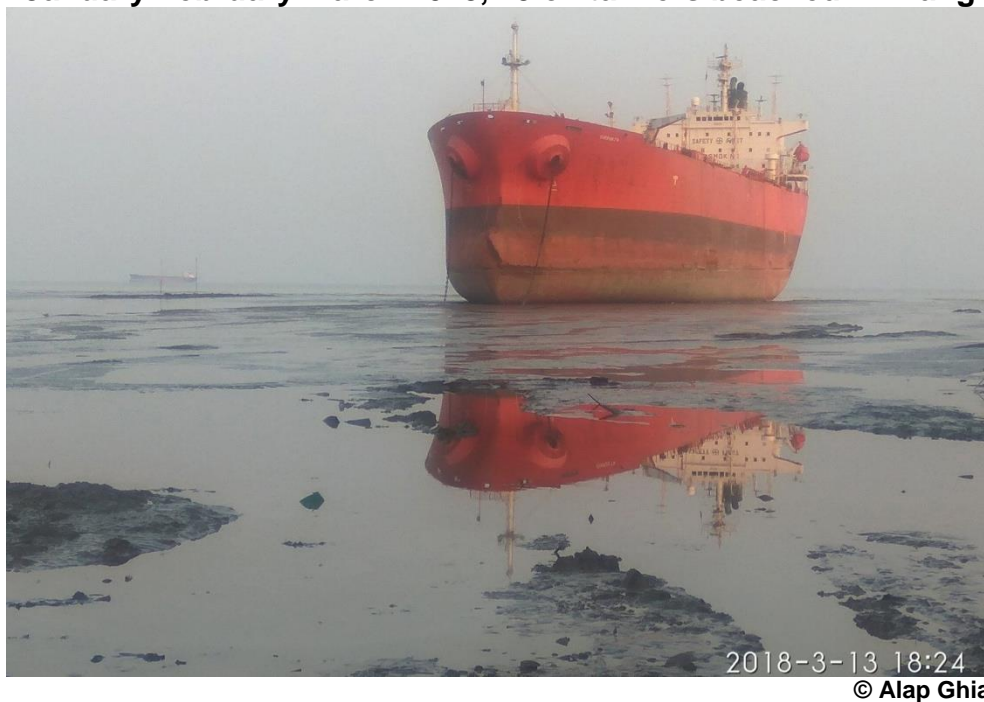


May 17, 2018

January-February-March 2018, 19 oil tankers beached in Alang



The ex-French *Cap Saint-Pierre* escapes scrapping one more time



© C. Nithart-Robin des Bois - Abidjan, March 28, 2018

Shipbreaking # 51, from January 1 to March 31, 2018

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Heading for Africa n°1

On 27, 28 and 29 March, the Regional Academy for maritime sciences and engineering (Académie Régionale des Sciences et Techniques de la Mer, ARSTM) and the Interregional institute for safety at sea (Institut de Sécurité Maritime Interrégional, ISMI) based in Abidjan, Côte d'Ivoire, organised an international seminar on abandoned ships and wrecks. Listeners from Mauritius, Togo, Gabon, Republic of the Congo, students, lawyers, teachers and researchers, all of them stakeholders in the shipping community, attended and participated in the discussions.

Several experts representing Côte d'Ivoire, Mauritania, France, Uganda, Kenya and Tanzania, IMO, ITF (International Transport workers' Federation) made presentations and played a question and answer game. The NGO Robin des Bois (Robin Hood) was invited to this seminar and its 2 representatives participated in a collective visit of the fishing and commercial port of Abidjan.

In the frame of this colloquium, Robin des Bois's main recommendations were to constantly monitor ships in ports, to watch over their maintenance and to avoid the regular calls of worn out ships. Between a substandard ship, an abandoned ship and a wreck, there is only the thickness of 2 sheets of paper.

Noting with all the other participants that Africa lacked rational and safe scrapping yards in terms of health and the environment, Robin des Bois insisted on the fact that ports and administrations had to enter step by step into this industrial channel, starting with the dismantling of fishing or harbour vessels and avoiding the staggering, technically and financially ill-conceived projects that could ultimately attract dozens of shipwrecks awaiting demolition. Everything must be done and anticipated to avoid in Africa a new Alang or a series of wild demolitions afloat.

In this issue # 51 of "Shipbreaking" are mentioned the presentations of Mr Coffi, commander of the port of Abidjan and Mr Matalla, technical director of the port of Nouadhibou. Their full presentations and those of Jacky Bonnemains and Charlotte Nithart, representatives of Robin des Bois, are available on the NGO's website. "Shipbreaking" will bring up this seminar and this Abidjan initiative again in issues 52 and 53 and all presentations will be then available on Robin des Bois's website.

[Access to the presentations of the seminar "Abandoned ships and wrecks"](#)

Abidjan, from grave to cradle

Abidjan is doing the splits.

On top, 7 gantry cranes, 2 of which can carry 2 containers at a time, the terminal's pace is accelerating and contributing to the birth of an international port.

Down below In the lagoon lies an aggregate of 25 wrecks, 30 to 110 m in length, so old that no one knows their name, their history, or the causes that led them to be dumped there into oblivion and sludge, only to be spotted by satellites from outer space.



January 7, 2013, Abidjan lagoon - Screenshot Google Earth

These wrecks and the underlagoon cemetery are possibly the legacy of a colonial practice reinforced by Article 40 of the decree of April 21, 1999, which regulates the Autonomous Port of Abidjan. Article 40 requires that a derelict vessel with no possibility of returning to operation be taken to a designated dumping area, if her buoyancy still allows.

One day or another, these wrecks will become an obstacle to development of nautical activities and the lagoon's sanitation. Breakdown of paint, the seepage of oil, and the dissolving of metals into the closed aquatic ecosystem constitute, day by day and drip by drip, an additional source of pollution. Oil spills can occur 100 years after the sinking or the dumping of vessels, when corrosion breaks open the propulsion fuel tanks.

When the transfer towards the cemetery proves to be impossible, due to the state of the wreck and the risks incurred by towing, "the owner is called upon to tow his vessel, to demolish it without delay, and to remove any debris from the shore"; "if the owner does not respond to this order, the port authorities will replace the owner, at the owner's expense of risks and danger." The article 40 by the port police is partly operational for small vessels that do not exceed 50-60 meters in length, but it is not adapted to the dimensions and weight of commercial ships that regularly call at the port.

One Commission overseen by the harbor master and composed of the director of infrastructure, a master mariner, a representative from the Chamber of Commerce, and a representative of the Merchant navy, is authorized to give wreck status to vessels without a crew, maintenance, buoyancy checks, and with unlimited docking in the harbor. Some weaknesses of the Commission were enlightened during the seminar: its opinions are advisory and are not systematically followed by immediate effects. The commission does not include an expert in environmental risks from a derelict vessel in case of fire or sinking. In order to add weight to the formal notice sent to the owner by the Commission, it would be useful to have it co-signed by the head of an administrative district or by the Minister of Sanitation, Environment, and Sustainable Development.

A wreck - and a major one - has been occupying anchorage n°1 for 5 years. Keel upside down, it takes up space and costs money. It is the *Oriental Bridge*. Flying the flag of Saint Vincent and the Grenadines, she was abandoned in Abidjan at the end of 2012 by her Syrian owner, with 23 sailors on board. After a long and dramatic discussion behind closed doors, the *Oriental Bridge* had been evacuated by the crew and, left on her own, eventually freed herself, drifted and capsized. Refloating operations are estimated at 900 million CFA francs or 1.6 million US\$.



Oriental Bridge, 173 m de longueur. © Ivan Meshkov

At the time of the seminar, there were at least six vessels considered to be abandoned in Abidjan port. The fishing port, the tunny boats and harbour boats are especially concerned. The main causes of the abandonment of a vessel are its age, the renunciation of its owner to carry out urgent maintenance work, the seizure by creditors, and demand from the crew of wage arrears. The abandoned vessel is characterized by a total absence of guarding, maneuvering, and control of its buoyancy by the ship owner or of one of its representatives. She can, however, as long as she keeps her buoyancy and is not considered a wreck, be repurchased by an unscrupulous ship owner, be patched up, obtain navigation certification, and sail under a new flag.

Such is the case of the former *Fortes*, Saint Vincent and the Grenadines-flagged, abandoned in a Tunisian port in May 2009 with ten Russian and Ukrainian sailors and calling at the port of Abidjan on March 28, 2018 under the name *Breadbox Marlin* and the flag of Togo. In the Equasis database, the ship's classification society is unknown. The last identified was the obscure Panama Maritime Documentation Services (PMDS) in October 2014. The *Breadbox Marlin* is banned from European waters and is only trading in West Africa. She is a regular visitor to the ports of Dakar (Senegal), Abidjan and Tema (Ghana).

The presence of the Belize-flagged tuna seiner *Avra* in Abidjan, ex-*Cap Saint Pierre* built in 1979 in Saint-Malo (France), with her Chinese officers and Ghanaian crew and the lack of inspection by the Port State, also shows that not all precautions are taken to guarantee sea safety or the respect of working and living conditions on board, and in this case to combat illegal fishing off of West Africa. The *Avra* should have been scrapped a long time ago. After some stealth repair works, she set sail around midnight.



Avra, Abidjan, March 28, 2018 © C.Nithart-Robin des Bois

Wake up Abuja!

Fifteen countries, from South Africa to Senegal and including Côte d'Ivoire, are full members of the Aboudja Memorandum, the regional agreement whose main objective is, thanks to the leverage of port inspections, to identify substandard ships, to detain them when necessary, and to refuse port access in order to push them toward demolition yards. The *Breadbox Marlin* and the *Avra* are not the only ones to evade controls. In 2017, in the Ivorian ports of Abidjan and San Pedro, only 21 minor technical deficiencies were identified by State inspectors. In Benin, the Republic of Congo, Gabon, the Gambia, Guinea, Liberia, and Togo, qualified and sworn inspectors from the National Authority did not detect any technical deficiencies or non-compliances to conventions on the competency of crew and living and working conditions on board. The time has not yet come for the banishment of vessels that are dangerous, unhealthy, and that loot fisheries resources from the African waters.

There were no presentations on African open registration flags during the seminar. But "Shipbreaking" decided on this occasion to look back to its archives and to consider this issue in n°51.

Togo wants to restore its flag

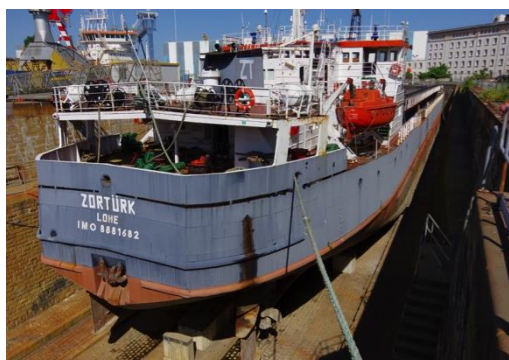
While Lomé, the capital of Togo, has a deepwater port capable of accommodating the latest generation of cargo ships, the Togolese flag sails in troubled waters. It welcomes old ploughs expelled from Antigua and Barbuda, Georgia, Turkey, Malta, Cambodia, ...

The Togolese register includes 417 vessels reported "in service" (source: Equasis).

Today

The Togolese flag is on the blacklist of the memoranda of Paris and Tokyo because of the observed cascading deficiencies and detentions reported and imposed by the safety inspectors in commercial ports around the world. Togo specializes in being the refuge flag for abandoned vessels. A careful reading of the document summarizing abandoned ships between 2006 and 2016, published by the ITF (International Transport Workers' Federation) reveals that the former *Argo*, flag of Antigua and Barbuda, abandoned in Riga, Latvia, became the *Zamzam* under the Togolese flag. Same path for the *Aspet*, abandoned in Saint-Nazaire, France under the Georgian flag and renamed the *Zortuk*, as well as for the *Barika*, Turkish flag, abandoned in Istanbul, reflagged to Togo and abandoned again in Burgas in Bulgaria. The *Ibn Batouta*, abandoned in Algeiras in Spain under the Moroccan flag, also was reflagged to Togo. Same thing for the *Nesibe E*, under the flag of Cambodia, abandoned in Civitavecchia, Italy. The *Southern Pearl NZ*, abandoned in Bourgas, became the *Lady Safia 1* under the flag of Togo.

The sale of Togolese passports to cargo ships held by foreign owners assures to the country and its Public Treasury an annual income whose amount and the destination are not clearly identified. It must be noted that in the current state of the flag, this income remains precarious as the life expectancy of merchant ships registered in Togo is brief.



Zortuk, ex-Aspet
© Erwan Guéguénat



Lady Safia 1, ex- Southern Pearl NZ © Ahmed Fahmy



Zamzam, ex Argo
© Jayson Kinzett

Since 2008, the management of the Togolese register is delegated to the IRB, International Registration Bureau, based in Piraeus and Beirut, with offices in Dubai, Miami, Panama, Hong Kong, South Korea, Japan, Vietnam, the Philippines, Russia, Ukraine, South America, the Cayman Islands, and in the European Union (Sweden and Cyprus). The IRB's mission is to "offer the best quality of service on the most attractive financial terms."

The IRB applies the famous adage of the great master Aristotle Onassis to the letter: "my favorite country is the one that grants maximum immunity from unnecessary taxes, trade restrictions, and regulations."

Specific contracts valid for 3 to 6 months are possible for vessels destined for demolition. Ship safety certificates are commonly issued by classification societies that are neither known for their rigor nor members of the IACS. The vessels flying Togo's flag are progressively seeing their range, destination, and freight diversity diminish as they are banned or kept an eye upon in high-traffic zones like the European Union, North America, and Asia.

The national flag is considered by the Togolese government as an instrument of international influence. But Togolese-flagged ships are so dubious that the country's reputation suffers.

The boarding in early April off the island of Weh, Aceh Province, Indonesia, of the *STS-50* (IMO No. 8514772) wanted by Interpol for multiple illegal fishing activities and flying the Togolese flag is further proof of this. Banned from Antarctic waters in 2006 for a fraudulent fishing for toothfish, escaped from Mozambique in 2018, the *STS-50* was named *Andrey Dolgov*, *Sea Breez 1* and *Ayda* and flew the flags of South Korea, Cambodia, an unknown state and Togo for the years 2015 to 2018 alone.

Under this name, the *STS-50* is not included in the list of vessels deleted from the Togolese register. At the time of her arrest in Indonesia, she was served by 13 Indonesian and 7 Russian and equipped with 35 km of gillnets.



STS-50. © Antara/Ampelsa

Tomorrow

Togo's ambition is to strengthen the reliability and image of its flag. To this end, an official list of 36 vessels deleted from the register between 2012 and 2017 has just been published. It only concerns vessels engaged in illegal fishing activity—five of them only have names and do not have IMO registration numbers.

The road to strengthening of the Togolese flag will be long and full of pitfalls. The law from 2016 relating to the Merchant Marine Code (Code de la Marine Marchande, CMM) provides that ships flying the flag of Togo must belong to companies that are 51% owned by natural or legal persons established in Togo or in an ECOWAS State (Economic Community of West African States), that these companies must be based in Lomé, and that the vessels must call at Lomé at least once a year. The multinationalism of the crews is not called into question. Several decrees and orders are to be applied under the CMM in the months and years to come.

The Togolization of vessels is likely to have the same failings as the Mauritanization attempt of the foreign fishing fleet in the 1990s. The annual call of boats under the flag of Togo is likely to be a never-ending stopover at the end of their trading life. Will Lomé's nautical cemetery succeed the cemetery of Nouadhibou?

Removal of Wrecks in the Bay of Nouadhibou - Islamic Republic of Mauritania



Bay of Nouadhibou, Mauritania. Photo source Artificial Owl

Since time immemorial, the Bay of the Greyhound has been seen by shipowners and crews as a place of refuge in the event of damage or any other event related to the safety and operation of merchant ships, fishing boats and military vessels. The safety of the Bay has led to its congestion by damaged and abandoned ships with no prospect of returning to any activity. The Bay of the Greyhound is also a protected area for the conservation of fauna and flora.

Most of the wrecks that make up the "cemetery" of Nouadhibou, ex-Port-Etienne at the time of French colonization, come from the fishing industry and the fishing "western" that faraway fishing fleets rushing from Asia, the Middle East, Russia, Romania, East Germany, the European Union and Cuba, played in several episodes between 1965 and the years 2000 off Mauritania and in its coastal waters until the exhaustion of cephalopods, crustaceans and tunas. If 90% of the catches passed through the Spanish port of Las Palmas, Canary Islands, 90% of the rusty irreparable ships were laid-up in precarious conditions and ended up sinking or running aground on the beaches or in view of the beaches or worse in the entrance channel of Nouadhibou harbour.

A first numbering was carried out in 2002 by a Spanish project office. Spain has a good knowledge of the area since it signed in 1964 a fishing agreement with Mauritania valid for 50 years. 107 wrecks were counted, 57 of which were reported dangerous for navigation. The list of these wrecks and related information was published in "[Shipbreaking # 20](#)" p 2-3, 39-43.

When Europe, representing among others Spain's interests, signed a new conventional fishing agreement with Mauritania in 2006, it committed itself to "cleaning" the Greyhound Bay. A minimal clean-up since it was a question of refloating the half-submerged wrecks with the option to sink them offshore or to store the floating wrecks in an area where they would not have posed problems for the safety of maritime traffic and the development of the fishing port and the commercial port.

Challenged in January 2011 by Robin des Bois, editor of "Shipbreaking", the EU replied quickly that this was a misunderstanding, that wrecks or sections of wrecks would be brought ashore, in short that it was indeed a final extraction of the wrecks followed by the recycling of metals and waste management.

Operation Nouadhibou, the first of its kind in a civilian port in peacetime, was financed up to 27 million euros by the European Union. It was awarded to the Dutch company Mammoet Salvage BV, which deployed a 600-ton floating crane, a 111-metre-long barge used as a cutting platform, two 55-metre-long service barges, two 1074 kW tugs, two tracked excavators capable of cutting scrap metal and some 100 sailors and technicians. The programme concerned 74 shipwrecks dangerous to navigation more than

the 57 counted in 2002, an aggravation proving that in the decade 2000-2010 the situation worsened and that abandoned ships continued to sink or run aground.

The works lasted from January 2011 to November 2012.



1

removal with an excavator



2

grab tests



3

barge used as cutting platform



4

removal with a crane

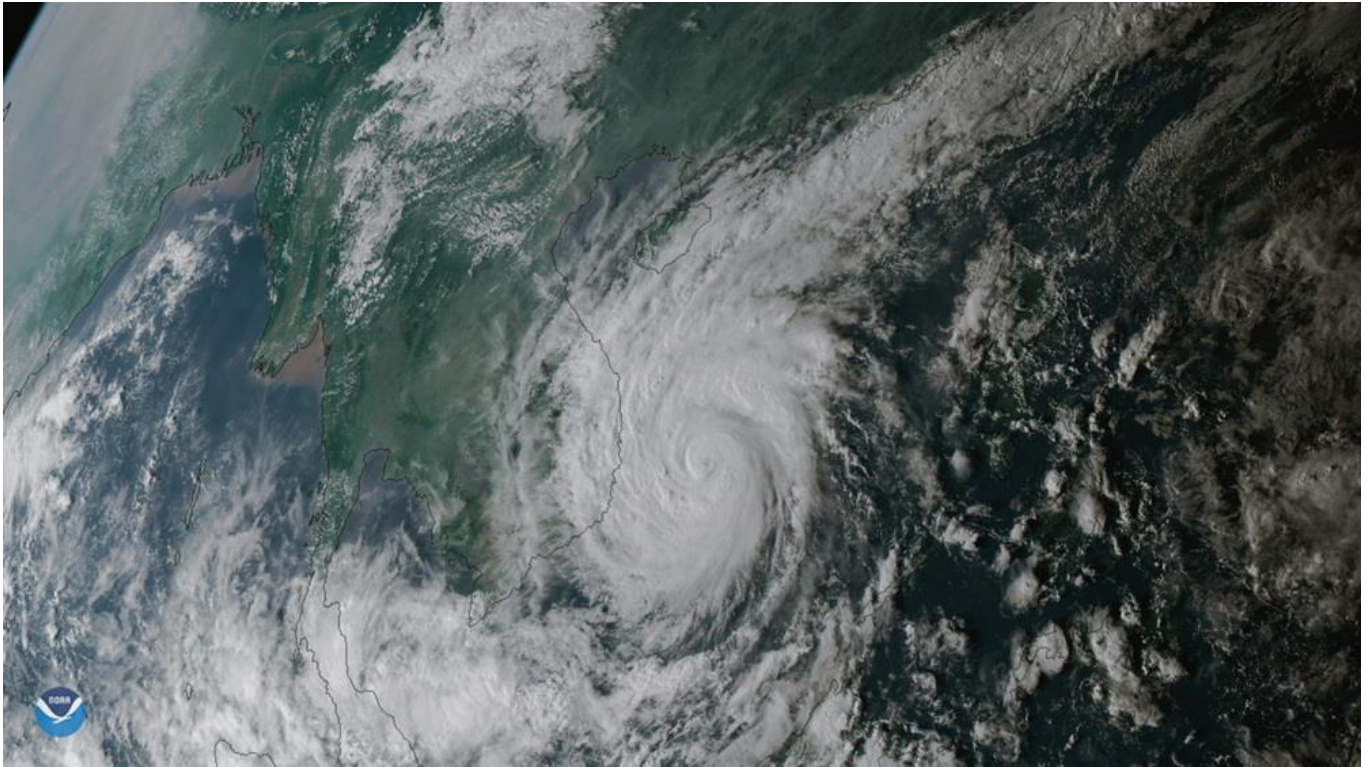
The clean scrap was sold for export by Mammoet Salvage, which allowed the Dutch company not to exceed the EU budget. Liquid waste, mainly hydrocarbons, were also handled by Mammoet. Solid waste, dirty scrap metal, asbestos in various forms, batteries and electrical equipment, discarded fishing gear, tyres, fire extinguishers and other cylinders have been left to Mauritania, a heavy burden simply recommended to be treated abroad. The Autonomous Port of Nouadhibou and the State have resigned themselves to burying them in a regulated landfill.

Despite this shadow in the picture, the balance is positive. The safety of navigation and anchorages in the harbour of Mauritania's first port has been restored, the transfer of contaminants emitted by shipwrecks to marine sediments has dried up, and the accidentogenic fame of the port of Nouadhibou and its accesses belongs to the past.

New procedures are being implemented to reduce the risk of abandonment. If a ship at anchor does not move for one month, the shipowner receives an invoice for two months' quay fees. After three months, the vessel is likely to be towed and anchored in a dedicated area. There would be no risk of a new "cemetery" being formed. The abandoned boat(s) with no hope of returning to operation in view of their condition and the inertia of their owner would be demolished in the "traditional way" as long as rational facilities that would keep the environment unspoiled and the workers safe are not available in the neighbouring country or countries.

Photos 1-2-3-4 : Présentation Aliouane Matalla - Port Autonome de Nouadhibou, Autorité de la Zone Franche de Noudhibou, République Islamique de Mauritanie "Projet d'enlèvement des épaves de la baie de Nouadhibou"

Cyclones blow them to the end



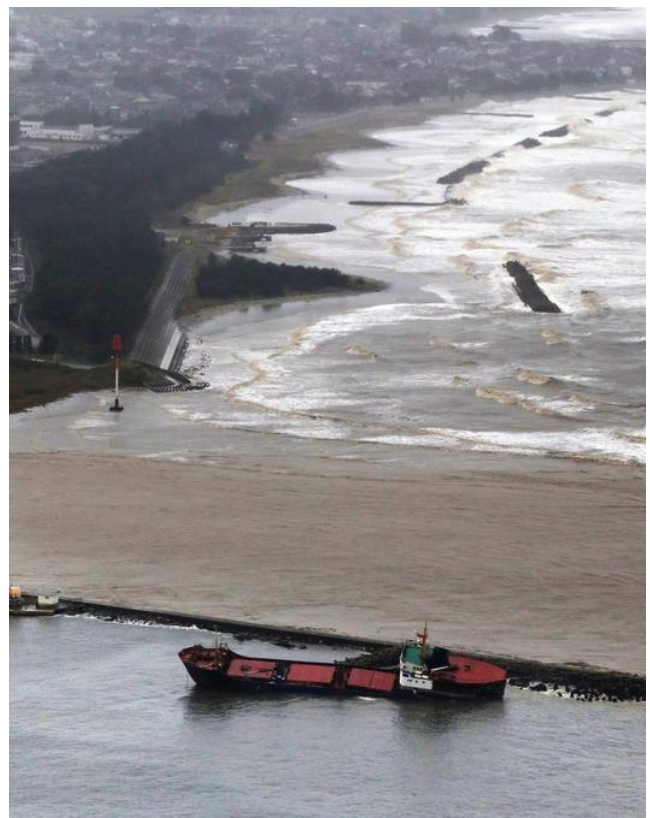
November 4, 2017, cyclone Damrey hits the coast of Vietnam. © National Oceanic and Atmospheric Agency

Cyclones shake up everything on their route. Awaiting demolition, the *Master Endeavour* was pushed into the mangroves by Dean, the *OSM Arena* was thrown to shore by cyclone Thane in 2011, *Pratibha Cauvery*, 6 dead sailors, by Nilam in 2012 and *Los Llanitos* on the cliffs by Patricia in 2015.

