

ROBIN DES BOIS

#52

Shipbreaking

bulletin of information and analysis
on ship demolition

July 31, 2018

Algolake, Algoma Olympic, Algosteel, American Victory
from the North American Great Lakes to the Eastern Mediterranean



January 7, 2017. © Chuck Wicklund

Since the disasters of the *Canadian Miner* (see "[Shipbreaking # 25](#)", p 2) and *Lyubov Orlova* (see "[Shipbreaking # 36](#)", p 66-69), towing operations from Canada are more strictly controlled. The tugs selected are specialists in transoceanic voyages and become regular operators on the Canada-Turkey Line, as the *VB Hispania* in charge of the *Algoma Olympic* and the *American Victory*. The fact remains that conveying Canadian lakers from the St. Lawrence to the Eastern Mediterranean on a 9,000 km-long journey entails risks, and is an additional source of air pollution and CO² emissions despite the fact local solutions are available or developing such as Marine Recycling Corp facilities in Port Colborne, Ontario, and Sydney, Nova Scotia

See p 72-74

Shipbreaking # 52, from April 1 to June 30, 2018

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Relapse in Pakistan



May 6, 2018 © Gadani Ship Breaking



July 16, 2018. © The Express

On May 6, 2018, the VLCC *DS Vada* was one of the first ships to be beached in Gadani since the reopening of the tanker market in Pakistan. Owned by the German shipowner DS Tankers GmbH & Co KG (Germany), she was shortened to *Ada* and deflagged to Palau for her last voyage (Cf. "[Shipbreaking # 51](#)" p 39).

On July 16, 2018, a fire broke out on board during the demolition at plot 16. At first, it was feared that 4 workers were trapped inside. According to the latest press releases, the twenty or so workers were finally evacuated unharmed; apparently. In the Gadani yards, profits still come before safety: cutting operations would have started without waiting for the completion of tank cleaning operations.

After the lift of the ban on tanker demolition, the Pakistani trade unions nevertheless warned that there was insufficient feedback on the tragedy of 1 November 1, 2016 (Cf. "[Shipbreaking # 46](#)", p 6-7). They noted that, drama after drama, the promised improvements regarding workers' safety and working conditions remain wishful thinking. In the absence of implementation of international standards and sanctions for yards guilty of negligence, the unions considered that a "licence to kill" had in fact been granted to them. It was almost used on July 16, the game is unfortunately only postponed.

Since the beginning of the year, the owner DS tankers GmbH & Co KG based in Hamburg, Germany, has sent 5 ships to the shipbreaking yards of Bangladesh, India and Pakistan. The global sales of *DS Vada*, *DS Valentina*, *DS Warrior*, *DS Tina* and *DS Vector* brought in over 80 million US\$. At a minimum, one would expect the German Justice to initiate a legal proceeding against the ship owner for endangering the lives of others.

Heading for Africa n°2

Shipwrecks in Lake Victoria

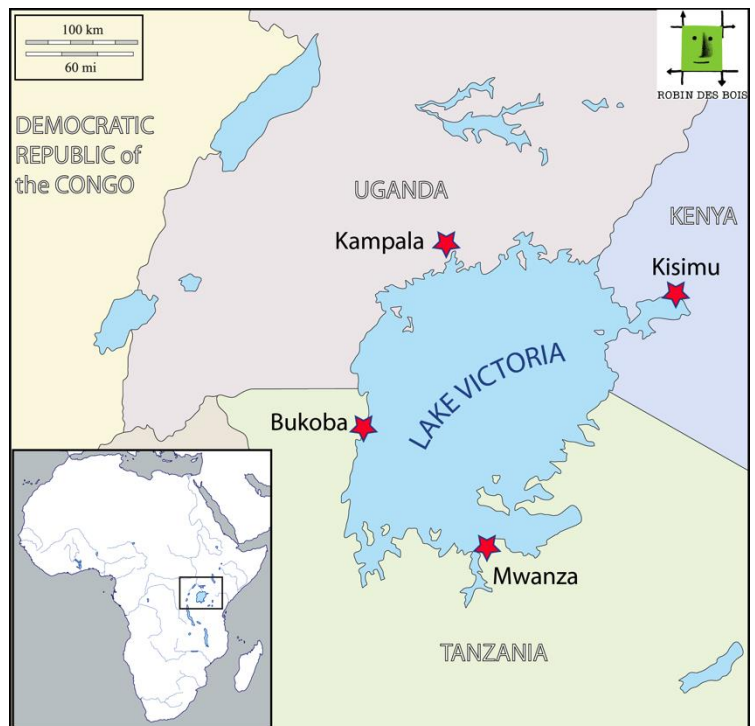
Ms Sandra Munduru was taking part in the conference on discarded wrecks held in Abidjan, Côte d'Ivoire, from 27 to 29 March 2018 in the name of Uganda, Kenya and Tanzania.

