stride*, ex-*Osco Stripe*). IMO 8800511. Length 176 m, 10,001 t. Liberian flag. Classification society: Bureau Veritas. Double hull ship built in 1990 in Pula (Croatia) by Uljanik. Owned by Ocean Gold Tankers Inc (Greece). Detained in 2000 in Galveston (Texas, USA), in 2008 in Gladstone (Australia) and in 2014 in Gdynia (Poland). Announced in India, she left Calabar (Nigeria), called at Port-Louis (Mauritius) and extended her voyage up to Bangladesh. 405 US\$ per ton.



Lome (Togo), February 29, 2016. © Foggy/Shipspotting

F1 (ex-Ianuk, ex-Troianu). IMO 9037006. Ex general cargo carrier converted in 2001 to chemical tanker. Length 159 m, 6,366 t. Panamanian flag. Classification society: Registro Italiano Navale. Built in 1993 in Galati (Romania) by Galati SN. Owned by Auburn Shipmanagement (India). Sold for demolition in India.



Ianuk, in Skikda (Algeria), November 14, 2011.
© German Iluhin



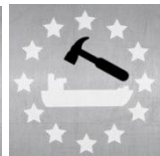
Hillaa (ex-Petrolina, ex-Histria Pearl, ex-Caraca). IMO 8914180. Molasses carrier. Length 103 m, 2,770 t. Panamanian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Braila (Romania) by Braila SN. Owned by Hillaa Shipping Corp (United Arab Emirates). Detained in 2009 in Haifa (Israel). Sold for demolition in India.



Nireas (ex-Taman Voyager, ex-Metin Akar, ex-Global Vika, ex-Chem Marigold, ex-Pacific Ambassador, ex-Urai, ex-Pavlosk, ex-Belanja). IMO 9065170. Length 179 m, 10,662 t. Tanzanian flag. Classification society: Bureau Veritas. Built in 1995 in Saint-Petersbourg (Russia) by Admiralty Shipyard. Owned by officiel Serenity Shipping basé in Panama. Detained in 2003 in Martigues (France) and in 2012 in Bandar Abbas (Iran). Sold as is in Bandar Abbas (Iran) for an undisclosed destination of demolition. 375 US\$ per ton.



Stolt Vinland. IMO 8911657. Length 175 m, 8,983 t. Liberian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Floro (Norway) by Kvaerner Werft. Owned by Stolt Tankers BV (Netherlands). Detained in 2016 in Kandla (India). Sold for demolition in India. 398 US\$ per ton.



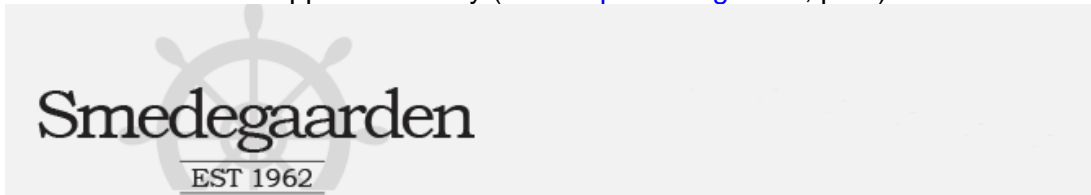
Stolt Vinland sailing upstream the Seine River (France), February 24, 2014. © Pascal Bredel

Theresa Padang (ex-Stolzen, ex-Bunga Mawar). IMO 8618877. Length 172 m, 9,294 t. Tuvalu flag. Classification society: Bureau Veritas. Built in 1990 in Busan (South Korea) by Korea SB & E Corp. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2005 Rotterdam (Netherlands). Sold for demolition in India.



Gas tanker

B Gas Lotta (ex-*Sigas Lotta*, ex-*Lotta Kosan*). IMO 9034523. Length 74 m, 1,349 t. Maltese flag. Classification society: Bureau Veritas. Built in 1992 in Papenburg (Germany) by Surken. Owned by B-Gas A/S (Denmark). Decommissioned in Gdynia (Poland) since July 2015 along with the *B Gas Laura*. The *B Gas Lotta* is awaited in Esbjerg (Denmark) at Smedegaarden. The ship recycling yard tries to sell her for further commercial operations though, putting forward her excellent condition and maintenance despite more than 2 years of lay-up. To be continued. Her sistership *B Gas Linda* was scrapped in Turkey (Cf. "[Shipbreaking # 49](#)", p 59).



Gas tanker arriving shortly to Esbjerg for sale.

The vessel is in excellent condition, and very well maintained.

She is fully equipped, and has been in warm lay up for more than 2 years, it has been warm lay up with watch onboard.

Vessels measure 74 x 14 metres, and has a DWT of app. 2200.

Can be seen and inspected in Esbjerg - DK to prior agreement.



Lotta Kosan, sailing upstream the Seine River (France), March 19, 2000. © **Pascal Bredel**



B-Gas Lotta laid-up in Gdynia (Poland), June 9, 2017. © **Marc Ottini**

Skarpov (ex-*Symphony*, ex-*Berge Okuloba Toru*, ex-*Berge Sisar*). IMO 7411557. Ex LPG tanker converted in 2004 for storage and gas processing. Length 225 m, 20,833 t. St Kitts & Nevis flag. Classification society: Registro Italiano Navale. Built in 1979 in Perno (Finland) by Wartsila. Owned by Serene Shipping (Singapore).



Berge Sisar, as a LPG tanker. © **Edson de Lima Lucas**

The *Skarpov* is a survivor. On November 3, 2013, as *Symphony* owned by the Nigeria-based Global Gas & Refining Ltd, she ran aground off Ogidigbo (Nigeria) in the estuary of the Bonny River. Three days later, the tugboat *Gudri* capsized while monitoring the state of the *Symphony*. A few months later, in April 2014, she was deflagged from Bermuda to Tanzania, a funeral flag, and was awaited at Alang shipbreaking yards (Cf. "Shipbreaking # 35", p 44). She was eventually repaired, refitted and was back on the track in 2015 as *Skarpov*. Not for long. She was beached in Alang on December 21, 2017.



Symphony, 8 November 2013.
© H. Martijn



Nipa anchorage, Indonesia, April 4, 2016.
© Haryadi Bakri

Combination carrier (OBO)

Combination carriers or OBO (Ore Bulk Oil) transport wet or dry bulk cargoes. Originally, the aim was to avoid empty voyages of ships carrying oil from the Middle East. On the return voyage, OBOs were able to transport coal, ore or grain. OBOs have to meet the requirements of both bulk carriers and tankers in terms of physical resistance of the walls and equipment (pumps, valves, pipes, etc.). The resulting maintenance costs reduce their profitability. The number of OBOs is decreasing, many have had to choose between wet and dry.

Karadeniz Powership Erol Bey (ex-SKS Tyne). IMO 9116955. Length 244 m, 18,581 t. Liberian flag. Classification society: Bureau Veritas. Double hull ship built in Ulsan (South Korea) by Hyundai. Owned by Karmarine Karadeniz Denizcilik (Turkey). The *Karadeniz Powership Erol Bey* left Nacala, Mozambique and was beached in Bangladesh on December 29. 419 US\$ per ton.



Singapore, July 16, 2017. © Bengt-Rube Inberg

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.

MC Ruby

16

p 1-2



Rozenburg (late 1980s) © Mike Griffiths

The worst thing is that this cargo ship is frightfully banal, one among thousands, the Mr Smith of general cargo ships. For Robin des Bois, she still lives and was not demolished in May 2009 in Alang. The *MC Ruby* managed by the Monaco-based Vlasov group was the theatre without spectator of a tragic play between Takoradi, Ghana and Le Havre, France in October 1992 when a dozen migrants attracted by Europe were thrown by overboard somewhere off the coast of Portugal.

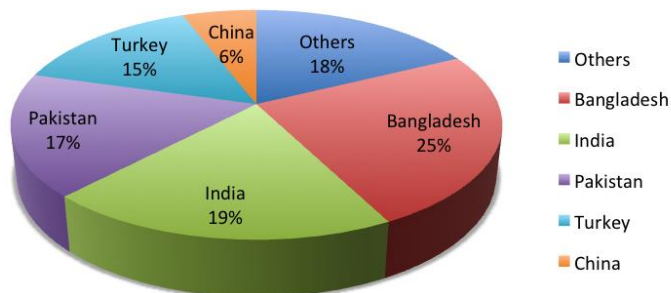
The *MC Ruby* or the preview of horrors 20 years later in the Mediterranean

"[Shipbreaking # 16](#)", p 1-2, "The shame remains but the crime scene has disappeared"

October-November-December 2017

43 demolitions. The number of units demolished is in line with the average for the year (34 to 52 vessels depending on the quarter). The category includes mostly small vessels: 88% are less than 150 m in size, 55% less than 100 m. Half of them have been built in European yards. This quarter, they are fairly evenly distributed in the shipbreaking yards of the main demolition countries. It should be noted that European, Canadian and Indonesian yards boosted the category "Other" to an unusually high level following the breakage of vessels which have been involved in accidents, seized or abandoned for years.

General cargo ships, destinations of demolition
4th quarter 2017 (tonnage)



The average age at the time of demolition is 32 years. 11 are 40 years of age or older. The oldest are the *Kathryn Spirit*, built in Sweden and demolished in Canada, and the *Alexandra S*, Built in Norway and demolished in Lithuania. At the age of 50, they were also both abandoned for several years and are i being demolished on site. The detention rate among general cargo carriers is 71%.

general cargo carrier

The sale of the *Victor Chertkov* to a Bangladeshi shipbreaking yard brought in US\$1,5 million to the shipowner and middlemen.



Victor Chertkov, 17 year-old, 4,174 t. © Sol/Shipspotting

Al Rabee 1 (ex-*Taisier*, ex-*Dahd*, ex-*Taisier*, ex-*Seawolf 103*, ex-*Norpol Pride*, ex-*Gulf Pride*, ex-*Grundarfoss*, ex-*Merc Australia*). IMO 7128473. Length 77 m, 812 t. Tanzanian flag. Classification society: Asia Classification Society. Built in 1971 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Ghazal GA (United Arab Emirates). Detained in 2002 in Bandar Khomeini (Iran). Sold for demolition in India.



Alaska Ace (ex-*Alaska Dream*, ex-*Baltic Master*, ex-*Barentzgracht*). IMO 7929633. Length



80 m, 2,041 t. Malaysian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Shimizu (Japan) by Miho. Owned by Complete Logistic Services (Malaysia). Detained in 2000 in Rotterdam (Netherlands), in 2004 in Vladivostok (Russia) and in 2009 in Dumai (Indonesia). Arrived for demolition in Bangladesh under tow of *Lanpan 6* (IMO 9412555).



Alaska Ace, March 25, 2012, Kota Kinabalu, Malaysia © timbo2

Alexandra S (ex-*Ice Wind*, ex-*Ice Princess*, ex-*Faste Jarl*). IMO 6727258. Length 76 m, 1,215 t. Unknown flag. Unknown classification society. Built in 1967 in Kyrksaeterora (Norway) by Vaagen. Owned by UAB Sea First International (Lithuania). Detained in 1999 in Brest (France), in 2001 and 2002 in Aveiro (Portugal), in 2002 in Ijmuiden (Netherlands) and in 2004 in Hull (United Kingdom). Acquired in 2010 and renamed *Alexandra S*, she remained at berth in Klaipeda (Lithuania) and was finally broken up on site.



Alexandra S, Klaipeda, Lithuania.

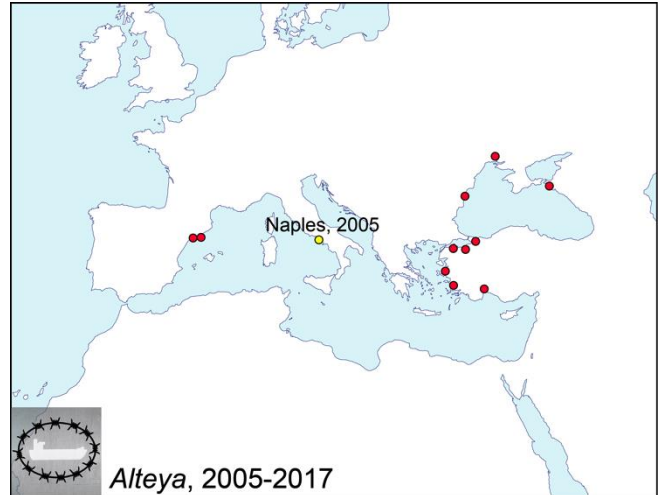
June 18, 2013. © Marcel & Ruud Coster

November 16, 2017. © Gena Anfimov

Alteya (ex-*Altea*). IMO 8113152. Length 84 m. Comorian flag. Classification society: International Naval Surveys Bureau. Built in 1982 in Guernica (Spain) by Murueta. Owned by South River Shipping Co Ltd (Ukraine). Silver medal in substandard ship contest with 12 detentions in 2005 in Naples (Italy), in 2006 twice in Barcelona (Spain), in 2007 in Antalya (Turkey), in 2009 in Bandirma (Turkey), in 2013 in Novorossiysk (Russia), in 2014 in Constanta (Romania), in 2015 in Gemlik and Kocaeli (Turkey), in 2016 in Aliaga (Turkey) and in 2017 in Oktyabrsk (Ukraine) and in Güllük (Turkey). Sold for demolition in Turkey.



Alteya, in the Bosphorus, passing Rumeli Kavagi on August 29, 2014. © **Marc Ottini**



The detentions of *Alteya*. © **Robin des Bois**

Andres (ex-*Yong Cai*). IMO 9164859. Length 135 m, 5,064 t. Panamanian flag. Classification society: Registro Italiano Navale. Built in 1998 in Wolgast (Germany) by Peene-Werft. Owned by Venezuela Feeder Maritime CA (Venezuela). Detained in 2013 in Puerto Cabello (Venezuela) and in 2015 in twice in Kingston (Jamaica). Being demolished in Bahia Honda, Cuba. See also the chapter on demolition in Cuba, p 4.

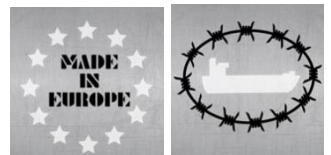


Yong Cai at Taichung, China on July 30, 2007. © **Ivan Meshkov**



Andres, June 2017, arrival at Bahia Honda recycling yard. © **Argonia Holdings**

Assad Ullah (ex-*Wealthy Star*, ex-*Varnita Tween*). IMO 8913356. Length 159 m, 6,810 t. Bangladeshi flag. Classification society: Bureau Veritas. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by AK Ship Management & Services (Bangladesh). Detained three times in India, in 2011 in Mumbai and Kandla (India) and in 2012 in Mangalore. The status of the ship in the



Equis database is "broken up" since December 3, 2015. She arrived in February 2016 in Bangladesh and remained anchored off Kutubdia, an island in the Gulf of Bengal, about 50 km away from Chittagong, until December 2017 and was finally beached for demolition.

Assad Ullah, February 13, 2014, Thilawa, Burma. © **Bob Scott**

Beverly (ex-Dolomite, ex-ST Star, ex-Sea Breeze, ex-Kurilsk, ex-Zim Kaohsiung, ex-Kurilsk, ex-Zim Bangkok, ex-Mekong Breeze, ex-Kurilsk, ex-Tiger Cloud, ex-Kurilsk). IMO 8817849. Length 98 m, 1,917 t. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1991 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Linc Bintang Line (Indonesia). Detained in 2009 in Gwangyang (South Korea). Being demolished in Indonesia.

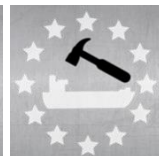


Bintang Jasa 31 (ex-Western Trader, ex-Gracechurch Meteor, ex-Western Trader). IMO 9031416. Length 111 m, 2,100 t. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1991 in Wewelsfleth (Germany) by Hugo Peters. Owned by Bintang Jasasamudra Line (Indonesia). Being demolished in Indonesia.

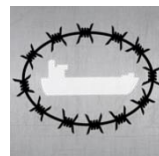


Builder Fortune (ex-Tokutaka, ex-Atsushima Maru). IMO 8303824. Length 86 m, 1,266 t. Malaysian flag. Classification society: Nippon Kaiji Kyoka. Built in 1983 in Kure (Japan) by Kegoya. Owned by Chong Fui Shipping (Malaysia). Sold for demolition in Bangladesh.

Bushra VI (ex-Handsome Ali, ex-Vectra, ex-Mirica L, ex-Christina I, ex-Christina Smits). IMO 8002808. Length 84 m, 2,020 t. Moldovan flag. Classification society: Maritime Lloyd Georgia. Built in 1982 in Slikerveer (Netherlands) by De Groot & Van Vliet. Owned by Info Market Sr (Romania). Detained in 2001 in Rostock (Germany), in 2013 in Mersin (Turkey), in 2014 in Iskenderun (Turkey) and in 2015 in Constanta (Romania). Sold for demolition in India.



Cabrera (ex-Furioso, ex-Sequana, ex-Kar Oguzhan). IMO 9191955. Length 100 m. Antigua & Barbuda flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 2007 in Pendik (Turkey) by Turkiye Gemi.



Owner Reederei Erwin Strahlmann GmbH & Co KG (Germany). Detained in 2008 in Brake (Germany).