The Togolese *Real* (p 69) and the Mongolian *Fei Yu Yue 9* (p 65) did not survive cyclones Lan and Damrey that hit Japan (late October 2017) and Vietnam (early November 2017) respectively. Repair works were not considered cost-effective. The *Fei Yue 9* is being demolished on site. *Real* was refloated, removed from the channel and towed for demolition.



Vietnam, the grounded *Fei Yue 9*. © Duy Thanh



Japan, the *Real*. © Kyodo News

Cyclones (continued) : *Kea Trader*

In the Pacific Ocean, off New Caledonia, the brand new German container ship *Kea Trader* ran aground on 12 July 2017 on a coral reef due to a navigational mistake similar in its enormity to that of the *Sichem Osprey* which on February 10, 2010 rammed into Clipperton Atoll.



July 2017. © Armed Forces of New Caledonia

Ardent Salvage, the first company mobilized by the German shipowner got stuck on the work site and failed to refloat the distressed ship despite the removal of some of the containers.

Its successor, Shanghai Salvage Company, did not do any better.

Both category 3, cyclones Gitta and Hola have done the demolition work in February and March. *Kea Trader* is today crumbling away and the population of Mare Island collects part of her with wooden sticks and plastic bags. The last 84 containers still on board are released little by little in the sea. 71 are said to be empty, 13 contain cars, perfumes, solvents, paints, bleach and matches.

In late July 2017, a few weeks after the accident, Lomar Deutschland GmbH announced that, after refloating, the *Kea Trader* would be sent to scrapping.



March 22, 2018. © Armed Forces of New Caledonia

Seatrade, a drop of justice in an ocean of tricks



On March 11th 2018, the verdict came : Seatrade and two directors were fined €750,000 (US\$ 925,275). The directors were banned from executive role at any shipping company for a year. The Court of Rotterdam recalled that ships destined for demolition are hazardous waste and that Seatrade did not respect the obligation of information and prior authorization under European regulations. According to the court's judgment, "it is common knowledge that beaching a ship and demolishing it at the spot pollute water and air", "untrained workers lack the expertise to deal with dangerous materials" and "these practices cause multiple deaths each year". This is the first time that a European company has been convicted for illegally exporting ships to be demolished and failing to comply with European regulations on the export of hazardous waste. Seatrade "is surprised" at the Rotterdam Court's verdict and considers an appeal.

The prosecutor of Rotterdam had taken the case on his own initiative. Demolition of four ships, the *Spring Bob*, *Spring Bear*, *Spring Panda*, and *Spring Deli* were at issue. Having left the European ports of Hamburg and Amsterdam in Spring 2012, they headed towards Bangladesh, India or Turkey. The prosecutor called for a fine of €2,35 million (US\$ 2.9 million), 6 month prison sentences for 3 directors of Seatrade, and confiscation of the profits the company made on the sale of the four vessels.

Seatrade is a specialist in transportation of refrigerated cargo. It is the largest company in this sector, and operates about 40 reefers.

The conviction recognizes the liability of the shipowners even when the sale takes place via an intermediary (cash buyer). It is exemplary in its principle but financial consequences are modest. Between 2010 and 2017, Seatrade sold for demolition not 4 but 15 vessels to shipbreaking yards established in India, Bangladesh, and Turkey. Cumulative sales brought in close to US\$ 40 million. In summer 2017, notwithstanding the legal proceeding already initiated, Seatrade persisted in its practices to maximize profits to the detriment of demolition workers' health and of the environment : the Dutch company sent the *Magellan Strait* and *Messina Strait* to be scrapped in Alang. The two vessels were deflagged to Saint Kitts and Nevis and renamed *Ellan* and *Sina* prior to beaching. This maneuver aimed at bypassing European regulatory constraints.

Seatrade ships demolished between 2010 and 2017

IMO n°	Ship	Country of demolition	year of demolition
8129852	<i>Pioneer Bay</i>	India	2010
8312605	<i>Spring Tiger</i>	India	2010
8812813	<i>Antigua</i>	India	2011
8608743	<i>Asiatic</i>	India	2011
8911475	<i>Cape Vincente</i>	India	2011
8511952	<i>Nostalgic</i>	India	2011
8307923	<i>Cloudy Bay</i>	India	2011
8609084	<i>Nova Friesland</i>	India	2012
8220383	<i>Spring Bear</i>	India	2012
8213665	<i>Spring Bob</i>	Bangladesh	2012
8213677	<i>Spring Bok</i>	Turkey	2012
8220424	<i>Spring Deli</i>	Turkey	2012
8213653	<i>Spring Panda</i>	Turkey	2012
9267534	<i>Magellan Strait</i>	India	2017
9267546	<i>Messina Strait</i>	India	2017



Ellan, ex-Magellan Strait, Alang, October 2017. © Vaja Nilesh

The conviction of Seatrade is an exception. The investigation on the export from the French port of Dunkerque of the *SeaFrance Renoir* and *SeaFrance Cézanne* ferries sent for demolition in Alang in 2011 has been dropped. There are no news about the procedure launched in the United Kingdom concerning the the Maersk-owned *North Sea Producer* which was beached in Bangladesh, though her dismantlement was stopped by the Bangladeshi Court considering the ship's radioactive contamination ; or about the Belgian investigation on the conditions of the sale for demolition in Bangladesh of the the *Mineral Water* owned by BOCIMAR, subsidiary of CMB (Compagnie Maritime Belge) (Cf. "[Shipbreaking # 44](#)", p 1-2).

Between 2010 and 2017, 2725 vessels belonging to a European shipowner were sold for scrapping. 91% were demolished in Bangladesh, China, India, Pakistan, or Turkey. Only the sale of the 4 Seatrade vessels resulted in a legal conviction. No lawsuits for illegal exportation of dangerous wastes, pollution, or for endangering the lives of others were pursued against the other European shipowners.

8 among 2725. They were scrapped in Bangladesh, in India, in Pakistan or in Turkey.



1 *Viktoria Wulff* - Reederei H & JP Wulff GmbH (Germany) Bangladesh



2 *Maersk Chancellor & Beater* Maersk Supply A/S (Denmark) Turkey



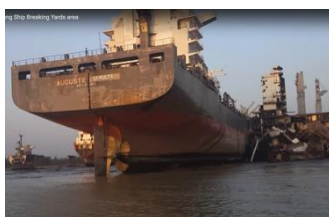
3 *Atlantic Compass* ACL/Grimaldi (Italy) India



4 *Berge Phoenix* Berge Bulk AS (Norway) India



5 *Snowdon* - Zodiac Maritime Ltd (United Kingdom) Pakistan



6 *Auguste Schulte* Bernard Schulte (Germany) Bangladesh



7 *Ville d'Aquarius* - Global Ship Lease (France) India



8 *Maersk Wyoming* Maersk Line A/S (Denmark) India

1 Baldev Raj Kapoor / 2 Selim San / 3 Anish Cheffy Gupta / 4 and 5 Sajjad Chowdhury / 6 capture d'écran / 7 Viral Shah / 8 Eren Topcu

The flow of European ships exported to be demolished does not slow down even when it comes to ships having suffered accidents or fire; the trans-oceanic voyage or towage of these wrecks is a threat to maritime safety and the marine environment. The *Modern Express* (see "[Shipbreaking # 45](#)", p 63-65), *Purple Beach* ("[Shipbreaking # 47](#)", p 90-93), *Maersk Pembroke* ("[Shipbreaking # 49](#)", p 40) left the ports of Bilbao (Spain), Wilhelmshaven (Germany) and Rotterdam (Netherlands) for Turkey. The export of the barge carrier *Harrier ex-Tide Carrier* for demolition to Pakistan made the headlines in 2017 ("[Shipbreaking # 47](#)", p 8). The vessel suffered a failure shortly after leaving the port of Storassund, Norway, and was rescued by the coast guard. Today she is about to be exported for demolition to Turkey with the blessing of all. Justice in Oslo is not as vigilant as justice in Rotterdam.

Spain-France: what's going on with the bulky ones?

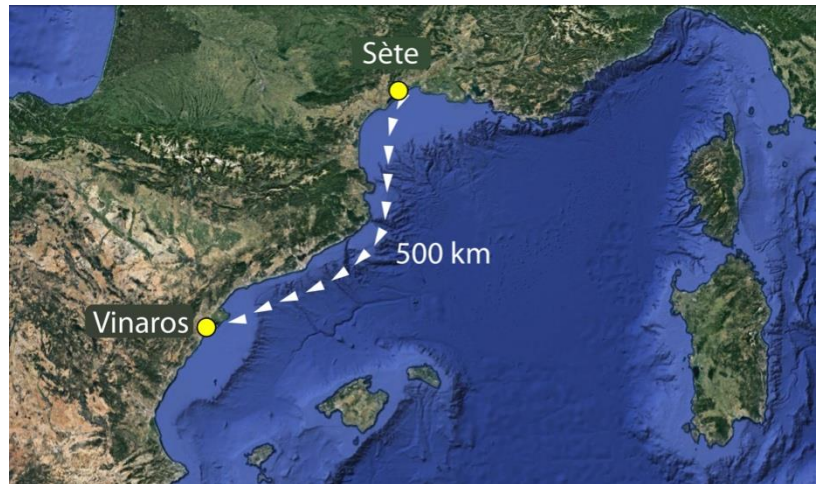
Towing ships to be broken up towards remote scrapyards is often nonsense. France as a country of departure and transit is doubly exposed. Its maritime authorities seem to have realized the danger and require seaworthiness certificates issued by prime classification societies before convoys are allowed to leave French ports. Would this be the first step in the strengthening of towing protocols from the European Union and off its coasts?

France : *Rio Tagus*, *Carib Palm*, *Ocean Jasper*

The *Rio Tagus*, formerly Saint Vincent and the Grenadines-flagged, is deep-rooted since October 2010 in the port of Sète. Her towing to a non-approved Spanish demolition yard by the Spanish tug *Paris* was scheduled for 6 April. The *Paris* left Sète empty-handed. The press release by Robin des Bois, editor of "Shipbreaking", on 5 April under the title "[Sète in West Africa](#)" has a lot to do with this.

The former *Rio Tagus* is actually nameless and flagless. This does not exempt her before to be back to sea from undergoing a thorough inspection and receiving a certificate of seaworthiness issued by a leading classification society. 8 years ago the *Rio Tagus* Classification Society was the fake International Naval Surveys Bureau based in Greece.

The port of Sète is getting impatient: it needs space to develop its yachting facilities.



See also:

The French maritime prefect of the Channel and North Sea and the equivalent administration in the south of England have suffered several scabrous towings in recent years. The last one ended up with the sinking of the *Maersk Searcher* and the *Maersk Shipper* bound for demolition in Turkey (Cf. "[Shipbreaking # 46](#)" p 4-5 and "[Shipbreaking # 49](#)" p 3-4). It is therefore desirable that every precaution be taken to ensure the safe towing between Boulogne-sur-Mer and Brest of the *Carib Palm*, the small general cargo carrier flying the Moldovan flag intercepted by French customs in December 2015 (Cf. "[Shipbreaking # 50](#)", p 88) with a big hidden cocaine load. Its last classification society was unknown; until 2002 it was Bureau Veritas. Two years later, the *Carib Palm* no longer has a flag; it is awaiting a certificate of airworthiness issued by a classification society worthy of the name. The *Carib Palm* is expected in Brest for demolition.



It's a tragic bulky one. The *Ocean Jasper* has been immobilised in the military port of Brest since August 2007. The Turkish ship had collided with the French fishing vessel *Sokalique* and fled without alerting the rescue services. The master had drowned had drowned, the other crewmen were rescued. Justice has twice recognized the responsibility of the *Ocean Jasper* in the wreck.

In 2016, a first auction attempt with a bid price of €100,000 failed. In April 2018, the bid price is only 15,000 €. The vessel is awarded to Navaleo, a subsidiary of Recycleurs Bretons, for €4,070. The last trip of the *Ocean Jasper* will be a short one from the military port to the commercial port of Brest.

Spain: *NAS Pathfinder* and *Puma*

On February 8, 2018, the *NAS Pathfinder* towing the *Puma* for demolition in Turkey suffered a rudder failure in the middle of the Bay of Biscay and dropped her towline. Fortunately, the mess came to a happy end for the tandem. The *Trheinta* (IMO 9790945) took over the *NAS Pathfinder* and reached A Coruña on February 12. She sailed out again to look for the *Puma* located by a GPS beacon and towed her safely as close as possible to the port of Santander on February 15.



The salvor *Trheinta*
© Nachete Muccio



and the salvaged ones *NAS Pathfinder*
© Marine Nationale



and *Puma*
© Gary Markham

Since arriving in A Coruña, the *NAS Pathfinder* has been "under repair" and has been spotted several times conducting sea trials. Are they repairs or do-it-yourself? The tug is at the end of her life. Between May 25, 2012 and January 16, 2016, she was detained in Rotterdam and Harlingen in the Netherlands, Poole (United Kingdom), Las Palmas (Spain), Hamburg (Germany) and Dover (United Kingdom), cumulating 190 days of detention. After a month and a half of work, on April 30, 2018, she reached Santander where she is anchored.

TRAMO 1/7 DE MALIAÑO					
206/2018	PUMA (GB/DVR)	TRAMO 1/7 DE MALIAÑO	TZ	20/04/2018 18:06	04/05/2018 12:00 A. PEREZ Y CIA., S.L.
558/2018	WORLD TUG 1 (PT/PEN)	TRAMO 1/7 DE MALIAÑO	PA	02/05/2018 14:01	05/05/2018 12:00 A. PEREZ Y CIA., S.L.
FONDEO					
564/2018	NAS PATHFINDER (ES/LCG)	FONDEO	PA	02/05/2018 13:25	04/05/2018 12:00 A. PEREZ Y CIA., S.L.



March 14, 2018, *World Tug 1* towing the *Resolve Blizzard* towards Aliaga.
© Gibfran46 / MarineTraffic

Port of Santander: ships at berth, on May 3, 2018 (extracts)

At the same time, the *World Tug 1*, another tugboat used to deliver end-of-life ships to Asiatic demolition yards, has also arrived at Santander; she docked near the *Puma* to take her in tow. Cocking a snook at the European ship dismantling industry, the convoy passed around Gijon and its the DDR-Vessels XXI approved ship recycling yard and notified to be heading for Messina, an intermediate point on the Aliaga route. As for the *NAS Pathfinder*, she finally follows remotely on her own power; she has left Santander and notified too to be heading towards... Messina.



1st quarter 2018 overview, tankers otherwise almost nothing

recycled tonnage

- 1 : tanker, 1,509,000 t (72%)
- 2 : bulk, 230,000 t (11%)
- 3 : container ship, 107,000 t (9%)
- 4 : general cargo ship, 69,000 t (3%)

ships

- 1 : tanker, 89 (40%)
- 2 : offshore service vessel, 46 (21%)
- 3 : general cargo ship, 28 (13%)
- 4 : bulk, 17 (8%)

The share of tankers in the global scrapped tonnage continues to increase: it doubled compared with the previous quarter. In the first quarter of 2017 it was 13%, one year later it reaches 72%. The category ranks n°1 of the quarter and even constitutes a quasi-monopoly. In the oil sector, the cleaning continues among the oldest offshore service vessels: they are 46 supply, support, seismic research, well stimulation or pipeline laying vessels fated for scrapping. The other categories all decline. Container ships (11) almost disappear from the charts.

recycled tonnage

- 1 Bangladesh, 949,000 t (45%)
- 2 India, 502,000 t (24%)
- 3 Pakistan, 308,000 t (15%)
- 4 Turkey, 78,000 t (4%)
- 5 China, 57,000 t (3%)

ships

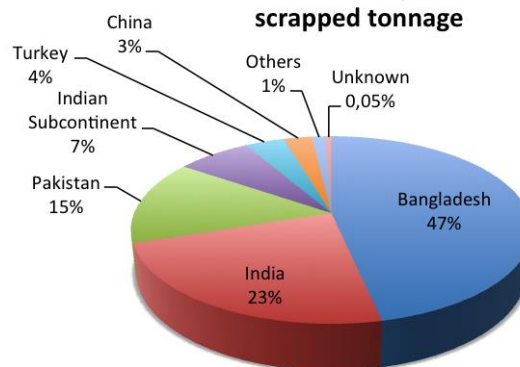
- 1 India, 86 (39%)
- 2 Bangladesh, 57 (26%)
- 3 Turkey, 26 (12%)
- 4 Pakistan, 22 (10%)
- 5 China, 3 (1%)

222 vessels. More than 2 million tons to recycle. More ships to be scrapped (+9%) and especially more large ships: the increase in tonnage reached +26%. Bangladesh, the favourite destination for VLCC, more than doubled its tonnage and took first place ahead of India, Pakistan, Turkey and China. In the other demolishing countries, tonnage is falling more or less appreciably. Pakistan saved the day despite the persistent handicap of the ban on tanker demolition (cf. p 33). It was lifted at the end of April: safety requirements have been reinforced with regard gas-free certificates and removal of oil residues prior beaching. The first 2 tankers have arrived on the beach of Gadani, others should follow notably among the ships whose final destination is not yet known.

China continues crashing down. The demolition yards have not resumed their activity and only three container ships have been sent for demolition by UASC/Hapag Lloyd, which persists in its so-called "green" recycling way in Turkey and China.

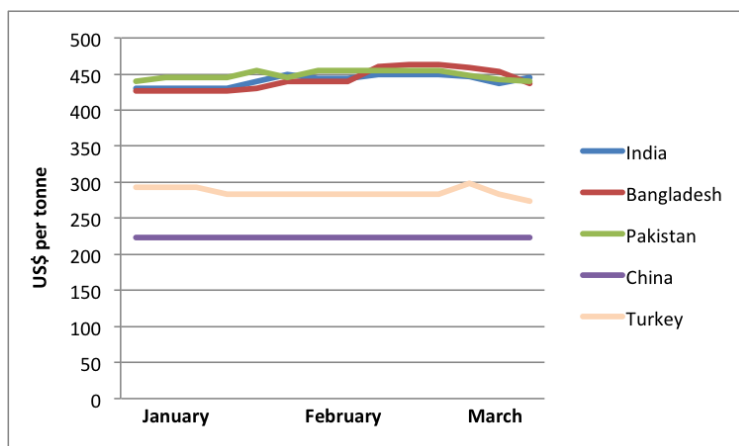
201 vessels (90%) representing 96% of the tonnage were scrapped in the Indian sub-continent, China and Turkey. Of these 201 ships, 56 had been built in Europe and 43 belonged to shipowners from the European Union or the European Economic Area.

Market shares, 1st quarter 2018, scrapped tonnage



Cash

In all shipbreaking countries, prices per tonne remained remarkably stable. They average around US\$ 450 per ton in the Indian subcontinent and US\$ 270 in Turkey. In China, demand is zero, the offered prices are only a theory.



Flags of the last voyage



At least 59 ships (27%) were deflagged just prior leaving for scrapping. The top 3 funeral flags are the same as the previous quarter. Palau (23) retains 1st place ahead of the Comoros archipelago (17) and Saint Kitts and Nevis (9).



Palau



Palau archipelago, 200 islands, 21,000 inhabitants, 459 km². © Palau Siren

According to the Equasis database, 445 vessels are registered in Palau or were last flagged to Palau; 267 are officially in service, 166 have been broken up or are to be broken up and 2 are under repair.

44% of vessels scrapped in Bangladesh, 22% of vessels scrapped in India have adopted a funeral flag prior to beaching

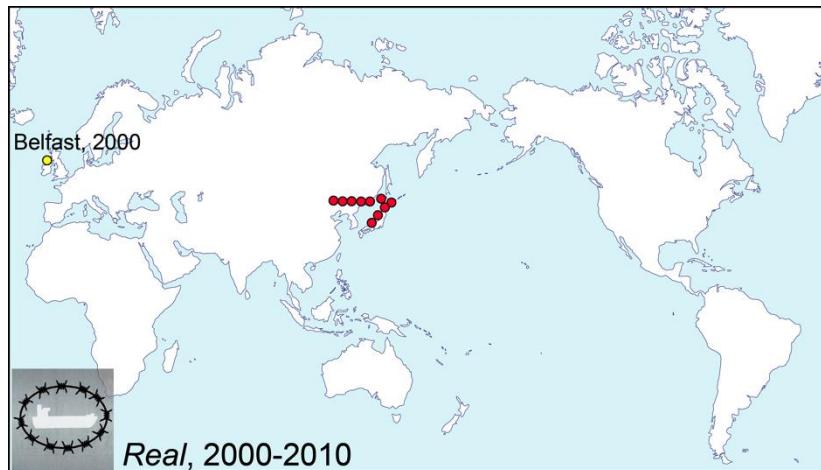
After the detention, demolition

82% of the ships scrapped in the first quarter of 2018 were controlled by a classification society belonging to the IACS (International Association of Classification Societies). Despite this quality label, at least 114 ships (51%) have been detained in world ports. All categories of ships are affected by deficiencies. The detention rate prior departure for scrapping is 86% for general cargo ships, 83% for reefers, 82% for bulk carriers, 75% for chemical tankers, 58% for gas carriers, 55% for container ships and 36% for oil tankers.

The gold medal of sub-standard ships is the Togolese-flagged general cargo ship *Real* belonging to Russian interests, 47 years old, victim of 11 detentions and a cyclone in October 2017 (see p 70). It precedes the offshore service vessel *Marsea 5*, Tanzanian-flagged, 10 detentions, demolished in India (p 26) and another togolese-flagged general cargo ship *Globus*, 9 detentions, demolished in Turkey (p 67).



Real, Vladivostok (Russia) © Vitaly



Real, 2000-2010

and her detentions © Robin des Bois

Good news for maritime safety: three ships banned from European ports have been directed towards the demolition yards of Aliaga. These are the Belize-flagged reefer *Alyaska* (p 76), and the cargo ships *Geo Star* (p 67), Togolese-flagged, and *Haddad 1* (p 68), Panamanian-flagged.



Alyaska, 35 year-old
© Olaf K



Geo Star, 38 year-old
© Vitaliy Patashkin



Haddad 1, 42 year-old
© David Broderick

Years and metres

The age of ships fated for demolition ranges from 9 years for the Chinese-built Indian cargo ship *Jindal Meenakshi* which suffered a grounding (p 68) to 53 years for the patrol vessel *Maandeeq* ex-*McArthur*, (p 18) built in the United States as a hydrographic research vessel for the NOAA (National Oceanic and Atmospheric Agency). The average age for all categories is 30 years.



McArthur. © NOAA

125 vessels are less than 150 m in length, 32 are between 150 and 199 m and 65 are over 200 m. 20 vessels are over 300 m.

The heaviest of all is the Greek ULCC *Mistral*, (p 42), 18 year-old, 335 m, 306,278 deadweight tons and 46,703 lightweight tons, built in South Korea. Sold as it is in Khor Fakkan (United Arab Emirates), she was deflagged to Palau, she has just arrived in Pakistan.



Mistral, Gibraltar, December 2, 2012. © John Ferrary



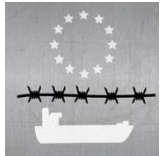
Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).



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



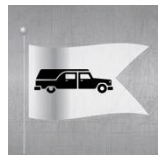
Damaged ship.



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.

Patrol / safety vessel

Maandeeq (ex-*Eaton*, ex-*McArthur*). IMO 6602082. Length 53 m, 792 t. Comorian flag. Classification society International Register of Shipping.

Mandeeq arrived at Alang under tow on February 20th 2018, and at the age of 53 was the oldest of the demolished ships this quarter. She was built in 1965 in Norfolk (Virginia, United States) by Norfolk Shipbuilding & Drydock as a research vessel for the US MARAD. She was named *McArthur*, no. MSS 22, after William Pope McArthur, 1814-1850, hydrographer and American marine officer who conducted the first reconnaissance survey in the United States West Coast from San Francisco, California, in the south, up to the Columbia River entrance, Washington State, in the north. In her first years, the vessel was operated on the West Coast for hydrographic research by the US Coast and Geodetic Survey (USC & GS), an agency in charge of the survey and charting of coasts, which was established in 1807 by President Thomas Jefferson.

© NOAA

NORFOLK SHIPBUILDING & DRYDOCK CORPORATION
Cordially invites you to attend
LAUNCHING CEREMONIES
of the
Hydrographic Survey Ship
"McARTHUR" (CSS-30)
U. S. Department of Commerce
Maritime Administration
for
Environmental Science Services Administration
Coast and Geodetic Survey
11:00 A. M., Monday, November 15, 1965
at the Berkley Plant
of the
NORFOLK SHIPBUILDING & DRYDOCK CORPORATION
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if by phone 545-3551 - Ext. 338



US Coast and Geodetic Survey *MSS 22*



Scientific *McArthur*

© NOAA

National Oceanic and Atmospheric Agency *S 330*

In 1970, the National Oceanic and Atmospheric Agency (NOAA) was founded by the merging of the USC & GS and other scientific agencies like the Weather Bureau and the US Commission of Fish and Fisheries. The *McArthur* integrated the fleet of the NOAA under the new number S 330 ; she continued her hydrographic surveys, conducted marine mammals surveys throughout the Eastern Pacific and was engaged in numerous scientific and environmental campaigns. In 2003, after a 38-year long career, she was decommissioned in Seattle and replaced in her duties by *McArthur 2*.