Specialist in international maritime law, she focused her speech on efforts made by the three countries to regulate and secure passenger and goods traffic on Lake Victoria, pointing out incidentally that sand dredging by Chinese companies in charge of major public works are more and more posing problems for the aquatic environment and the safety of navigation. In other respects, she mentioned as a major source of documentation on wrecks in East Africa the book: **Shipwrecks and Salvage on the East African Coast. Kevin Patience - 276 p - Published by the author - 2006**

The Lake Victoria Transport Act (Law related to transportation on Lake Victoria) was adopted in 2007 by Uganda, Kenya, and Tanzania.

The Law reads like a first draft of a regional memorandum dedicated to domestic waters and a transposition of the IMO conventions. It applies to all vessels and potential oil exploration and operation facilities.

- Vessels 35 m and longer must be fitted with an oily water separation system or a filtering system that meets international standards. The oil content in the produced effluent must be less than 100 ppm.
- Vessels with a gross registered tonnage over 50 tons and loading/unloading facilities must have an oil pollution emergency plan and be able to mobilize on board and on shore trained personnel capable to respond to and clean up oil spillages.
- Captains and ship owners must immediately report any pollution incident they witness on the lake or on board their vessel.
- The approximate weight of packages more than 3,000 kg loaded on board a vessel must be clearly and durably marked on the outside of the package.
- The disposal into the lake of trashcans on board, plastics, and hydrocarbons is forbidden.
- The implementation of pollution prevention plans in the event of oil spill is mandatory.



Each Member State, Kenya, Uganda and Tanzania, must issue seaworthiness certificates before a vessel starts being operated. Visits must be carried out every year and a thorough inspection every 4 years. Substandard vessels must be detained and the ship owners must pay all incurred costs to the Port State.

The Law says that wrecks are vessels that cannot be reused in light of their condition and position, but also parts of the vessel, gear, and/or goods intentionally thrown or fallen into the lake. It is forbidden to cover up wrecks in order to make them anonymous, to pillage them, or to move them without authorization, subject to a fine of up to \$1000 US and 3 years in prison. When the wreck constitutes an obstruction or a danger to navigation, the port must mark it out and may after six months, if nobody has claimed ownership, proceed to sell it and pay the profits to the fund managed by the three signatory

States, after having deducted the cost of bailout and other reasonable expenses. The Port Authority may proceed with the sale of the cargo if it is not perishable.

The Law regulates the working conditions on board and seeks to dissuade inhumane practices.

- Article 229 forbids anyone from being thrown overboard and provides that the actors or instigators of such an act shall be liable to a fine of up to \$5000 US and/or a prison term of 2 years.
- Young people under the age of 18 cannot work on board vessels unless their parents or representatives have given written authorization. Their employment in the engine room is forbidden unless they are apprentices supervised by the crew.
- When one or more crewmembers are disembarked in a port away from their homeport, the ship owner or captain shall take measures to assure their livelihood and repatriate them as soon as possible.
- When a ship is detained at a port because it does not comply with safety requirements, the owner must pay all costs involved, including assistance to crews in the concerned State.

Application of the Law clashes with the principle of reality. The National Audit Office of Tanzania notes in its March 2017 report (Performance Audit Report on the Management of Surveys and Inspections of Vessels in Maritime Transportation) that to monitor 15,000 vessels of all categories active in the Mwanza district south of the lake, there is only one inspector. The report concludes that 95% or so of fishing or transport vessels were not visited in the fiscal year 2015/2016, notes that visits are done without a checklist, and underlines that the objective of reducing shipwrecks and other accidents is not reached.

As Mrs Munduru said at the end of her speech: "It is one thing to draft laws, it is another to implement them".

Built in Europe, coffin in Lake Victoria

The loss of *Bukoba* plunged East Africa into mourning. It had been somewhat of a prelude for the loss



© Mfame

of the *Joola* in Western Africa in 2002. It marked forever Lake Victoria (68,000 km²) whose water and borders are shared by Kenya, UGhenta and Tanzania. Built in sections in Belgium in 1979, transported by rail and assembled in Mwanza, the *Bukoba*, 59,4m long, 9,5m wide, was marked from the start by a certain instability that 5 years later was more or less adjusted by 5 ballast water tanks, that was at least the recommendation from the Danish Maritime Institute to safely transport 400 passengers and 35 tons of freight.