Cabrera, sailing towards Antwerp (Belgium) with a load of wind turbine blades, September 11, 2016. © Marc Ottini

On December 24, the *Cabrera* is caught in a storm. The night before, she left Larymna (Greece) heading for Tornio (Finland) with a cargo of 3,278 tons of ferronickel in bulk. The officer of the watch is alone on the bridge. At 0h50, with poor visibility conditions in the night, rain, and 7-8 force winds, the cargo ship ran aground at full speed on the North coast of the Greek island of Andros in the Aegean Sea. No possibility of dropping the life boat. It would land in the rocks. As for the inflatable rafts, they were unusable. One also crashed on the rocks, the other disappeared after the shock from grounding. The crew of 9 sailors (4 Filipino, 3 Polish, one Ukrainian, and one Lithuanian) were finally saved at the very last moment and evacuated by a Greek Navy helicopter that reached the site less than one hour after the accident. Two sailors were slightly injured.



Evacuation of the crew. © Marine Grecque.

The hull is cracked at several points from bottom up to the overall height. Water flooded the cargo hold and the engine room, debris and fuel oil drifted away.



© Marine Grecque



Drifting debris. © Marine Grecque

In the following days, residents report the arrival of various kinds of waste and pellets of fuel oil on the nearby beaches. On December 20, 6 days after running aground, the *Cabrera* finally broke and sank 34m to the bottom of the sea.

The investigation into the causes of the shipwreck is carried out jointly by Greek (HBCMI, Hellenic Bureau for Marine Casualty Investigation) and British (MAIB, Marine Accident Investigation Bureau) specialized bodies. The preliminary report indicates non-compliance by the officer of the watch with procedures established by the safety management system (SMS). The investigators also noted the abnormal blood alcohol levels for the captain, the chief engineer, and the 3rd officer.

The Dutch company Smit Salvage and its partner, the Greek company Megatugs, are mandated in the following weeks to pump the bunker fuel oil. Taking into account the value of the cargo estimated to 6 million €, the contract also plans for its maximum recovery. The work continues until September using grabs and a dredger. 1,500 t, or 46% of the total cargo, is recovered from the seabed, sorted and washed by local service providers, then finally shipped to its Finnish destination. After the removal of the wreck, a part of the cargo that is currently inaccessible should be recoverable.



Taklift 4 above the wreck



Refloating

© Smit Salvage

In September, a second contract was finalized, still with Smit and Megatugs, to refloat and remove the rear part of the vessel including the engine room and the accommodation quarters. Anti-pollution booms and vessels are positioned in the area, diving teams and a floating crane, *Taklift 4*, with a lifting capacity of 22,000 t, carry out the lifting operations during October. An additional 500 t of ferronickel granules are

recovered. The rear of the former-*Cabrera* arrived by barge in Aliaga on December 26. There are no plans to remove the forepart of the vessel.



Setting on the barge. © Smit Salvage



Arrival at Aliaga. © Selim San

Caraka Jaya Niaga III-25. IMO 9018347. Length 98 m. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1992 in Surabaya (Indonesia) by Surabaya Dock. Owned by Caraka Tirta Perkasa Pt (Indonesia). She suffered an engine fire in 2016, she was not repaired; she was towed for demolition on Madura Island, Indonesia. See also the chapter on demolition in Indonesia, p 6.



Towing the distressed *Caraka Jaya Niaga III-25*, Screenshot. © Andrew Metekohy SE

Carib Palm (ex-*Jorgen Vesta*). IMO 7623083. Length 75 m, 887 t. Moldovan flag. Classification society: inconnue. Built in 1977 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co. Owned by Carib Coastal Marine Shipping (St. Vincent & the Grenadines). Detained in 2015 in Saint Eustache (Netherlands Antilles). Seized for drug trafficking in December 2015 and



immobilized since in Boulogne-sur-Mer (France). Sold for demolition in Brest (France) by Recycleurs Bretons. See also the chapter on "The cocaine and cannabis cargo ships", p 88.



Carib Palm soon after her arrival in Boulogne/Mer, February 26, 2016. © Marc Ottini

Chin Shwe Haw. IMO 9127605. Length 92 m, 2,018 t. Deflagged from Malaysia to Cook Islands for her last voyage as *4K Mewn* under tow of the *Intrepid* (IMO 8220137). Classification society: Lloyd's Register of Shipping. Built in 1996 in Shanghai (China) by Hudong-Zonghua. Detained in 2005 in Visakhapatnam (India). Sold by her Malaysian owner Myanmar Five Starline to Red Ruby Group Ltd based in the British Virgin Islands just prior to her departure for demolition in Bangladesh. 355 US\$ per ton.



At Yangoon, Burma, April 3, 2007.
© Federico Bolognini



Chong Ming. IMO 8821943. Length 170 m, 9,917 t. Hong Kong flag. Classification society: China Classification Society. Built in 1993 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Shanghai CP International (China). Sold for demolition in Pakistan.



Chong Ming, February 03, 2015, Panama Canal, Panama. © gruppman



Deniz (ex-*Arda K*, ex-*Roland Nikola*, ex-*Anja*, ex-*Thames Star*, ex-*Janne Wehr*, ex-*Containerships I*, ex-*Janne Wehr*, ex-*Roxanne Kersten*, ex-*Janne Wehr*, ex-*Roxane Kersten*, ex-*Janne Wehr*). IMO 7361635. Length 93 m. Comorian flag. Classification society: Bulgarski Koraben Registar. Built in 1974 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Eca Ship Trade Co (Turkey). Detained in 1998 in Belfast (Northern Ireland, United Kingdom), in 2004 in Saint-Malo (France), in 2006 and 2008 in Ravenna (Italy), in 2009 in Valletta (Malta) and Koper (Slovenia), in 2010 in Valletta again, in 2012 in Sochi (Russia) and Gerisun (Turkey), in 2013 in Trabzon (Turkey) and Samsun (Turkey). Sold for demolition in Turkey.



Port of Bartin (Turkey), September 18, 2017
© Babür Halulu



Aliaga, December 2017.
© Selim San

Don Alfredo SR2 (ex-*Thor Pioneer*, ex-*CEC Pioneer*, ex-*Sofrana Bligh*, ex-*CEC Pioneer*, ex-*Industrial Frontier*, ex-*Arktis Pioneer*, ex-*Industrial Frontier*, ex-*Arktis Pioneer*). IMO 9015682. Length 88 m, 1,521 t. Filipino flag. Classification society: Bureau Veritas. Built in 1993 in Ringkøbing (Denmark) by Nordsovaerftet. Owned by Gothong Southern Shipping Lines (Philippines). Detained in 2009 in Izmir (Turkey) and in 2012 in Durban (South Africa). Sold for demolition to a local Filipino yard.



Approaching Manila (Philippines), July 8, 2013 © Irvine Kinea

Fu Xing (ex-*Ji Yao*, ex-*J. Shine*, ex-*Apollo Enam*). IMO 9108659. Length 101 m, 1,516 t. Belize flag. Classification society: China Classification Society. Built in 1995 in Hashihama (Japan) by Shin Kurushima. Owned by Weihai Safe Ocean Co (China). Sold for demolition in China.

Gerda (ex-*Nadezhda 1*, ex-*Nadezhda*, ex-*Volgo-Balt 123*). IMO 8866955. Length 114 m, 1,177 t. Comorian flag. Classification society: Ukraine Register of Shipping. Navire fluvio-maritime Built in 1970 in Komarno (Slovaquie) by ZTS Yard. Owned by Talex Ltd based in Domenica. Gold medalist in the substandard ship contest with 14 detentions in 1999 in Yeysk (Russia), in 2000 in Thessaloniki (Greece), in 2007 twice in Heraklio (Greece) then in Taganrog (Russia), in 2009 in Chalkis (Greece), in 2011 in Kdz Eregli (Turkey), in 2012 in Theodosia (Ukraine), in 2013 again in Kdz Eregli then in Rostov-on-Don (Russia), in 2014 again in Kdz Eregli, in 2016 again in Rostov-on-Don and in 2017 twice in Temryuk (Russia). Sold for demolition in Turkey.



Gerda, outbound in the Bosphorus, January 10, 2012. © Marc Ottini

Haci Suvari (ex-*Levent Haslaman*, ex-*Cuhadar*, ex-*Murat Kalkavan*). IMO 7120184. Length 78 m. Turkish flag. Classification society: Isthmus Bureau of Shipping. Built in 1971 in Sutluce (Turkey) by Gesan. Jumboized in 1995 and lengthened from 61 to 78 m. Owned by Asya Nakliyat Vedis Ticaret (Turkey). Detained in 1998 in Novorossiysk (Russia), in 2002 in Novorossiysk again then in Castellon de la Plana (Spain) and in 2007 in Ashdod (Israel). Sold for demolition in Turkey.



Ivan Ryabov (ex-*Heidenau*). IMO 7942348. Length 130 m, 3,930 t. Russian flag. Classification society: Russian Maritime Register of Shipping. Built in 1979 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). After the *Italica* ("Shipbreaking # 48", p 41) and the *Anatoliy Torchinov* ("Shipbreaking # 49", p 18), another member from the *Pioner Moskv*y family is disappearing. The *Ivan Ryabov* was beached in Aliaga on December 3.



Ivan Ryabov, Saint-Nazaire (France), November 19, 2009.
© Erwan Guéguénat



Aliaga, December 2017. © Selim San



Jian Fu (ex-*Cherokee Princess*, ex-*Aztec Princess*, ex-*K Topic*, ex-*Archimedes*). IMO 8306890. Length 164 m, 5,807 t. Deflagged from Panama to Fidji in November 2016 and then Palau in June 2017. Classification society: International Register of Shipping. Built in 1990 in Aioi (Japan) by Ishikawajima-Harima. Owned by Sunrise Ship Management Co (China). Sold for demolition in Pakistan.



Jindal Kamakshi (ex-*Bona Faith*). IMO 9528419. Length 122 m. Deflagged from India to Cook islands prior to beaching. Classification society: Indian Register of Shipping. Built in 2009 in Yichang (China) by Yichang Shipyard. Owned by Jitf Waterways Ltd (India). In June, 2015, the *Jindal Kamakshi* was en route from Mundra, in the Northwest of India, to Kochi, State of Kerala, in the South; she had developed a heavy list while in the Indian Ocean, 74 km off Mumbai. The crew of 20 sailors had been evacuated by helicopter onto the destroyer *INS Mumbai* then transported to the *INS Shikra* airbase in Mumbai; the vessel had been towed to safety in Arnala, some 50 km to the north. In mid-December, 2017, the Indian *Jindal Kanakshi* left Kakinada on the East coast of India, became a citizen of the Cook Islands, and crosses the Gulf of Bengal in the direction of the Chittagong demolition yards. In January, she was still waiting to be beached



June 2015, salvage operations on *Jindal Kamakshi*. © Indian Navy

Joy K (ex-*Senya*, ex-*Lutz Schroeder*). IMO 7306702. Length 124 m. Sierra Leone flag. Classification society: Dromon Bureau of Shipping. Built in 1973 in Kiel (Germany) by Lindenau Schiffswerft. Owned by ISM Group Inc (Lebanon). Detained in 2004 in Nantes (France) and Tilbury (United Kingdom), in 2012 in Gemlik (Turkey), in 2013 in Kali Limenes (Greece) and Alanya (Turkey) and in 2016 in Antalya (Turkey). Sold for demolition in Turkey.



Early 80s, the *Lutz Schroeder* arriving in Rotterdam (Netherlands). © Mike Griffiths

Kathryn Spirit (ex-*Menominee*, ex-*Holmsund*). IMO 6717069. Length 153,4 m, 4,782 t. Canadian flag. Built in 1967 in Göteborg (Sweden) by Lindholmens Varv. Sold for demolition in 2011 by her Canadian owner McKeil Marine, the dismantling of the cargo ship has only just begun. The *Kathryn Spirit* was the subject of an environmental crisis in Quebec for 6 years; her dismantling on site and her subsequent abandonment directly threatened the Lake Saint-Louis, the water reserve of Greater Montreal.



Holmsund, March 03, 1987, Baltic Sea © Capt. Jan Melchers

Summary of previous episodes:

- Summer 2011, the *Kathryn Spirit* arrives in Beauharnois on the Lake Saint-Louis, upstream of Montreal, to be dismantled afloat by her new owner, the Canadian industrial dismantling group Saint-Pierre. The residents are worried about environmental consequences. The group Saint-Pierre, for lack of administration authorization, announces that it is giving up its project in February 2012.



© Francis Perron

- Fall 2012, a new demolisher bought the vessel. Reciclajes Ecologicos Maritimos based in Puerto Lazaro Cardenas on the Pacific coast of Mexico. The expected departure is bugled, pushed back, and finally never happens; the *Kathryn Spirit* is judged unseaworthy.

general cargo carrier

- September, 2013, the vessel lists, oil leaks are reported on the lake. The condition of the cargo ship deteriorates. The bottom of the ship must be pumped regularly.
- January, 2016, the Mexican company is in financial difficulty. It renounces its property rights and abandons the vessel to anyone who wants her.
- June, 2016, the *Kathryn Spirit* is at risk of capsizing. She must be secured with cables, anti-pollution booms are set up. Cost of security work: 8 million Canadian \$.



© Global News

- July, 2016, the working group of local and federal stakeholders, which has been meeting since February, recommends on-site dismantling after the construction of a dry dock by embankment around the wreck.
- November, 2016, the federal government announces that it will cover the cost of dismantling.
- January, 2017, the construction of the embankment begins. It is carried out by Groupe Saint-Pierre, which is back on track. Cost: 7,8 million Canadian \$.
- June 23, 2017, the authorities launch a call for tenders for the dismantling and disposal of the ship and the site restoration.
- October 20, 2017. The contract is awarded for 11 million Canadian \$ to a joint venture between Englobe Corp and the Groupe Saint-Pierre, again.
- December 2017, the dismantling of the *Kathryn Spirit* finally begins. The first step is to seal the vessel with concrete to prevent water from coming in. The second step will be to pump out the polluted water and remove the equipment. Finally, the vessel will be cut. According to the schedule, the end of the dismantling operations is planned for Fall 2018. The temporary embankment, constructed to isolate the vessel, will be removed in the Fall of 2018-19. Finally, the rehabilitation work will restore the banks to their initial state in October 2019.



© Canadian Coastguard

Robin des Bois regularly discussed the dismantling of the *Kathryn Spirit*.

See in particular: "[Shipbreaking # 32](#)", pg 2 and 16 (Russian Roulette in Canada), "[Shipbreaking # 38](#)", pg 8-9, "[Shipbreaking # 44](#)", p 5, and "[Shipbreaking # 46](#)" pg 12 (A final solution for the *Kathryn Spirit*).

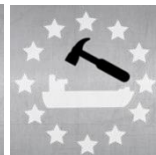
general cargo carrier

Kulthara (ex-*Platinum Diamond*, ex-*Barrier*, ex-*Vietnam Star*, ex-*Maersk Cristobal*, ex-*Zehra Kiran*). IMO 9160970. Length 140 m, 4,591 t. Thai flag. Classification society: Bureau Veritas. Built in 1998 in Tuzla (Turkey) by Celiktekne Sanayi. Owned by Gunkul Trading & Agency Co Lt (Thailand). Detained in 2016 in Chittagong (Bangladesh). Sold for demolition in Bangladesh. 376 US\$ per ton.



Kulthara, June 22, 2013, Sriracha Harbour, Thailand © Geir Vinnes

Laguna (ex-*Nordcarrier*, ex-*Kiekeberg*). IMO 7615000. Length 71 m. St Vincent & Grenadines flag. Unknown classification society. Built in 1977 in Neuenfelde (Germany) by J. J. Sietas KG Schiffswerft. Owned by Lupin Shipping Ltd (Sweden). Detained in 2004 in Gdynia (Poland). Sold for demolition in Grenaa (Denmark) by Fornaes Ship Recycling.



Mega Star (ex-*Bel-Abbes*). IMO 7729198. Length 135 m, 4,281 t. Tanzanian flag. Classification society: Intertek Maritime Bureau. Built in 1979 in Toyohashi (Japan) by Kanasashi. Owned by Tasnem Shipping Co Ltd (Turkey). Detained in 1999 in Houston (Texas, USA), in 2000 in Antwerp (Belgium) and Viana do Castelo (Portugal), in 2001 in Mobile (Alabama, USA) and Hamburg (Germany), in 2007 in Alexandria (Egypt), in 2010 in Aliaga (Turkey) and Novorossiysk (Russia) and in 2012 in Alanya (Turkey). Sold for demolition in Pakistan.



A Alexandria (Egypt), November 15, 2008. © John Wilson



Mong La. IMO 9127617. Length 92 m, 2,047 t. Deflagged from Malaysia to Cook Islands for her last voyage shortened to *Mong*. Classification society: inconnue. Built in 1997 in Shanghai (China) by Hudong-Zhonghua. Detained in 2001 in Singapore. Sold by her Malaysian owner Myanma Five Star Line to Red Ruby Group Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh under tow of tug *Confidence* (IMO 7506211). 355 US\$ per ton. Red Ruby owns a fleet of four units, the *Mong La* and 4 *K Mewn*, both towed for demolition in Bangladesh and the Mongolia-flagged tugboats *Confidence* and *Intrepid* used for the final voyage.