McArthur was sold in 2006, keeping her name but radically changing her purpose. From scientific, she became paramilitary. Her new shipowner was Blackwater Worldwide, a private American security company. Blackwater is described by independent investigative journalist Jeremy Scahill in his book as "the most powerful army in the world" (Original title : *Blackwater : The Rise of the World's Most Powerful Mercenary Army* – Nation Book – 2007). In 2006 the company was awarded from the George W Bush American government the contract for the securing of United States staff and institutions in 27 countries. It equipped the *McArthur* with a helicopter pad, 3 rigid-hull inflatable boats, lightweight armaments, and refitted the vessel, claiming to use her from 2007 on for escorting merchant vessels off Somalia. Though, with a speed of 12 knots, the *McArthur* is slower than the ships she has to protect from pirates. It seems that she has overall served a promotional use, and as a diversion at a time when her scandalous shipowner was facing accusations over the practices and blunders of its security teams, notably in Iraq and Afghanistan (firing on civilians in Baghdad, 17 dead, 24 wounded on September 16th 2007).



Paramilitary *McArthur* of Blackwater. © Blackwater

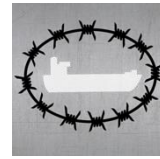
President Barack Obama terminated the contract between Blackwater and the State Department on his arrival in 2009. The company was renamed XE Services the same year, then Academi in 2011. The ex Blackwater redeployed in the protection of CEO and foreign dignitaries. The *McArthur* was sold in 2010 for US\$ 3.7 million, while her value after conversion was said to reach US\$ 15 million. The *McArthur* became the *Eaton* flying the Panamanian flag and was assigned to patrol and safety duties. Her last shipowner was the United Arab Emirates-based Infinity Services FZE, her last flag was that of Comoros, and her last destination was the demolition beach in Alang.



Eaton alongside *Seafarer* in Mombasa (Kenya), December 3, 2010 © Jerzy Nowak

Dredger

Hansita V (ex-Meka 1, ex-Zhe Pu Gong 2023). IMO 9097020. Length 95 m. Indian flag. Classification society Indian Register of Shipping. Built in 2005 in Linhai (China) by Zhejiang Hongguan. Owned by Megha Dredging Co Pvt Ltd (India). Detained in 2009 in Cochin (India). In March 2013, the dredger *Hansita V* had to be towed to Kollam (state of Kerala) following an engine failure. She was repaired but



retained by authorities for failing to pay port fees (RS 40 lakhs, US\$ 62,000). The vessel remained docked at Kollam port and was later anchored 3 miles off the coast. Three years later, she hadn't moved ; in June 2016, the ship broke mooring and ran aground on the tip of Munkakal beach.



February 17, 2017. © Jimmy Jose

First, the ship was considered a tourist attraction ; hundreds of onlookers came to take photos, newly-weds came to pose for a photo in front of the wreck.

Once the novelty wore off, the residents became worried ; the incoming waves were smashing into the hull and worsening the erosion along the coastline and threatening nearby homes.

Refloating was not a possible option, the wreck of the ex-dredger was weak and bogged down. Authorities launched a public tender for her dismantling on the spot. It was awarded to Ferro Rolls and Metals based in Kannur (Kerala) for INR 2 crore (US\$ 308,000).

© The Hindu



Demolition started in January 2018. Local residents feel relieved but remain vigilant as to the final removal of all debris and pollutants.

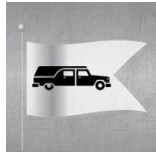


January 2018. © LV Alexander / The News Minute

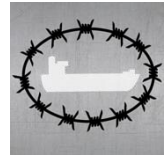
Volvox Anglia (ex-Argo). IMO 8003838. Length 64 m, 1,000 t. Australian flag. Classification society Bureau Veritas. Built in 1980 in Papenburg (Germany) by Surken. Owned by Van Oord Ship Management BV (Netherlands). Sold for an undisclosed destination of demolition.



Heavy load carrier



Norma 1 (ex-Norma). IMO 8330073. Length 82 m, 2,416 t. Deflagged from Tanzania to Panama in June 2017. Classification society Bureau Veritas. Built in 1969 in Dordrecht (Netherlands) by De Biesboch. Owned by Jawar Al Khaleej Shipping LLC (United Arab Emirates). Detained in 2002 in Barcelona (Spain). Sold for demolition in Pakistan.



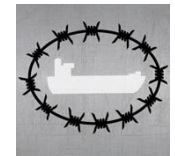
April 21, 2013, Brest (France). **Erwan Guéguénat**



April 2018, Gadani. © **Di Wala Syed**

Livestock carrier

USL-1 (ex-Crossway-I, ex-Neptune Thalassa, ex-Intra Highway, ex-Toyo Maru No. 23). IMO 7821831. Ex car carrier converted to livestock carrier in 2011. Length 98 m, 2,611 t. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Sasebo (Japan) by Sasebo HI; jumboized in 1989 and lengthened from 98 to 113 m. Owned by Universal Shipping & Logisitics (Djibouti). Detained in 2012 in Port Said (Egypt). She was beached in Alang as *Aethon*.



Neptune Thalassa, upstream Bosphorus Strait, June 10, 2006. © **Marc Ottini**



Aethon, Alang © **Sajjad Chowdhury**

Offshore

The slaughter continues in the oil exploration and exploitation sector. 46 supply, support, diving support, seismic research, well stimulation, pipelaying vessels left to be broken up. Their average age at the time of demolition is 37 years.

Supply tug

Aadya (ex-Lady Cynthia). IMO 8513699. Length 69 m, 2,256 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Shanghai (China) by Hudong-Zhonghua Shipbuilding (Group). Owned by Sadhav Shipping Ltd (India). Detained in 2009 in Chennai (India). Sold for demolition in India.



Lady Cynthia, January 13, 2012. on the Tamar River, Tasmania, Australia © George Brzezina

Al Fateh (ex-Sea Command, ex-Seabulk Command, ex-Gmmos Command, ex-Saeed, ex-Maersk Handler). IMO 7128863. Length 53 m, 825 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1972 in Bremen (Germany) by Rolandwerft. Owned officially by St Kitts and Nevis-based TAG Marine Line Inc since 2015. Detained in 2007 in Bandar Abbas in Asaluyeh (Iran). Sold for demolition in India.



Alexandra (ex-Al Zayd, ex-Sea Power, ex-Rahhal, ex-Spica I, ex-Bue Orsey, ex-Transporter, ex-Hornbeck Transporter, ex-Safe Transporter, ex-Stevens Transporter, ex-Maersk Server). IMO 7113179. Length 53 m, 667 t. United Arab Emirates flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1971 in Aarhus (Denmark) by Aarhus Flydedok. Owned by Valencia Marine Shipping Services (United Arab Emirates). Sold for demolition in India.



Atlas Venture (ex-Murrill Tide). IMO 8127359. Length 62 m, 1,012 t. Deflagged from Comoros to Togo in August 2017. Classification society American Bureau of Shipping. Built in 1982 in Lockport (United States) by Halter Marine. Owned by Atlas Marine Shipping LLC (United Arab Emirates). Sold for demolition in Mumbai, India.



Atlas Venture. © BY/MarineTraffic

Capricorn J (ex-Lady Rachel). IMO 7321611. Length 58 m, 977 t. Bahrain flag. Classification society Bureau Veritas. Built in 1973 in Tomago (Australia) by Carrington Slipways. She was the 6th in a series of 8 vessels operated by Australian Offshore Services Ltd on the Northwest oilfields. Owned by Gulfcorp (Bahrain). Sold for demolition in India.



Elham 1 (ex-Diyab, ex-Lady Kathleen). IMO 8019980. Length 62 m, 1,332 t. Deflagged from Saint Vincent and the Grenadines to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1982 in Tomago (Australia) by Carrington. Owned by Sea & Vessel Offshore Marine Services Co LLC (United Arab Emirates). Detained in 2015 in Bandar Lengeh (Iran). Sold for demolition in India.



Elishka (ex-SIS Service, ex-Olgui 1, ex-Voorspeler, ex-Friedensturm). IMO 7406215. Length 56 m, 1,358 t. Panamanian flag. Classification society Bureau Veritas. Built in 1975 in Walsum (Germany) by Gutehoffnungshutte. Owned by Saint Kitts and Nevis-based Lasko Shipping & Trading Inc. Detained in 2007 in Iran. Sold for demolition in India.



Everest 02 (ex-Massive Tide, ex-Terje Tide, ex-Terje Viking, ex-Torungen Supplier, ex-Balder Torungen). IMO 8102531. Length 65 m, 1,309 t. Kiribati flag. Classification society American Bureau of Shipping. Built in 1982 in Arendal (Norway) by Aker Vindholmen. Owned by Hai Duong Co Ltd (Vietnam). Sold for demolition in Bangladesh.



Fletcher Shipping Limited is a service provider providing services to the offshore oil industry in the North Sea. After financial difficulties in 2015, the Aberdeen-based company (Scotland, United Kingdom) continues the renewal of its supply fleet which today includes 13 vessels, the oldest of which were built in 2006 in Norway. The "veterans" of the 90s leave for demolition. Built in Norway, flying the UK flag, they will be scrapped in the UK by the Leith recycling yard, north of Edinburgh.

FS Aquarius (ex-Dina Aquarius, ex-Aquarius, ex-Stirling Aquarius, ex-Star Aquarius, ex-Gerd Viking). IMO 9008782. Length 82 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Tonsberg (Norway) by Kaldnes MV.



FS Pegasus (ex-Northern Gambler). IMO 9133111. Length 84 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Ulsteinvik (Norway) by Ulsten.



FS Pisces (ex-Highland Pride). IMO 9031076. Length 82 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Brattvaag (Norway) by Brattvaag Skipsverft.



Passing off Terneuzen after leaving Antwerp (Belgium), April 18, 2016. © Marc Ottini

FS Taurus (ex-Acadian Sea, ex-Far Server). IMO 8912364. Length 82 m, 1,948 t. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Brattvaag (Norway) by Brattvaag Skipsverft.



Two sisterships of the Canadian icebreaker tug fleet built in the 1980s to supply exploration sites in Canadian Arctic waters are to be scrapped. Both had left Canada for the North Sea in the early 1990s and were sold to the Indian shipowner GOL Offshore in 1994. (On the subject of oil research in Canada, see the story of ex-Robert LeMeur, "[Shipbreaking # 46](#)", p 79-82)

Gal Beaufort Sea (ex-Arctic Nutsukpok). IMO 8127775. Length 47 m, 972 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in North Vancouver (Canada) by Allied Shipbuilders for Calgary-based Arctic Transportation Ltd (ATL). Owned by Great Offshore Ltd, GOL (India). Sold for demolition in Mumbai, India.



Arctic Nutsukpok breaking ice. © Prime Movers Controls Inc

Gal Ross Sea (ex-Arctic Nanook). IMO 8127787. Length 47 m, 972 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in North Vancouver (Canada) by Allied Shipbuilders. Owned by Gol Offshore Ltd (India). Sold for demolition in Mumbai, India.



Arctic Nanook. © Prime Movers Controls Inc



Gal Ross Sea. © GOL Offshore Ltd

Gulf Storm (ex-Gulf Backer 1, ex-Njord). IMO 7522095. Length 45 m, 968 t. Belize flag. Classification society Bureau Veritas. Built in 1976 in Elmshorn (Germany) by Kremer Sohn. Owned by Momentum Marine Services (United Arab Emirates). Detained in 2016 in Bushire (Iran). Sold for demolition in India.



1997, *Gulf Backer 1* assisting barge DLB 1 off Nigeria. © Erwan Guéguénat

offshore : supply tug

Harmony Supplier (ex-*Sharief Supplier*, ex-*Ave Maria*, ex-*Sem Courageous*, ex-*Sea Courageous*, ex-*Point Christie*). IMO 8023826. Length 53 m, 759 t. Togolese flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Moss Point (United States) by Halter Marine. Owned by Armina Shipping (United Arab Emirates). Sold for demolition in India.

Harmony Supplier. © Reza/Vesselfinder



Harmony Supporter (ex-*Sharief Supporter*, ex-*Zara*, ex-*Sea Endeavour*, ex-*Africa Eagle*, ex-*Temasek Eagle*, ex-*Point Hope*). IMO 8023838. Length 53 m, 773 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Moss Point (United States) by Halter Marine. Owned by Armina Shipping (United Arab Emirates). Sold for demolition in India.

Hercules (ex-*Ahmed V*, ex-*Sea Pioneer*, ex-*Penyu*, ex-*Cherdek*, ex-*Star Sirius*). IMO 7409384. Length 60 m, 921 t. Comorian flag. Unknown classification society. Built in 1975 in Sliedrecht (Netherlands) by Slob. Owned by Seaport International Shipping Co (United Arab Emirates). Towed for demolition in India.



Ikaluk (ex-*Smit Sibiu*, ex-*Ikalu*, ex-*Canmar Ikaluk*, ex-*Ikaluk*). IMO 8130693. Length 79 m, 3,991 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Tsurumi (Japan) by Nippon Kokan. Owned by FEMCO-Management Ltd (Russia). Like her sistership *Smit Sakhalin* (ex-*Miscaroo*, sold for demolition in China Cf "[Shipbreaking # 49](#)", p 84), she had been built for Gulf Canada Resources and the oil exploration in the Arctic. Sold for demolition in India.



© Maritime Connector *Ikaluk*, from the Canadian Arctic

to the Russian Far East. © Konstantin Koshel



KBM n°4 (ex-*Bourbon Scotia*, ex-*Havila Scotia*, ex-*Boa Scotia*, ex-*Far Scotia*, ex-*Seaforth Emperor*). IMO 8016108. Length 67 m, 1,656 t. Saint Kitts and Nevis flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1982 in Singapore by Singapore Slipway. Owned by Sea & Vessel Offshore Marine Services (United Arab Emirates). Sold for demolition in Mumbai, India.

Durban (South Africa), April 6, 2013. © Paul Buchel

Kyle Venture (ex-*Grampian Falcon*, ex-*Burnhaven*, ex-*Stirling Imp*). IMO 8104319. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1982 in Great Yarmouth (United Kingdom) by Richards. Owned by Fish & Ships Ltd (United Kingdom). This ex offshore service vessel was to be converted to fish carrier by Ferguson Marine in Port Glasgow (Scotland, United Kingdom). It seems the conversion was not completed. The ship has remained docked in the shipyard for two years. She was finally sold for demolition in Rosneath (United Kingdom) by DRB Marine which is about to finish the recycling of the *Lysblink Seaways* grounded in 2015 on the Scottish coastline (see "[Shipbreaking # 40](#)", p 32).



Grampian Falcon. © Roger Solem



Kyle Venture © Jim Mcquarrie

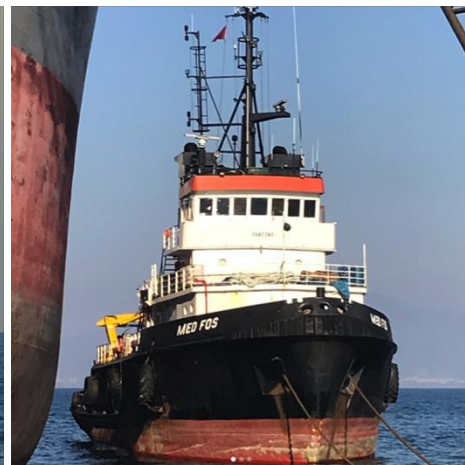
Marsea 5 (ex-*Isa*). IMO 8318972. Length 61 m, 1,210 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Naruto (Japan) by Kanrei. Owned by Sealantic Co Fzc (United Arab Emirates). Silver medal for substandard ships with 10 detentions, all of them in Khark Island (Iran) : in 2007, twice in 2009, in 2010, three times in 2011, in 2013, in 2015 and in 2017. Sold for demolition in India.



Med Fos (ex-*Varius*, ex-*Lady Laura*, ex-*Stril Poseidon*, ex-*Hinna Senior*, ex-*Lunde Senior*). IMO 7617797. Length 43 m. Greek flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1977 in Harstad (Norway) by Kaarbos. Owned by Five Oceans Salvage (Greece). Detained in 2003 and in 2012 in Gibraltar (United Kingdom). Sold for demolition in Turkey.

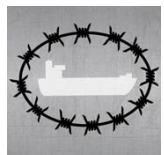


Valencia, Spain, October 3, 2012. © Javier Rullan



Aliaga. © Selim San

Navis Hunter (ex-*Permina Supply No. 14*). IMO 7376575. Length 50 m, 714 t. Panamanian flag. Classification society Bureau Veritas. Built in 1974 in Kagoshima (Japan) by Kagoshima Dock. Owned by Navisoil Enterprises Ltd (United Arab Emirates). Detained in 2013 in Asaluyeh (Iran). Sold for demolition in India.



Navis Star (ex-*Permina Supply n°2*). IMO 7353432. Length 50 m, 711 t. Panamanian flag. Classification society Bureau Veritas. Built in 1973 in Takamatsu (Japan) by Shikoku. Owned by Navisoil Enterprises Ltd (United Arab Emirates). Detained in 2010 in Bushire (Iran) and in 2014 and 2016 in Asaluyeh (Iran). Sold for demolition in India.



NSO Crusader (ex-*North Crusader*, ex-*Stad Senja*). IMO 8224470. Length 66 m. Norwegian flag. Classification society American Bureau of Shipping. Built in 1984 in Kristiansand N (Norway) by Sterkoder. Owned by NOR Supply Offshore AS (Norway). Sold for demolition in Turkey.



Honningsvåg, Norway. © MarineTraffic



March 2018, Aliaga. © Selim San

Osam Condor. IMO 8304335. Length 58 m, 930 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Miyazaki (Japan) by Tonoura. Owned by Selat Marine Services Co Ltd (United Arab Emirates). Sold for demolition in India.

Raptor (ex-*Pentow Salvor*, ex-*Rock Fish*). IMO 8107048. Length 54 m. Cook Islands flag. Classification society Bureau Veritas. Built in 1982 in Waterhuizen (Netherlands) by Pattje. Owned by Kenya Marine Contractors EPZ Ltd (Kenya). Sold for an undisclosed destination of demolition. She was last spotted in Mombasa (Kenya).



October 5, 1993, *Rock Fish* off Angola. © Pascal Riteau

Red Sea Fos (ex-Pacific Conqueror, ex-Marit Viking, ex-Omega, ex-Vigen Supplier, ex-Viking Prince, ex-Balder Vigen). IMO 8102529. Length 65 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Arendal (Norway) by Aker Vindholmen. Owned by Five Oceans Salvage Ltd (Greece). Sold for demolition in Turkey.



28 June 2017, in Funchal (Madeira, Portugal) © Egil Dammen



February 2018, Aliaga. © Selim San

Resolve Blizzard (ex-Blizzard, ex-Maersk Leader). IMO 8516952. Length 70 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Waterhuizen (Netherlands) by Pattje. Owned by Resolve Salvage & Fire (Europe) Ltd (United Kingdom). She left Gibraltar bound for Aliaga under tow of *World Tug 1* (IMO 7000724).



Rho Cas (ex-Vos Signal, ex-Dea Signal, ex-Stirling Spica, ex-Star Spica). IMO 8411047. Length 65 m. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to S Cas. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by Harbor Star Shipping Serv Inc (Philippines). Sold for an undisclosed destination of demolition, she left the Philippines heading for Singapore.



At Hong Kong on May 24, 2008. © Ivan Meshkov

Salvanita (ex-Progress Pride). IMO 7723510. Length 44 m, 500 t. Bahrain flag. Classification society Bureau Veritas. Built in 1977 in Singapore by Promet Engineering. Owned by Gulf Dragon Trading Co (Bahrain). Sold for demolition in Pakistan.



San Supporter (ex-C.P. Srivastava). IMO 8308446. Length 57 m, 1,277 t. Deflagged from India to Palau for her last voyage towards Chittagong. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Dockyard. Owned by San Marine (India). Sold for demolition in Bangladesh.

Sea Angel (ex-*Sea Diamond XI*, ex-*Seabulk Alkatar*, ex-*Ocean King I*, ex-*Imsalv Tiger*, ex-*Gallant I*, ex-*Gallant*). IMO 8006000. Length 40 m, 920 t. Belize flag. Classification society Bureau Veritas. Built in 1981 in Chiba (Japan) by Yokohama Zosen. Owned by Momentum Marine Services (United Arab Emirates). Sold for demolition in India.

© Al Sajaa Shipping Agency



Sea Lord (ex-*Sea Toucan*, ex-*Seabulk Toucan*, ex-*Red Toucan*, ex-*Cadimare*). IMO 8601587. Length 62 m, 1,503 t. Liberian flag. Classification society Bureau Veritas. Built in 1987 in La Spezia (Italy) by Ferrari. Owned by Seaport International Shipping Co (United Arab Emirates). Sold for demolition in India.



SIS Pioneer (ex-*Troms Tjeld*, ex-*Odin Viking*). IMO 8107165. Length 65 m, 1,054 t. Panamanian flag jusqu'en October 2017. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Tjorvaag (Norway) by Ulstein Smedvik. Owned by Seaport International Shipping (United Arab Emirates). She arrived under tow in Alang on March 6.

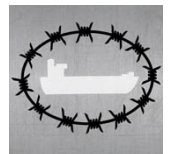


Odin Viking and drilling rig *Treasure Scout*. Stamp published on October 4, 1985 by the Norwegian Post from a 1982 photo off Tromsø.
© ShipStamps



SIS Pioneer July 12, 2003, Rotterdam, Netherlands.
© Wim Kosten

Soha Folk (ex-*Columbia Tide*, ex-*Wise Tide*). IMO 8003175. Length 55 m, 798 t. United Arab Emirates flag. Classification society American Bureau of Shipping. Built in 1980 in Moss Point (United States) by Halter Marine. Owned by Folk Shipping Llc (United Arab Emirates). Detained in 2008 in Mumbai (India). Sold for demolition in India.



TSS Pioneer 5 (ex-*Tropic Orion 1*). IMO 8300781. Length 58 m, t. Indonesian flag. Classification society American Bureau of Shipping. Built in 1983 in Miyazaki (Japan) by Tonoura. Owned by Bahtera Niaga Internasional Pt (Indonesia). Sold for an undisclosed destination of demolition. She was last spotted in Jakarta.

TSS Pioneer 5, Batu Ampar (Indonesia), July 8, 2016.
© Vladimir Knyaz

offshore : supply tug

Valiant Service. IMO 7367378. Length 57 m, 767 t. Bahrain flag. Classification society Bureau Veritas. Built in 1974 in Jennings (USA) by Zigler. Owned by Gulf Dragon Trading Co (Bahrain). Sold for demolition in India.

February 15, 2017. © George Didin



VN Partisan (ex-*Vos Prince*, ex-*Dea Prince*, ex-*North Prince*, ex-*Sun Prince*, ex-*Falderntor*). IMO 7703106. Length 79 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1978 in Papenburg (Germany) by Surken. Owned by Sea Owl France (France). In February 2011, after a 33 year-long career as an offshore supply vessel, the *Vos Prince* was acquired from the Dutch company Vroon Offshore to be used by the French Navy as a training ship. She entered Damen yard at Brest: she was fitted with various equipments among which a helicopter pad, two cranes and a module of containers being used for the training of naval commandos to combat in closed space. She was replaced in her duties by another *VN Partisan* (IMO 9106431). In February 2018, she was docked in basin n°5 in Brest commercial harbour to be dismantled by Recycleurs Bretons.



Vos Prince, Aberdeen (United Kingdom), May 7, 2008. © Charles H Reid



VN Partisan leaving Brest shipyard after a technical stop, August 28, 2013. © Erwan Guéguénat

Yarabah (ex-*Nico Jebel Ali*, ex-*Petromar Atlas*). IMO 8023802. Offshore supply. Length 54 m, 822 t. Comorian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Moss Point (United States) by Halter Marine. Owned by RTSS Maritime Services LLC (United Arab Emirates). Sold for demolition in Mumbai, India.



Yarabah, August 11, 2012, George Town (Tasmania, Australia). © David Logan

Offshore support vessel

Thunder River (ex-*Agnes Candies*, ex-*Pacific Sentry*, ex-*Agnes Candies*). IMO 8216447. Length 58 m, 833 t. Togolese flag. Classification society Bureau Veritas. Built in 1983 in Lockport (United States) by Halter Marine. Owned by Armina Shipping DMCC (United Arab Emirates). Sold for demolition in India.



Diving support vessel

Seven Osprey (ex-*Acergy Osprey*, ex-*Seaway Osprey*, ex-*Norskald*, ex-*Seacom*). IMO 8213392. Length 102 m, 5,240 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. The Liberian vessel *Seven Osprey*, which arrived in Aliaga on February 26th, ended a career which began in March 1984 under the French flag as *Seacom* for Comex, of Marseille.

Built by Normed shipyard in La Seyne-sur-Mer (France), she was a 102 meter-long diving support vessel for offshore work, a great length for this kind of vessel at the time. *Seacom* entered service while the oil service market was having a full turnaround, which resulted in Comex reselling the ship in December 1985 to Norwegian group Norcem, active in the North Sea, who renamed her *Norskald*. In 1990, she was acquired by Stolt-Nielsen (to whom Comex would sell its offshore sector in 1992) and was renamed *Seaway Osprey*. As her shipowning evolved, she later became the Liberian *Acergy Osprey* in 2006, then the *Seven Osprey* in 2013 after the merging of Acergy and Subsea 7 (United Kingdom).



