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

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

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$.

At the time of the seminar, there were at least six vessels considered to be abandoned in Abidjan port. The fishing port, the tuna 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.

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 detected 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 Algeciras 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.

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](image)

**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 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?
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.

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

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.
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.

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.
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.

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

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 Storasund, 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.

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.

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

<table>
<thead>
<tr>
<th>recycled tonnage</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : tanker, 1,509,000 t (72%)</td>
<td>1 : tanker, 89 (40%)</td>
</tr>
<tr>
<td>2 : bulker, 230,000 t (11%)</td>
<td>2 : offshore service vessel, 46 (21%)</td>
</tr>
<tr>
<td>3 : container ship, 107,000 t (9%)</td>
<td>3 : general cargo ship, 28 (13%)</td>
</tr>
<tr>
<td>4 : general cargo ship, 69,000 t (3%)</td>
<td>4 : bulker, 17 (8%)</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>recycled tonnage</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bangladesh, 949,000 t (45%)</td>
<td>1 India, 86 (39%)</td>
</tr>
<tr>
<td>2 India, 502,000 t (24%)</td>
<td>2 Bangladesh, 57 (26%)</td>
</tr>
<tr>
<td>3 Pakistan, 308,000 t (15%)</td>
<td>3 Turkey, 26 (12%)</td>
</tr>
<tr>
<td>4 Turkey, 78,000 t (4%)</td>
<td>4 Pakistan, 22 (10%)</td>
</tr>
<tr>
<td>5 China, 57,000 t (3%)</td>
<td>5 China, 3 (1%)</td>
</tr>
</tbody>
</table>

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.

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).

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 reefer ships, 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).
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](image1) **© Olaf K**  
![Geo Star, 38 year-old](image2) **© Vitaliy Patashkin**  
![Haddad 1, 42 year-old](image3) **© 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](image4)

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](image5)
Patrol / safety vessel

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

*Maandeeq* 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
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).

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.
**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). Detaied 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.

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).

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

Heavy load carrier


Livestock carrier

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


offshore : supply tug


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.


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

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)


![Arctic Nutsukpok breaking ice. © Prime Movers Controls Inc](image1)


![Arctic Nanook. © Prime Movers Controls Inc](image2)


![1997, Gulf Backer I assisting barge DLB 1 off Nigeria. © Erwan Guégueniat](image3)
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


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).


Honningsvåg, Norway. © MarineTraffic

March 2018, Aliaga. © Selim San

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


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.

© Al Sajaa Shipping Agency


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

© ShipStamps


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

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.

© Erwan Guéguéniat


© David Logan
Offshore support vessel


Diving support vessel

Seven Osprey (ex-Acery 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).

Well stimulation vessel

Pipe-layer


Seismic research vessel


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.

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.
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 ad was beached in Chittagong. 393 US$ per ton.

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 Skibsvaerft. Owned by Monjasa Holding A/S (Denmark). Sold as is in Fujairah (United Arab Emirates), She was beached in India as abrégé de Leader.

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.

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 Bhavanee 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 Bhavanee 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 Bhavanee_ was arrested for 22 days in Gibraltar in November 2017. She was finally beached in Alang as the Togolese-flagged _Amba 1_.

_Amba Bhavanee 1_, immobilized in Aruba. © _Aruba Chamber of Commerce_

_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.

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.


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


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


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.


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.

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.

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.


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

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

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

Cotopaxi, San Diego (United States). © Gerard Prins CC BY-SA 3.0

CS Pioneer (ex-Nichihiko), 6,263 m. © Eduardo Navas CC BY-SA 2.0

Cotopaxi (Ecuador), 5,897 m. © Gerard Prins CC BY-SA 3.0

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.

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 Elektrans Shipping Pvt Ltd (India). Acquired by Green Ocean Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh.

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.

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


**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 *Iluminado*.

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

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.


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 Bosporus 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 Bosporus 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.