Mustafa Kemal (ex-*Mustafa Kemal 2*, ex-*Silniy*, ex-*Sarmat-1*, ex-*Ruza-3*, ex-*ST-1314*). IMO 8868056. Length 89 m. Turkish flag. Classification society: Russian Maritime Register of Shipping. River and sea-going ship built in 1986 in Rybinsk (Russia) by Volodarskiy. Owned by Mustafa Okanogullari (Turkey). Detained in 2005 in Izmit (Turkey), in 2006 in Varna (Bulgaria), in 2011 in Venice (Italy) and in 2014 in Ravenna (Italy). Sold for demolition in Turkey.



As *Ruza 3*, November 15, 1999 Goole, United Kingdom © **Eddie Walker**

Mutha Supreme (ex-*An Min*, ex-*Myokoosan*). IMO 8514112. Length 75 m, 976 t. Domenica flag. Classification society: Korean Register of Shipping. Built in 1985 in Kinoue (Japan) by Matsuura Zosensho. Owned by Mohan Mutha Exports Pvt Ltd (India). Sold for demolition in India.



Ocean Dream (ex-*Wooyang Venus*, ex-*Wy Venus*, ex-*Kisan Maru n°1*). IMO 8904757. Length 77 m, 974 t. Deflagged from South Korea to Tanzania for her last voyage. Classification society: Korean Register of Shipping. Built in 1989 in Saiki (Japan) by Miura. Owned by Doojin Shipping Co Ltd (South Korea). She left Busan (South Korea) in mid-November and was beached in Chittagong on December 3.

Eastbound in Kanmon Strait. Japan. © **V Tonic**



Pacific Lohas (ex-*Gemini Forest*). IMO 9176450. Length 131 m. Hong Kong flag. Classification society: Nippon Kaiji Kyokai. Built in 1998 in Akitsu (Japan) by Shin Kurushima. Owned by Yangtze Navigation Co Ltd (China). Detained in 2008 and 2011 in Brisbane (Queensland, Australia). Sold for demolition in China in Jiangyin.



Pacific Lohas leaving Tauranga harbour, New Zealand, April 24, 2012. © **David Pratt**

Rangatira (ex-*Jenka*, ex-*Great Circle*, ex-*Bokul*). IMO 7022928. Length 50 m. New Zealand flag. Classification society: Bureau Veritas until 2010. Built in Ringkøbing (Denmark) by Nordsovaerftet for Plum Møller & Skovgaard as the *Bokul*. She spent the first part of her career in the service of European ship owners and sailed under the Danish flag, except between 1979-1984 when she was registered in the Cayman Islands (British West Indies). In her early days as a coaster, she transported Heineken beer to the ports of Northern Europe. Subsequently, under the name *Jenka*, she diversified her ports of call all over the world, loading in Brest (France) potatoes destined for North Africa or delivering finished metal products to Australia.

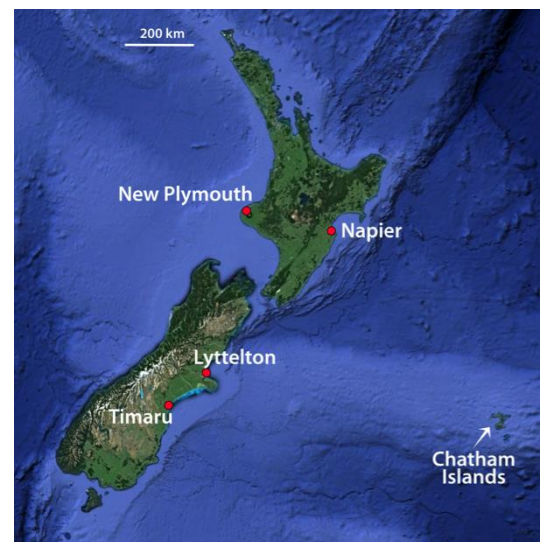


Danish *Jenka* loading potatoes at Brest, France, January 12th 1996. © Yvon Perchoc



Jenka passing Hoek van Holland outwards from Rotterdam. © coasterspotter /Coasters Remembered

In 1999, she was 29 year-old and emigrated. Heading for the southern hemisphere. She is under charter by the Black Robin Shipping Co Ltd. to provide regular service between Timaru and the Chatham Islands some 1,000 km from the east coast of New Zealand. She leaves Portland on the south coast of England in October, crossed the globe and stops in Singapore, Dili (East Timor), and Newcastle (Australia) before arriving in New Plymouth on the North Island and finally in Timaru on the South Island. She is fitted with pens for sheep, cattle, and poultry. On March 19, 2000, her maiden voyage to the islands went poorly: sea conditions were bad, some sheep and cattle were found dead on arrival which prompted an investigation by the Minister of Agriculture and Forestry. No known sequel. It was the only notable incident during the ship's 15-year career in New Zealand. In January, 2002, she was acquired by her New Zealand operator, registered in Timaru and renamed *Rangatira*.



In 15 years, the tireless cargo ship made more than 900 voyages between Timaru, Napier on some occasions, and the Chatham Islands, with cargoes of livestock, poultry, tractors, various construction equipment and materials, or wool.



Small coaster *Rangatira* in Napier © Colin Sellars



July 2009, arrival with livestock. © Brent

In 2005, the *Rangatira* appeared with Sir Anthony Hopkins in the film "The World's Fastest Indian" by Roger Donaldson. The film is based on the biography of the New Zealand motorcycle rider Burt Munro (March 25, 1899-January 6, 1978), holder of several speed records in New Zealand since the 30s. With his Indian Scout from 1920, with an original 600 cc engine blown up over the years to 950 cc, Burt set several world records in the under 1000 cc category on the Bonneville Speedway (Utah), including in 1967 (at the age of 68) a record of 183,567 mph (295,453 km/h) that still stands.



1

Loading the Indian Scout



2

Sir Anthony on the film stage

In the film, it is onboard the *Rangatira* that Burt Munro/Anthony Hopkins makes his trip to the United States. To pay for his trip, he enlisted as a cook. His Indian Scout was loaded as cargo.



3



4

The *Rangatira* made her last commercial trip in August, 2015. Her owner was in financial trouble and tried to sell its only vessel to pay off the debts, without success. The company went into liquidation, the vessel has been languishing in the port of Timaru. In May, 2017, the Christchurch High Court of Justice ordered the judicial sale. The deadline for tenders was set for October 27, 2017. A conversion project as a tourist attraction to remember her movie past was mentioned. Another proposes to sink the vessel as an artificial reef. Work to restore the vessel for commercial navigation is estimated at \$500,000. Unfortunately, on the fateful day, the *Rangatira* did not find any buyers. Her only future today is scrapping. She could be towed to the port of Lyttelton, near Christchurch, which has a dry dock where small vessels have already been dismantled. .



Burt Munro in Bonneville. © Ehayes.com



5

1-3-4-5 Captures d'écran "The World's Fastest Indian" /
2 The Timaru Herald

Rubin S (ex-MOL Forerunner, ex-Rubin, ex-SCM Guri, ex-Rubin, ex-ATL Pride, ex-Signet Pride, ex-Rubin, ex-Seafreight Pride, ex-Rubin). IMO 9175585. Length 101 m, 2,572 t. Togolese flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1998



in Nanjing (China) by Jinling Shipyard. Owned by Global Management & Trading Co (Lebanon). Detained in 2014 in Miami (Florida, USA), in 2015 in Kalymnos (Greece) and Barcelona (Spain) and in 2016 in Alicante (Spain). Banned in March 2016 from European ports for multiple detentions. Sold for demolition in India.

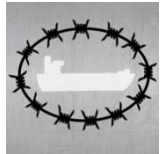


Moored at the Mathey Wharf Otrabanda Willemstad, Port of Curacao, October 2014. © Cees Bustraan

Sai Sunrise (ex-Rousse, ex-Nedlloyd Musi, ex-Watergids, ex-Kariba, ex-Watergids, ex-CMB Effort, ex-Watergids). IMO 8909355. Length 157 m, 6,635 t. Panamanian flag. Classification society: Nippon Kaiji Kyokai. Built in 1989 in Wismar (Germany) by Mathias Thesen Werft. Owned by Sai Maritime & Management (India). Detained in 2006 in Izmir (Turkey), in 2010 in Bandar Abbas (Iran) and in 2013 in Kandla (India). Sold for demolition in India. 396 US\$ per ton.



Rousse, outbound Le Havre (France), March 31, 1997. © Pascal Bredel



Sea Merchant (ex-Patriot R, ex-Sea Patriot, ex-Express Patriot, ex-Promoter, ex-Poros Island, ex-Suntairona, ex-Poros Island). IMO 8010908. Length 145 m, 4,780 t. Tanzanian flag. Classification society: Intertek Maritime Bureau. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Yasmine Shipping (United Arab Emirates). Detained in 2012 in Kandla (India) and in 2014 in Asaluyeb (Iran). Sold for demolition in India.



May 2010, on the Tyne (United Kingdom). © Paul Whitelaw



November 2017, selfie in Alang. © Sanjeeva Madusanka

Selatan Datang (ex-Kota Datang, ex-Selamat Datang, ex-Nutra Idaman, ex-Ngee Tai n°5). IMO 9182679. Length 77 m, 1,667 t. Indonesian flag. Classification society: Bureau Veritas. Built in 1997 in Sibu (Malaysia) by Moxen. Owned by Pacific International Lines (Singapore). Detained in 2004 in Singapore. Sold for demolition in Bangladesh. 335 US\$ per ton.



Shaheen III (ex-Meera, ex-Safa B, ex-Millac Star II, ex-Emanaich, ex-Caravelle). IMO 7403108. Length 76 m, 866 t. Tanzanian flag. Classification society: International Naval Survey Bureau. Built in 1974 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Sea Jewel Commercial Brokers (United Arab Emirates). Detained in 2001 in Marina di Carrara (Italy), in 2004 in Constanta (Romania) and in 2006 in Alexandria (Egypt). Sold for demolition in India.



April 4, 1992 berthed Albert Dock, Hull. © Patrick Hill



Skymar (ex-Abdullah 3, ex-Guang De, ex-Sek Wang 1, ex-Hwa Pyung Nam Jin). IMO 8121197. Length 105 m, 2,000 t. Deflagged from Cambodia to Togo for her final voyage. Classification society: Global Marine Bureau Inc. Built in 1982 in Tongyeong (South Korea) by ShinA Sb Co. Owned by Alfamarine Shipping Co Ltd (Syria). Detained in 2003 in Niigata (Japan) and Himeji (Japan), in 2005 in Hong Kong, in 2007 in Nikolayev (Ukraine), in 2009 and 2010 in Novorossiysk (Russia) and in 2011 in Aliaga (Turkey).



On February 10, 2012, the *Skymar* was anchored in the bay of Malamocca (Italy) pending to be allowed unloading of 5400 t of silica sand to the port of Marghera. She started to drift due to high winds and had to abandon one of her anchors that threatened to puncture the underwater sewer line. The *Skymar* continued her uncontrolled wandering, entered in the mussel farming area off Pellestrina, and destroyed seven farms. She was recovered at the very last moment before running aground on the Venetian coasts.

She was towed and docked in Marghera. In April, 4 Egyptian sailors had been recruited to watch after the vessel and provide minimal maintenance. They didn't get paid. The ship owner no longer shows any sign of life. In June, the vessel was seized. The mussel farmers each claim 2 million euros in compensation for damage. The Court of Venice orders the sale of the vessel. The appraiser named to evaluate her value considers that, given her age (30 years at the time of the accident) and the condition of her structure and her equipment, which is described as mediocre to very poor, she is destined for scrapping. Based on the price of scrap metal in Turkey, he estimated the value of the vessel at 502,436 € (251 €/300 US per ton). The first auction failed in October 2015. In 2016, another attempt, the price is lowered to 301,461 € (150 €/179 US). In vain. On October 12, 2017, the *Skymar* was finally beached in Aliaga.



Skymar, immobilized in Marghera, September 19, 2012. © Giuseppe Boato

Symphony (ex-*Aurelia M*, ex-*Pelchaser*, ex-*Lady Lienke*, ex-*Sertan*). IMO 7709100. Length 82 m, 1,475 t. Moldovan flag. Classification society: Bureau Veritas. Built in 1978 in Lemmer (Netherlands) by Friesland. Owned by Island Flag Shipping LLC (United Arab Emirates). Detained in 2006 in Rijeka (Croatia), in 2007 and 2010 in Damietta (Egypt), in 2011 in Bandar Khomeini (Iran) and in 2015 in Sohar (Oman). Sold for demolition in India.



Victor Chertkov (ex-*Tuyuk*, ex-*Reval*, ex-*Mariel*, ex-*Kapitan Khabalov*). IMO 8502066. Length 132 m, 4,174 t. Russian flag. Classification society: Russian Maritime Register of Shipping. Built in 1991 in Marsaxlokk (Malta) by Malta SB. Owned by Kamchatka Shipping Co Ltd (Russia). Detained in 2003 in St. Petersburg, in 2008 in Ghent (Belgium) and in 2010 in Klaipeda (Lithuania). Sold for demolition in Bangladesh. 375 US\$ per ton.



December 28, 2014. © Sergey Bushmakin

Walid M (ex-*Princess Loyal*, ex-*Doctor Lian*, ex-*RZK Hamburg*, ex-*Inlaco Glory*, ex-*Dien Hong*, ex-*Kyowa Rose*). IMO 8403284. Length 99 m, 2,660 t. Tanzanian flag. Classification society: Dromon Bureau of Shipping. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned officially since 2015 by Panama-based Aegir Marine Corp. Detained in 2010 in Mumbai (India), in 2011 in Tuticorin (India), in 2012 in Antalya (Turkey), in 2014 in Novorossiysk (Russia) and in 2015 in Damietta (Egypt) and in Novorossiysk again. Sold for demolition in India.

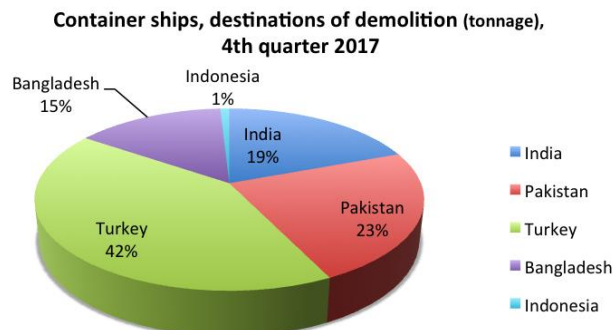
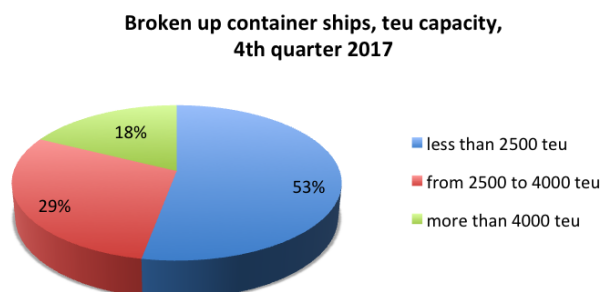


July 27, 2015, *Doctor Lian* at Istanbul, Turkey. © evgenii 10

Container ship

October-November-December 2017

17 demolitions. The number of demolished container ships was almost halved compared to the previous quarter (29). The flow slowed considerably thanks to the recovery in freight rates. In the first quarter, 66 units had been scrapped.



Small units with a capacity of less than 2500 boxes are the majority; ships over 4000 boxes have become rare. The convoy of broken ships would stretch over 3,5 km, carrying only 42,700 boxes against 6,2 km and 74,000 TEU in the 3rd quarter.

In terms of tonnage, Turkey, which received 4 vessels from the United Arab Shipping Company, is the number one container ship destination this quarter and ahead of Pakistan. China and Europe are absent from the market.

The average age at the time of demolition is 22 years. The small Indonesian container ship *Mentari Perkasa*, which suffered a fire in February 2017, was deemed irreparable and must be demolished on site in Indonesia.

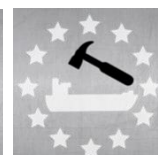
The sale of the *Fortunate* to an Indian shipbreaking yard brought in more than 10 million US\$ to the shipowner and middlemen.



Fortunate, 21 year-old, 23,058 t. © Koos Biesheuvel

Aggeliki P (ex-Oder Trader, ex-Maruba Cathay, ex-Oder Trader, ex-Zim Lisbon 1, ex-Oder Trader, ex-Cielo d'America, ex-Maersk Rio Grande, ex-Oder Trader). IMO 9146302. 2018 teu. Length 188 m, 10,581 t. Liberian flag.

Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Eurobulk Ltd (Greece). Sold for demolition in India. 442 US\$ per ton.



Aggeliki P, departing Port 2000, Le Havre (France), July 12, 2010. © Pascal Bredele

The Hapag Lloyd/United Arab Shipping Company (UASC) merger was finally approved at the end of May 2017. It kills some of UASC's smallest and oldest ships. After the *Sakaka*, *Najran* and *Deira* in the previous quarter (see "[Shipbreaking # 49](#)"), today *Al Abdali*, *Al Farahidi*, *Asir* and *Sudair* have also been delivered to the demolition yards. In the same series, the *Fowairet* (OMI 9152260), *Al Rain* (OMI 9152272) and *Sabya* (OMI 9154529) are next to come.

Al Abdali. IMO 9154543. 3802 teu. Length 276 m, 18,978 t. Liberian flag. Classification society: Lloyd's Register of Shipping. Built in 1998 in Chiba (Japan) by Mitsui. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Sold for demolition in Turkey.



Al Abdali. © UASC

Al Farahidi. IMO 9149756. 3802 teu. Length 276 m, 18,796 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). *Al Farahidi* left the United Arab Emirates heading for Suez and then Aliaga shipbreaking yards.