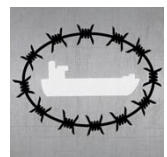
Acergy Osprey, Lerwick, December 4, 2009. © D Thompson



March 2018, Aliaga. © Selim San

Well stimulation vessel

SIS Seeker (ex-*Northern Seeker*, ex-*Jane Viking*, ex-*Sea Garnet*, ex-*Sea Piper*). IMO 7420546. Ex supply vessel converted in 2003 to well stimulation vessel. Length 63 m, 1,298 t. Togolese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1975 in Nandon (Japan) by Teraoka. Owned by Seaport International Shipping (United Arab Emirates). Detained in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Sea Piper July 1, 1981, outbound from Aberdeen, United Kingdom. © Gary Markham

Pipe-layer

Seven Condor (ex-*Acergy Condor*, ex-*Seaway Condor*). IMO 8111879. Ex diving support vessel converted in 1994 to pipe-layer. Length 143 m, 7,860 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Rendsburg (Germany) by Nobiskrug; jumboized in 2000 and lengthened from 102 to 143 m. Owned by Subsea 7 Offshore Resources UK (United Kingdom). Sold for demolition in Turkey.



Seven Condor, Niteroi, Brazil, January 30, 2014. © Celso Marino

Seismic research vessel

Northwest Searcher (ex-*Geco Searcher*, ex-*Sea Searcher*). IMO 8211904. Length 92 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Brevik (Norway) by Trosvik Verksted; jumboized in 1995. Owned by Northwest Management AS (Norway). Decommissioned in August 2013, finally sold for demolition in Esbjerg, Denmark.



Northwest Searcher, June 28, 2017, berthed at Molde, Norway. © Mladen Krce

Western Patriot. IMO 9050448. Length 78 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Ulsteinvik (Norway) by Ulstein. Owned by Western Geco Fleet Management (United Kingdom). She left Farsund (Norway) towed by *FFS Amaranth* (IMO 9161912) and bound for demolition by Fornaes Ship Recycling.

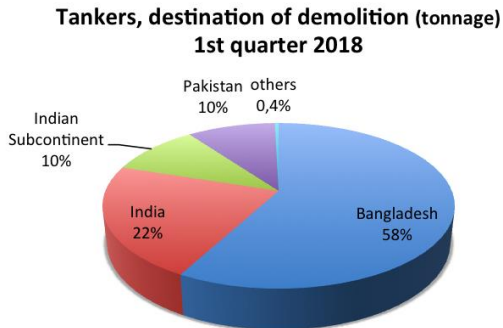


January 25, 2018, arriving at Grenaa, Denmark. © Bendt Nielsen

Tanker

January-February-March 2018

88 demolitions. The category is the first of the quarter. The number of all categories (oil tanker, chemical tanker, gas carrier, combination carrier) continues to increase sharply: +52% compared to the 4th quarter 2017. The scrapped tonnage represents 72 % of total tonnage.



In Pakistan, the beaching of tankers for demolition has resumed in late April. It was prohibited since the successive accidents of the FPSO tanker *Aces ex-Federal 1* (28 dead, dozens injured on November 1st 2016) and of the gas carrier *Rain ex-Gaz Fountain* on January 9th 2017 (5 dead). In view of the increasing number of tankers to be scrapped, Pakistani breakers have been pushing national authorities for beaching plots to be reopened to tankers. They finally succeeded. The requirements are reinforced: a gas-free for hot works certificate must be established in the latest port of call, all cargo residues, slops and sludges must be removed prior to beaching. The tankers *Pacific Trader* and *Brizo* had anticipated well : they left Hong Kong and Singapore and were

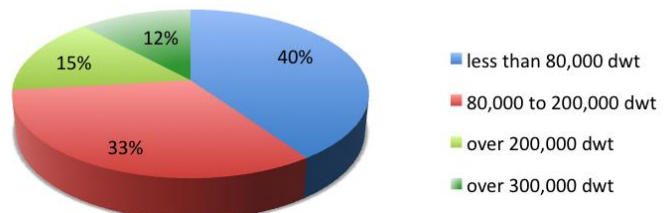
beached in Gadani. At least 3 other tankers were awaiting the Authorities' green light and are heading for Pakistan. Apart from these tankers, a handful of small ones operated in the Mediterranean and the gas carrier *B Gas Laura* beached in Turkey and Denmark, tankers to be broken up all headed towards India and Bangladesh.

Oil tanker

67 demolitions. In the 4th quarter of 2017, "Shipbreaking" had recorded 3 VLCC tankers (Very Large Crude Carrier) over 200,000 tons deadweight scrapped. In the 1st quarter of 2018, they are 18, among them 8 are the largest of the large ones, ULCC (Ultra Large Crude Carrier) of over 300,000 tons deadweight.

42% of tankers to be broken up (28 vessels) have been registered under a funeral flag prior to their final voyage. Their age goes from 15 to 51 years. The average age is 25 years. For VLCC tankers it is 19 years.

Scrapped oil tankers, 1st quarter 2018
(unités)



For 5 vessels, the final destination is undisclosed. Sales are subject to renegotiation to the very last moment. When it comes to a VLCC, a higher bidder will bring in several additional hundreds of thousands of US\$, or even several million, to the intermediaries (cash buyer).

The sale of VLCC *DS Valentina* (p 39) to an Indian shipbreaking yard brought in over US\$ 18 million to the shipowner and middlemen.



DS Valentina, 18 year-old, 43,308 t. © Andreas Schlatterer

Abul Kalam Azad. IMO 8600973. Length 238 m, 18,595 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1999 in Emakulam (India) by Cochin Shipyard. Owned by SCI, Shipping Corporation of India (India). In August 2017, SCI issued a tender notice; the aging tanker is for sale online for further trading or scrapping. It will be scrapping. Renamed *Kalamata*, she left Kakinada on the Indian East coast, crossed the Gulf of Bengal and was beached in Chittagong. 393 US\$ per ton.



Abul Kalam Azad, May 12, 2012, Chennai, India
© Ivan Meshkov

The Shipping Corporation Of India Ltd.
 (A Government of India Enterprise)

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TENDER NOTICE - SHIP FOR SALE
TENDER REFERENCE NO. SCI/MSTC/8750
 MT "Abul Kalam Azad", Double Hull Oil Tanker, built 1999, NRT 29331 MT, LDT 18595.47 LT, is available for sale for further trading / scrapping on "as is where is basis" at Kakinada anchorage, Andhra Pradesh (India) through E auction by M/s. MSTC Ltd. Interested parties may please visit website(s): www.shipindia.com, www.mstcecommerce.com and www.eprocure.gov.in from 22/08/2017 onwards for tender details.

TRANSPORTING GOODS. TRANSFORMING LIVES.

For sale...

African Leader (ex-Aeolos, ex-Difko Chase, ex-Northsea Chase, ex-Burwain Adriatic, ex-Zafra). IMO 8820951. Double hull tanker used since 2010 as a FSO (Floating Storage Offloading). Length 229 m, 14,830 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Monjasa Holding A/S (Denmark). Sold as is in Fujairah (United Arab Emirates), She was beached in India as abrége de *Leader*.



VARUN SHIPPING COMPANY LIMITED

The Indian company Varun Shipping used to operate in the energy transportation; it was the largest shipowner of liquefied petroleum gas carriers in India. On its official website, it claims to own a fleet of 17 ships including 9 LPG carriers and 3 oil tankers.

In recent years, it has faced procedures all over the world for abandoning crews and not paying salaries, management costs or ship repair bills. In October 2017, Varun ships were banned from entering ports in the United Arab Emirates due to the company's history of crew abandonment in Emirati ports and non-payment. The seafarers denounced the conditions on board, lack of fresh water, sanitary conditions and spreading diseases. They have conducted hunger strikes in protest against their working and living conditions and to demand their wages. Following their complaint and that of the various creditors, Varun's vessels were seized. Six are now being sold off as mandated by the High Court of Mumbai; they are the LPG carriers *Maharshi Devatreya*, *Maharshi Krishna Treya*, *Maharshi Bhavatreya*, *Maharshi Bhardwaj*, *Maharshi Shubhatreya* and *Maharshi Mahatreya*. The money raised from the sale of the vessels will be used to pay creditors and 98 crew members. Sales must be finalized before the end of April.

October 2017 *Maharshi Vamadeva*
abandoned crew. © Seanews



The company is currently undergoing liquidation under the Indian Insolvency and Bankruptcy Code proceedings.

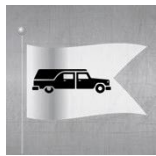
Pending the fate of gas carriers qualified by some as time bombs due to their condition and other ships, the two tankers *Amba Bhakti* and *Amba Bhavanee* immobilized in the Caribbean and China were sold for demolition.

Varun Shipping Company Limited (continued)

Amba Bhakti (ex-*Therassia*, ex-*Stena Commodore*, ex-*Nissos Anafi*). IMO 9144770. Length 243 m, 15,859 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1997 in Tsu (Japan) by NKK. Owned by Varun Shipping (India). In 2013, the vessel was abandoned by the Indian shipowner Varun Shipping off Shanghai. The crew of Indian and Bangladeshi sailors survived thanks to the solidarity of seafarers. In 2016, five seamen were still on board and lodged a complaint for non-payment of salaries. The vessel was seized by Shanghai Maritime Court; in December 2016, Varun Shipping was sentenced to pay US\$ 110,000 of arrears to the crews, but did not do so. The *Amba Bhakti* remained detained in Shanghai; the China Shipping Industry also claimed payment for maintenance works. In February 2018, the Court finally ordered the judicial sale of the vessel. According to the procedure developed in China for the sale of seized property, the e-auctions were conducted on the internet platform Taobao, subsidiary of Chinese online sales giant Alibaba. The reserve price was set at US\$ 3,88 million; the tanker was awarded for US\$ 6,09 million. US\$ 384 per ton. She is expected in Bangladesh.



Amba Bhakti, immobilized in Shanghai. © Shanghai Maritime Court



Amba Bhavanees 1 (ex-*Queen River*). IMO 9265641. Length 247 m, 16,791 t. Deflagged from Panama to Saint Kitts and Nevis in August 2017. Classification society American Bureau of Shipping. Double hull ship built in 2003 in Mihara (Japan) by Koyo Dockyard Co. Detained in 2017 in Gibraltar (United Kingdom). Owned by Varun Shipping (India).



Amba Bhavanees 1 (ex-*Queen River*). The tanker was immobilized in Aruba, in the Caribbean, since April 2017. The crew has lodged a complaint for non-payment of salaries. In July 2017, the Court of Aruba ordered the vessel to be auctioned. She was acquired by the Indian end-of-life ship specialist Hermes Maritime Services Pvt for US\$ 5.6 million, US\$ 334 per ton. On her way to demolition, the *Amba Bhavanees* was arrested for 22 days in Gibraltar in November 2017. She was finally beached in Alang as the Togolese-flagged *Amba 1*.



Aral Sea (ex-*Bali Sea*). IMO 9161314. Length 244 m, 16,831 t. Deflagged from Singapore to Palau for her last voyage as *Asea*. Classification society American Bureau of Shipping. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Owned by Eastern Pacific Shipping (Singapore). Detained in 2012 in Geelong (Victoria, Australia). Sold as is in Singapore to



Saint Kitts and Nevis-based Manio Shipping Inc prior to her departure for demolition in Bangladesh. 435 US\$ per ton including 400 t of bunkers.



Aral Sea, Sydney harbour, inbound to Gore Cove terminal, February 15, 2012. © Mick Prendergast



Asphalt Star (ex-*Sea Joy*, ex-*Asia Pioneer*). IMO 9127693. Bitumen tanker. Length 182 m, 9,600 t. Deflagged from Greece to Panama. Classification society American Bureau of Shipping. Built in 1996 in Onomichi (Japan) by Onomichi Zosen. Owned by Chronos Shipping (Greece). Sold as is in Greece for an undisclosed destination of demolition. In February 2018, she was



officially acquired by Saint Kitts and Nevis-based Maximus Shipping, renamed *Star I* and deflagged to Panama. Maximus Shipping is also the owner of *Scow ex-Moscow* beached this quarter in Bangladesh (Cf p 42). 390 US\$ per ton.

Aster (ex-*Amaryllis*, ex-*Jag Padma*, ex-*Freja Breeze*, ex-*Asia Prosperity*). IMO 9127708. Length 182 m, 9,302 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Onomichi (Japan) by Onomichi Zosen. Owned by Red Sea Marine Management DMCC (United Arab Emirates). Sold for demolition in Bangladesh.



April 19, 2009, *Freja Breeze* in El Ferrol (Spain).

© Romarin



Bankim Chandra Chatterjee. IMO 9045481. Length 177 m, 8,246 t. Deflagged from India to Comoros for her last voyage shortened to *Banki*. Classification society Indian Register of Shipping. Built in 1994 in Busan (South Korea) by Hanjin HI. Owned by SCI, Shipping Corporation of India (India). Detained in 2005 in Lisbon (Portugal). Sold for demolition in Bangladesh. 435 US\$ per



ton.

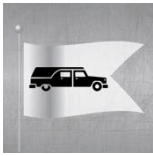


Bankimchandra Chatterjee, February 12, 2012, Indian ocean, close West India. © Vladimir Knyaz

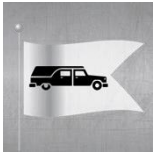


Basilia (ex-*Navion Torinita*, ex-*Nordic Torinita*, ex-*Torinita*). IMO 9012305. Length 244 m, 17,418 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Globus Ship Management LLC (Ukraine). Sold for demolition in Bangladesh. 458 US\$ per ton.

Navion Torinita, February 20, 2011, at FPSO P 43, offshore Brazil. © Bjørn Poulsen



Breeze (ex-*Capetan Costis*, ex-*Tokyo Spirit*). IMO 8806888. Length 182 m, 8,116 t. Deflagged from Moldova to Comoros for her last voyage. Classification society International Register of Shipping. Built in 1989 in Onomichi (Japan) by Onomichi Zosen. Owned by Olimpex Nigeria Ltd (Nigeria). Detained in 2004 in Dartmouth (Canada) and in 2008 in Koper (Slovenia). Sold for demolition in India.



Brizo (ex-*Tenacity*). IMO 9113408. Length 228 m, 16,042 t. Deflagged from Liberia to Niue for her last voyage shortened to *Briz*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Unit Maritime Tankers SA (Greece). Sold as is in Singapore, she anticipated the reopening of Gadani Beach to tankers and arrived off Pakistan on April 25. 475 US\$ per ton.



Brizo, ex-*Tenacity*, seen here in New York, USA, 2005. © Tom Turner



Bukhara (ex-*Laksamana Sejati*, ex-*Aegean Glory*, ex-*Amethyst River*). IMO 9015345. Length 181 m, 8,259 t. Deflagged from Palau to Georgia for her last voyage as *Timbuktu*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen. Detained in 2010 in Fawley (United Kingdom), in 2013 in Singapore and in 2017 in Piraeus (Greece). Acquired in January 2018 by Vector Shipping SA based in Greece prior to her departure for demolition in India. She arrived off Alang on February 6.



Capetan Michalis (ex-*Dora*, ex-*Power Head*, ex-*Pass of Cairnwell*, ex-*Cordale*). IMO 7024548. Length 70 m. Togolese flag. Unknown classification society. Built in 1970 in Govan (United Kingdom) by Appledore Shipbuilders; jumboized in 1991 and lengthened from 61 to 70 m. Owned officially since August 2017 by Marshall Islands-based Windforce Maritime Co. Sold for demolition in Turkey.



Decommissioned in Perama ships' graveyard (Greece), October 7. © Marc Ottini



Capricorn (ex-SPC *Capricorn*). IMO 8900878. Length 84 m, 1,179 t. Deflagged from Tanzania to Palau for her last voyage as *Nadine*. Classification society American Bureau of Shipping. Built in 1989 in Singapore by President Marine. Sold by her Singaporean owner Transocean Oil Ltd to Glow Shipping Line based in the United Arab prior to her departure for demolition in India.

Two Ecuadorian volcanoes reach Bangladesh. Let's hope they will not awake there.



Chimborazo. IMO 9174581. Length 228 m, 12,198 t. Deflagged from Ecuador to Niue for her last voyage shortened to *Razo*. Classification society American Bureau of Shipping. Double hull ship built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Flota Petrolera Ecuatoriana, Flopec (Equateur). Detained in 2014 in Algeciras (Spain). Acquired by Trinitas Ship Management Pvt Ltd based in India just prior to her departure for demolition in Bangladesh.



Chimborazo, Benicia (United States), March 4, 2011. © Oldkayaker/Shipspotting



Chimborazo (Ecuador), 6,263 m. © Eduardo Navas CC BY-SA 2,0



Cotopaxi. IMO 9174579. Length 228 m, 12,176 t. Deflagged from Ecuador to Palau for her last voyage shortened to *Cotop*. Classification society American Bureau of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by FLOPEC (Equateur). Sold as is in Singapore and acquired by Indian-based Green Ocean Ship Management prior to her departure for demolition in Bangladesh. 420 US\$ per ton.



Cotopaxi (Ecuador), 5,897 m. © Gerard Prins CC BY-SA 3,0



Cotopaxi, San Diego (United States). © EL/MarineTraffic

CS Pioneer (ex-*Nichihiko*). IMO 9176981. Tanker used as a FSO unit (Floating Storage Offloading) since 2016. Length 333 m, 38,575 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Ariake (Japan) by Hitachi. Owned by United Ship Management Pte Ltd (Singapore). Sold as is in Singapore for an undisclosed destination of demolition.

Danai 7 (ex-*Zuiyo Maru*). IMO 8808018. Length 70 m, 699 t. Thai flag. Unknown classification society. Built in 1988 in Hakata (Japan) by Hakata Zosen. Owned by Thai International Tankers Co (Thailand). Detained in 2009 in Haiphong (Vietnam). Sold for demolition in Bangladesh.



Danai 8 (ex-Tomei Maru n°2). IMO 8816467. Length 74 m, 838 t. Thai flag. No classification society according to her last Port State Control in Singapore. Built in 1988 in Kinoue (Japan) by Sasaki. Owned by Thai International Tankers Co Ltd (Thailand). Detained in 2008 in Haiphong (Vietnam) and in 2016 in Singapore. Sold for demolition in Bangladesh. 340 US\$ per ton.



Delta Millenium (ex-Nordmillenium). IMO 9202716. Length 330 m, 41,552 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 2000 in Samho (South Korea) by Samho HI. Owned by Delta Tankers Ltd (Greece). Sold for demolition in Bangladesh, in April she was still off Colombo (Sri Lanka) "waiting for orders". 426 US\$ per ton.



Nordmillenium © Auke Visser - Collection Luc Larbalestrier



Bangladesh.

Distya Akula (ex-Front Glory, ex-London Glory). IMO 9087972. Length 269 m, 21,733 t. Deflagged from India to Saint Kitts and Nevis for her last voyage shortened to *Distya*. Classification society Indian Register of Shipping. Double hull ship built in 1995 in Chiba (Japan) by Mitsui. Owned by Elektrons Shipping Pvt Ltd (India). Acquired by Green Ocean Ship Management Pvt Ltd based in India prior to her departure for demolition in



DS Vada (ex-Alfa Glory, ex-Apollo Glory, ex-C Bright). IMO 9108154. Length 333 m, 42,971 t. Deflagged from Panama to Palau for her last voyage shortened to *Ada*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1997 in Geoje (South Korea) by Samsung. Owned



by DS Schifffahrt GmbH & Co KG (Germany). Detained in 2015 in Ningbo (China). Sold as is in Khor Fakkan (United Arab Emirates), she has been waiting until the reopening of the Pakistani market and was finally beached in Gadani in May. 442 US\$ per ton including 500 t of bunkers.



Alpha Glory, April 2, 2012, Singapore. © Martin Klingsick



DS Valentina (ex-Titan Glory, ex-Millenium Maersk). IMO 9205079. Length 333 m, 43,308 t. Deflagged from Panama to Palau for her last voyage as *Valentine*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 2000 in Ulsan (South Korea) by Hyundai. Detained in 2002 in



Valparaíso (Chile). Sold by her German owner DS Tankers GMBH & Co KG to Wind Speed Enterprise Ltd based in the British Virgin Islands. Sold as is in Singapore, she was beached in Alang on March 17. 418 US\$ per ton.



DS Warrior (ex-*Front Warrior*). IMO 9169689. Length 269 m, 21,772 t. Deflagged from Liberia to Palau for her last voyage shortened to *Warrior*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by DS Tankers GmbH & Co KG (Germany). Sold as is in Singapore to Lilly Maritime Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 440 US\$ per ton.



Fara 1 (ex-*Stelmar*, ex-*Stella Procyon*). IMO 7708962. Length 84 m, 1,811 t. Saint Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1978



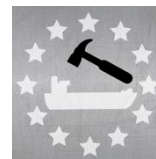
in Kootstertille (Netherlands) by Tille. Owned by Penta Ocean Ship Management (United Arab Emirates). Detained in 2009 in Agadir (Morocco) and in Bandar Abbas (Iran) twice in 2011 then in 2013. Sold for demolition in India.



Stella Procyon, Rozenburg (early 1980s). © Mike Griffiths

Feyza Nur (ex-*Saraykoy*, ex-*T. Bora*). IMO 7326178. Length 72 m, 550 t. Turkish flag. Classification society Turk Loydu. Built in 1973 in Buyukdere (Turkey) by Deniz Insaat; jumboized in 1977 and lengthened from 66 to 72 m. Owned by Ajun Denizcilik Ve Tanker (Turkey). Sold for demolition in Turkey.

Greek Warrior (ex-*Ibukisan*). IMO 9191412. Length 330 m, 38,968 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 2000 in Chiba (Japan) by Mitsui. Owned by Polembros Shipping Ltd (Greece). Detained in 2014 in Ningbo (China). Sold for demolition in the Indian Subcontinent. 444 US\$ per ton.



Hyundai Sun. IMO 9158898. Length 330 m, 41,820 t. Deflagged from South Korea to Palau for her last voyage as *Dai Sy*. Classification society Korean Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 440 US\$ per ton.

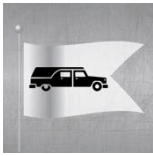


Hyundai Sun, November 14, 2009, Singapore. © Martin Klingsick

Jicore (ex-*Nautica Pontian*, ex-*Jasa 88*). IMO 8515908. Length 81 m, 1,344 t. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1990 in Kuching (Malaysia) by Brooke DY. Owned by Al Rafedain Marine Services LLC (United Arab Emirates). She was beached in Alang as *Illuminado*.



Nautica Pontian, Singapore, October 31, 2013. © Martin Klingsick



Keema Gianni (ex-*Kyeema Spirit*, ex-*Bona Vigour*). IMO 9171840. Length 253 m, 17,685 t. Deflagged from Liberia to Comoros. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1999 in Koje (South Korea) by Samsung. Owned by Proper In Management Inc (Greece). Sold as is in Fujairah (United Arab Emirates), for demolition in the Indian Subcontinent. 460 US\$ per ton.



Kyeema Spirit, March 1, 2013, Gibraltar © T Sobanski

Kriti Breeze (ex-*OS Breeze*, ex-*Oriental Opa*). IMO 9116943. Length 271 m, 21,642 t. Liberian flag. Classification society Korean Register of Shipping. Double hull ship built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Syncro Shipping Co Ltd (South Korea). Sold as is in Khor Fakkan (United Arab Emirates), she was waiting the reopening of the Pakistani market to tankers and was finally beached in Gadani in May. 430 US\$ per ton.



Kuban (ex-*Moscow Glory*). IMO 9180279. Length 243 m, 16,280 t. Deflagged from Liberia to Palau for her last voyage as *Oban*. Classification society Lloyd's Register of Shipping. Double hull ship built in 2000 in Tsu (Japan) by NKK. Owned by SCF Management Services Dubai (United Arab Emirates). Sold as is in Singapore for demolition in Bangladesh. 420 US\$ per ton.



Kuban became *Oban* in Chittagong. © Pulak Chakma

Limar (ex-*Overseas Limar*, ex-*Limar*, ex-*Osprey Lyra*). IMO 9121003. Length 183 m, 9,701 t. Marshall Islands flag. Classification society Bureau Veritas. Double hull ship built in 1996 in Samho (South Korea) by Halla. Owned by Leporis Shipping Corp (Greece). Sold for demolition in India. 435 US\$ per ton.



Marina Star (ex-*Star 3*, ex-*Sohail Star*, ex-*Al Seineya III*, ex-*Fal XIV*, ex-*Al Khan*, ex-*Almahroussa*, ex-*Toshitoku Maru n°31*). IMO 7123851. Length 76 m, 821 t. Panamanian flag. Classification society Bureau Veritas. Single hull ship built in 1971 in Chofu (Japan) by Kyokuyo. Detained in 2010 in Bushire (Iran). Sold for demolition in India.



Maritime Jewel (ex-Limburg). IMO 9184392. Length 332 m, 41,732 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 2000 in Okpo

(South Korea) by Daewoo. Owned by Eastern Pacific Shipping (Singapore). Victim of a terrorist attack on October 6, 2002 (see the chapter The END, p 87). Sold for demolition in Bangladesh. 465 US\$ per ton.