June 02, 2011, Singapore. © Knut Helge Schistad


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

January 2018, Aliaga. © Selim San

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 Srithai 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 Halla. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Acquired by Saint Kitts and Nevis-based Errol Ltd prior to her departure under tow for demolition in India.


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


**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*


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


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

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.


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.


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 Tongo 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
oil tanker


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

>Magadir, Bosporus Strait, June 4, 2006. © Marc Ottini


>Tajima. DR © 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 Curacao, 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


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.
Chemical tanker


[Image of Danai 5]

Danai 5, March 4, 2016, at anchor, Phuket (Thailande). © 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.

[Image of Ebrahim IX]


[Image of Gulf Oasis]


[Image of Lanark]
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.


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.

Gas carrier


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

![Image](https://example.com/image1)

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.

![Image](https://example.com/image2)


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


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
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 Bredel


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

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


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.

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.

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. The vessel’s final destination is to date undisclosed, but ships abandoned in Spain routinely fade away under the blowtorches of Aliaga.
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 Salviceroy (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 freigher, 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 2047). 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.

The sale of the Brightway to a Pakistani yard brought in US$ 1.7 million to the shipowner and middlemen.


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


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.
Avantis (ex-Lys-Borg, ex-Eikland). IMO 7407764. Length 63 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1975 in Risor (Norway) by Lindstol; 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.


Biosea, 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, November 29, 1999. © Frank Schott

Novorossiysk, June 26, 2017 © Evgeniy/Shipspotting

Gadani, February 2018. © Shahid Ayub

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.

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.

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.

general cargo carrier


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 Tianjin (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 Krasnyaya 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.

*Geo Star*, 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 *Baltiisky* 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

general cargo carrier


_Haddad I, April 18, 2017, Iraklion, Greece © Sydney Sinclair_


_Henriette, April 19, 2016, Neuenfelde, Germany © Sietas_

_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 Chittangong, north of the Bay of Bengal.

_Jindal Meenakshi, April 19, 2017 © 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 Celitekne. 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.

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.

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.

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 abandonned 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.

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.
general cargo carrier

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!


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 Myanmar 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.
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.

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


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

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.
Container ship


January 30, 2016, *Kapitan Sergievskiy* 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


*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


Reefers

**Alyaska** (ex-Refizrhefer-608). IMO 8326072. Length 82 m, 1,190 t. Belize flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Rosslau (Germany) by Elbewerften. 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.


**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.
**reefer**


![Hua Jian 109 at Keelung, Taiwan, July 12, 2013. © Chun-Hsi](image)

**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.

![Iceberg, Russia, July 6, 2017. © Sergei Skriabin](image)


![Daikoh Maru, Auckland, New Zealand, February 1, 1988. © John Regan](image)

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 Kvaernar 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.


reefer


*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.
Ro Ro


June 01, 1993, _Nornews Service_, Ijmuiden, Netherlands. © simonwp


May 13, 1986, _Mercandian Importer III_, approaching Immingham Dock, United Kingdom. © simonwp


_Sloman Traveller_ off Ouessant (France), September 12, 2010. Erwan Guéguéniat

Car carrier


### 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


August 18, 2011, Barranquilla, Colombia © Captain Ted

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


**Crystal Sapphire (ex-Hardwar).** IMO 8321096. Length 190 m, 10,300 t. Bangladesh 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.


**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.
**bulk carrier**


**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


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


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

**Aliaga, January 2018. © Selim San**

**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.

**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.
Cement carrier


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


Busan (South Korea). © Lappino

March 5, 2018

March 23, 2018, being broken up
The END : the attack on the oil tanker Limburg

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 Petroleam Nasional Berhad (Petronas, the Malaysian national company). Her capacity is 299,364 tons deadweight.

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.
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.

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.
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 Unites States 5th Fleet.

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.

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.
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.

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.
Many thanks to all the shipspotters and particularly to P. Bredel, E. Guéguéniat, 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)

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