Asir. IMO 9154531. 3802 teu. Length 276 m, 18,966 t. Liberian flag. Classification society: Lloyd's Register of Shipping. Built in 1998 in Chiba (Japan) by Mitsui. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Sold for demolition in Turkey.



Sailing down the Scheldt River, May 22, 2006. © Marc Ottini

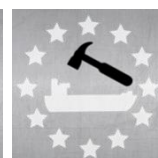
Bonavia (ex-CMA CGM *Oryx*, ex-Bonavia, ex-Cap *Sunion*, ex-Bonavia, ex-Safmarine *Maluti*, ex-Maersk *Algeciras*, ex-Contship *Auckland*, ex-Bonavia). IMO 9064334. 2063 teu. Length 188 m, 10,540 t. Liberian flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Owned by Herm Dauelsberg GmbH & Co KG (Germany). Announced to be broken up in India, she delivered containers in Chittagong on November 29, remained anchored for nearly a month and was finally beached for demolition in Bangladesh on December 27. 440 US\$ per ton.



container ship

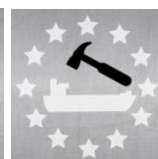


CMA CGM Simba (ex-TMM *Durango*, ex-*MSC Nigeria*, ex-*P&O Nedlloyd San Pedro*, ex-*Kent Merchant*, ex-*Maersk Libreville*, ex-*Antje*, ex-*Lanka Amila*, ex-*Antje*). IMO 9072111. 1048 teu. Length 158 m, 5,514 t. United Kingdom flag. Classification society: Bureau Veritas. Built in 1994 in Neuenfelde (Germany) by Sietas. Owned by CMA CGM SA (France). Sold as is in Mumbai (India) for demolition in India. 403 US\$ per ton. Sistership of *Delmas Swala* below.



Doha (Qatar), March 20, 2015
© **Dimitar Stoyanov Dimitrov**

Delmas Swala (ex-*Macandrews Swala*, ex-*CMA CGM Swala*, ex-*Elbstrom*, ex-*Cala Puebla*, ex-*Elbstrom*, ex-*P&O Nedlloyd Dakar*, ex-*Urundi*, ex-*Elbstrom*, ex-*Ub Lion*, ex-*Lanka Ruwan*, ex-*Elbstrom*). IMO 9072094. 1048 teu. Length 158 m, 5,514 t. United Kingdom flag. Classification society: Bureau Veritas. Built in 1994 in Neuenfelde (Germany) by Sietas. Owned by CMA CGM (France). Sold for demolition in Turkey. 293 US\$ per ton.



1996, *Lanka Ruwan*, sailing upstream the Scheldt River. © **Marc Ottini**



2000, *P&O Nedlloyd Dakar*, entering Le Havre (France). © **Pascal Bredel**

Fortunate (ex-*MSC Fortunate*, ex-*Fortune*, ex-*Hyundai Fortune*). IMO 9112272. 5551 teu. Length 275 m, 23,050 t. Panamanian flag. Classification society: Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2015 in Haifa (Israel) and in 2017 in Hamburg (Germany). Sold for demolition in India. 467 US\$ per ton.



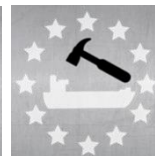
May 23, 2009
© **Erwan Guéguénat**



MSC Fortunate, Le Havre (France)

September 15, 2013
© **Pascal Bredel**

Gitte (ex-Nedlloyd Cagliari, ex-Thor Gitte, ex-Maersk Santos Tomas, ex-Gitte Sif, ex-Maersk Lima, ex-Gitte Sif). OMI. 972 teu. Length 134 m, 4,527 t. Maltese flag. Classification society: Lloyd's Register of Shipping. Built in 1992 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Goldenport Shipmanagement (Greece). Detained in 2006 in Cagliari (Italy), in 2008 in Santa Cruz de Tenerife (Spain) and in 2012 in Gemlik (Turkey). Sold for demolition in Pakistan. 395 US\$ per ton.



September 14, 2008, Valencia (Spain).
© Manuel Hernandez



Beaching in Gadani. © Gadani Ship Breaking

Hyundai Highness (ex-MSK Highness, ex-Hyundai Highness). IMO 9128166. 5551 teu. Length 275 m, 23,034 t. Panamanian flag. Classification society: Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Busan (South Korea) for demolition in Pakistan. 390 US\$ including enough bunkers for the voyage.



Hutchison container terminal, Port of Busan, South Korea, March 4, 2012. © Bodolinsky

Mentari Perkasa (ex-*Huan Dao*, ex-*Lu Jiang*). IMO 8891974. Length 85 m. Indonesian flag. Classification society: Biro Klasifikasi Indonesia. Built in 1994 in Weihai (China) by Shandong Weihai. Owned by Mentari Sejati Perkasa Pt (Indonesia). She suffered a fire on February 23, 2017 While en route from Surabaya (Java Island) to Makassar (Sulawesi Island). She was declared a total loss and is being demolished on Madura Island. See also the chapter on demolition in Indonesia p 6.

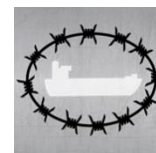


Tanjung Perak, Surabaya, February 19, 2017. © Yosef Dianpe

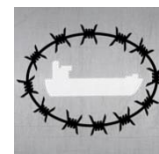


February 23, 2017. © eMaritim.com

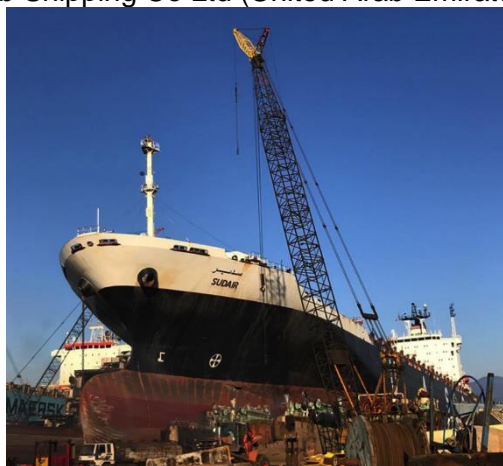
Nimet (ex-*Luca*, ex-OS *Istanbul*, ex-*Melfi Venezuela 1*, ex-OS *Istanbul*, ex-*Mount Ida*, ex-*Yardimci*, ex-*Mark V*). IMO 9127887. 724 teu. Length 127 m. Panamanian flag. Classification society: Bureau Veritas. Built in 1997 in Tuzla (Turkey) by Yardimci. Owned by Yardimci Shipping Group (Turkey). Detained in 2014 at Piraeus (Greece). Sold for demolition in Turkey.



SSL Sagarmala (ex-*Oel Victory*, ex-*Orient Victory*, ex-*Diligence Container*). IMO 8812734. 569 teu. Length 124 m, 3,276 t. Indian flag. Classification society: Indian Register of Shipping. Built in 1989 in Akitsu (Japan) by Shin Kurushima. Owned by Shreyas Shipping & Logistics (India). Detained in 2000 in Bangkok (Thailand). Sold for demolition in Bangladesh. 400 US\$ per ton.

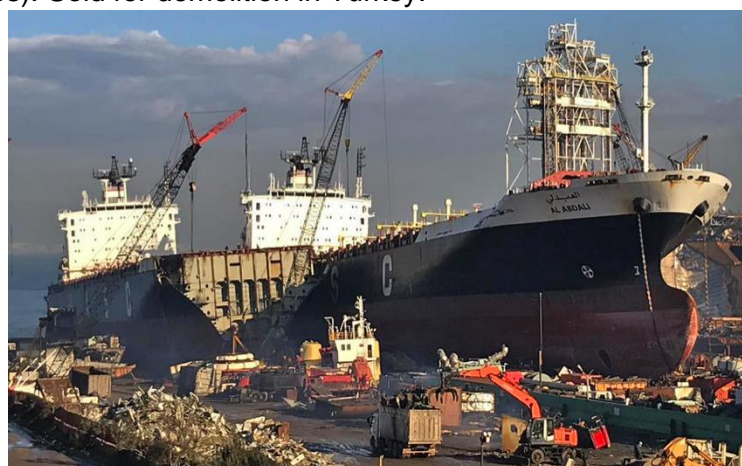


Sudair (ex-*Al Noof*). IMO 9149770. 3802 teu. Length 276 m, 18,807 t. Liberian flag. Classification society: Lloyd's Register of Shipping. Built in 1998 in Sakaide (Japan) by Kawasaki. Owned by United Arab Shipping Co Ltd (United Arab Emirates). Sold for demolition in Turkey.



© Selim San

December 7, 2017, *Sudair* in Aliaga.



© Selim San

January 23, 2018, the *Sudair* has almost disappeared. Her sistership *Al Abdali* has just arrived.

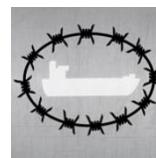


Tanto Sayang (ex-*Korean Pearl*). IMO 9036416. 333 teu. Length 115 m, 2,543 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Ayan*. Classification society: Biro Klasifikasi Indonesia. Built in 1990 in Busan (South Korea) by Dae Sun Shipbuilding. Sold by her Indonesian owner Tanto Intim Line Pt to Singapore-based Somap International Pte Ltd prior to her departure for demolition in Bangladesh. 365 US\$ per ton.



Tian Xin (ex-*Da Xin Hua Ying Kou*, ex-*Ville de Mars*, ex-*Australian Endurance*, ex-*Lykes Challenger*, ex-*CGM Pasteur*, ex-*Nedlloyd Pasteur*, ex-*CGM Pasteur*, ex-*Ville de Virgo*, ex-*CGM Pasteur*). IMO 8905957. 2690 teu. Length 242 m, 13,202 t. Deflagged from China to Palau for her last voyage converted to *Inox*. Classification society: China Classification Society. Built in 1990 in

Geoje (South Korea) by Samsung. Owned by Tianjin Marine Shipping Co Ltd (China). Detained in 2004 in Hong Kong (China). Sold for demolition in Bangladesh. 388 US\$ per ton.



CGM Pasteur : first arrival at Le Havre (France) in December 1990. © **Pascal Breudel**



October 1991, renamed *Ville de Virgo*. © **Pascal Breudel**

Woolamai (ex-*ANL Woolamai*, ex-*California*, ex-*Zim California*). IMO 9231793. 4839 teu. Length 294 m, 19,889 t. Liberian flag. Classification society: American Bureau of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by XT Management Ltd (Israel). Detained in 2008 Shenzhen (China). Sold for demolition in Pakistan. 427 US\$ per ton.



Woolamai is beached in Gadani, Plot 122, November 2017. © **Gadani Ship Breaking**

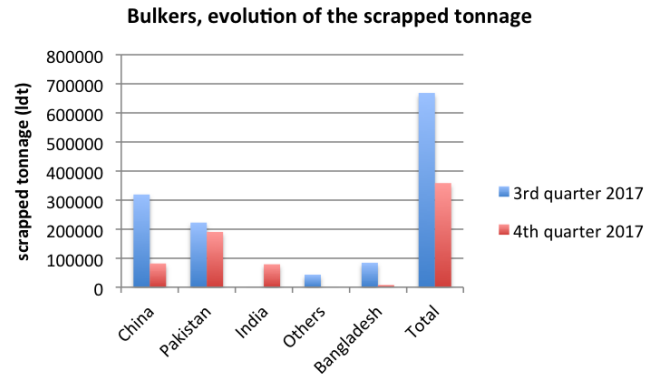
Bulker

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

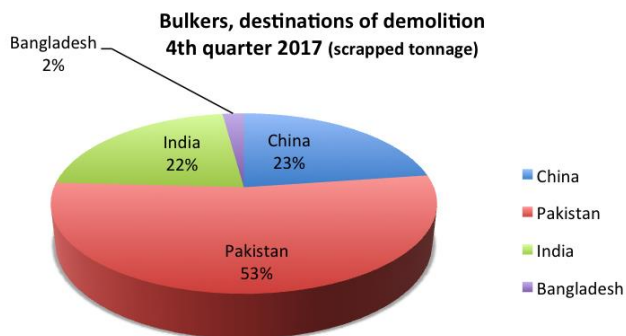
October-November-December 2017

29 demolitions. The number of units was more than halved compared to the previous quarter (64 units). In tonnage, the fall was only slightly less (-46%). Two countries are specialized in bulker scrapping: tonnage remained stable in Pakistan but collapsed in China.

The average age at the time of demolition is 25 years. It ranges from 13 years for the casualty bulk carrier *Melite* to 38 years for the two East Germany-built Russian brothers *Alexandr Suvorov* and *Mikhail Kutuzov*.



Bulk carriers have long been the preferred category of Pakistani demolishers. To compensate for the ongoing ban on tanker beaching and demolition, they offered sufficiently attractive tariffs to capture the biggest of bulk carriers and in particular capesize vessels over 110,000 t deadweight. Pakistan absorbs more than half of the category's demolished tonnage this quarter.



By contrast, China continues to suffer from the lowest market prices and above all from the suspension of activities by the Chinese authorities considering environmental risks.

The sale of the *Pos Dedicator* to a Pakistani shipbreaking yard has brought nearly 11 million US\$ to the shipowner and middlemen.



POS Dedicator, 24 year-old, 24,724 t. © Gadani Ship Breaking



Aleksandr Suvorov. IMO 7721237. Length 180 m, 8,476 t. Deflagged from Russia to Palau for her last voyage as *Cyber*. Classification society: Russian Maritime Register of Shipping. Built in 1979 in Warnemünde (Germany) by Warnowwerft; jumboized in 2004 and lengthened from 162 to 180 m. Ice-strengthened ship of the Arc4 class allowed to sail in the Arctic seas and in



0,6 m-thick ice during winter/spring and 0,8 m-thick ice in summer/autumn. Owned by Murmansk Shipping Co (Russia). Sold to Nabeel Shipmanagement based in the United Arab Emirates prior to her departure for demolition in India.



Northern Sea Route, Kara Sea. © D Lobusov

Alexander Carl. IMO 9039169. Length 311 m, 24,928 t. South Korean flag. Classification society: Korean Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Hyundai Glovis Co Ltd (South Korea). Detained in 2014 in Pyeongtaek (South Korea). Sold for demolition in Pakistan. 434 US\$ per ton.



COS Knight. IMO 9253480. Length 190 m, 8,419 t. Panamanian flag. Classification society: China Classification Society. Built in 2002 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Singapore (Singapore). Sold for demolition in China in Xinhui.

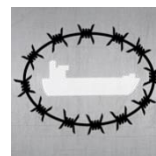
COS Knight, inbound for Herøya, Norway, February 26, 2012.
© Tomas Østberg- Jacobsen

Dong Jiang Hao (ex-Hellenic Breeze, ex-Rubin Energy). IMO 9057587. Length 225 m, 9,686 t. Chinese flag. Classification society: China Classification Society. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Tianjin Changming Shipping Group Co Ltd (China). Detained in 1999 in Los Angeles (California, USA). Sold for demolition in China in Xinhui.

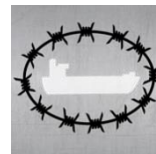


November 17, 2008, Suez Canal. © Melchiorre Murenu

Gem of Paradip (ex-*Yaqui*, ex-*Sanko Venus*). IMO 8307806. Length 185 m, 7,626 t. Indian flag. Classification society: Indian Register of Shipping. Built in 1984 in Oshima (Japan) by Oshima Shipbuilding. Owned by West Asia Maritime Ltd (India). Detained in 2002 in Calcutta (India). Sold for demolition in Bangladesh. 396 US\$ including 220 t of bunkers.



Gulmar (ex-*Atlantic Promise*, ex-*Navision Loger*, ex-*Torm Eastern*, ex-*Ocean Opal*, ex-*Negros Sampaguita*, ex-*Glory Solar*, ex-*Sanko Solar*). IMO 8400543. Length 165 m, 5,888 t. Turkish flag. Classification society: Turk Loydu. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Gulnak Denizcilik (Turkey). Detained in 2002 in Gove Harbour (Northern Territory, Australia), in 2007 in Houston (Texas, USA), in 2008 in Liverpool (United Kingdom), in 2010 in Durban (South Africa), and in 2012 in Rio Grande (Brazil) and Ploce (Poland). Sold for demolition in Pakistan. 390 US\$ per ton.



October 9, 2017, Tarragona (Spain).

© Fran-tgn/Shippotting



November 2017, Pakistan. © Gadani Ship Breaking



Hai Wang Xing. IMO 9086851. Vraquier auto déchargeur. Length 187 m. Chinese flag. Classification society: China Classification Society. Built in 1995 in Vegesack (Germany) by Bremer Vulkan. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Zoushan, China.