Maritime Jewel arriving Tenerife (Canary Islands, Spain). © Ignacio Cabero

Millenium. IMO 9158903. Length 331 m, 41,827 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Tsakos Shipping & Trading SA (Greece). Sold as is in Singapore for demolition in Bangladesh. 447 US \$ per ton including 500 t of bunkers.



Mistral (ex-Kestral). IMO 9212876. Length 335 m, 46,703 t. Deflagged from Greek to Palau for her last voyage. Classification society American Bureau of Shipping. Double hull ship built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Cavodoro Shipping Corp (Greece). Sold for demolition in the Indian Subcontinent. 440 US\$ per ton. She is the big one of the quarter. She was waiting in Khor Fakkan (United Arab Emirates) and eventually reached Pakistan in early May.



Mistral. © Tony Singh



Moscow. IMO 9165530. Length 243 m, 16,289 t. Deflagged from Liberia to Comoros for her last voyage shortened to Scow and then beached as *Symeon 3*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Tsu (Japan) by NKK. Owned by SCF Management Services Dubai (United Arab Emirates). Acquired as is in Singapore by Maximus Shipping based in Saint Kitts and Nevis prior to her departure for demolition in Bangladesh. 420 US\$ per ton.

Moscow, upstream Bosphorus Strait, July 17, 2012.

© Marc Ottini





Moscow Kremlin. IMO 9166390. Length 243 m, 16,321 t. Deflagged from Liberia to Palau for her last voyage as *Scow K*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Tsu (Japan) by NKK. Owned by SCF Management Services Dubai (United Arab Emirates). Sold as is in Singapore for demolition in Bangladesh. 420 US\$ per ton.

Moscow Kremlin, upstream Bosphorus Strait, January 10, 2012. © **Marc Ottini**



New Friendship (ex-*Kou-Ei*). IMO 9181546. Length 330 m, 38,698 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1999 in Kure (Japan) by IHI. Owned by New Shipping Ltd (Greece). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Bangladesh. 450 US\$ per ton.

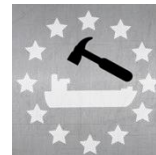


New Kassos (ex-*Kassos Warrior*, ex-*Ryuohsan*). IMO 9197844. Length 330 m, 37,924 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Kure (Japan) by Ishikawajima-Harima. Owned by New Shipping Ltd (Greece). Sold for demolition in Bangladesh. 445 US\$ per ton.



June 02, 2011, Singapore. © **Knut Helge Schistad**

Noor (ex-*Berbera 1*, ex-*Victoria 1*, ex-*Symphoni 1*, ex-*Palestina*, ex-*Arabian Lad* ex-*Kakuto Maru*). IMO 8312459. Length 88 m. Tanzanian flag. Classification society International Register of Shipping. Built in 1984 in Kinoo (Japan) by Kishimoto Zosen. Owned by United Maritime Services Ltd (United Kingdom). Detained in 2006 in Bushire (Iran). Sold for demolition in Turkey.



Noor, March 10, 2012, Mombasa, Kenya. © **baserock**



January 2018, Aliaga. © **Selim San**



Norte (ex-*Iver Explorer*). IMO 8706090. Length 176 m, 9,407 t. Deflagged from Moldova to Comoros in November 2017. Classification society Phoenix Register of Shipping. Built in 1991 in Pula (Croatia) by Uljanik. Owned by Olimpex Nigeria Ltd (Nigeria). Sold for demolition in India. 460 US\$ per ton.

Norte, Amsterdam, Netherlands, August 13, 2009.
© har/Shipspotting



Northern Star (ex-*Takasago Maru*). IMO 9183350. Very Large Crude Carrier used as a floating storage unit (FSO) since December 2016. Length 330 m, 37,958 t. Deflagged from Thailand to Palau for her last voyage shortened to *Northern S*. Classification society Lloyd's Register of Shipping. Built in 1999 in Kure (Japan) by IHI. Owned by Sriithai Capital Co Ltd (Thailand). Sold as is in Singapore for demolition in Bangladesh. 410 US\$ per ton.



Omega 1 (ex-*Omega*, ex-*Sea King*, ex-*Shinoussa*). IMO 8618920. Length 183 m, 9,550 t. Deflagged from Liberia to Palau in December 2017. Classification society Lloyd's Register of Shipping. Built in 1990 in Busan (South Korea) by Korea SB & E Corp. Acquired by Saint Kitts and Nevis-based Errol Ltd prior to her departure under tow for demolition in India.

Pacific Merchant (ex-*Cape Aspro*, ex-*Nordisle*). IMO 9150389. Length 244 m, 16,446 t. Marshall Islands flag. Classification society Krea Register of Shipping. Double hull ship built in 1998 in Samho (South Korea) by Halla. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2016 in Melbourne (Australia). Sold for demolition in Bangladesh. 490 US\$ per ton including 400 t of bunkers.



September 23, 2014, arriving Geelong (Victoria, Australia), to discharge crude oil at the Viva Energy Refinery. © Tropic Maritime Images

Pacific Panama (ex-*Beech 4*, ex-*DS Performer*, ex-*Peter Maersk*). IMO 9167215. Length 244 m, 19,487 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in 1999 in Dalian (China) by Dalian New SB HI Co. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2016 in Zhanjiang (China). Sold for demolition in Bangladesh. 488 US\$ per ton including enough bunkers for the voyage.



Pacific Pioneer (ex-*Cape Avila*, ex-*Nordocean*). IMO 9167033. Length 244 m, 16,615 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in 1998 in Samho (South Korea) by Halla Engineering & Heavy Industries. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 455 US\$ per ton.

Pacific Sunrise (ex-Cape Akrotiri, ex-Nordgulf). IMO 9167021. Length 244 m, 16,761 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in 1998 in Samho (South Korea) by Halla Engineering & Heavy Industries. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2015 in Corpus Christi (Texas, United States).



Sold for demolition in Bangladesh. 495 US\$ per ton including 1300 t of bunkers and 300 t of diesel oil.



Pacific Sunrise, June 7, 2016, Tanjung Pelepas, Malaysia © **Viktor**

Pacific Trader (ex-Cape Ancona, ex-Nordlight). IMO 9144079. Length 244 m, 16,600 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Samho (South Korea) by Halla. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in the Indian Subcontinent. 474 US\$ per ton. *Pacific Trader* left Hong Kong on March 18 heading for Gadani in anticipation of the reopening of the Pakistani market to tankers.

Petrodvorets (ex-Astro Saturn). IMO 9186596. Length 248 m, 17,744 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1999 in Okpo (South Korea) by Daewoo. Owned by SCF Management Services (United Arab Emirates). Detained in 2001 in Quebec (Canada). Sold for demolition in Bangladesh. 432 US\$ per ton.



Outbound on the Mississippi River passing Meraux, Louisiana, USA. May 20, 2010. © **Paul Sullivan**

Plata Pioneer (ex-Front Commerce, ex-Ocana, ex-Front Commerce, ex-Stena Commerce). IMO 9158264. Length 333 m, 38,964 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 for demolition in Bangladesh. 440 US\$ per ton.

Plata Pioneer, September 3, 2013, Europoort, Rotterdam, Netherlands. © **Krijn Hamelink**



Plata Sunrise (ex-*Front Opalia*, ex-*Opalia*). IMO 9172844. Length 333 m, 42,048 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in 1999 in Sakaide (Japan) by Kawasaki HI. Owned by Sinokor Maritime Co Ltd (South Korea). Sold for demolition in India. 447 US\$ per ton.



Rotterdam, November 12, 2012. © Ria Maat



Poros (ex-*Tenzan*). IMO 9177167. Length 330 m, 38,979 t. Deflagged from Liberian to Palau for her last voyage as *Eros*. Classification society Nippon Kaiji Kyokai. Double hull ship built in 2000 in Nagasaki (Japan) by Mitsubishi. Owned by Aeolos Management SA (Greece). Sold for demolition in Bangladesh. 430 US\$ per ton including 500 t of bunkers.



Rising Phoenix (ex-*Q&T*, ex-*Seavinha*, ex-*Neptune Antila*). IMO 8607828. Length 172 m, 9,545 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Ocean Petroleum FZCO (United Arab Emirates). Sold for demolition in India.

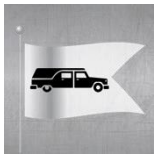
Saigon (ex-*Prime Spirit*, ex-*Kaede*). IMO 8130083. Length 156 m, 6,159 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1982 in Uwajima (Japan) by Uwajima Zosensho. Owned by Hanan Shipping LLC (United Arab Emirates). Detained in 2003 in Vancouver (Canada). Sold for demolition in India.



© Tony Hogwood

On Long Tau River, Vietnam. March 22, 2015. © Tony Hogwood

Sea Force (ex-*Valera*, ex-*Sirius I*). IMO 9111175. Length 183 m, 10,589 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Sestao (Spain) by AESA. Detained in 2003 in Jacksonville (Florida, United States). Acquired by Magic Shine Investment SA based in the United Arab Emirates prior to her departure for demolition in India.



Seaways Raphael (ex-*Raphael*). IMO 9197894. Length 335 m, 44,290 t. Deflagged from Marshall Islands to Palau for her last voyage as *Raphaela*. Classification society Lloyd's Register of Shipping. Double hull ship built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Mjolner Shipping LLC (United States). Detained in 2010 in Tianjin (China). Sold as is in Oman for



demolition in the Indian Subcontinent. 445 US \$ per ton including 1000 t of bunkers.



Raphael, discharging at Fort Mifflin, Philadelphia on September 2, 2001. © Lennart Rydberg



Shanghai (ex-*Hellespont Trinity*, ex-*Marina M*). IMO 9118458. Length 274 m, 22,342 t. Deflagged from Liberia to Comoros for her last voyage as *Shannen*. Classification society American Bureau of Shipping. Double hull ship built in 1996 in Geoje (South Korea) by Samsung. Owned by Dynacom Tankers Management Ltd (Greece). Sold for demolition in Bangladesh.



Shinyo Kannika (ex-*Formosapetro Brilliance*). IMO 9197870. Length 330 m, 38,141 t. Deflagged from Hong Kong to Palau for her last voyage as *Shine*. Classification society Nippon Kaiji Kyokai. Double hull ship built in 2001 in Kure (Japan) by IHI. Owned by Navig8 VL8 Pool (Singapore). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 450 US\$ per ton including 900 t of bunkers.



Shinyo Kanika, November 16, 2015 Europoort, Rotterdam, Netherlands. © Pieter Melissen

Ship Ocean III (ex-*Jose Bright*, ex-*Chembulk Rotterdam*, ex-*Fifi*). IMO 8920361. Length 179 m, 7,286 t. Tuvalu flag. Classification society Det Norske Veritas/ Germanischer Lloyd. Built in 1993 in Kherson (Ukraine) by Khersonskyy. SZ Owned by Argopuro Maju Sukses Pt (Indonesia). Detained in 2000 in Vancouver (Canada). Sold for demolition in India.



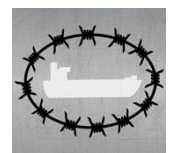
Vancouver



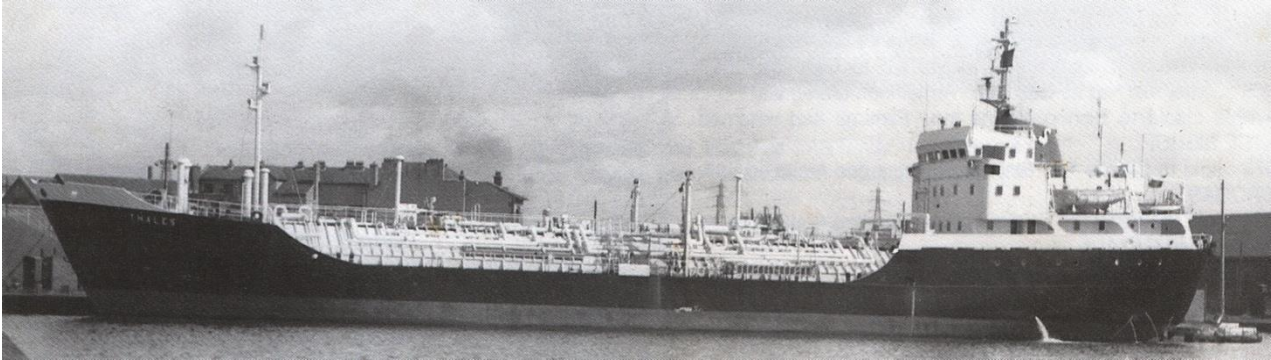
November 4, 2009, departing Willemstad, Netherlands Antilles. © Cees Bustran



Sotiria (ex-*Efstathia M*, ex-*Star Stability*, ex-*Stari Grad*, ex-*Green Star*, ex-*Talete*, ex-*Thales*). IMO 6704397. Length 81 m. Deflagged from Greece to Togo in December 2017. Classification society Hellenic Register of Shipping. The 51 year-old



Togolese tanker which arrived February 7th to Aliaga at the end of her last voyage was originally the gas carrier *Thalès* owned by Gazocéan. Delivered by Ateliers et Chantiers du Havre (ACH) in July 1967, the *Thalès* was equipped with two gas tanks, each with a 900 cubic meter capacity. She was designed for the transport of propane, butane, butadiene or ammoniac, but above all the ethylene market (transported at a temperature of -104°) was targeted. Her tanks could hold 1000 tons.



Thalès, Paul Bois 'La flotte des navires citernes français'

On her christening day, Jacques Tessandier, CEO of ACH, highlighted the novelty of the vessel : “*The Thalès is a very sophisticated vessel. She can transport all gases, which makes her versatile, and in reality, she is actually a prototype.*” René Boudet, president and founder of Gazocéan, her shipowner, revealed on his side that “her conception cost more brainpower than that of a 150,000 ton oil tanker...” “The *Thalès* was actually the first French-made ethylene carrier, and there were only five ships of this type in the global fleet. Her main activity at the beginning was the transport of ethylene between the Esso-Standard refinery in Port Jerome, France and Stenungsund, near Uddevala, Sweden.

Sold in 1972, the *Thalès* became the Italian *Talete*, then the *Green Star* in 1985. In 1996, she stopped transporting gas and was transformed into a refueling oil tanker with a 1900 dwt capacity under the name *Stari Grad*. She was back on the ocean under the Croatian flag and was then reflagged to Tonga Islands in 2002. Finally, in 2005, Greece became her new horizon, first as the Panamanian-flagged *Efstathia M* and then in 2008 as the Greek *Sotiria*.

Owned by Lidmar Shipping & Trading Co (Greece). Detained in 2002 and 2003 in Rijeka (Croatia), and in 2005 and 2006 in Genova (Italy). In August 2017, the *Sotiria* was undergoing repairs in Perama shipyard (Greece). The ferry *European Express*, decommissioned and laid-up in the shipyard, broke her moorings, drifted and bumped another ferry under repairs, the *Aqua Jewel*, which went adrift and rammed into the *Sotiria*. The *European Express* (OMI 7355272) is still laid-up. The *Aqua Jewel* (OMI 8976671) resumed her service between Lavrio and the Greek islands. The *Sotiria* did not survive the pile-up ; she was beached for demolition in Aliaga on February 2nd 2018.



Sotiria, January 2, 2012, Eleusis, Greece. © Dennis Mortimer

Sumerian (ex-*Magadir*, ex-*Bardsey*, ex-*Sten*). IMO 8021098. Length 70 m, 781 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hachinohe (Japan) by Kitanihon. Owned by Sama Marine Shipping Inc (United Arab Emirates). Sold for demolition in India.



Bardsey, in St Helier, Jersey.
© Ian D Millar



Magadir, Bosphorus Strait, June 4, 2006.
© Marc Ottini



Tajimare (ex-*Tajima*). IMO 9133848. Length 333 m, 38,111 t. Deflagged from Malta to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Dynacom Tankers Management Ltd (Greece). Sold for demolition in Bangladesh.



Tajima. DR



October 13, 2015. © Psomakara

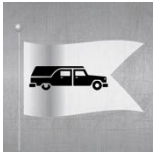


Umnenga (ex-*Velopoula*). IMO 9031961. Length 228 m, 13,085 t. Deflagged from Liberia to Palau for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Aegean Tanking SA (Greece). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 438 US\$ per ton including 600 t of oil sludges

and slops.



Arriving in Willemstad, Port of Curaçao, Netherlands Antilles, September 7, 2013. © Cees Bustraan



Yangtze Star (ex-*Falcon*, ex-*Tamba*, ex-*Diamond Grace*). IMO 9056117. Length 322 m, 32,541 t. Deflagged from Domenica to Comoros for her last voyage as *Symeon II*. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Platon Shipping Corp (Greece). Sold as is in Fujairah (United Arab Emirates) for an undisclosed destination of demolition. 430 US\$ per ton.



Shanhaiguan, February 8, 2010. © Anifadis Nick

Zenith Star (ex-*Fair Swan*, ex-*Chem Adriatic*, ex-*Kilchem Adriatic*, ex- *Andreas Z*, ex-*Shoun Jupiter*). IMO 8405438. Length 113 m, 2,576 t. Panamanian flag. Classification society Registro Italiano Navale. Double hull ship built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Aurum Ship Management FZE (United Arab Emirates). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in India.



Combination carrier (OBO)

A combination carrier or OBO (Ore Bulk Oil) transports 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. The most famous among OBOs is the *Probo Koala*.

Karadeniz Powership Ela Sultan. IMO 9133446. Length 244 m, 18,660 t. Liberian flag. Classification society Bureau Veritas. Double hull ship built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Karmarine Karadeniz Denizcilik (Turkey). Detained in 2017 in Gibraltar (United Kingdom). Sold for demolition in Bangladesh. 446 US\$ per ton.



Karadeniz Powership Ela Sultan, April 20, 2017, Gibraltar. © Juan G. Mata

Chemical tanker

Danai 5 (ex-*Miri Cheery*, ex-*Kaitoku Maru*). IMO 8519473. Length 81 m, 979 t. Thai flag. No classification society according to her last Port State Control in Manila (Philippines) in March 2015. Built in 1986 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Thai International Tankers Co Ltd (Thailand). Detained in 2009 in Quangninh (Vietnam), in 2011 in Ho Chi Minh City (Vietnam) and in 2012 in Dumai (Indonesia). Sold for demolition in Bangladesh. 340 US\$ per ton.



Danai 5, March 4, 2016, at anchor, Phuket (Thaïlande). © Tropic Maritime Images



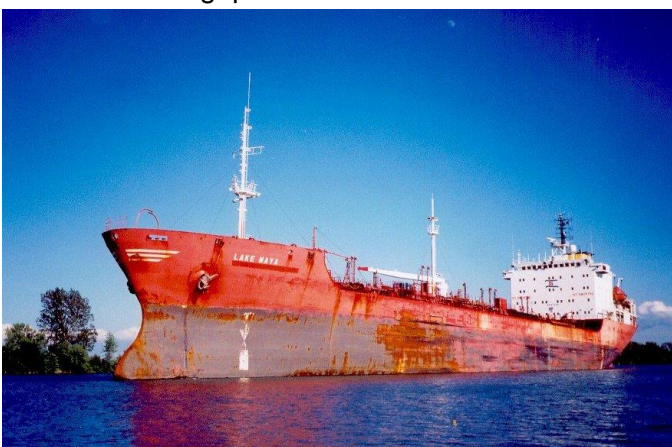
Ebrahim IX (ex-*Martin*, ex-*Edie*, ex-*Myria*, ex-*Xifias*, ex-*Panca Samudra*). IMO 9044401. Length 177 m, 8,694 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Ebra*. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tokyo (Japan) by Ishikawajima-Harima. Detained in 2013 in Bandar Abbas (Iran). Acquired by Green Ocean Ship Management based in India prior to her departure for demolition in India.



Gulf Oasis (ex-*Green Chemi*, ex-*Oram Palace*, ex-*New Partner*, ex-*Sun Partner*, ex-*Alam Karang*, ex-*Stainless Hyogo*, ex-*Stainless Leader*, ex-*Shoun Venus*). IMO 8419051. Length 115 m, 2,612 t. Tanzanian flag. Classification society Korean Register of Shipping. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Khor al Zubair Shipping Co (United Arab Emirates). Detained in 1998 in Rotterdam (Netherlands). Renamed *Jumbo VII* prior to her departure for demolition in India.



Lanark (ex-*Paros Wind*, ex-*Simple*, ex-*Simple II*, ex-*Avana II*, ex-*Silver Wind*, ex-*Sichem Maya*, ex-*Songa Maya*, ex-*Lake Maya*, ex-*Kapitan Rudnev*). IMO 8517059. Length 151 m, 6,121 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Pula (Croatia) by Uljanik. Owned by Fides Ship Management LLC (Ukraine). Detained in 1999 in Quebec City (Canada) and in 2014 in Singapore. Sold for demolition in India.



June 27, 2004 *Lake Maya* sailing downbound Welland Canal (Canada). © Vedran Mlacic



Lanark, Alang, plot n° 87-A. © Jimit Shah



Olivia I (ex-Rheinstern). IMO 9053191. Length 161 m. Deflagged from Nigeria to Palau for her last voyage as *Olo*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Wismar (Germany) by Mathias Thesen Werft. Owned by Destiny Marine & Shipping Co (Nigeria). Il quitte Lagos (Nigeria) in February 2018, called at Maputo (Mozambique) in March, then in Port Victoria (Seychelles) in May and is awaited in Alang. Unless there is a renegotiation.

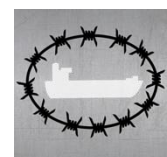


Seabulk Trader (ex-HMI Dynachem, ex-OMI Dynachem, ex Ogden Dynachem). IMO 7816549. Length 192 m, 12,734 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to *Abulk*. Classification society American Bureau of Shipping. Built in 1981 in Avondale (United States) by Avondale Shipyard. Owned by Seabulk Tankers Inc (United States). Sold for demolition in India.

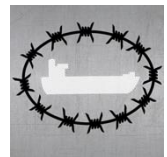


Port Everglades, USA, January 3, 2009. © William Hoey

Stolt Mountain (ex-Montana Sun, ex-Sun Sapphire). IMO 9005390. Length 176 m, 10,793 t. Cayman Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Pula (Croatia) by Uljanik. Owned by Stolt Tankers BV (Netherlands). Detained in 1998 in Rotterdam (Netherlands), in 2000 in Kobe (Japan) and in 2009 in Shanghai (China). Sold for demolition in India.



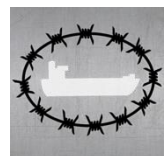
Theresa Dumai (ex-Kvarven, ex-Bunga Tanjung). IMO 8618889. Length 172 m, 9,217 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1991 in Busan (South Korea) by Hanjin HI Co. Owned by Liliana Shipping Co Pte Ltd (Singapore). Detained in 2002 in Novorossiysk (Russia), in 2008 in Eastham (United Kingdom), in 2010 in Bandar Abbas (Iran) and in 2014 in Suez (Egypt). Sold for demolition in India.



June 24, 1992, Hook of Holland, Netherlands. © Michael Neidig



Vara (ex-Armada Gema, ex-Earth Blue, ex-Global Uranus). IMO 9115042. Length 112 m, 2,771 t. Deflagged from Tuvalu to Mongolia for her last voyage shortened to *Ara*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Higaki. Owned by Aquarius Shipping Solutions Pte Ltd (Singapore). Detained in 2000 in Takamatsu (Japan), in 2009 in Tauranga (New Zealand), in 2013 in Guangzhou (China), in 2015 in Zhangjiangang (China) and in 2016 in Kuching (Malaysia). She was towed for demolition in Bangladesh by the Mongolian tugboat *Dauntless*.



Earth Blue, in Port Adelaide, South Australia, May 2, 2007. © Les Blair



Gas carrier

B Gas Laura (ex-*Sigas Laura*, ex-*Laura Kosan*). IMO 9034509. Length 74 m, 1,350 t. Maltese flag. Classification society Bureau Veritas. Built in 1992 in Papenburg (Germany) by Surken. Owned by B-GAS A/S (Denmark). Decommissioned since March 2016 in Gdynia (Poland). Sold for demolition in Esbjerg, Denmark.



B-Gas Laura, decommissioned in Gdynia, June 9, 2017. © **Marc Ottini**



Black Pearl 110 (ex-*Sigloo Espoo*, ex-*Igloo Espoo*). IMO 8416334. Length 136 m, 6,550 t. Deflagged from Panama to Palau for her last voyage shortened to *Pearl*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Moss (Norway) by Moss Rosenberg. In her early years, the *Igloo*



Espoo had been a collateral victim of the Iran-Iraq war. In 1988, having departed Jubail (Saudi Arabia) in the Persian Gulf bound for South Korea, she was struck by an Iranian attack. Two crewmen were injured, the gas tanker was able to leave for repair in Yeosu (South Korea). Owned by Marine Shipping Line FZE (United Arab Emirates). Detained in 2014 in Bandar Abbas (Iran) and in 2015 in Khark Island (Iran). Sold for demolition in India.



1989, *Igloo Espoo* after attack, tanks are inerted, note all rocket and bullet holes, © **Rainier Meuleman**



Hoek van Holland, Netherlands, February 5, 2005. © **Aart van Bezooijen**

BW Havis (ex-*Havis*). IMO 9009023. Length 205 m, 15,955 t. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Govan (United Kingdom) by BAE System. Owned by BW Gas AS (Norway). Sold for demolition in India. 475 US\$ per ton.



BW Havis, January 14, 2015, Puerto Galvan Oil/Gas Terminal - Argentina. © **Maxi Alonso**

Courcheville (ex-Nyhall). IMO 8804725. Length 166 m, 10,151 t. Belgian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tamise (Belgium) by Boelwerf. Owned by Exmar Marine NV (Belgium). Sold for demolition in India.



Balboa, Panama, March 13, 2009. © Harold Hogan

East Energy (ex-LNG Port Harcourt, ex-Nestor). IMO 7360136. Length 275 m, 31,044 t. South Korean flag. Classification society Bureau Veritas. This 122,000 cubic meter LNG carrier had a difficult start to her career. Delivered in December 1977 by Chantiers de l'Atlantique as *Nestor* (Bermuda flag) to Odyssey Trading Company, a subsidiary of the British Liverpool-based group Ocean, she was immediately laid-up in the Loch Striven (Clyde area); the natural gas transport contract between Indonesia and the United States for which she had been constructed never materialized.

It was not until 1993, after 16 years of inactivity, that she became the *LNG Port Harcourt* in the Bonny Gas Transport (Shell) fleet and loaded her first cargo shipment. ship repair facility accomodated her on several technical stops and notably assured her "reactivation" after her long lay-up. Sold in 2015 to Sinokor Maritime Company in Seoul, she was renamed *East Energy* under the Panamanian flag, then Korean, but was straightaway laid-up in Labuan (Malaysia). She arrived in March 2018 at Chittagong under tow of the Singaporean *ENA Commander* (OMI 9443097). US\$ 425 per ton.



LNG Port Harcourt, September 14, 2011, El Ferrol, Spain © Romarin

Everrich 8 (ex-Jag Vidhi, ex-Pacific Harmony). IMO 8818207. Length 224 m, 16,430 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sakaide (Japan) by Kawasaki. Owned by Truong Phat Loc Shipping Trading (Vietnam). Detained in 2016 in Bandar Khomeini (Iran) and in 2017 in Guangzhou (China). Sold for demolition in India. 570 US\$ per ton.



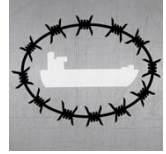
Gas Niaz (ex-*Globe Tanya*, ex-*Gaschem Tana*, ex-*Tana*, ex-*Igloo Tana*). IMO 9010797. Length 126 m, 4,414 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Oldenburg (Germany) by Brand. Owned by Safe Marine Ship Management LLC (United Arab Emirates). Detained in 2013 in Nantong (China) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in India.



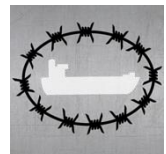
Port of Sohar (Oman) O.O.T. terminal, July 8, 2014. © Rik van Marle



M Gas (ex-*Sea Visions*, ex-*Syracuse*, ex-*Victoria Lucy*, ex-*Magnapragos I*, ex-*Victoria Lucy*). IMO 9020481. Length 99 m, 2,078 t. Deflagged from Panama to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1992 in Hakata (Japan) by Murakami Hide. Owned by Petro Gas Marine Llc Inc (United Arab Emirates). Detained in 2014 in Ningbo (China). Sold for demolition in India.



Sea Dolphin (ex-*DL Calla*, ex-*Gaz Energy*, ex-*Gas Roman*). IMO 8920000. Length 230 m, 16,365 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Dolphin*. Classification society Korean Register of Shipping. Built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Kunlun Shipping Co Ltd (China). Detained in 2006 in Ulsan (South Korea).



The *Sea Dolphin* is the ship which, as *Gas Roman*, had a spectacular collision which miraculously caused only one casualty. On February 27th 2003, while approaching Singapore and transporting 44,000 m3 of Kuwaiti gas destined for South Korea, she collided with the cargo ship *Springbok* en route to South Africa with 4000 m3 of timber from Sarawak (Malaysia). Both have resumed their activities after the accident. The *Springbok*, ex British SD 14 *Good Faith*, became the *He Feng* and was demolished in China in 2014 (Cf. "Shipbreaking # 37", p 1-2) at the age of 35 years. The *Sea Dolphin* ex-*Gas Roman* was sold as is in Singapore for demolition. She was beached in Bangladesh on March 5, 2018. US\$ 446 per ton.



February 27, 2003, collision between the *Gas Roman* and the *Springbok*. © Cargolaw

gas carrier

Sigloo Hav (ex-*Igloo Hav*, ex-*Gudrun Maersk*). IMO 8715883. Length 153 m, 6,971 t. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Emden (Germany) by Thyssen Nordseewerke. Owned by Evergas A/S (Denmark). Sold for demolition in India. 750 US\$ per ton including 1335 t of stainless steel. She is the most expensive ship of the quarter.



November 10, 1990, *Gudrun Maersk* loading at Le Havre (France). © **Pascal Brede**



September 12, 2016, Caribbean Sea, past Santiago de Cuba. © **Anton Haas**

Syn Atlas (ex-*Vallesina*). IMO 9003043. Length 106 m, 3,242 t. Italian flag. Classification society Bureau Veritas. Built in 1993 in Ancona (Italy) by Morini. Owned by Synergas SRL (Italy). Detained in 2013 in Fos-sur-mer (France). Sold for demolition in India.



May 18, 2002, on the Scheldt River (Belgium). © **Pascal Brede**



March 25, 2009, Suez Canal, (Egypt). © **Jerzy Nowak**

Zlata (ex-*Gas Camellia*, ex-*Norgas Carine*, ex-*Norgas Teviot*, ex-*Teviot*). IMO 8803381. Length 132 m, 4,486 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Oldenburg (Germany) by Brand. Owned by First Steamship Co Ltd (Taiwan). Detained in 2014 in Jiangyin (China), in 2016 and in 2017 in Ulsan (South Korea). Sold for demolition in India.



January 20, 2014, Malacca Strait, Malaisie © **Bengt-Rune Inberg**



February 13, 2018, *Zlata*, Plot No 36, Alang. © **Chirag Jani**

Ferry



Harsha Vardhana. IMO 7219026. Length 133 m, 5,909 t. Indian flag, Palau for her last voyage shortened to *Vardhana*. Classification society Indian Register of Shipping. Built in 1974 in Mumbai (India) by Mazagon Dock. Owned by Shipping Corporation of India (India). The *Harsha Vardhana* was operated on a cargo/passenger ferry service between continental India and the Islands of Andaman and Nicobar. Sold as is in Colombo (Sri Lanka) for demolition in Alang. 388 US\$ per ton.

Harsha Vardhana, December 24, 2012, Port Blair, India.
© Johnmary/Shipspotting



Nosac (ex-*Eidfjord*, ex-*Bjorgvin*). IMO 7425209. Length 66 m. Deflagged from Croatia to Togo in December 2017. Classification society Croatian Register of Shipping. Built in 1975 in Leirvik (Norway) by Loland Verft As pour Rutelaget Askøy based in Bergen. Detained in 2007 in Cuxhaven (Germany). In late 2007, she left Northern Europe for the Mediterranean Sea with Split (Croatia) as a homport. Sold by her Croatian owner Linijska Nacionalna Plovidba to Casilda Marine Co based in the Marshall Islands just prior to her departure for demolition in Turkey under the Togolese flag.

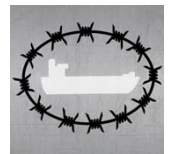


Bjorgvin. © Norsk Maritimt Museum



Nosac, beached in Aliaga. © Omer Sorgülü

Panagia Parou (ex-*Red Sea II*, ex-*NGV ASCO*). IMO 9108049. Length 102 m. Maltese flag jusqu'en mai 2017. Classification society Bureau Veritas. Built in 1996 in Saint-Malo (France) by Saint-Malo Navale. Owned by NEL Lines (Greece). Detained in 2012 in Tanger (Morocco). Decommissioned without crew since 2013 in the Port of Algeciras (Spain), the Maltese high-speed vessel *Panagia Parou* sank by the stern and capsized at berth on April 21st 2017 after her hull was damaged by shocks against the dock during a storm.



April 21, 2017
© Bay /Shipspotting



April 26, 2017
© Salvador de la Rubia

ferry

This vessel was originally the *NGV Asco* owned by Société Nationale maritime Corse-Méditerranée (SNCM). Designed for servicing Corsica from Nice as well as from Livorno, she also was operated on the Almeria (Spain) and Algeria (Ghazaouet and Oran) lines during the summer seasons of 2002 and 2003.



Marseille (France), 27 February 2005. © Federico Bolognini

Sold in 2005 to C-Link Ferries (Ventouris Shipping), she became the Greek *Panagia Parou*, a name which she kept after her sale in 2007 to another Greek shipping company, NEL Lines, which reflagged her to Malta. She was then assigned to the Greek islands transport service a more or less continuously, with some temporary charterings, notably in Egypt under the name *Red Sea II*.



Red Sea II, in Port Tawfiq (Suez Canal, Egypt),
July 8, 2008. © Marc Ottini



Skiathos Island, August 25, 2011.
© Michael Tsesmelis

Her last charterer was Moroccan company Inter Lines which operated her between Tanger and Algeciras from August to December 2012. She had remained laid-up in this port after the end of her charter. The shipwreck was refloated by Ardentia Marine in September-October 2017. In the wake, the Algeciras port authority organized her sale via auctions with a reserve bid of €354,435. At the end of January 2018, Panama-based Bright Sunset Co won the bid for €366,500,00. The vessel's final destination is to date undisclosed, but ships abandoned in Spain routinely fade away under the blowtorches of Aliaga.



October 02, 2017, Algeciras, Spain. © Juan G Mata

Ro Ro Prayasti (ex-*Opia*, ex-*Utopia*, ex-*New Hamanasu*). IMO 8604266. Length 184 m, 10,829 t. Indonesian flag. Classification society Registro Italiano Navale. Built in 1987 in Aioi (Japan) by Ishikawajima-Harima pour la Shin Nihonkai Ferry Co. Like her sistership *New Shirayuri* (demolished in 2016, Cf "[Shipbreaking # 44](#)", p 24), she belongs to the generation of "cruise ferries" equipped to attract tourists with public entertainment areas and luxury cabins. She was at the time operated between Otaru and Niigata on the Japanese West coast. Sold to Utopia Line, from 2005 onwards she was serviced on the line linking Shimonoseki (Japan) and Qingdao (China) until she left in 2017 for Indonesia as *Ro Ro Prayasti* owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2011 in Qingdao (China). Sold for demolition in India. 410 US\$ per ton.



New Hamanasu. © Ken Muraya

Passenger ship

Jia Ri (ex-*Globetrot Princess*, ex-*Bai Ling*). IMO 9028029. Length 120 m, 5,069 t. Chinese flag. Classification society Union Bureau of Shipping. Built in 1986 in Tianjin (China) by Tianjin Xingang. Originally built for the coastal transport of cargo and passengers, she was transformed in 1999 into a cruise ship. Detained in 2006 in Beihai (China) and in 2013 in Humen (China). Owned by Shanghai Wan Bang Cruise (China).



Jia Ri at anchor, Putuoshan Island, China, February 2, 2012. © worlddiscoverer

Her owner had been trying to sell her for several years. *Jia Ri* finally left under tow of tugboat *Salvicero* (IMO 9351830), heading for Alang demolition yards.



Jia Ri, February 18, 2018, off Singapore, heading towards Alang. © Marine Traffic

General cargo carrier

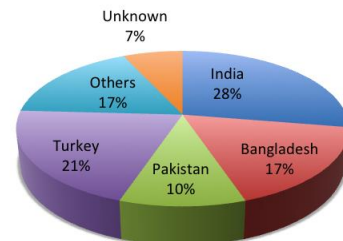
General cargo carriers, or multipurpose freighter, transport products or waste in bags, crates, drums, cardboard boxes usually palletized or bare loads, rolling crafts and logs. Some can also transport containers as additional cargoes.

January-February-March 2018

29 demolitions, the number is significantly declining (43 vessels in the fourth quarter 2017). The overall drop in tonnage is -39%. Only two vessels measure more than 150 m, 59% less than 100 m. This is the only category that is largely distributed over all shipbreaking states.

The average age at the time of demolition is 34 years. 9 are 40 year-old or older. The oldest is *Globus*, 51 year-old, built in Russia, demolished in Turkey and bronze medal of sub-standard ships this quarter. The detention rate for general cargo ships is 86%. 2 were banned from European ports for multiple deficiencies, 5 did not survive cyclone-related collisions or groundings and failures.

General cargo ships, destinations of demolition, 1st quarter 2018 (units)

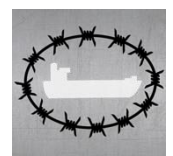


The sale of the *Brightway* to a Pakistani yard brought in US\$ 1,7 million to the shipowner and middlemen.



Brightway, 35 ans, 3,917 t. © Kerem Eken

Abdullatif S (ex-Mr Yamak, ex-Ibn Rochd). IMO 7304364. Length 117 m, 2,695 t. Palau flag. Classification society International Register of Shipping. Built in 1973 in Travemünde (Germany) by Schlichting. Owned by Rexincorp Bay Inc (Romania). Detained in 1997 in Antwerp (Belgium), in 2000 in Barcelona (Spain), in 2001 in Antwerp again, in 2004 in Sochi (Russia), in 2007 and 2008 in Novorossiysk (Russia), in 2009 in Antalya (Turkey) and in 2016 in Bandar Abbas (Iran). Sold for demolition in India.



Abdullatif S, December 09, 2011, off Umm Qasr, Iraq © Aquarius78

Al Alya (ex-*Aqua Star*, ex-*Sapta I*, ex-*KT 02*). IMO 9024700. Built as a barge and later motorized in 2006. 90 m, 2,076 t. Tanzanian flag. Classification society Union Bureau of Shipping. Built in 1990 in Tianjin (China) by Tianjin Shipyards. Owned by Majid Abdulla Shipping LLC (United Arab Emirates). Detained in 2008 and 2009 in Bandar Abbas (Iran) and in 2016 in Asaluyeh (Iran). Sold for demolition in India.



Atlantic Trader (ex-*Fruit Spirit*, ex-*Onego Spirit*, ex-*Peggy Sue*, ex-*Onego Spirit*, ex-*Rybno*, ex-*Rybnovsk*, ex-*Myanmar Progress*, ex-*Rybnovsk*). IMO 8900969. Length 98 m, 2,462 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Coralot Consulting Ltd (Cyprus). Detained in 2007 in Cagliari (Italy) and Grangemouth (United Kingdom) and in 2009 in Houston (United States).



Atlantic Trader in Vlissingen (Netherlands), July 3, 2014.
© Jan Daniels

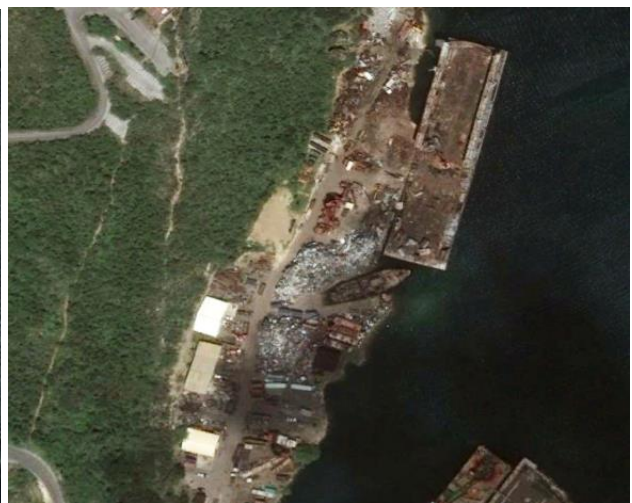


April 1, 2018, being broken up. © Cees Bustram

In 2015, the *Atlantic Trader* left Northern Europe for the Antilles. In 2016, she was laid-up in the Port of Willemstad (Curacao). In March 2018, she was towed to Antillean Scrapyard. « Shipbreaking » has already noted the development of a small-sized-ship breaking activity on this site : *Oranjestad* ("Shipbreaking # 32", p. 45), *Lady Marianne* ("Shipbreaking # 36", p. 15), *GSO Marechal Rondon* ("Shipbreaking # 43", p. 17). The demolition is primarily carried out afloat. A pontoon was set up in 2016 and reduces the amount of debris falling from the vessels into the ocean during scrapping. An excavator hoisted on board trims the steel plates and then drops them onto the pontoon.



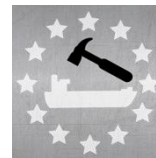
February 1, 2011



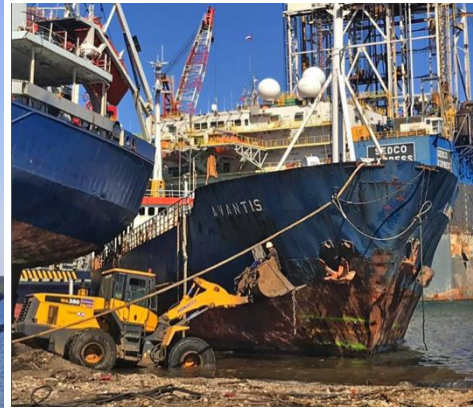
November 3, 2016

screenshots Google Earth

Avantis (ex-*Lys-Borg*, ex-*Eikland*). IMO 7407764. Length 63 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1975 in Risør (Norway) by Lindstøl; jumboized in 1979 and lengthened from 49 to 63 m. Detained in 2011 in Limassol. *Avantis* had been laid-up since July 2012 on Skiathos Island in the Aegean Sea; in September of this same year, the accommodation block suffered a fire. The shipowner *Avantis Maritime Co* (Greece) had ceased operations. On March 31, 2018, *Avantis* was beached for demolition in Aliaga.



August 3, 2017, Skiathos Island. © Triantagga



Aliaga. © Selim San



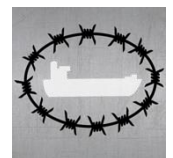
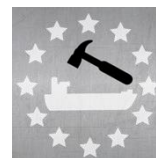
Banga Barta (ex-*Sinar Sumba*, ex-*Tiger Spring*, ex-*Lhotse*, ex-*Scandutch Asia*, ex-*Port Harcourt*). IMO 8209614. Length 125 m, 2,691 t. Deflagged from Bangladesh to Cook Islands prior beaching. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Flensburg (Germany) by Flensburger. Owned by HRC Shipping Ltd (Bangladesh). Detained in 2009 in Kolkata (India). Sold for demolition in Bangladesh.



Banga Barta at Singapore, August 2007.
© Foggy



BBC Lena (ex-*Lena J*, ex-*Lena*). IMO 9147693. Cargo. Length 152 m, 5,836 t. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Jungerhans Maritime Services GmbH & Co KG (Germany). Detained in 2004 in Aviles (Spain) and in 2010 in Kobe (Japan). Sold for demolition in India.



BBC Lena upstream Scheldt River (Belgium), October 2016. © Marc Ottini

Biosea (ex-*Bjugnfjord*, ex-*Biostar 2*, ex-*Biostar*, ex-*Leiking*, ex-*Kvarten*). IMO 6828806. Length 52 m. Norwegian flag. Unknown classification society. Built in 1968 in Martenshoek (Netherlands) by Voorwaarts; jumboized in 1984 and lengthened from 45 to 52 m. Owned by Biotral AS (Norway).



Biostar, June 1, 1996. © Frank Iversen

Sold for demolition in Revsnes (Norway) by Fosen Gjenvinning AS. The Norwegian yard recycles service vessels, fishing ships and small-sized cargo ships on a 7-hectare plot of land north of Trondheim in partnership with the Danish recycler Fornaes, a facility approved by the European Union.



Screenshot



Ship recycling yard Fosen Gjenvinning

© Fosen

Brightway (ex-*Rising Star*, ex-*Polydefkis*, ex-*Arklow Dawn*, ex-*Daisy Green*, ex-*Uri*, ex-*Falknes*, ex-*Fines*, ex-*Falknes*). IMO 8116984. Length 129 m, 3,917 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Miho (Japan) by Shimizu. Owned by Credo-Plus Navigation Ltd 19, . Detained in 2000 in Hull (United Kingdom), in 2005 in Velsen (Netherlands), in 2010 in Antwerp (Belgium), in 2012 in Alexandria (Egypt) and in 2017 in Nikolayev (Ukraine). Sold for demolition in Pakistan.



Novorossiysk, June 26, 2017 © Evgeniy/Shipspotting



Gadani, February 2018. © Shahid Ayub

Britannica Hav (ex-Acer, ex-Oblix, ex-Dominique Trader, ex-Provence, ex-Pero). IMO 8506440. Length 82 m. Maltese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters. Owned by Hav Bulk AS (Norway).

On March 20, 2018, the *Britannica Hav* left Renteria (Spain) and headed for Keadby (United Kingdom) with 2000 tons of metal scrap and more than 40 tons of propulsion oil in the middle of the English Channel about 100 km north-east of Cherbourg. In the early afternoon, the Belgian trawler *Deborah* sailing southward rammed into the *Britannica Hav* at a speed of 10 knots. The crew evacuated in the lifeboats, was recovered by the *Deborah* then airlifted by a helicopter of the French Navy and directed towards Cherbourg. The cargo vessel, which had suffered a major breach on its port side, turned over and went adrift; 4 hatch covers had separated and were also drifting. Although France is a signatory to the Nairobi Convention on the Removal of Wrecks, it lets go and then changes its mind.



Britannica Hav © Wil Weijsters



Deborah ©



the wreck. © Marine Nationale

The response, assistance and rescue tug *Abeille Liberté* along with the pollution response vessel *Argonaute*, the patrol vessel *Aramis*, the British buoy vessel *Galatea* and three tugs chartered by the shipowner were mobilised to ensure surveillance and safety on this maritime highway. The next day, the *Abeille Liberté* took control of the wreck, bound for Le Havre, designated port of refuge by the French maritime authorities. The convoy arrived on March 22 in the afternoon at Le Havre Osaka dock.



Towing. © Marine Nationale



Britannica Hav at berth



A hatch cover also under tow

The shipowner quickly mandated the rescue specialist Ardent to refloat the wreck and turn it the right way. The refloating plan was approved by France. Polluting materials on board were pumped out. The *Taklift 4* floating crane barge arrived from Norway. Operations went smoothly on April 7. The *Britannica Hav* was then towed to the Gardet and Bezenac demolition yard.



Refloating

© Pascal Bredel



In front of the demolition yard

See also on this subject, Robin des Bois' press releases

"[The Before, After and Why of a Shipwreck in the English Channel](#)", March 21

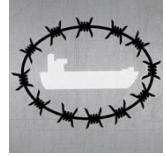
"[The Before, After and Why of a Shipwreck in the English Channel n°2](#)", March 22

"[Goodbye Deborah](#)", March 26

Denny Z (ex-African Pal, ex-Archimides, ex-African Osprey, ex-Prince, ex-Pony, ex-Jony P, ex-Okim). IMO 8306905. Length 164 m, 5,823 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tokyo (Japan) by IHI. Owned by Orion Shipping Ltd (Bulgaria). Detained in 2008 in Bandar Abbas (Iran) and in 2011 in Gand (Belgium). Sold as is in Ghana for an undisclosed destination of demolition. 240 US\$ per ton.



ESI Anax (ex-Kampen, ex-OXL Emir, ex-Kampen, ex-Onego Fighter, ex-S. Fighter, ex-Beluga Inspiration, ex-CEC Anax). IMO 9214587. Length 134 m, 4,473 t. Belize flag. Classification society Bureau Veritas. Built in 2001 in Dalian (China) by Dalian Shipyard Co. Owned by Euroseas International Ltd (Hong Kong, China). Detained in 2012 in Alexandria (Egypt), in 2015 in Antwerp (Belgium) and in 2017 in Mumbai (India). Sold for demolition in India. 457 US\$ per ton.

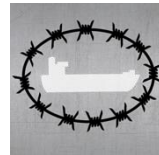


ESI Anax, March 2016, Istanbul, Turkey
© Hayri Yay

Ever Bright (ex-Long Princess, ex-Heng De, ex-Alpha Harmoni, ex-Princess). IMO 8909563. Length 97 m, 2,460 t. Togolese flag. Classification society Universal Maritime Bureau. Built in 1989 in Iwagi (Japan) by Iwagi Zosen. Owned by Rich Mountain Trading Co Ltd (Hong Kong, China). Detained in 2002 in Kobe (Japan), in 2004 in Shanghai (China), in 2006 in Tokyo (Japan), in 2008 in Yokohama (Japan), in 2012 in Incheon (South Korea) and in 2014 in Lianyungang (China). Sold for demolition in Bangladesh.



Fei Yue 9 (ex-Joanna, ex-Ying Xin, ex-Tian Li No,1). IMO 9028639. Length 97 m. Mongolian flag. Classification society Panama Maritime Documentation Services. Built in 2004 in Jingzhou (China) by Jingiun Yunye. Owned by Foresight Marine Ltd (Hong Kong, China). Detained in 2007 in Chiba (Japan), in 2009 in Tiangshan (China), in 2010 in Tianjin (China), in 2011 in Qinhuangdao (China), in 2012 in Shimizu (Japan), in 2014 in Misumi (Japan) and in 2017 in Hong Kong (China). On November 4th 2017, the cyclone Damrey hit Vietnam ; it is a category 2 cyclone and the most violent one in the last 16 years in the south of the country. The *Fei Yue 9* ran aground on rocks near Quy Nhon in the center of the country. The 15 seamen were rescued by the Vietnamese Coast Guard. Authorities feared an oil spill from punctured fuel tanks. 31 tons of oil were pumped out over the following days.