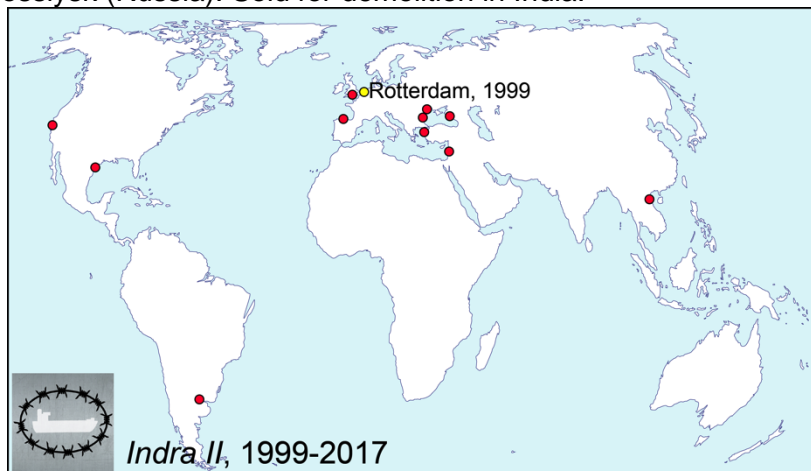


Indra II (ex-*Pacific Bangshen I*, ex-*Shan King*, ex-*Princess Castle*). IMO 8301668. Length 153 m, 5,166 t. Comorian flag. Classification society: Bulgarski Koraben Registar. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Bulcom Ltd (Cyprus). Silver medalist in the substandard ship contest with 12 detentions in 1999 in Rotterdam (Netherlands), in 2001 in Aviles (Spain) and Quangninh (Vietnam), in 2006 in Constanta (Romania), in 2007 in Corpus Christi (Texas, USA) and San Francisco (California, USA), in 2011 in Aliaga (Turkey), in 2012 in San Lorenzo (Argentina), in 2013 in Southampton (United Kingdom), in 2015 in Varna (Bulgaria) and in 2017 in Beyrouth (Lebanon) and Novorossiysk (Russia). Sold for demolition in India.



Indra II, September 8, 2015, Odessa (Ukraine). © Vladimir Knyaz

Indra II worldwide detentions.
Map Robin des Bois



Indra II, 1999-2017

Jin Niu Ling (ex-*Falcon Trident*, ex-*Jin Shan Ling*, ex-*Silver Wing*). IMO 9060209. Length 169 m. Chinese flag. Classification society: China Classification Society. Built in 1992 in Imabari (Japan) by Imabari Zosen. Owned by COSCO Guangzhou (China). Detained in 2007 in Albany (Australia) and in 2010 in Geraldton (Australia). Sold for demolition in Xinhui, China.



Jin Niu Ling, November 14, 2013, Durban, South Africa. © Dave Leonard

Krakow (ex-*Panli*, ex-*Chile*, ex-*Cast Muskox*). IMO 8015661. Self-unloading bulker. Length 235 m, 15,324 t. Bahamian flag. Classification society: Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by SMT Shipping Ltd (Poland). Detained in 1998 in Cardiff (United Kingdom), in 1999 in Antwerp (Belgium), Portland (Oregon, USA) and Hamburg (Germany), in 2000 in Port Hedland (Australia), in 2003 in Amsterdam (Netherlands), in 2007 in Taean (South Korea) and in 2012 and 2015 in Sept-Îles (Canada). In mid-December, *Krakow* left Tema (Ghana) heading for Alang. 430 US\$ per ton.



Krakow © iy-mariner/Vesseltracker

Melite. IMO 9284881. Length 225 m, 10,159 t. Marshall Islands flag. Classification society: Nippon Kaiji Kyokai. Built in 2004 in Tadotsu (Japan) by Tsuneishi. Owned by Diana Shipping Services (Greece). On July 25, 2017, the bulk carrier ran aground off Pulau Laut (Indonesia) southeast of Kalimantan (Borneo) with a 70,000 t cargo of coal. She was declared a total loss. In October, she was sold as is for demolition. 255 US\$ per ton. In November, renamed *Elite*, she was deflagged to Comoros and head for Zoushan demolition yards.



Melite, January 11, 2016, Santos/Brazil. © Michael Schindler

Mikhail Kutuzov. IMO 7721249. Length 180 m, 8,476 t. Russian flag. Classification society: Russian Maritime Register of Shipping. Built in 1979 in Warnemünde (Germany) by Warnowwerft; jumboized in 2004 and lengthened from 162 to 180 m. Detained in 2002 in Antwerp (Belgium), in 2012 in Brest (France), in 2015 in Antwerp again and in 2016 in Hamburg (Germany).



The East German shipyard had built a series of 12 of this design called UL-ESC 1 for the Murmansk Shipping Co (Russia). Certain ones like the *Mikhail Kutuzov* were jumboized. Many were dismantled. The former *Aleksandr Nevskiy* (IMO 7721213) and *Yeleryan Pugachyov* (IMO 7721287) were rebuilt with new rear parts and motorization and registered under new IMO numbers; they are still operated by the Murmansk Shipping Co under the names *Novaya Zemliya* (IMO 9549281) and *Gruman* (IMO 9385879). Of the original series, among those remaining active were the *Mikhail Kutuzov* and the *Aleksandr Suvorov*, also announced for shipbreaking in this edition (cf. p 72), and the surviving *Kuzma Minin* (IMO 772126).

© Erwan Guéguénat



On August 28, 2012, the *Mikhail Kutuzov* was spotted by a French customs airplane 220 km southwest of Penmarc'h. She had a 20 km-long iridescent trail in her wake. She was en route from Gdansk (Poland) to Safi (Morocco) with a cargo of sulfur. Suspected of voluntary discharge of oil, she was diverted and anchored in the Bay of Brest. The crew was interrogated, the ship was inspected; after correcting the deficiencies reported by the maritime security inspectors and a 500,000 € bail payment by the ship owner, the *Mikhail Kutuzov* was authorized to resume her voyage. The incident triggered a new controversy over the degradation of the treatment capacity of the de-ballasting station in Brest. The inspectors' requirements included the compulsory disposal of 60 m³ of oily waters; they were pumped and transferred to a barge then sent for treatment...in Saint-Malo, another port in Brittany, 200 km away from Brest. The refusal, or the inability, of treatment at the de-ballasting station in Brest is a source of recurring difficulties that could jeopardize commercial stopovers at the port or even the activity of the repair yard. Furthermore, the *Mikhail Kutuzov* had not been allowed to dock for unspecified reasons; fear of a new *Captain Tsarev* getting stuck in the port, dangerous cargo, lingering Murmanskian radioactivity...

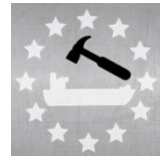
On June 11, 2013, the Criminal Court of Brest sentenced jointly the ship owner Murmansk Shipping Company and the captain to a 800,000 € fine. The fine was upheld by the Court of Appeal of Rennes in 2016.



August 30, 2012, Bay of Brest. © Erwan Guéguénat

Mikhail Kutuzov was beached for demolition in Pakistan on December 24, 2017. 373 US\$ per ton.

Navios Gemini S (ex-*Gemini S*, ex-*Energy Prosperity*). IMO 9072173. Length 224 m, 9,744 t. Panamanian flag. Classification society: Nippon Kayji Kyokai. Built in 1994 in Sasebo (Japan) by Sasebo HI. Owned by Navios Shipmanagement Inc (Greece). Detained in 2012 in Mackay (Queensland, Australie). Sold for demolition in Pakistan. 443 US\$ per ton.



Kiel Canal, October 19, 2015. © Arne Luetkenhorst



Navios Gemini S, Gadani, December 22, 2017
© Gadani Ship Breaking

Ocean Master. IMO 9108685. Length 269 m, 17,677 t. South Korean flag. Classification society: Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Samsung. Owned by Pan Ocean Co Ltd (South Korea). Detained in 2014 in Newcastle (New South Wales, Australia). Sold as is in Samcheonpo (South Korea), she left South Korea in the beginning of 2018 heading for Gadani. 420 US\$ per ton.

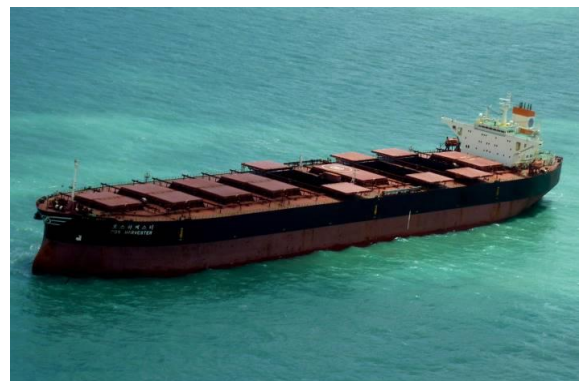


Ocean Master, March 29, 2017, Vanino, Russia. © Andy.Ru73/MarineTraffic

POS Dedicator. IMO 9037719. Length 311 m, 24,724 t. South Korean flag. 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. 440 US\$ per ton.

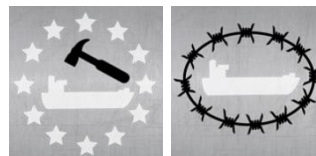
POS Harvester. IMO 9039183. Length 269 m, 17,213 t. South Korean flag. Classification society: Korean Register of Shipping. Built in 1992 in Geoje (South Korea) by Samsung. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 440 US\$ per ton.

March 27, 2010, at anchor Hay Point, waiting to load coal.
© Tropic Maritime Images



Prema One (ex-Pelagia, ex-Ocean DUke). IMO 9104108. Length 224 m, 9,985 t. Liberian flag. Classification society: Nippon Kaiji Kyokai. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Five Stars Chartering Pvt Ltd (India). Detained in 2016 in Gdynia (Poland). Sold for demolition in Pakistan. 403 US\$ per ton. She has not left Indonesia yet.

Sea Boss (ex-Hakufu, ex-Blue Mary). IMO 8603224. Length 167 m, 5,522 t. Panamanian flag. Classification society: Nippon Kaiji Kyokai. Built in 1987 in Toyohashi (Japan) by Kanasashi. Owned by Seamasters International SA (Greece). Detained in 2010 in Galveston (USA). Sold for demolition in India.



March 3, 1996, *Hakufu* leaving Otago from Port Chalmers (New Zealand) with Pinus Radiata logs for South Korea © **Wayne ACourt**

Shi Dai 7 (ex-Pelorus Island, ex-Four Sterling, ex-Unisterling, ex-Lautan Star, ex-Oceanic Star). IMO 9063641. Length 225 m, 9,686 t. Chinese flag. Classification society: China Classification Society. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in China in Jiangyin.

Silver Express (ex-Aquabella, ex-Merchant Prestige). IMO 9077355. Length 280 m, 20,039 t. South Korean flag. Classification society: Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2000 in Hamburg (Germany) and in 2017 in Newcastle (New South Wales, Australia). Sold for demolition in Pakistan. 428 US\$ per ton.



Silver Voyager (ex-Rubin Hope). IMO 9187576. Length 289 m, 20,622 t. Panamanian flag. Classification society: Korean Register of Shipping. Built in 1999 in Kure (Japan) by Ishikawajima-Harima. Owned by Sinokor Maritime Co Ltd (South Korea). Detained in 2006 in Dampier (Western Australia, Australia) and in 2008 in Gladstone (Queensland, Australia). Sold for demolition in Pakistan. 461 US\$ per ton including 1200 t of bunkers.



Silver Voyager, Gadani. © **Bilal Gujjar**

Song Hai. IMO 9155327. Length 190 m. Chinese flag. Classification society: China Classification Society. Built in 1998 in Shanghai (China) by Hudong-Zhonghua Shipbuilding. Owned by COSCO Bulk (China). Sold for demolition in China.



Tamil Kamaraj. IMO 8221430. Length 210 m, 10,210 t. Indian flag, St Kitts & Nevis for her last voyage as *Milko*. Classification society: Indian Register of Shipping. Built in 1987 in Maizuru (Japan) by Hitachi. Owned by Poomphur Shipping Corp Ltd (India). Sold for demolition in Pakistan. 392 US\$ per ton.



Tamil Kamaraj, seen at Haldia, India, July 4, 2009.
© Snip/Shipspotting

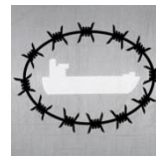


renamed *Milko* in Gadani, plot 119, October 2017.
© Gadani Ship Breaking Yard

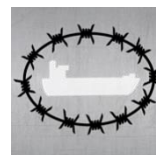
Theofano Star (ex-*Oriental Sun*). IMO 9177997. Length 225 m, 9,971 t. Marshall Islands flag. Classification society: Korean Register of Shipping. Built in 1998 in Sasebo (Japan) by Sasebo HI. Owned by Seamax Marine Inc (Greece). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Pakistan. 367 US\$ including 450 t of bunkers.



Tong Hai. IMO 9166302. Length 187 m. Chinese flag. Classification society: China Classification Society. Built in 1999 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk (China). Detained in 2009 in Mangalore (India). Sold for demolition in Zoushan, China.



Wooyang Venus (ex-*Ever Young*, ex-*Darya Preeth*). IMO 9080649. Length 225 m, 10,747 t. deflagged from South Korea to Comoros for her last voyage shortened to *Woo*. Classification society: Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Samsung. Detained in 2005 in Hay Point (Queensland, Australia) and in 2008 in Gladstone (Queensland, Australia).



Sold by her South Korean owner Woo Yang Shipping Co Ltd to Scope Maritime based in India prior to her departure for demolition in Pakistan.

Yin Shi (ex-*Maria C*, ex-*May Star*). IMO 9103166. Length 188 m, 7,639 t. Chinese flag. Classification society: China Classification Society. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Zoushan, China.



May 1, 2016, *Yin Shi*, Banjarmasin Taboneo Loading Point, ready for departure to China. © Iwan Afwan

Zhen Fen 13. IMO 9008225. Length 164 m. Chinese flag. Classification society: China Classification Society. Built in 1991 in Tianjin (China) by Tianjin Xingang. Owned by Shanghai Youhao Shipping Co (China). Sold for demolition in Zoushan, China.



Zhen Fen 13, November 27, 2015, Huangpu river, Shanghai, China. © Justin Zhuyan

Transshipment vessel

Ore Fabrica (ex-*Front Duchess*, ex-*Sea Duchess*). IMO 9046019. Ex Very Large Crude Carrier. Length 322 m, 44,362 t. Cook Islands flag. Classification society: Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Ulsan (South Korea) by Hyundai. Converted in 2010 to ore carrier then in 2012 to transshipment vessel. Owned by Vale SA (Brazil). Like the *Ore Sossego* (demolished in Alang in Spring 2017), the *Ore Fabrica* was part of the Brazilian mining conglomerate's diversification programme in maritime transport.



As tanker, the *Front Duchess*.
© A Kamladze



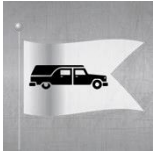
As transshipment vessel, the *Ore Fabrica*, Subic Bay (Philippines), 12 January 2013. © Darian Sclaunich

After the ban of vessels over 300,000 t deadweight from entering Chinese ports, the two vessels were again converted and positioned in Subic Bay in the Philippines as a floating transshipment hub. After the normalization of relations with the Chinese authorities, the hub became useless. See also "[Shipbreaking # 48](#)", p 83. The *Ore Fabrica* had preceded the *Ore Sossego* in Subic Bay, she is on her way to join her on Alang beach. US\$ 440 per ton.



Transshipment operations from *Vale Malaysia*, left, (IMO 9572343, 402,285 t deadweight) to *Ore Fabrica*, center, then to *Baosteel Expedition* (IMO 9346184, 203,198 t deadweight). © Tyke Mariner

Car carrier



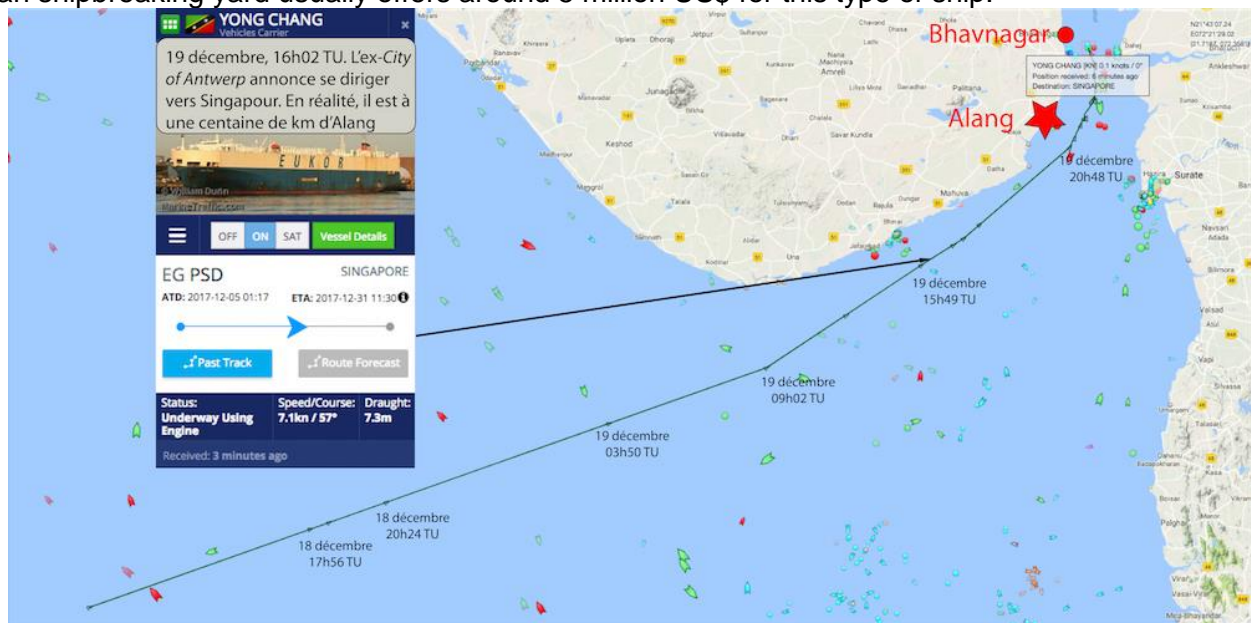
City of Antwerp (ex-Hyundai n°203, ex-Atlantic Beauty, ex-Hyundai n°203). IMO 8709133. Length 184 m, 12,374 t. Deflagged from Panama to St Kitts & Nevis. Classification society: Korean Register of Shipping. Built in Ulsan (South Korea) by Hyundai. Owned by Abou Merhi Lines SAL (Lebanon). Detained for 220 days in 2014 then in August 2015 in Antwerp



(Belgium).