In March 2018, a plan to remove and dismantle the vessel on the spot was approved by authorities. Cutting operation have started.



November 2017, *Fei Yue 9* aground © Baomoi



March 2018, being broken up. © Dan Tri

Geo Star (ex-*Nicky*, ex-*Vetra*, ex-*Sormovskiy-41*). IMO 7833107. Length 114 m, 1,053 t. Togolese flag. Classification society Macosnar Corp. River and sea-going ship built in 1980 in Gorki/Nijni-Novgorod (Russia) by Krasnoya Sormovo. Owned by Geo Shipping Group (Turkey). Detained in 2006 in Bordeaux (France), in 2012 in Samsun (Turkey), in 2014 in Aliaga (Turkey) then in Burgas (Bulgaria), in 2016 in Tuzla (Turkey) then in Azov (Russia) and in 2018 in Constanta (Romania). In February 2018, she was banned from European ports for multiple detentions. Sold for demolition in Turkey.

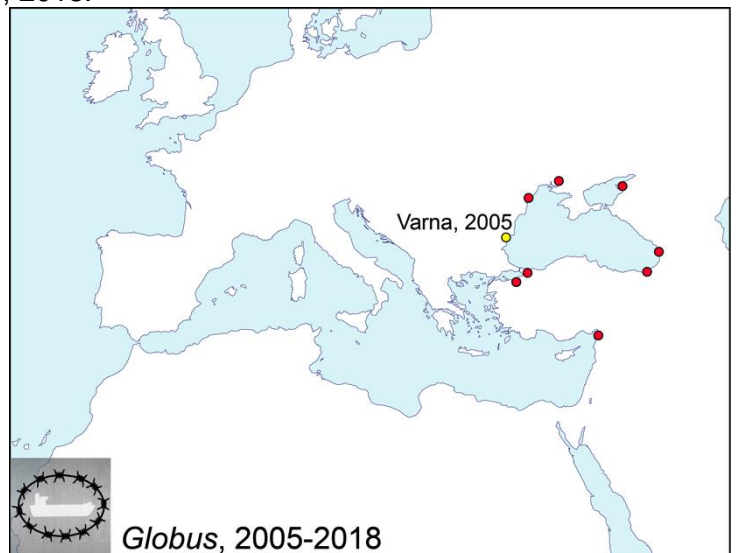


Sormovskiy-41, loaded with arctic wood, Kiel (Germany), September 1, 2009. © **Cornelia Klier**

Globus (ex-*Vlas Chubar*). IMO 6912231. Length 96 m. Tanzanian flag. Classification society Venezuelan Register of Shipping. River and sea-going *Baltiskiy 96*-type ship. Built in 1967 in Gorokhovets (Russia) by Gorokhovetskiy, on Kliazma river, a subfluent of the Volga. Owned by Globus-RS Ltd (Ukraine). Bronze medal of substandard ships with 9 detentions in 2005 in Varna (Bulgaria), in 2006 in Iskenderun (Turkey), in 2009 in Yeysk (Russia), in 2010 in Gemlik (Turkey), in 2015 in Poti (Georgia), in 2016 in Ust-Dunaisk (Ukraine) and in Kocaeli (Turkey), in 2017 in Kherson (Ukraine) and in January 2018 in Trabzon (Turkey). She was beached for demolition in Turkey on February 21, 2018.



Passing Dardanelles Straits bound for the Sea of Marmara, October 2, 2014. © **Marc Ottini**



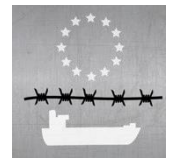
The detentions of *Globus*. © **Robin des Bois**



Gold Star (ex-*R Queen*, ex-*Waadhee Progress*, ex-*Shinhaein*, ex-*Jang Yung Rose*, ex-*Yamayoshi*, ex-*Yamayoshi Maru*). IMO 8122696. Length 84 m, 1,342 t. Tanzanian flag. Classification society Korean Register of Shipping. Built in 1982 in Imabari (Japan) by Namikata Zosensho. Owned by Sea Star Marine Services LLC (United Arab Emirates). Detained in 2008 in Tianjin (China) and in 2009 in Kakinada (India). Sold for demolition in India.



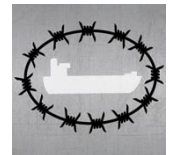
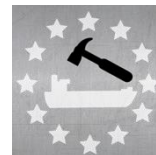
Haddad I (ex-Mamo, ex-Arhone, ex-Dollard, ex-Doggersbank). IMO 7413921. Length 66 m. Panamanian flag. Unknown classification society. Built in 1976 in Hoogezand (Netherlands) by Voorwaarts. Owned officially since February 2015 by Haddad Shipping Co based in Belize.



Detained in 2002 in Fredericia (Denmark), in 2006 in Reyðharfjörður (Iceland), in 2007 in Liverpool (United Kingdom) and in 2010 and 2014 in Malaga (Spain). Banned from European ports for multiple detentions January 2015 after her latest detention in Spain for failing to call at the indicated repair yard. She was beached for demolition in Turkey on January 8, 2018.

Haddad 1, April 18, 2017, Iraklion, Greece
© Sydney Sinclair

Henriette (ex-Denise, ex-Frauden, ex-Frauke, ex-Comar II, ex-Frauke). IMO 7110995. Length 100 m. Domenica flag. Classification society Sing Lloyd. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Minor Shipping & Trading AS (Norway). Detained in 2008 in Bremen (Germany) and in 2016 in Kragerø (Norway). Sold for demolition in Frederikshaven (Denmark).

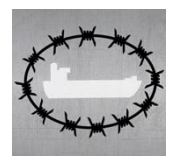


Jindal Meenakshi (ex-Kind Faith). IMO 9528407. Length 122 m, 3,455 t. Indian flag. Classification society Indian Register of Shipping. Built in 2009 in Yichang (China) by Yichang Shipyard. Owned by JITF Waterways Ltd (India). On April 16th 2017, the *Jindal Meenakshi* was anchored off Port Blair, Andaman Islands, for machinery repair. On April 19th, she weighed anchor prior to move to the allocated berth and found she was grounded on a shoal. The coast guard spotted traces of fuel leakage from the tanks but estimated the spill to be limited to several tens of liters. The next day, the *Jindal Meenakshi* refloated using her own power and reached port. She will not resume operations. On February 22, 2018, close to a year after her grounding, she was sold for demolition. US\$ 404 per ton. She was towed by *Maritime Ratu* (IMO 9342592) towards Chittagong, north of the Bay of Bengal.



Cochin (India), November 8, 2013. © Dipak Mohan

Kulsamut (ex-Platinum Jade, ex-Safmarine Ruvu, ex-Frontier, ex-Maersk Bogota, ex-Maersk Dadiangas, ex-Turgut Kiran). IMO 9119438. Length 141 m, 4,507 t. Thai flag. Classification society Bureau Veritas. Built in 1996 in Tuzla (Turkey) by Celitekn. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2001 in Ningbo (China), in 2004 in Busan (South Korea), Tianjin (China) and Hong Kong (China) and in 2017 in Lumut (Malaysia). Sold for demolition in Bangladesh.



Lady Noor (ex-*Margarita*, ex-*Antigoni I*, ex-*Leligracht*). IMO 8611099. Length 113 m, 3,665 t. Palau flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Shimizu (Japan) by Miho. Owned by Barhoum Maritime Co (Liban). Detained in in 2002 in Port Adelaide (Australia), in 2009 in Tampa (Florida, United States) and in 2016 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



Lady Noor, February 19, 2018, Gadani. © **Shahid Ayub**

Mona (ex-*Bagdad*, ex-*Anna Catherina*, ex-*Georgetown*, ex-*Anna Catherina*). IMO 8516275. Length 90 m, 1,430 t. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1986 in Rendsburg (Germany) by Nobiskrug. Owned by Fareeda Shipping Ltd (United Arab Emirates). On August 25, 2017, *Mona* was docked in Port Khalid, (Sharjah, United Arab Emirates). Problème de ballastage during loading, she started to list and finally sunk. Three seamen were hurt. The ship was refloated and finally beached for demolition in Pakistan on February 4, 2018.

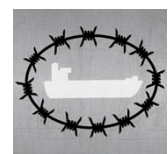


A list is developping, 20 minuts prior to sinking

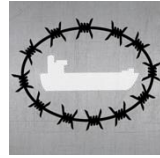
© **Vitaliy Kharchenko**

August 26, 2017.

Nereida (ex-*Carmela Evdoxia*, ex-*Sider Glory*, ex-*Glory Credo*, ex-*Credo*). IMO 7519294. Length 135 m, 3,292 t. Albanian flag. Classification society Albanian Register of Shipping. Built in 1978 in Falkenberg (Sweden) by Falkenberg Varv; jumboized in 1990 and lengthened from 124 to 135 m. Owned by Adriatic Sea Transport shipping (Albanie). Detained in 2003 in Bremen (Germany), in 2010 in Damietta (Egypt) and in 2017 in Asaluyeh (Iran). Sold for demolition in India.



Real (ex-*Tamara*, ex-*Timor Sun*, ex-*Yakov Reznichenko*). IMO 7130153. Length 82 m. Togolese flag. Classification society Global Marine Bureau Inc. Built in 1971 in Nikolayev (Ukraine) by Okean Shipyard. Owned by East Marine Co Ltd (Russia). Gold medalist of substandard ships with 11 detentions in 2000 in Belfast (United Kingdom), in 2001 in Rumoi (Japan), in 2002 in Vladivostok (Russia), in 2002 in Tomakomai (Japan), in 2003 in Vladivostok again then in Muroran (Japan), in 2004 in Vladivostok again, in 2007 in Niigata (Japan) and twice in Vladivostok and in 2010 in Fushiki (Japan).



May 20, 1996 *Yakov Reznichenko*, Delfzijl, Netherlands.
© Frits Olinga



April 3, 2016, *Real*, without cranes, Vladivostok (Russia). © Sergei Skriabin

On the morning of October 23rd 2017, the *Real* was docked at Fushiki (Japan). Caught in the cyclone Lan, category 5 at its highest, she broke her moorings, went adrift in the harbour and finally ran aground on the breakwater. The crew of 19 evacuated safe and sound. Fuel leaked from the hull; after the passage of the cyclone, the priority was to seal the fuel tanks and pump fuel and oil. The position of the vessel was also a concern for the authorities: would the wreck slide from the breakwater, the entrance channel to the port could be blocked. The shipowner gave no sign of life and de facto abandoned the vessel; recovery and removal operations were quickly decided upon. The contract was attributed to Nippon Salvage Ltd for \$2 million at the expense of the Moscow-based insurer AMT.

Screenshot Kyodo News



The *Real* was towed to a repair yard; the hull is to be strengthened in order to enable a questionable towing to a demolition yard which at this point is still undisclosed.

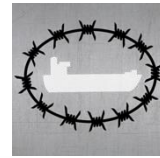


© Maritime Bulletin

Sinan Naiboglu (ex-*Papila I*). IMO 7721976. Length 60 m. Turkish flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Istanbul (Turkey) by Profilo. Owned by Berem Denizcilik (Turkey). Detained in 2004 in Koper (Slovenia) and in 2005 in Chioggia (Italy). *Sinan Naiboglu* was in cold lay-up and unmanned off the Turkish coast, waiting for demolition. On January 18, she broke her mooring in a storm, went adrift and then aground in Nemrut Bay. She may stay there for a long time if not forever. To be continued !



© kurtarilamadi



Tamara (ex-*Adriane*, ex-*Cito*, ex-*Adria*, ex-*Adriana*). IMO 7001364. Length 70 m, 764 t. Moldovan flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1969 in Erlenbach (Germany) by Bayerische. Owned by Island Flag Shipping LLC (United Arab Emirates). Detained in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



Thamee Hla (ex-*Cosmic Leader*, ex-*Sun Dance*, ex-*Cosmic Leader*). IMO 9011040. Length 124 m, 3,626 t. Deflagged from Burma to Palau for her last voyage as *Thames*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Myanma Five Star Line (Birmanie). Detained in 2002 in Osaka (Japan) and in 2003 in Tomakomai (Japan). Sold for demolition in Bangladesh.



Yuksel Imamoglu (ex-*Timur Islamoglu*, ex-*Tolga*). IMO 7702425. Length 82 m. Turkish flag. Classification society Turk Loydu. Built in 1980 in Istanbul (Turkey) by Atilim Gemi. Owned by Imamoglu Denizcilik Ve Kara (Turkey). Detained in 1998 in Eleusis (Greece), in 2000 in Novorossiysk (Russia), in 2001 in Molfetta (Italy) and in Thessaloniki (Greece) and in 2011 in Novorossiysk again. The distressed ship had to be towed to Tuzla shipyard (Turkey) on January 26, 2018. Repair works are too expensive considering her age. *Yuksel Imamoglu* was finally towed to Aliaga on March 15.



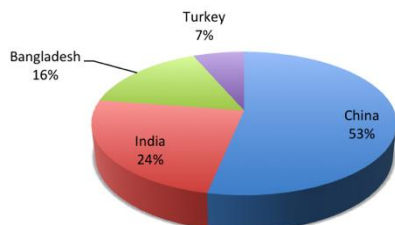
Yuksel Imamoglu, November 12, 2006, Iraklion, Greece. © Nektarios Papadakis

Container ship

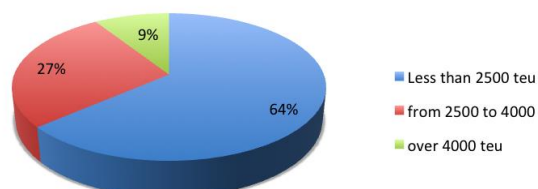
January-February-March 2018

11 demolitions. The number of dead container ships continues to fall. In tonnage, it is even more significant. During the first quarter of 2017, the 66 demolished container ships cumulatively represented 926,000 tons. During the first quarter of 2018, the category reached 107,000 tons. There has not been a lesser tonnage since 2011.

Scrapped container ships, destinations of demolition 1st quarter 20018 (tonnage)



Scrapped container ships, teu capacity 1st quarter 2018



Small units with a capacity of less than 2500 boxes are the majority ; they represent close to two thirds of broken up container ships. Only one vessel with a capacity over 4000 boxes was scrapped in India ; 3 others 3800-box ships were bought by the Jiangyin ship-breaking yard, one of the few still allowed by Chinese authorities. The convoy of the scrapped ones would stretch over 2 km carrying only 20,600 containers against 3,5 km and 42,700 containers in the fourth quarter of 2017. The average age at the time of demolition is 24 years.

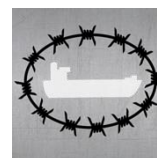
With so few demolished units, the distribution is not very meaningful. The 3 container ships of the United Arab Shipping Company enable China not to disappear from statistics of shipbreaking states this quarter.

The sale of the *OEL Bengal* to a Bangladeshi shipbreaking yard brought in US\$ 2,3 million to the shipowner and middlemen.



OEL Bengal, 33 year-old, 4,895 t. © Rene Mostert

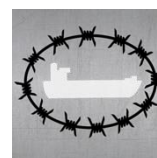
Al Rain (ex-*Al Mutanabbi*). IMO 9152272. 3802 teu. Length 276 m, 18,978 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 2015 in Shenzhen (China). Sold for demolition in Jiangyin, China.



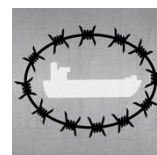
Arrival at the port of Qingdao (China), May 21, 2009.
© Marc Ottini

container ship

Baruna Budi (ex-Muirfield, ex-Gemartrans Pioneer, ex-Orient Artemis, ex-*MSC Malawi*, ex-Artemis, ex-*MSC Acapulco*, ex-Artemis, ex-Bei Yuan). IMO 9037240. 534 teu. Length 135 m, 5,610 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1996 in Galati (Romania) by Galati SN. Owned by Baruna Shipping Line Pt (Indonesia). Detained in 2006 in Haiphong (Vietnam) then in Singapore. She arrived under tow of the *Intan Sari* (OMI 9398864) for demolition in Bangladesh. 350 US\$ per ton.



Captain Joy (ex-United 2, ex-Troy-Y, ex-Mareike, ex-Wellington Express). IMO 9130901. 592 teu. Length 118 m, 2,889 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1996 in Wolgast (Germany) by Peene Werft. Owned by Joy Marine Co (Romania). Detained in 2007 in Bilbao (Spain), in 2010 in Tarragona (Spain), in 2012 in Alexandria (Egypt), Marina di Carrara (Italy) and Tenes (Algeria) and in 2014 in Thessaloniki (Greece) and Damietta (Egypt). Sold for demolition in Turkey.



Captain Joy, October 4, 2016, Novorossiysk, Russia
© **Marin71**



Aliaga. © **Selim San**

Fowairet. IMO 9152260. 3802 teu. Length 276 m, 18,978 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by United Arab Shipping Co (United Arab Emirates). Sold for demolition in Jiangyin, China. 360 US\$ per ton.



Fowairet January 12, 2015, Valencia, Spain © **Agustin Alapont Castilla (Tino)**

container ship

Kapitan Sergiyevskiy. IMO 7941849. 320 teu. Length 130 m, 4,215 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Vyborg (Russia) by Vyborgskiy SZ. Owned by FESCO (Russia). Sold for demolition in Bangladesh. 440 US\$ per ton.



January 30, 2016, *Kapitan Sergiyevskiy* is entering Vladivostok on a cold and icy day. © **Tsarik Ruslan**



New Jersey (ex-YM *New Jersey*). IMO 9387097. 4923 teu. Length 294 m, 22,002 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to *Jersey*. Classification society Nippon Kaiji Kyokai. Built in 2006 in Mihara (Japan) by Koyo DY Co. Owned by Diana Containerships (Greece). The ship had been laid-up in Labuan (Malaysia) since June 2017.

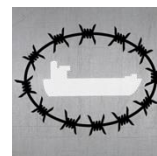


Sold as is for demolition in India. 470 US\$ per ton.

YM New Jersey, June 30, 2014, Chiwan, China
© **Viktor**



Oel Bengal (ex-Oel *Freedom*, ex-Orient *Freedom*, ex-P&O Nedlloyd *Mumbai*, ex-Orient *Freedom*, ex-Vermilion *Bay*). IMO 8510362. 860 teu. Length 157 m, 4,895 t. Deflagged from Panama to Palau for her last voyage shortened to *Bengal*. Classification society Indian Register of Shipping. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by Orient Express Lines (Singapore). Detained in 2013, 2014, 2017 and 2018 in Kolkata (India). Sold for demolition in Bangladesh. 478 US\$ per ton.



PDZ Maju (ex-Pearl *Island*, ex-Uni *Winner*). IMO 9159270. 818 teu. Length 119 m, 3,814 t. Deflagged from Malaysia to Saint Kitts and Nevis for her last voyage shortened to *Aju*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Hakata (Japan) by Murakami Hide. Laid-up since May 2017. Sold by her Malaysian owner Perkapalan Dai Zhun to Green Ocean Ship Management Pvt Ltd based in India prior to be beached in Alang.

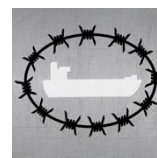


November 15, 2015, *PDZ Maju*, Singapore.
© **Martin Klingsick**



February 9, 2018, *Aju*, Alang.
© **Baldev Raj Kapoor**

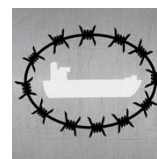
Sabya (ex-*Al-Sabahia*). IMO 9154529. 3802 teu. Length 277 m, 18,974 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Chiba (Japan) by Mitsui. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 2012 in Algeciras (Spain). Sold for demolition in Jiangyin, China.



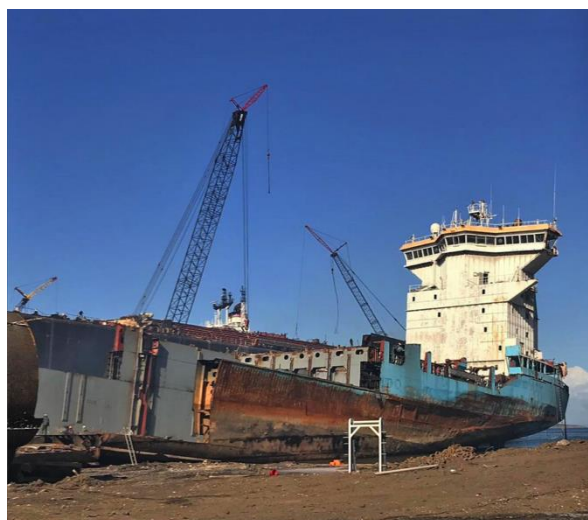
Sabya, October 21, 2013, Valencia, Spain © Manuel Hernández Lafuente

Sinokor Incheon (ex-*Sinokor Pyongtaek*, ex-*Shynyufutsu Maru*). IMO 8706650. 209 teu. Length 108 m, 2,560 t. South Korean flag. Classification society Overseas Marine Certification Services. Built in 1987 in Setoda (Japan) by Naikai. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 475 US\$ per ton.

Toubkal (ex-*Flemming Sif*, ex-*Sea-Land Honduras*, ex-*Flemming Sif*). IMO 8901640. 976 teu. Length 134 m. Moroccan flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. Owned by International Maritime Transport Corp (Morocco). Detained in 2010 in Rotterdam (Netherlands). Sold for demolition in Turkey.



Toubkal arriving at Dunkirk (France), November 25, 2009. © Pascal Bredel



March 17, 2018, Aliaga. © Selim San

Reefer

Alyaska (ex-*Refrizherator-608*). IMO 8326072. Length 82 m, 1,190 t. Belize flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Rosslau (Germany) by Elbwerften. Owned by Elena Industrial & Commercial (Ukraine). Detained in 2003 in Novorossiysk (Russia), in 2006 in Mersin (Turkey), in 2015 in Gemlik (Turkey) and in 2015, 2016 and 2018 in Rostov-on-Don (Russia). On January 26, 2018, *Alyaska* is banned from European ports for multiple detentions. On February 21, she was beached for demolition in Turkey.

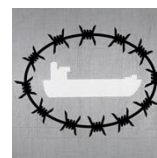


Brindisi, Italy, July 6, 2016. © Irene L Cop



Aliaga, March 2018 © Selim San

Baltic Meadow (ex-*Baltic Spirit*, ex-*Al Zohal 1*, ex-*Baltic Universal*). IMO 8520501. Length 145 m, 5,987 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Hayashikane. Owned by Baltic Reefers Ltd (Russia). Detained in 2008 in Bushire (Iran), in 2013 in Rotterdam (Netherlands) and in 2015 in Amsterdam (Netherlands). Sold for demolition in India. 443 US\$ per ton.



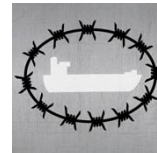
Baltic Universal, unloading fruit at Le Havre (France), Hermann du Pasquier Dock, May 21, 1994. © Pascal Bredel



Baltic Meadow, Valparaiso (Chile), March 27, 2013. © J Carlos/Marine Traffic



Dorida (ex-*Hua Fu 101*, ex-*Silver Rain*, ex-*East Bay*, ex-*Bukhta Novik*). IMO 8623925. Length 127 m, 4,595 t. Deflagged from Russia to Comoros for her last voyage shortened to *Rida*. Classification society Russian Maritime Register of Shipping. Built in 1986 in Nikolayev North (Ukraine) by 61 Kommunara. Owned by Euphrates Co Ltd (Russia). Detained in 1999 in Saint John (Canada), in 2000 in Aalesund (Norway) and in 2013 in Dalian (China). Sold for demolition in India.

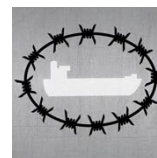


Bukhta Novik, January 14, 1997, IJmuiden, Netherlands © har / Shipspotting

Hua Jian 109 (ex-*Bianca*, ex-*Kisaragi*, ex-*Kisaragi Maru*). IMO 7929762. Length 113 m, 2,719 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Uwajima (Japan) by Miyoshi. Owned by United Ocean Transportation (China). Detained in 1998 in Ijmuiden (Netherlands) and in 2017 in Taizhou (China). Sold for demolition in India.



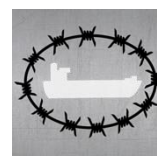
Hua Jian 109 at Keelung, Taiwan, July 12, 2013.
© Chun-Hsi



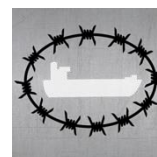
Iceberg (ex-*Rainfrost*, ex-*Kapitan Degtyar*, ex-*Ulbanskiy Zaliv*). IMO 8521804. Fish carrier. Length 152 m, 7,189 t. Deflagged from Russia to Comoros for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias-Thesen. Owned by Morskoy Veter Ltd (Russia). Detained in 2003 in Las Palmas (Canary Islands, Spain) for 41 days and in 2005 twice in Dutch Harbor (Alaska, United States) for 14 days and then 29 days. Sold for demolition in Bangladesh.