For "Shipbreaking # 49", the *City of Antwerp* was fated to be demolished (Cf. ["The escapee from scrapping in Europe", pg 77-78](#)). After leaving Antwerp in August and visiting Turkey in September, she was anchored off Port Said at the entrance to the Suez Canal. To start negotiations with a better bidder?

Indeed, at the beginning of December, the ex-*City of Antwerp*, renamed *Yong Chang*, began sailing southbound in the Suez Canal. She arrived off Alang on December 18, 2017 while pretending to be heading for Singapore. She had been purchased in Belgium for 2,26 million €, or 2,7 million US\$. An Indian shipbreaking yard usually offers around 5 million US\$ for this type of ship.



The arrival of the ex *City of Antwerp* in Alang. Tracking Marine Traffic. **Map Robin des Bois**

Zahra Sofia (ex-Zara, ex-Caribbean Emerald, ex-Bellflower). IMO 8418930. Length 151 m, 6,920 t. Panamanian flag. Classification society: Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Cido Shipping HK Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh.



Zahra Sofia, in Singapore Strait, August 1, 2017. © Vladimir Knyaz

Ro Ro

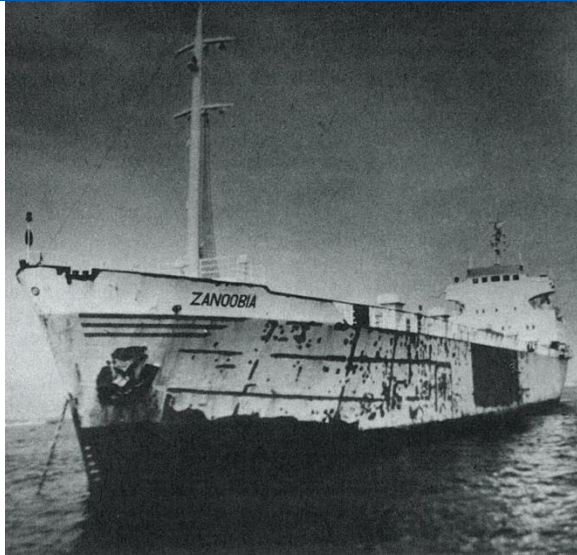
Ro-Ro vessels load or unload through ramps or doors wheeled cargoes including trucks or trailers but also crates and loads transferred with trolleys and stored on a garage deck.

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).

Cosette

35

p 1-2



Zanoobia © Editions CETIM

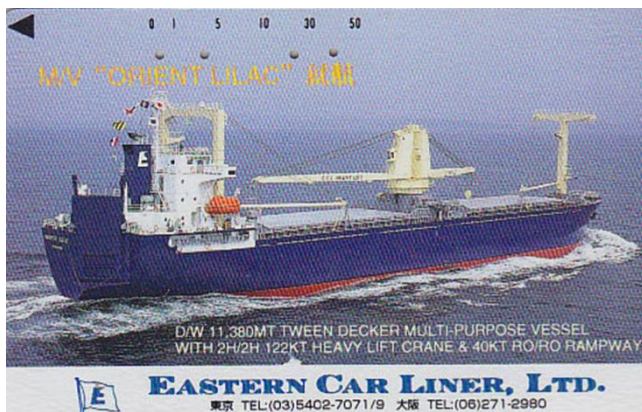
The emotion was great for Robin des Bois, publisher of "Shipbreaking" when in going back up the genealogy of the paralyzed and languishing *Cosette* in Fort-de-France, French port of the Caribbean, it was discovered that, behind the old ro-ro, was hiding the ex- Syrian *Zanoobia*, a pioneer in 1988 for the transport of toxic waste between rich Europe and impoverished Africa. When a ship jinxed, she never leaves it and the *Zanoobia* named after the queen of Palmyra, the wandering garbage bin of the Mediterranean, became the *Cosette*, named after Victor Hugo's heroine, exploited until exhaustion for various trafficking between the east coast of the United States and Haiti and back.

In the absence of a demolition facility in Martinique, *Cosette* was blasted by the French Navy and is now resting next to the *Master Endeavour*, a cocaine freighter. (See also p 88 "The cocaine and cannabis cargo ships".)

"Shipbreaking # 35", p 1-2, "Sensational: the Past reappears in the Caribbean!"

"Shipbreaking # 38", p 70-73, "The END: they scuttled the ex-*Zanoobia*".

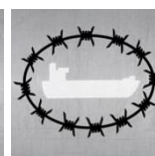
CSC *Tai Hai* (ex-A *She Kyae*, ex-*Orient Lilac*). IMO 9135171. Length 128 m, 4,389 t. Hong Kong flag. Classification society: Nippon Kaiji Kyokai. Built in 1996 in Hachinohe (Japan) by Kitanihon. Owned by Yangtze Navigation HK Co Ltd (China). Detained in 2001 in Nagoya (Japan). Sold for demolition in China.



July 16, 2014, Siam Seaport, Thailand). © Geir Vinnest



Olympus (ex-Ropax 2, ex-Lübeck Link, ex-Finnrose). IMO 7822859. Ro Ro cargo ship refitted in 1990 to accommodate 200 passengers. Length 193 m, 14,013 t. Deflagged from the United Kingdom to St Kitts & Nevis for her last voyage under tow. Classification society: Det Norske Veritas/ Germanischer Lloyd.



Built in 1980 in Oskarshamn (Sweden) by Oskarshamns Varv. Detained in 2008 in Nantes (France). At the time, she was operated on the France-Spain Ro Ro service. In 2012, she was assigned to the maritime route between Adabiya (Egypt) and Dhuba (Saudi Arabia). In March 2013, due to an engine failure moteur, she was towed back to Adabiya and has since then remained there. Acquired by VR Maritime Services in September 2017, she was deflagged and beached in Alang in late November.



Vigo (Spain), January 18, 2008.

© Angel L Godar Moreira



Ropax 2, Montoir (France), February 16, 2008.

© Erwan Guéguénat

Heavy load carrier

Zhen Hua 10 (ex-Panos G, ex-Tomis Liberty, ex-Thorstar, ex-Jarmona, ex-Eva). IMO 7917410. Ex tanker converted in 2005 to a semi submersible heavy load carrier like her sistership *Zhen Hua 11* (Cf « [Shipbreaking # 49](#) », p 80). Length 244 m, 15,463 t. St Vincent & Grenadines flag. Classification society: China Classification Society. Built in 1981 in El Ferrol (Spain) by Astano for Liberia-based Armadora; she was chartered by Maritime Shell France from 1986 to 1989. Sold to Norwegian interests in 1989 then Greek in 1993. In 2005, she is 24 years of age and ended her career as a tanker. She left for China and was converted. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2008 in Rotterdam (Netherlands). Sold for demolition in Pakistan.



Shell tanker *Eva* in Rotterdam (Netherlands).

© Reinier Meuleman



Zhen Hua 10, February 2008.

© Ed van den Hoek

Dredger

Xin Hai Jing (ex-*World Lapis*, ex-*Epta*, ex-*Kalapati*, ex-*Port Royal*, ex-*Cape Trafalgar*). IMO 7433048. Ex bulker converted in 2002 to dredger, hopper capacity 12,871 m³. Length 173 m, 7,654 t. Chinese flag. Classification society: China Classification Society. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by CHEC Dredging Co Ltd (China). Detained in 1997 in Bremen (Germany) and in 2000 in Liverpool (United Kingdom). The *Xin Hai Jing* is announced sold for recycling in China but her status in the Equasis database is still "in service".



Bulker *Epta*, December 5, 1990, Delfzijl, Netherlands.
© Frits Olinga



Dredger *Xin Hai Jing*, May 21, 2016, Shanghai, China
© Vladimir Knyaz

Mining vessel



SA Explorer (ex-*Sakawe Explorer*, ex-*Seaspan*, ex-*Strong Cajun*, ex-*Bigorange X*, ex-*Big Orange X*). IMO 7729071. Ex well stimulation vessel converted to ro-ro in 1993, then to mining vessel in 2004. 84 m in length. Deflagged from St. Vincent and the Grenadines to Comoros for her final voyage as *KSA Explorer*. Classification society: Bureau Veritas. Built in 1979 in Port Arthur (United States) by Burton Shipyard for Dowell Schlumberger, service and equipment supplier to oil companies formed in 1960 by Schlumberger and Dow Chemicals.



Offshore oil operations, the *Bigorange X*.

At the beginning, she was a vessel used on offshore oil fields to "stimulate" the wells and increase their production. Using her powerful pumps, she injected a gasoil-based gel or hydrochloric acid to fracture the subsoil of the wells and facilitate oil drainage. Notably, she took part in the ELF Cameroon "stimulation" campaign in the 1980s-90s off West Africa.

She was jumboized in 1993, lengthened from 64 to 84 m, widened from 14.7 m to 19.6 m, and converted into a ro-ro vessel.



Well-stimulation vessel *Bigorange X*, 1980. © **stephen-s**



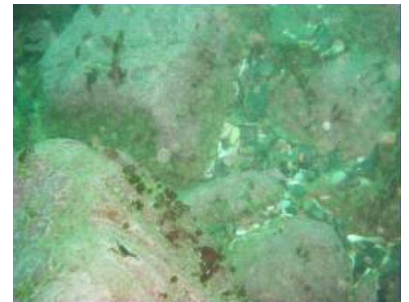
Ro Ro cargo ship *Seaspan*, 2002. © **Pilot Frans**

In 2004, she was chartered, with a 3-year option to buy, by Sakawe Mining Corp (SAMICOR), a conglomerate formed by the Israeli company LL Mining, the Namibian government, and a variety of stakeholders. The former *Bigorange X* was converted for dredging diamonds: she was capable of digging up to 8 m in water depths of 200 m and was fitted with diamond pre-processing and sorting equipment. SAMICOR obtained operating licenses covering 15,000 km² along the Namibian coast north of the mouth of the Orange River. According to the exploration campaigns, the diamond reserves to be extracted from the marine sediment were estimated at 12 million carats.



← Before, fauna in its initial state

After mining operations,
Plumpudding Island



Economic interests take precedence over environmental protection. The report by the Ministry of Fisheries and Marine Resources on the proposal for a Marine Protected Zone of the Namibian Islands points out the risks of habitat destruction, as well as pollution from the plumes of dredged and overturned sediment on-site and from the discharges from ships or from mining operations on land. Lobsters, a resource for local fishermen, and all other marine organisms, bear little weight compared to carats.



In 2013, the *Sakawe Explorer* was sold to the Italian Argo Srl and becomes the *SA Explorer*. The end of her life is troubled. In June 2017, she adopted the funeral flag of Comoros and the slightly modified name of *KSA Explorer*. Her status, updated several times, goes from "to be broken up" then "broken up," without date specifications.



The diamond dredger *SA Explorer*, February 2012. © **Szubi**

The dismantling of diamond dredgers is done in secrecy. In 2013, another vessel of this type, the *Douglas Bay*, had benefitted from a "clean up" of her pumps, screens, and piping. This was done in order to look for any forgotten gemstones before being sent for demolition in Pakistan, where she had been surrounded by a safety perimeter. Cf. "[Shipbreaking n°32](#)", p 24, "*Douglas Bay*, diamond dredging". The *KSA Explorer* might have been broken up in India, or is about to be...

Pusher tug

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.



Coastal 202 (ex-*Barbara Kessel*, ex-*Ita Jamie Baxter*, ex-*Jamie A Baxter*). IMO 7532741. Pusher tug ITB. Length 44 m. Deflagged from the USA to Niue for her last voyage as *Astal*. Classification society: American Bureau of Shipping until November 2017, then International Ship Classification. Built in 1977 in Sturgeon Bay (USA) by Peterson Builders. Associated with the barge *Florida Enterprise* (IMO 8637043). Sold in November 2017 to Singapore-based Ace Ship Recycling Pte Ltd, a specialist in the purchase of ships to be demolished and partner of the Indian shipbreaking yard JRD Industries (Plot 30). On November 18, the *Coastal 202* left New Orleans (USA) and announced to be heading for Alang. Late January 2018, after a last minute change of course, she was beached in Pakistan.



Pusher tug ITB *Jamie Baxter*
© Fred Miller II



Coastal 202 and barge *Florida Enterprise*, New Orleans (USA), May 19, 2017. © Roni Schneider

Safety vessel

CSO Centurion (ex-SVS *Centurion*, ex-*Kagoshima Maru*). IMO 8029181. Ex fishing trawler converted to training ship and later used as patrol boat in the Red Sea. Length 69 m, 1,360 t. St Kitts & Nevis flag. Classification society: Nippon Kaiji Kyokai. Built in 1981 in Takuma (Japan) by Naikai Shipbuilding. Owned by Consolidated Ship Owner Ltd (Ile Maurice). Sold for demolition in India.



SVS Centurion © Specialised Vessel Services



CSO Centurion, October 24, 2016. © Baskaja

Passenger ship

Lyubov Orlova

#36

p 66-69



Lyubov Orlova, the ghost ship, after nedcruise.info/ Paul Kerrien
© Robin des Bois

The U. S. Navy probably knows exactly where the ship, named after movie star of the days of Stalin, lies at the bottom of the icy Atlantic in sub-Arctic waters. But *Lyubov Orlova* has become legendary and cannot get out any more thanks to the negligence of Transport Canada and *Charlene Hunt*, a meagre and dilapidated tug flying the flag of the United States.

Ireland thought she was arriving through the winter mists with thousands of rabid rats on board ready to land. Most recently, California believed that the steel ghost vomitted by the Pacific Ocean crashed at dawn on a beach. It was only the buried wreck of the *Monte Carlo*, an ex-floating and clandestine casino of the 1930s.

One day, *Lyubov Orlova* will land at the edge of the Indian Ocean after avoiding Gadani, Alang and Chittagong and much later a *Lyubov Orlova* alert will throw the disorder on the New Zealand and Australia sides.

"Shipbreaking # 36", p 66-69, The END

Ferry



Med Star (ex-*La Paz Star*, ex-*Strada Corsa*, ex-*Stena Transporter*, ex-*Flanders*, ex-*Pride of Flanders*, ex-*Nordic Ferry*, ex-*Merzario Hispania*, ex-*Merzario Espania*). IMO 7528659. Length 151 m.

Deflagged from Cyprus to Sierra Leone for her last voyage shortened to *Star*. Classification society: Registro Italiano Navale. Built in 1978 in Ulsan (South Korea) by Hyundai pour Stena Container Line. Detained in 2003 in Dublin (Ireland).



The *Med Star* had a thousand lives and as many colours. From August 1978, she was first a ro-ro ferry chartered by the Merzario Line under the name *Merzario Hispania*, then in 1980 by Townsend Thoresen European Ferries as *Nordic Ferry*. Between December 1980 and February 1981, she was jumboised at the Hapag Lloyd Werft shipyards in Bremerhaven (Germany) to increase her passenger capacity.



1980, version 1, *Nordic Ferry* prior jumboization ©
Tony Garner



May 1, 1984, version 2, *Nordic Ferry* departing Felixstowe (United Kingdom). © BrianFisher

In May 1982, she was requisitioned by the Royal Navy to transport troops and equipment for the Falklands War. She returned to civilian life in August 1982 and resumed her regular service between Felixport (United Kingdom) and Europoort (Netherlands).

In March 1986, she was again transformed, this time by the Dutch shipyard Wilton Jijenoord BV, which allowed her to accommodate 124 passengers in 27 cabins and provide ferry services for P&O Ferries as the *Nordic Ferry* and then *Pride of Flanders*.

In November 1995, she headed towards the Harland & Wolff shipyards in Belfast for another refit. Freight is the priority again. In 2002, she was sold to the Stena Line based in Gothenburg, which operates her under the name of *Flanders* and then *Stena Transporter* on various routes.



May 25, 1994, version 3, *Pride of Flanders* entering Zeebrugge (Belgium). © **Pascal Bredel**



July 20, 2005, version 4, *Stena Transporter*. © **Derek Sands**

In June 2009, she was sold to the Italian Strade Blu and left for the Mediterranean assigned on the line between Livorno and Olbia (Sardinia).

In October 2013, change of horizon. Bought by Baja Ferries, she left Europe for America and a new life between La Paz (Lower California, Mexico) and the ports of Mazatlan or Topolobampo on the Mexican Pacific coast.



22 July 2013, *Strada Corsa* under Corsica Ferries/ Sardinia Ferries colours departing Olbia. © **Marc Ottini**



La Paz Star. © **El Informante**

In December 2016, she was sold to the Greek Medferry Shipping Co and returned to the Mediterranean. She crossed the Panama Canal in January 2017, the Strait of Gibraltar in February and arrived in Greece. In Drapetsona, her new owner had major refit work carried out, particularly in the garage decks and on the stern ramp. On June 15, 2017, the *Med Star* left Rhodes (Greece) for Santorini after loading 33 vehicles. A fire broke out in the engine room and spread to the accommodation block. 20 passengers and crew members evacuated in a lifeboat; 12 sailors remain on board to extinguish the fire. The *Med Star* was towed to Rhodes and then to the Spanopoulos repair yard in Perama. Finally, she was beached for demolition in Aliaga on December 8.

Med Star, refit works at Drapetsona in April 2017. © **Marc Ottini**



The cocaine and cannabis ships

Freighters are not alone. Tugs are also part of trafficking. Most of all were carrying grey or black flags. Most owners are European, Lebanese or Syrian. Their companies are registered in tax heavens. The crews are multinationals from Eastern Europe, Africa or Eastern Mediterranean basin. Ships are small, old or even decrepit. They have the image of ships doomed, as occasion arises, to migrant or weapon trafficking. Sale of end-of-life ships for continuation of operations by North European owners to dark and elusive companies is promoting narcotic drugs and psychotropic substances trafficking at least in the Mediterranean sea. Scrapping when it occurs is carried out usually in Turkey or in the country of diversion, without loss of time when for instance ships are seized in Spain or Italy, and put off for instance in France.

Under the international pressure, Tanzania that is directly involved has just come to knock off its maritime register for ships belonging to foreign interests. After some seizures of narcotics, an enquiry regarding the 470 ships flying the Tanzanian flag has also been ordered.

December 10, 2015, *Carib Palm*



The *Carib Palm* flew the Moldovan flag. She was operated by Carib Coastal Marine Shipping based in Saint Vincent and the Grenadines and has been running coastal routes in the Caribbean since 2002. She was coming from Cartagena in Colombia and heading toward Gdansk, Poland. Her captain was Georgian, her first mate Turkish, and the 10 other crew members were Ukrainian. At the end of 2017, they were all still held in pre-trial detention pending completion of the investigation.



At anchor in Bequia (Grenadines Archipelago), January 11, 2007. © Yvon Perchoc

She was intercepted by the French Navy on December 10, 2015 in the North Sea after cooperative intelligence work between the MAOC-N (Maritime Analysis Operation Center-Narcotics), the British National Crime Agency, and the French Customs.

She was announced as empty, but carried 2306.40 kg of cocaine hidden behind a false bulkhead in the engine room. With a purity index of more than 70%, the hidden cargo on the *Carib Palm* equates to 10 t on the retail black market.

The *Carib Palm*, 75 m, built in 1977 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co, held in possession in 2015 in St. Eustache (Dutch Antilles) carried a value of between 5 and 600 million euros. After two auction attempts in January 2017 (600,000 € auction price) and in October, 2017 (auction price lowered to 250,000 €), the *Carib Palm* did not find a new ship owner, only a recycler in the port of Brest. In December, her departure under tow drew near; at the end of January, she was still in Boulogne-sur-Mer. The port of Brest scheduled her arrival for February 20.

Seized in Boulogne-sur-Mer, February 26, 2016.

© Marc Ottini



April 23, 2015 - *Hamal*



The *Hamal*, a tugboat flying the Tanzanian flag, was operated by a Ukrainian ship owner, Kiev Shipping and Trading Corp. On April 23, 2015, the vessel was intercepted, then boarded and searched by the Royal Navy, 160km east of Aberdeen in the North Sea in international waters. After a thorough search, 3,2 tons of pure cocaine, worth approximately 512 million pounds (577 million euros), were discovered. The *Hamal* is said to have loaded the goods from a transshipping vessel in the middle of the sea five days after having left Georgetown, Guyana, South America. The cocaine, according to the plans, should have been transferred on another unidentified transshipment vessel in the North Sea offshore of the border between Germany and the Netherlands.

The 9 crew members were Turkish. The captain and his mate were sentenced to 22 and 20 years in prison. The seven other sailors were acquitted. It seems that the *MV Hamal* is far from being a beginner. Before being diverted to Aberdeen by the Royal Navy, she had notably made several suspicious calls at Tenerife in the Canary Islands, a cocaine hub between South America, West Africa, and Northern Europe. Launched in 1979, the former *Hamal* now pursues her career under the name *Formidable*. she was acquired by Quest Underwater Services and flies the United Kingdom's flag.



April 23, 2015, interception of the *Hamal*. © UK National Crime Agency

June 28, 2014, the *Aberdeen* in the *Just Mariam* mist.

On February 23, 2015, one multipurpose ship named *Just Mariam* which was flying the Moldavian flag suffered a black-out off Brittany and was towed to the Breton port of Lorient thanks to the ocean-going salvage tug *Abeille Bourbon*. Her owner was the Just Mariam Inc registered in Beirut, care of the Faros Shipping Company introducing itself as the ship manager. The *Just Mariam* has just been sold by a Norwegian owner, Tollpost Globe, and was heading for Tripoli, Lebanon, with many public works machinery and cars loaded on the deck. Her name is *Just Noran* flying the Togolese flag since April 1, 2014. To our knowledge, she has not been scrapped at the time, in spite of her 47 years of age.

On February 17, 2014, a small Ro Ro car ferry, newly renamed *Just Mariam* (with a single "i") flying the flag of Togo, was inspected by French customs in the waiting area of the port of Le Havre. The *Just Mariam* was also heading for Tripoli under the responsibility of Faros Shipping. She had just been bought from a German ship-owner and used to be operated as *Uthland* on the shuttle service between the mainland and the islands of Amrun and Föhr. Today renamed *Med Dream*, the ex-*Just Mariam* hangs around the Yemenite coastline under Micronesia flag after several days of detention under technical deficiencies in the Turkish ports of Mersin and Tasulu.

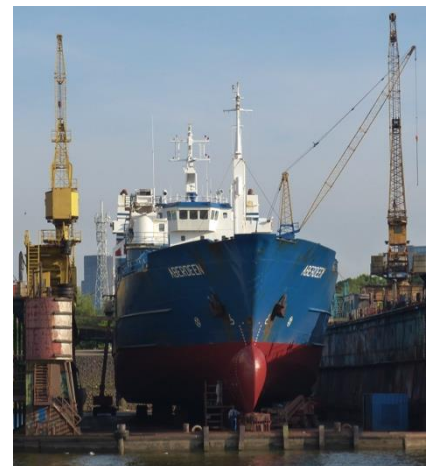


On June 28, 2014, the Togo-flagged *Aberdeen* was boarded by the Italian Navy, tipped off by French customs, between Sicily and Tunisia. The 15 crew members were Lebanese, Syrian, and Indian. The cannabis resin (42 tons and 672 kg) probably originated in Morocco and was to be unloaded in Libya, Greece, or Albania. "It is unlikely that a cargo load equivalent to two whole semi-trailer trucks would have been loaded without the knowledge of all of the crew members," said at the time French Customs services. One month before her interception and diversion to the Sicilian port of Trapani, the *Aberdeen* was in Hamburg, where the marine safety inspectors had detected 13 technical deficiencies on board.

The ex-*Tungenes* was committed to coastal trading in Norway from 2001 to 2013. Seatrans, based in Norway, sold her in late 2013 to Just Mariam Shipping Inc but this time the elusive company was based in Washington D.C., USA.

To date, the *Aberdeen* has not been sent to shipbreaking. Her IMO number is 7800540.

Aberdeen, in drydock in Hamburg (Germany), May 26, 2014. © M Classens



September 8, 2013, *Luna S*



The *Luna S*, 82 m long and flying the Tanzanian flag, was boarded on September 8, 2013 by the French Navy in international waters between Sardinia and Algeria. Just before the intervention, a fire in the stern part of the vessel partially burned the clandestine cannabis cargo.

It is therefore difficult to confirm the tonnage of transported cannabis (around 20 tonnes). The 8 members of the crew identified themselves as Syrians. The last four flag states of the 1974-built cargo ship were Belize, the Democratic Republic of North Korea, Comoros, and Tanzania.

In the past, the *Luna S*, ex-*Lady Mary*, ex-*Lady Nemat*, ex-*Lady Hesén*, ex-*Seebrise*, ex-*Hispania*, ex-*Isle of Man*, ex-*Lindaunis*, was targeted throughout Europe, from Romania to Sweden. Between 1998 and 2016, more than 450 deficiencies were noted on the cargo ship, whose last owner was Zain Shipping Company registered in the Marshall Islands and based in Tartous, Syria.

The future of the *Luna S* is not yet clear. She is clearly doomed to shipbreaking. The Maritime Prefecture of Toulon is looking for the best option with regard to the end of the life of the vessel that has been waiting for more than 5 years in the military base



Arraisionnement. © Marine Nationale



15 February 2014, Toulon. © G.Gyssels

6 September 2013, *Gold Star*



The *Gold Star*, flying the Tanzanian flag, was boarded by the Italian Navy on September 6, 2013 in international waters in the Mediterranean. Just before the intervention, a fire broke out at the stern of the ship. Part of the 30 tons of smuggled cannabis resin went up in smoke.

The crew was composed of 9 Egyptian and Syrian sailors, or so they said. The *Gold Star* was built in 1975 in Palma de Mallorca; the ex-*Ibrahim Junior*, ex-*Breogan I*, ex-*Breogan*, ex-*Estela del Mar*, ex-*Inezgane*, ex-*Puerto Suances*, ex-*Suecia* successively flew the flags of Spain and Georgia before joining with the Tanzanian flag. Her last owner would also be Syrian, concealed behind Gold Star Shipping Company based in Majuro, Marshall Islands.

The cargo ship was known in many European ports from the North Sea to La Rochelle, France, as a dunce with regard to maritime safety (close to 200 deficiencies). Despite the singularity of the affair, and its police and legal complexity, the *Gold Star* was quickly towed to Aliaga for destruction in mid-January, 2014.



© Armed Forces of Malta Press Office

April 18, 2013, *Adam*



Seizure of 20 t of cannabis resin on board the Comoros-flagged *Adam*. The intervention took place in waters under Italian jurisdiction off the island of Pantelleria. With only 3 miles to go, *Adam* could have continued her voyage towards Libya, the Comoros having refused the ship to be boarded in international waters of the Mediterranean. According to the Italian authorities, the *Adam* was loaded off Casablanca or on the border between Algeria and Morocco. She was diverted to the Sicilian port of Marsala, the six crew members were Syrian.



© Guardia di Finanza

20 December 2009, *Destiny Empress*



The *Destiny Empress*, a former seismic research vessel converted to pleasure boat, was intercepted at sea by a Spanish Navy patrol vessel in cooperation with English and Italian authorities. She was escorted to Vigo. 2 days later, a ton of cocaine was discovered inside the double hull. She flew the Canadian flag and was towed on July 5, 2011 from the port of El Ferrol to Aliaga, Turkey, for demolition.



May 18, 2009, St. Johns, Antigua. © Tony Hogwood



July 5, 2011, departing El Ferrol. © Romarin

April 2008, *Abbira*.



The Sierra Leone-flagged ocean-going tug *Abbira* was detained at dock in the United Kingdom in April, 2008. 14,5 tonnes of cannabis resin were seized on board. The 6 crew members were arrested. She was destroyed in November, 2010 in Portsmouth by Pounds Shipbreakers. She was built in 1965. The *Abbira* Shipping Company was based in Limassol, Cyprus, European Union.

December 29, 2007, Malta. © Capt Lawrence Dalli



February 2008 - *Junior*



Upon the request of OCRTIS (Office Central pour la Répression du Trafic Illicite de Stupéfiants) and in cooperation with the MAOC-N (Maritime Analysis Operation Center-Narcotics, an intergovernmental working group bringing together seven nations, Spain, France, Ireland, Italy, the Netherlands, Portugal, and the United Kingdom), the French Navy boarded and searched the Ro Ro *Junior*, flying the flag of Panama, 300km off Conakry, Guinea, and towed her to the port of Brest where 107 packages filled each with 30 kg of cocaine were offloaded and immediately incinerated. The *Junior* was presumably traveling from Brazil to Algeria. Just before her interception, the drugs had been thrown at sea using a clever, specially designed device. This was ultimately ineffective since the French mariners recovered the Colombian goods before they sank. This ejection device had been primarily intended to make easier the transshipment of cargo to an unidentified vessel in the Gulf of Guinea.

The owner of the *Junior*, Seascope Management Co, was based in Athens, Greece. The crew was composed of seven sailors from Sierra Leone and one from Guinea. The captain and his mate were Greek and had earned a reputation as old sea bandits with experience in various illicit trafficking activities.

February 2008, arrest. © **Marine Nationale**



On February 11, 2008, two days after the ship's seizure, the government of Panama had informed France that it waived its jurisdiction over the *Junior* and that the fate of the crew, the vessel, and the cargo depended on the French State.

Three and a half years later, the French administration sold the *Junior* to the Norwegian ship owner Finn Olsen Rederi. Renamed *Fjordlast II*, the former *Junior* is now assigned to coastal trade from the port of Bodø carrying palletized goods. It's a return to her origin, since the 47 meter-long Ro Ro had been launched in the Norwegian port of Gjerdsвика as *Fjordlast*.



July 11, 2008, naval base in Brest, France.
© **Michel Floch**



December 12, 2014, Bodø, Norway. © **Mats Brevik**

On March 1, 2014, two Greeks considered to be the brains behind trafficking as well as the *Junior*'s officers, were sentenced on appeal to penalties from 12 to 22 years in prison. Five sailors from Sierra Leone were sentenced to 1 year in prison covered by pre-trial detention; they had been acquitted in the Court of First Instance. In Greece, the ship owner had been sentenced to life imprisonment since 2009.

December 26, 2007, *Blue Atlantic*.



On Saturday, December 26, the French Navy, alerted by the European Maritime Analysis and Operations Center for drug trafficking, intercepted the *Blue Atlantic* ex-*Bue Scarba*, ex-*Capella*, ex-*Hornbeck Capella*, ex-*Seaboard Capella*, ex-*Granit Viking*, ex-*Granit* off Monrovia, Liberia. Just before the boarding, 90 containers containing 26 kg each, were thrown overboard but were recovered by French commandos. The 2,34 tons of cocaine were officially handed over to the government of Liberia, represented by the Prime Minister, and were destroyed under the control of local authorities and the UN, in the presence of the French ambassador.

The 9 Ghanaian crew members were convicted of trafficking an estimated value of \$ 500 million US. The master of the *Blue Atlantic* claimed the flag of Liberia. The history of the *Blue Atlantic* is unclear. As *Granite*, she was flying the Norwegian flag and was operated as an ice-strengthened fishing trawler in the Arctic waters. She was built by Aukra Bruk shipyard in Aukra, Norway. In 1990, she was converted to an offshore standby-safety vessel. The ship was reported sold in Australia in 2002. Until then, she had been flying the United Kingdom flag. Her IMO number is 6806559. At present, she would not be destroyed.

© **Marine Nationale**



February 27, 2006 - *Master Endeavour*



The *Master Endeavour* carried 600t of marble blocks and 1,8 ton of pure cocaine from South America. A vessel cannot be seized and searched for more than 72h under the international law of the sea. The drugs were discovered after a race against time, thanks to the advice of French customs officers and the determination of the French Navy commandos. They were hidden under the garbage room which was conveniently full of garbage, or behind the false bulkheads of a fuel bunker. The *Master Endeavour*, flying the Panamanian flag and operated by the ship owner Angara Maritime Corp based in Panama City, had just been boarded and searched by the French Navy 1500 km off Guinea-Bissau, her country of destination. Despite the presence of 14 seamen of diverse nationalities on board, the vessel was seized without any major incident. The vessel had been tracked for several months by the international cooperation against drug trafficking. Noting the poor condition of the *Master Endeavour* and after having considered escorting her to the port of Brest, the French authorities judged that it was dangerous to confront the ship to the crossing of the Bay of Biscay in the middle of winter; they decided instead to direct her to Fort-de-France, Martinique, in the Caribbean. Panama, the flagstate, had asked France that the vessel be received "in a safe port." It's true that the *Master Endeavour* had been detained for 43 days in the American port of Mobile due to 18 deficiencies. It's also true that at that time, the maritime prefecture of Brest was already bothered with several substandard ships - including the *Winner* - which were bogged down in the ports of Western France. Another truth is that escorting the *Master Endeavour* to a port in Guinea-Bissau or the Republic of Guinea was not a "safe" solution in the sense that the two countries were already known as hospitable lands for the Colombian cocaine cartels.



Bay of Fort-de-France, 19 August 2007. © Yvon Perchoc

But Fort-de-France was not the right choice either. Arriving at the beginning of March, 2006 in Fort-de-France, emptied of her crew and her cocaine immediately incinerated in an industrial facility, the *Master Endeavour*, still carrying her 600 t of marble, was anchored in the bay pending the end of the legal proceedings and a decision on her hypothetical destination of demolition. Hit hard by Hurricane Dean in August, 2007, the cargo ship drifted and got embedded and stuck in a mangrove. She stayed for two and a half months, in a position dangerous for a fragile environment threatened by oil spills. It took one week to lighten the ship of her cargo of marble and of her loading arms and to free her, thanks to the means of the local towing company SOMARA. On November 13, she was box berthed offshore in the Bay.



Photo M. Porry/Somara - collection Yvon Perchoc

"For the time being, the small number of cargo ships seized limits the extent of the problem, but it is likely to become worse if an industry adapted to deal with these substandard ships is not established" declared the central management of the judicial police. A year later, at the beginning of the hurricane season, the prefect of Martinique decided to sink the ship after a brief process of decontamination. 20 km offshore of Fort-de-France at a depth of 2700 m, the ship was scuttled using explosives set by the Navy's pyrotechnicians. The *Master Endeavour* will be joined in her underwater cemetery by the *Cosette* in November 2014. (Cf "[Shipbreaking n° 38](#)", p 70-73).