Vladivostok, Russia, July 6, 2017. © Sergei Skriabin



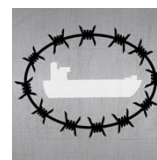
Ming Hang (ex-*Altara Carrier*, ex-*Alba Star*, ex-*Daikoh Maru*). IMO 8130837. Length 145 m, 3,984 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Takamatsu (Japan) by Shikoku. Owned by Qihang International Shipping-Hong Kong (Hong Kong, China). Detained in 2001 in Olbia (Italy), in 2005 in Osaka (Japan), in 2012 in Vladivostok (Russia) and in 2017 in Nakhodka (Russia). Sold for demolition in Bangladesh.



Daikoh Maru, Auckland, New Zealand,
February 1, 1988. © John Regan



Nerey (ex-*Hua Fu 102*, ex-*Crystal Sky*, ex-*Crystal Star*, ex-*Orient Star*, ex-*Bukhta Uliss*). IMO 8723373. Length 127 m, 4,636 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Euphrates Co Ltd (Russia). Detained in 2000 in Dutch Harbor (Alaska, United States) and in 2010 in Qingdao (China). She was beached for demolition in India shortened to *Rey*.

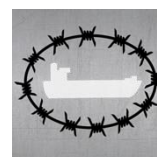


Scandinavian Reefer. IMO 8917560. Cargo. Length 141 m, 4,888 t. Deflagged from the Bahamas to Saint Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1992 in Leirvik (Norway) by Kvaerner Kleven. Owned by Byron Shipping Corp (Greece). On March 26, 2017, *Scandinavian Reefer* suffered an engine failure; she was towed to Rotterdam (Netherlands). One year later, she left under tow but this time towards Aliaga and was beached under the flag of Saint Kitts and Nevis.



Scandinavian Reefer, April 04, 2017, Hook of Holland, Netherlands, towed in after engine failure. © Pilot Frans

Shin Hang 6 (ex-*Atlantic Hope*, ex-*Magellan Rex*). IMO 8318659. Length 142 m, 4,993 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Shinhang Reefer Shipping Co Ltd (China). Detained in 2007 in Saint-Petersbourg (Russia), in 2010 in Philadelphia (Pennsylvania, United States), in 2012 in Zhoushan (China) and in 2013 in Koper (Slovenia). Sold for demolition in India.



Tiffany S (ex-*Yehya*, ex-*Bandon*, ex-*Gerda Maria*, ex-*Bamse*). IMO 7209253. Ex general cargo carrier converted in 1984 to fish carrier. Length 70 m, 1,050 t. Unknown flag. Classification society Hellenic Register of Shipping. Built in 1972 in Kristiansund N (Norway) by Storviks. Owned by Daz Maritime (Lituanie). *Tiffany S* had been awaiting demolition in Klaipeda (Lithuania) for years. Dismantling finally started in January 2018.



August 20, 2011.



Tiffany S, Port of Klaipeda (Lithuania)
© Gena Anfimov

March 6, 2018.

Triton Reefer. IMO 8911102. Length 144 m, 4,852 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2013 in Bushire (Iran) and in 2017 in Tauranga (New Zealand). Sold for demolition in India. 460 US\$ per ton.



Triton Reefer, July 4, 1997, departing from Le Havre (France) after unloading fruit. © **Pascal Bredel**



Triton Reefer, April 18, 2015 departing from Shanghai, China. © **Bob Godefroy**

Yong Hang 9 (ex-Tropical Reefer, ex-Tropical Morn). IMO 8408870. Length 149 m, 5,319 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1986 in Busan (South Korea) by Korea SB & E Corp. Owned by Yonghang Shipping Intl Co Ltd (China). Detained in 2008 in Valparaiso (Chile), in 2009 in Lisbon (Portugal) and in 2017 in Nakhodka (Russia) and Zhoushan (China). Sold for demolition in India.



Tropical Reefer, Balboa.Panama, June 6, 2013. © **Manuel Constantin**

Ro Ro



Hom (ex-Centro America, ex-Nornews Service, ex-Transfjord, ex-Lygra, ex-Shaker 3). IMO 7704629. Length 113 m, 2,593 t. Deflagged from Tanzania to Comoros for her last voyage shortened to *Om*. Classification society Nippon Kaiji Kyokai. Built in 1979 in Fredrikstad (Norway) by Ankerlokken Glommen.

Owned by Wadi Al-Neel Forwarding & Shipping Co (United Arab Emirates). Detained in 2012 in Genova (Italy). Sold for demolition in India.

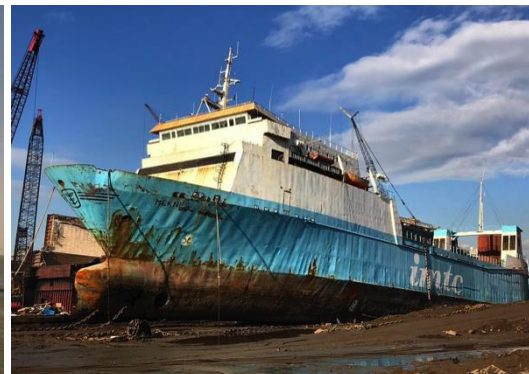


June 01, 1993, *Nornews Service*, Ijmuiden, Netherlands. © **simonwp**

Meknes (ex-Mercandian Importer III, ex-Medorient Challenger, ex-Mercandian Importer III). IMO 7928172. Length 106 m. Moroccan flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1982 in Frederikshavns (Denmark) by Frederikshavns Vft. Owned by IMTC (Morocco). Detained in 2001 in Antwerp (Belgium). Sold for demolition in Turkey.



May 13, 1986, *Mercandian Importer III*, approaching Immingham Dock, United Kingdom. © **simonwp**



January 19, 2018, *Meknes*, beached in Aliaga. © **Selim San.**



Odyssey (ex-Sloman Traveller, ex-Tropic Reign, ex-Elsborg, ex-Tropic Reef, ex-Sagittarius, ex-Gitta, ex-Sagittarius). IMO 8214401. Length 129 m, 4,094 t. Deflagged from Russia to Niue on January 1, 2018. Classification society Russian Maritime Register of Shipping. Built in 1984 in Travemünde (Germany) by Schlichting. Owned by Poseidon-Shipping Co Ltd (Russia).

Towed for demolition in Bangladesh. 430 US\$ per ton.



Sloman Traveller off Ouessant (France), September 12, 2010. **Erwan Guéguénat**

Sanad 1 (ex-, *Jabal Ali 4*, ex-*Stig Gorthon*, ex-*Puhos*, ex-*Stig Gorthon*). IMO 7724538. Length 134 m, 4,405 t. Tanzanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Stockholm (Sweden) by Gotaverken Finnboda; jumboized in 1994 and lengthened from 120 to 134 m. Owned by Bin Nawi Marine Services (United Arab Emirates). Detained in 1999 in Quebec City (Canada). Sold for demolition in Pakistan.



Gadani. © Gadani Shipbreaking

Car carrier

Aegean Breeze. IMO 8202367. Length 164 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Wallenius Marine Singapore (Singapore) subsidiary of the Sweden company Wallenius Lines AB, time-chartered by United European Car Carriers (Norway). Sold for demolition in Turkey.



Heading for Antwerp (Belgium). © Marc Ottini



Aliaga, Mars 2018. © Selim San

Silver Soul (ex-*NOCC Caribbean*, ex-*Cypress Pass*). IMO 8718706. Length 184 m, 12,360 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Sallaum Lines DMCC (United Arab Emirates). She left Lome (Togo) on March 17, 2018 bound for Chittagong demolition yards. 475 US\$ per ton.



November 17, 2017. Le Havre (France). © Pascal Brede

Bulk carrier

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.

January-February-March 2018

17 demolitions. The number has fallen compared to the previous quarter (29 units). In tonnage the decline reached 36%. Pakistan has again taken the lion's share ; China has disappeared.

Bulk carriers saved the shipbreaking activity in Pakistan. Noticeably, Gadani demolition yards lured the largest ships ; of the 7 vessels of a capacity over 80,000 dwt which represent 59% of scrapped tonnage, 6 were demolished in Pakistan.

The average age at time of demolition is 27 years. The detention rate for bulk carriers to be broken up is 82%.

The sale of the *Enterprise* to a Pakistani yard brought in over US\$ 10 million to the shipowner and the middlemen.



Enterprise, 21 year-old, 20,764 t. © Tropic Maritime images

Akij Glory (ex-Nepheli , ex-Matru Kripa, ex-Pacific Hawk II, ex-Pacific Hawk). IMO 8413253. Length 182 m, 7,362 t. Bangladeshi flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Akij Shipping Line Ltd (Bangladesh). Detained in 2003 in Iquique (Chile), in 2004 in Talcahuano (Chile), in 2007 in Philadelphia (United States), in 2008 in Cochin (India), in 2012 in Castellon de la Plana (Spain) and in 2014 in Haldia (India). Sold for demolition in Bangladesh. 430 US\$ per ton.



Akij Glory, October 28, 2012, San Lorenzo - San Martin, Argentina © Maxi Alonso

Balkar Trust (ex-Diana). IMO 9133769. Length 186 m, 9,600 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1997 in Varna (Bulgaria) by Varna Shipyard. Owned by Pacship Pte Ltd (Singapore). Detained in 2002 in Haugesund (Norway) and in 2017 in Weifang (China). Sold for demolition in Pakistan. 459 US\$ per ton.



August 18, 2011, Barranquilla, Colombia
© Captain Ted



21 mars 2018, Gadani, *Balkar Trust*.
© Gulzar Khan

Chokang Sunrise (ex-Star Angel, ex-Shin-Ei). IMO 9110121. Length 288 m, 21,176 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Nagasaki (Japan) by Mitsubishi. Owned by Chokang Shipping Co (South Korea). Detained in 2009 in Dampier (Australia), in 2010 in Ningbo (China) and in 2014 in Newcastle (Australia). Sold for demolition in Pakistan. 480 US\$ per ton.

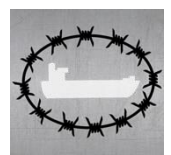
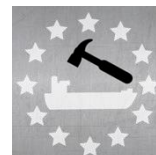


Crystal Sapphire (ex-Hardwar). IMO 8321096. Length 190 m, 10,300 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Marine Services Ltd (Bangladesh). Detained in 2013 in Bandar Abbas (Iran) then in Caofeidian (China) and in 2014 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.

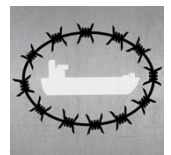


Hardwar, in the Red Sea, June 16, 2009. © Marc Ottini

Enterprise (ex-CSK Enterprise). IMO 9133862. Length 283 m, 20,764 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1997 in Samho (South Korea) by Halla Engineering. Owned by NGM Energy SA (Greece). Detained in 2016 in Zoushan (China). Sold for demolition in Pakistan. 495 US\$ per ton.



Great (ex-Great Sea, ex-Gemini). IMO 8506505. Length 186 m, 6939 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Ancona (Italy) by Fincantieri Italiani. Owned by Gamma Denizcilik (Turkey). Detained in 2010 in Mundra (India) and in 2011 in Castellon de la Plana (Spain). Sold for demolition in Pakistan.



Guofeng First (ex-*Kildare*, ex-*SGC Express*). IMO 9115690. Length 312 m, 25,550 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2001 in Taranto (Italy). Sold for demolition in Pakistan. 465 US\$ per ton.



Angra Dos Reis - Brazil, May 12, 2009. © Cesar T Neves



Hachinohe Maru. IMO 9061540. Length 168 m, 7,069 t. Deflagged from Japan to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1993 in Imabari (Japan) by Imabari Zosen. Owned by Fuso Senpaku KK (Japan). Detained in 2018 in Hong Kong (China). Sold for demolition in Bangladesh.



HL Port Kembla (ex-*Hanjin Port Kembla*). IMO 9019729. Length 263 m, 16,301 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Busan (South Korea) by Hanjin HI Co. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2013 in Gladstone (Australia). Sold for demolition in Pakistan.



At Port Kembla (Australia). © Marine Traffic

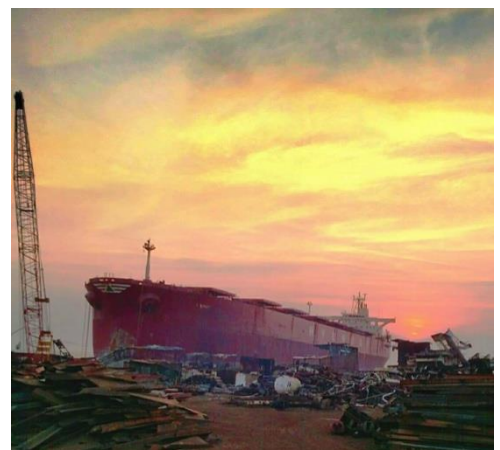


At Gadani (Pakistan). © Gulzar Khan



Hyundai Spirit. IMO 9021461. Length 263 m, 16,077 t. Comorian flag for her last voyage shortened to / *Spirit*. Classification society Korean Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan.

Hyundi Spirit, beached in Gadani. © Gadani Ship Breaking





Innovator. IMO 9039195. Length 269 m, 17,109 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Innova*. Classification society Korean Register of Shipping. Built in 1993 in Geoje (South Korea) by Samsung HI. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2012 in Newcastle (Australia). Acquired by Hermes Maritime Services Pvt

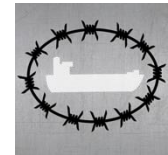


Ltd, an Indian specialist in end-of-life ships. Announced in Pakistan, she was finally beached in Bangladesh. 490 US\$ per ton.

At Hamburg (Germany), January 19, 2008. © Arki Wagner



Kayu Ramin (ex-Austin, ex-Raffaele Iuliano). IMO 9083536. Length 225 m, 11,585 t. Panamanian flag. Classification society Bureau Veritas. Built in 1995 in Castellammare (Italy) by Fincantieri Italiani for the Italian shipping company Deulemar. Owned by Pann Persero Pt (Indonesia). Detained in 2004 in Bunbury (Australia), in 2008 in New Orleans (United States), in 2009 in Ningbo (China), in 2010 in Newcastle (Australia) then again in New Orleans, in 2011 in Melbourne (Australia), in 2012 in Tianjin (China) and in 2013 in Kandla (India). Sold for demolition in Pakistan.



October 29, 2007, arriving Port Hedland to load iron ore. © Tropic Maritime Images



Kayu Ramin, Gadani. © Gadani Ship Breaking →

Pathfinder II. IMO 8013596. Length 209 m, 11,978 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Lib-Ore Steamship Co Inc (United States). Sold for demolition in Turkey.

Prospector II (ex-Prospector). IMO 8013601. Length 209 m, 12,378 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Lib-Ore Steamship Co (United States). Sold for demolition in Turkey.



Prospector II, September 15, 2016, Quebec, Canada
© Marc Boucher



Aliaga, January 2018.
© Selim San

Seto. IMO 9105451. Length 273 m, 17,870 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsu (Japan) by NKK. Owned by Nippon Yusen KK - NYK Line (Japan). Detained in 2008 in Hay Point (Australia). Sold for demolition in India.



Vadibel (ex-*Progress*, ex-*Sanmar Progress*, ex-*Intrepid*, ex-*Spring Condor*, ex-*Sanko Condor*). IMO 8307753. Length 185 m, 7,618 t. Deflagged from Panama to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oshima (Japan) by Oshima. Owned by Combined Mining & Shipping FZE (United Arab Emirates). Detained in 2009 in Lisbon (Portugal). Sold as is in Qatar for demolition in Pakistan. 442 US\$ per ton.



Progress, Maputo (Mozambique), October 2010
© Jean Mandeville



S Vadibel, Gadani, April 2018. © Ayub Chuban →



Vrinda (ex-*Kanak Prem*, ex-*YK Titan*, ex-*Maersk Titan*). IMO 9130975. Length 225 m, 10,099 t. Deflagged from India to Saint Kitts and Nevis for her last voyage as *Rin*. Classification society Indian Register of Shipping. Built in 1997 in Tadotsu (Japan) by Hashihama Zosen. Owned by Mercator Ltd (India). Detained in 2009 in Port Adelaide (Australia) and in 2012 in Shanghai (China). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 450 US\$ per ton.

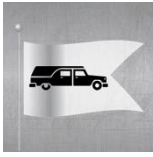


June 10, 2005 *YK Titan* upstream on the Scheldt, towards Antwerp (Belgium). © Marc Ottini



April 2018, *Rin*, beached in Pakistan.
© Gadani Shipbreaking

Cement carrier



Grace Mariner (ex-SB Prince, ex-Morning Hope, ex-Morning Sky, ex-Amiga, ex-Hansung 55, ex-Nita I, ex-Bahia de Puerto Padre). IMO 8311388. Ex general cargo carrier converted to cement carrier in 2001. Length 149 m, 5,330 t. Deflagged from Panama to Comoros for her last voyage shortened to *Mariner*.



Classification society Korean Register of Shipping. Built in 1986 in Sestao (Spain) by Astilleros Espanoles (AES). Owned by Weltrans Marine Services Inc (Taiwan). Detained in 2001 in Hong Kong (China) and in 2013 in Tokuyama (Japan). Sold for demolition in Bangladesh. 434 US \$ per ton.



General cargo carrier *Bahia de Puerto Padre*, August 28, 1990, Antwerp (Belgium). © Michael Neidig



converted to cement carrier *Grace Mariner*, Keelung (Taiwan), July 4, 2013. © Chun Hsi

Tokushin Maru (ex-Toshin Maru, ex-Yoshu Maru n°18). IMO 8503321. Length 82 m. Japanese flag. Unknown classification society. Built in 1985 in Ube (Japan) by Ube Dockyard. Owned by Sonoda Kisen (Japan). Undergoing demolition in Busan (South Korea).



March 5, 2018

Busan (South Korea). © Lappino



March 23, 2018, being broken up

The END : the attack on the oil tanker *Limburg*



1

Sunday, October 6, 2002. The French-flagged VLCC *Limburg* owned by Euronav is approaching the Ash Shihr terminal on the south coast of Yemen. Delivered in January 2000 by Daewoo to Euronav, the *Limburg* has been sailing for a few months under Luxemburg flag before becoming French in September 2000 under TAAF flag. She is time chartered by Petroliaam Nasional Berhad (Petronas, the Malaysian national company). Her capacity is 299,364 tons deadweight.



© skipslistene



Two weeks earlier, she has loaded 56,115 t of crude oil at Ras Tanura (Saudi Arabia) and then called at Fujairah (United Arab Emirates) before heading to Yemen to complete her cargo officially bound for Malaysia. She is about to embark the pilot who is to guide her to the loading buoy. In Ash Shir area, a flotilla of small fishing boats and motor pirogues are roaming in all directions. The zone is fish-bearing.

At about 0800 hours, while the pilot's boat is 250 m away and the *Limburg* has stopped her engines, an explosion sounds, followed by a column of flames. A light craft has just rammed into the starboard side of the ship, a crew member will later confirm during the investigation. Suicide bombers would have been on board



2



3

The fire is raging, the flames rising to more than 60 m. The explosion pierced a tank, the hydrocarbons spill out on the side of the ship and catch fire. The aft part and the bridge of the oil tanker are in the middle of the burning oil slick, under the smoke and gas; commander Ardillon orders full astern to get out of the fire and the pollution. On call, 12 of the crew's 25 sailors are missing. The 13 survivors set the foam guns to fight the fire. The mission is complicated, the source of the fire on *Limburg* is inaccessible on the ship's side. Explosions continue to sound sporadically though of a lower intensity. After 3 hours of effort, the master give the order to evacuate. The generators are left on to continue cooling the bridge with inerting gas.



4



5

Good news about the reported missing seamen. They had initially taken refuge in the forepart and jumped into the sea from a height of 20 m when the fire moved forward; 11 were recovered safe by the tug nearby. Bad news, one Bulgarian seaman drowned.

The fire has been raging for 36 hours. On October 8, a rescue team boards the tanker. The engines are still in working order. The *Limburg* is anchored on October 9 off Al Mukalla, some 30 km away from the oil terminal.



6

Within days, an investigation ensued and confirmed that the attack has come from the outside. The sides of the breach are turned inward. Moreover, boat debris have been recovered, the location of the hole on the waterline is consistent with the attack by a "ram ship" evoked by the crew, traces of TNT have been detected on the oil tanker starboard wall. The Aden-Abyan Islamic Army, a terrorist group linked to Al Qaeda, claims responsibility for the attack of the *Limburg* which it suspected to be used for the replenishment of the United States 5th Fleet..



7

According to expert reports, 12,000 t of oil spilled from *Limburg* and burned in smothering pollution. At least 150 t of oil mixed with water hit the shoreline. The Yemeni Authorities call on the international experts. The black area extended on 70 km discontinuously. The pollution is described as low to moderate. Black slicks several km long and 10 m wide are spotted off the coast. The explosion also dispersed dense and viscous burnt residues which fell to the seabed. In addition to unquantified dead fish and oily birds, crustaceans are the designated victims of the disaster, but the toll of the oil slick, fish, coral and plant mortalities will remain forever unknown.



8

Immersed oil slick off Riyan airport



9

Wadi Hallah, carbonated residue area

The cost of clean-up on the coastline is estimated at between US\$ 500,000 and 1 million; A plan of action for clean up is reached between experts from the International Tanker Owners Pollution Federation Limited (ITOPF), Oil Spill Response Limited (OSRL), experts of Nexen and the Cedre, and Yemeni observers. Around 100 workers from local public works companies have been trained in clean-up operations by international organisations and decontamination experts.

10



October 22, *Limburg* at anchorage off Al Mukkala

Sold as is, the *Limburg* is acquired for 32 million US\$ in February 2003 by Tanker Pacific Management group, the Singapore branch of the Ofer family. The South Korean-built double hull ship is thick-skinned. She returns to service as *Maritime Jewel* after after 6 months on the operating table of Dubai Drydocks yards and the grafting of 3000 t of steel.

11



12



After 15 years in her new life, the *Maritime Jewel* was sold to be broken up for 19,2 million dollars (15.5 million euros); she was beached in Chittagong on April 8.



13

after repair works.

1-2-3-4-5-10 AFCAN collection / 6-7 Auke Visser private collection / 8-9 CEDRE / 10-11-12 United World Marine/Nicholas Lawrence

Sources:

Aliaga Denizcilik; American Bureau of Shipping; Association Francaise des Capitaines de Navires; Baomoi; Black Sea Memorandum of Understanding; Blue Waters/Indian Coast Guard; British Columbia Shipyard Workers' Federation; Bureau Veritas; Business Standard; Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux (Cedre); Chittagong Port Authority (the); Clarksons; Dawn; Deccan Chronicle (the); Denizhaber; Det Norske Veritas; Dolphin Maritime; Dredging Today; Equasis; European Maritime Safety Agency; GCaptain; Germanischer Lloyd; Global Marketing Systems; Gulf News; Haut-Commissariat de la République en Nouvelle-Calédonie; Hindu (the); Hindustan Times (the); Indian Ocean Memorandum of Understanding; Insurance Marine News; International Union of Marine Insurance; Kyodo News; La 1ère-France tv Info; Libération; Lion Shipbrokers; Livemint; Lloyd's List; Lloyd's Register of Ships; Marianne; Marin (le); Marine Traffic; Maritime Bulletin; Maritime Executive (The); Marseillaise (la); Mediterranean Memorandum of Understanding; Mer et Marine; Météo France; Miramar Ship Index; National Institute of Informatics; National Oceanic and Atmospheric Administration; New York Times (the); News Minute (the); Next Navy; Nippon Kaiji Kyokai; Nouvelles Calédoniennes (les); Obs (l'); Optima Shipbrokers; Ouest-France; Pilot online; Platts; Port of Santander; Port to Port; Préfecture Maritime de la Manche et de la Mer du Nord; Q88.com; Reuters; Robin des Bois, personal sources and archives; Roose & Partners; Russian Maritime Register of Shipping; Saigon online; SeaNews; Shanghai Maritime Court; Ship Nostalgia; Shipping Corporation of India; Shipspotting; ShipwreckLog; Splash 247; Star (the); Stealguru; Télégramme (Le); Telegraph-India (the); Times of India (the); Tokyo Memorandum of Understanding; TradeWinds; United States Coast Guard; US Naval Institute blog; Varun Shipping Co; Vessel Tracker; World Maritime News.

Many thanks to all the shipspotters and particularly to P. Bredel, E. Guéguénat, M. Ottini et Y. Perchoc.

Heading for Africa

Sources: (French language only)

Séminaire sur les navires abandonnés et les épaves maritimes, du 27 au 29 mars 2018, Abidjan (Côte d'Ivoire) - Académie Régionale des Sciences et Techniques de la Mer (ARSTM) / Institut de Sécurité Maritime Interrégional (ISMI)

Projet d'enlèvement des épaves de la baie de Nouadhibou. Aliouane Matalla - Port Autonome de Nouadhibou, Autorité de la Zone Franche de Noudhibou, République Islamique de Mauritanie

Les conséquences de l'abandon d'un navire et des épaves sur l'exploitation portuaire et la sécurité de la navigation. Cas du Port Autonome d'Abidjan. Cdt Emmanuel Koffi, commandant du Port Autonome d'Abidjan.

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