Photo Pierre Martin collection Yvon Perchoc



[Marine-Marchande.net](#)

Collection Benoit Dehaine

June 13, 2002, *Winner*



The *Winner* was a loser. Before being called the *Winner*, she had 8 names. Her original name was the *Kobe Maru n°7*, built in Hashihama, Japan. The small multipurpose cargo ship, flying the Cambodian flag as her final flag, was multipurpose until the end. On June 13, 2002, the *Winner* was boarded and searched by the French Navy in the international waters off the Canary Island. The intervention was brutal, one crew member was killed. The *Winner* was coming from Cuba and was also carrying 2850 t of metal scrap to be delivered to a Spanish steel mill. Only 80 kg of cocaine were found on board but the crew is suspected to have thrown more than 2 t into the sea.

After being box berthed for 7 years in the military harbor of the port of Brest, on the western tip of France, after 7 years of decay, of list and of water ingress, the *Winner* became a symbol in Europe representing all captive cargo ships unsuitable for long- or even medium-distance towing. In July 2007, the Greek captain of the *Winner*, the Cypriot chief engineer and a Chilean sailor were sentenced on appeal by the French courts to 20, 17, and 12 years in prison. (Cf. "[Shipbreaking # 18](#)", p 24).

It was necessary that the French Navy, under fire from the NGOs Robin des Bois and Mor Glaz, and under the weight of the evidence, decide to devote for several months its basin n°4, normally reserved for the maintenance of military vessels, to the dismantlement of a civilian ship. This operation signaled the renewal of the dismantlement of merchant and fishing vessels in Brittany and in France.



Brest, the *Winner* at the naval base, July 27, 2007,
© Michel Floch



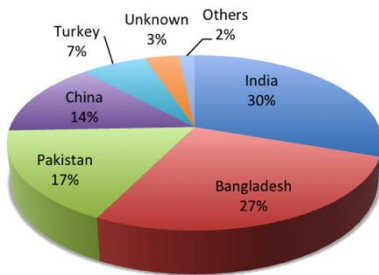
dismantlement in the basin n°4, November 25, 2010
© Erwan Guéguénat

2017

Tons.

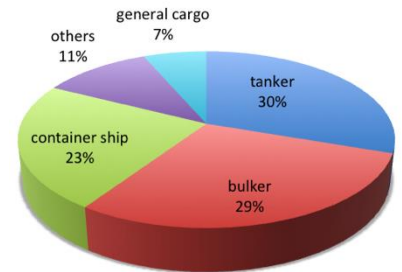
881 ships demolished. A 148-kilometre long convoy. 8 million tons to recycle, a decline of -19% compared to 2016. This is the 3rd worst year for the demolition market since 2009. The Top 5 countries absorbed 95% of the scrapped ships.

2017 destinations (scrapped tonnage)



Tonnage of tankers was multiplied by a factor 2,5. This is the n°1 category of the year, for the first time since 2010. Container ships (-39%) and bulk carriers (-46%) are dropping sharply.

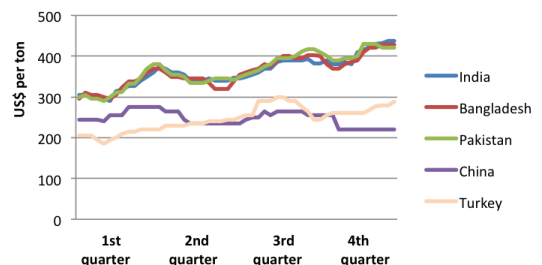
2017 categories (scrapped tonnage)



Cash.

Purchase prices per ton have been rising steadily since the beginning of the year, except in China where they are just over US\$ 200 per ton. They are approaching 450 US\$ in the Indian subcontinent and 300 US\$ in Turkey.

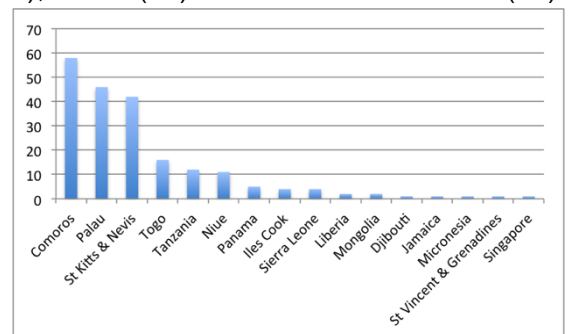
2017 price trend



Flags of the last voyage

The proportion of reflagging prior to the last voyage continues to climb: 13% in 2014, 16% in 2015, 20% in 2016 and 23% in 2017. The leading trio Comoros (58 vessels), Palau (45) and St. Kitts and Nevis (42) is unchanged but Palau has overtaken St. Kitts & Nevis. Togo, Tanzania and Niue are following at several lengths in the race for fiscal and deregulatory attractiveness.

European shipowners are busy to avoid European Union regulatory constraints: they own 46% of the 158 deflagged vessels. 100% have been demolished outside Europe..



Environment: China is cleaning up, Europe is talking rubbish, India and Bangladesh are using charms

Ship demolition is a dangerous and polluting industry that must be controlled. The Hong Kong Convention for the safe and environmentally sound recycling of ships adopted in 2009 was ratified by only six countries representing 21% of the world fleet: in 2017, Denmark joined Belgium, Congo, France, Norway and Panama. It needs 15 parties representing 40% of the fleet for the Convention to enter into force.

China thumped the table. Its shipbreaking yards were found not to comply with national environmental and social laws. Virtually all activities have been suspended.

In December 2016, Europe published a list of facilities approved for ship recycling. European shipowners have spent the year 2017 ignoring it: they have sent out 90% of their ships to be demolished. In Europe, the regulation applies, but later on and especially elsewhere, in 2019, when the list of authorised facilities will include non-European yards.

India claims to be the most advanced country in terms of statement of compliance procedures. By 2016, 4 yards had been declared officially in compliance with the Hong Kong Convention by the Nippon Kaiji

Kyokai and RINA classification societies. In 2017, the demolition industry and Gujarat authorities claim that 55% of the facilities are ready for the Hong Kong Convention. A new investment campaign for a total amount of 111 million US\$ will be launched. It is financed for 76 million by a 30-year loan from the Japan International Cooperation Agency (JICA). It is intended to upgrade 70 shipbreaking yards over 5 years and will notably concern the construction of impervious floors, the purchase of lifting equipment and the introduction of mobile pollution response equipment. "Zero pollution at sea, zero accidents" is the goal of the campaign. With shipbreaking operations still planned on the beach sand, the vision is optimistic.

On 10 October 2017, the shipyard PHP Ship Breaking & Recycling Ltd was declared compliant with the Hong Kong Convention by the classification society RINA. This is the first facility in Bangladesh to obtain this statement of compliance. PHP claims to have invested 35 million Bangladeshi takas, i. e. 4,2 million US\$, the purchase price of a small 2000 box-capacity container ship to be demolished. Efforts focused on the acquisition of lifting gear, construction of a helicopter airstrip and reorganization of the scrap metal storage area on a hard slab.



October 22, 2014

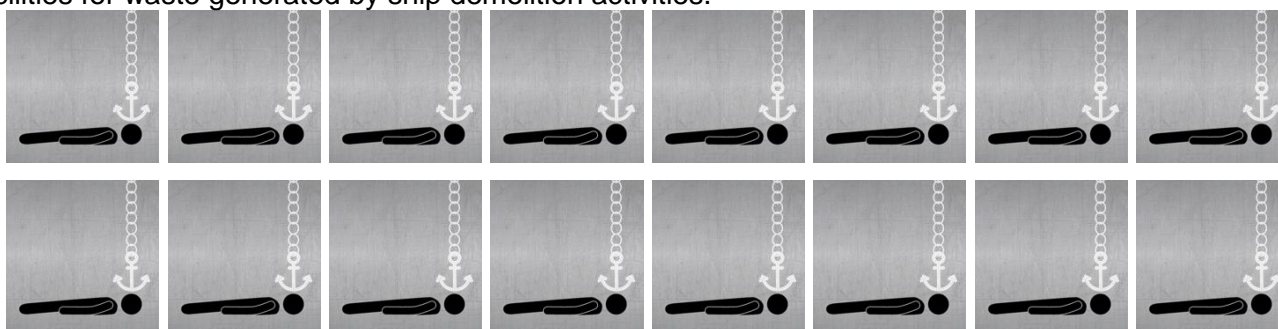


PHP Ship Breaking & Recycling Ltd

February 5, 2017

In Bangladesh in 2017, 16 workers were killed in the shipbreaking sites. On 14 November, Mohammad Mizan, 28, died after falling off the ship on which he was working.

Shipbreaking activity supplies more than half of their metal to steel mills in Bangladesh. The 2011 national regulations applicable to this sector is not implemented due to the lack of dissuasive sanctions. Eventually, the sector could be threatened by the establishment of international standards not taken into account in Bangladesh. To enforce the law, the parliament approved on January 24, 2018, a bill that provides for fines and prison sentences: from 12,000 US\$ to 36,000 US\$ or 2 years imprisonment for operating a shipyard without authorization or outside the authorized area and for importing a vessel without a permit, from 6,000 US\$ to 24,000 US\$ or 5 years imprisonment for using a fake certificate. With regards the social protection and environmental protection, the bill would order the yards to provide mandatory life insurance for all their workers and the State to set up storage, treatment and disposal facilities for waste generated by ship demolition activities.



Bangladesh - human fatalities 2017.

(See also: "[Shipbreaking # 48](#)", p 3, "Bangladesh, demolition kills")

2018 does not start well. On January 28, 30-year-old Abul Hossain dies after inhaling toxic gas. On January 30, Md Borhan, 48, died after being struck by a steel plate. According to the yards, accustomed to minimizing work accidents in their facilities, the former is said to have died of cardiac arrest, the latter being crushed by a truck. The investigation is ongoing.

The END *Edith Cavell*

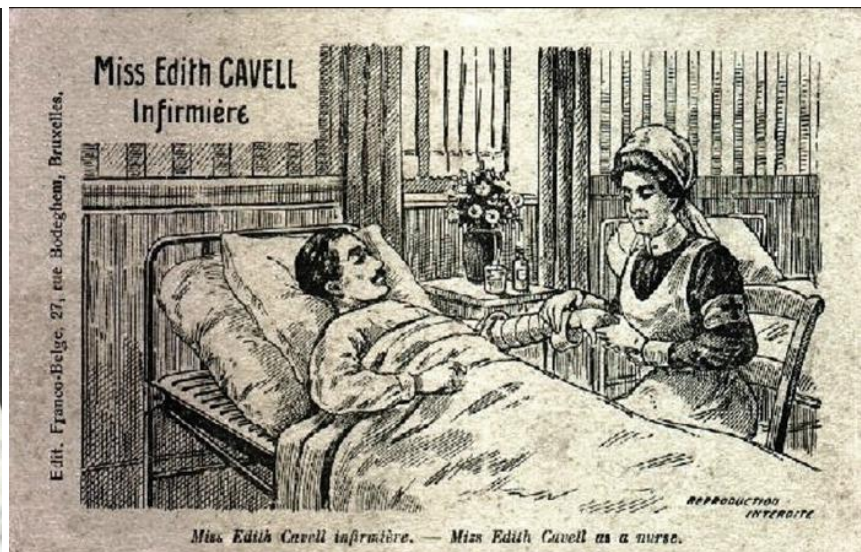


Saint-Laurent-du-Maroni, wreck of the *Edith Cavell*. © ShareGuyane.canalblog

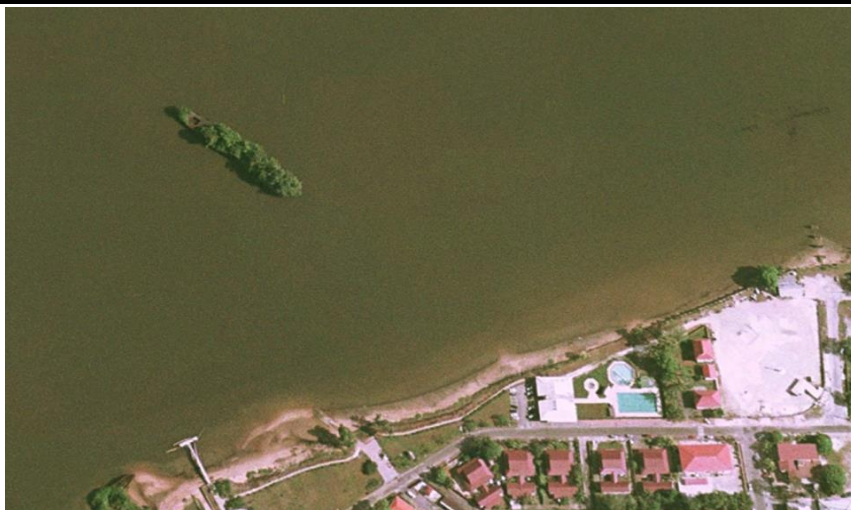
The *Edith Cavell* overgrown by tropical trees is named after one English heroin of the first World War, the head nurse shot down on October 12 1915, aged 50, by German soldiers for having hidden and taken care of British, Canadian, Belgian and French soldiers in the civil hospital that she was running in Bruxelles. Edith Cavell would have been betrayed by a French collaborator or by the imprudence of a British survivor who would have sent her a letter of recognition intercepted by the German command.



© edithcavell.org.uk



© Flickr



Robin des Bois - Screenshot Google Earth

The *Edith Cavell*, 106 m in length, 14.2 m in width, is an insular dependency of the French Guiana since November 30, 1924 when, approaching the berth of the penitentiary administration ruling the penal colony in St. Laurent-du-Maroni, she ran aground on a reef where in spite of the attempts to refloat her, she has indeed taken root.

© Anton Rijdsdijk



L'*Edith Cavell*, ex *Wagner* built by Bartram & Sons in Sunderland South Dock (United Kingdom) in 1897 was operated by the Sefton Steamship Company, a British subsidiary of the SGTM (Société Générale des Transports Maritimes) established in Marseille.

101 years after her death, Edith Cavell whose mortal remains were repatriated in Great Britain after War 14-18 disposes of an unexpected and wild memorial in South America, far from the Norwich Cathedral where she is resting.



July 2017. © Tyana Jacolot

Sources:

Aliaga Denizcilik; Alsantiri.gr; American Bureau of Shipping; Argonia Holdings; ASR Ace Ship Recycling; BBC; Black Sea Memorandum of Understanding; Bloomberg; Bureau Veritas; Chittagong Port Authority (the); Corriere del Veneto; Delaunay-Kourou.overblog; Dépêche de Nouvelle-Calédonie (la); Dernière Heure; Det Norske Veritas; Diana Shipping; Douanes Françaises; Dover Ferry; Ehayes.com; Engineering News; Equasis; European Maritime Safety Agency; Figaro (le); Fleetmon; France Bleu; G Captain; Garde Côtière du Canada; Germanischer Lloyd; Global Marketing Systems; Globe Newswire; Government of Canada- Statement of work for the Dismantling and Disposal of the Kathryn Spirit, Removal of the Temporary Embankment and Restoration of the Site; Haut-Commissariat de la République en Nouvelle-Calédonie; Heavy Lift News; Helderline; Hellenic Bureau for Marine Casualties Investigation (Interim Report on the Grounding of M/V Cabrera); Hermes Maritime Services Pvt Ltd; Indian Navy; Indian Ocean Memorandum of Understanding; Info Antilles; InfoSuroit; International Journal on Marine Navigation and Safety of Sea Transportation; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Insight; Marine Link; Marine Traffic; Marine-Marchande.net; Maritime Executive (the); Maritime Herald (the); Martime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Micoperi; Ministry of Fisheries and Marine Resources: Namibian Marine Protected Area; Miramar Ship Index; Monde (le); Namibian (the); New Zealand Maritime Index; Nippon Kaiji Kyokai; Nouvelles Calédoniennes (les); Nuova Venezia; Optima Shipbrokers; Ouest France; Parisien (le); Port to Port; Pravda; Préfecture Maritime de l'Atlantique; Robin des Bois, personnel sources and archives; Roose & Partners; Russian Maritime Register of Shipping; Semaine dans le Boulonnais (la); Ship Nostalgia; Shipspotting; Shipwrecklog; Smedegaarden; Soleil de Châteauguay (le); Soviet Trawler.narod; Splash 24/7; St Martin's Week; Stuff.co; Télégramme (le); Timaru Herald (the); Tokyo Memorandum of Understanding; Torres Gonzalez, Froilan-Facultad de Mecanica, Universidad Technologica de la Habana, Cuba (Calibracion y potencial de desguace del astillero reciclador de Bahia Honda); Trade Winds; Trait d'Union (le), société française des pétroles BP; Tribunale Ordinario de Venezia (Esecuzioni Immobiliari N 362/2013, GU N 87 30-7-2015); United States Coast Guard; Vessel Tracker; Voix du Nord (la); World Maritime News; Xinhua

Editors and artistic directors: Christine Bossard and Jacky Bonnemains
Documentation and illustrations : Christine Bossard with Laurence de Bodinat, Jacky Bonnemains and Charlotte Nithart
Translation: Jacky Bonnemains, Christine Bossard, Eirann Cohen
Director of publication : Jacky Bonnemains.