May 21st 1996, the *Bukoba* left the eponymous port west of Lake Victoria to reach Mwanza in the South, a trip of more than 100 nautical miles. There were 633 declared passengers and agricultural products on board. Shortly after setting sail, the *Bukoba* capsized and floated upside down. For several hours, rescuers could hear passengers knocking on the hull until, following an ill-timed initiative, a hole was drilled at the bow so that the air trapped inside the upside down hull escaped in 20 minutes and left the *Bukoba* to sink. 115 survivors, almost all of whom had thrown themselves into the water at the time of the capsizing, were picked up by fishermen and port rescuers who were completely overwhelmed by the events.

From June 2nd onward and for several months, divers from Kenya, South Africa and Tanzania brought to the surface close to 500 bodies until President Benjamin Mkapa ordered the end of operations and the sealing of the vessel. December 19th, the official record of 869 dead was announced. The *Bukoba* for her last trip had on board more than twice the number of allowed passengers and was loaded with extra cargo without any loading plan. The recommendations on additional ballast water capacity were also not implemented.

© The Citizen



Shipwrecks in Kenya and Tanzania

It has been known for centuries by explorers, shipping companies, insurers, and crews that the eastern coast of Africa swept by monsoon storms is lacking refuge bays and scattered with coral reefs.

As early as 1559, the Portuguese galleon *Agua* had that terrible experience. Her sinking off the coast of Mombasa left more than 1000 dead. Survivor of a storm between Goa and the Cape of Good Hope, the *Agua* had taken on board some of the passengers and crew of *Graca*, another Portuguese galleon that accompanied her on a round trip to Lisbon and had not resisted the raging elements.

In 1872, April 15th, a hurricane descended on the island of Zanzibar and ravaged the port and its surroundings until then considered the most secure in East Africa, where trafficking of slaves, spices, freshwater, and coal prospered. Hundreds of dhows, steamers, and merchant and military brigs were tossed ashore, and for several days the bodies of drowned sailors were found on the ground among trash, uprooted trees and dismembered timber piers.

Between 1900 and 2002, 120 shipwrecks and cargo ship groundings were recorded in the territorial waters of Kenya and 100 in the territorial waters of Tanzania.

The majority of these sea perils were due to negligence, casualness, uncontrolled fires, infractions of port access rulings, misread or mislabeled sea charts, unsafe anchoring, overloading, and botched maintenance.

Built in Europe, sunk in Kenya

The *Globe Star*, ex-*Burutu Palm*, built in Sunderland, United Kingdom in 1952. She ran aground on a reef while approaching Mombasa in April 1973. The accident was attributed to an attempt to enter the harbour without a port pilot, then to a navigation error when the harbourmaster's office ordered her to turn back. Seven months later, during a second removal attempt, two divers and three rescuers on the surface died from asphyxiation by hydrogen sulfide from the decomposition of the cargo, 10,000 tons of barley flour.



Globe Star - cc-BY-SA-3,0

Raffaella © Mike Griffith



The *Raffaella*, ex-*Martiniquais*, built by the shipyards of La Ciotat, France, in 1959 for the Messageries Maritimes and resold in 1978 to the Italian company MSC. Renamed *Raffaella* after the spouse of Gianluigi Aponte, founder of MSC, the general cargo ship coming from Antwerp loaded with cars, textiles, chemical products and containers suffered a fire in Mombasa port in November 1981. Towed to a neighboring cove to avoid spreading the fire to other ships at berth, the *Raffaella* continued to burn for two

days despite efforts from three harbour tugs equipped with fire hoses. Declared a total loss and sold to a local scrap merchant, the wreck awaiting demolition finally sank 3 years later.

The *Lavest*, ex-*Aegis Heroic*, built in the Astilleros Españoles shipyards in Bilbao in 1974, wanted to stop at Mombasa for water supplies. She was transporting 17,000 tons of coal between Mozambique and Turkey. She ran aground on a charted reef while approaching the port. One week later the *Lavest* was refloated thanks to the intervention of several tugboats, but the hull was broken and 24 hours later the *Lavest* sank in 300 meters of water. The crew had been evacuated at the last moment.



Lavest sinking. © The Wrecksite

Built in Europe, sunk in Tanzania

The *Amafhh One* is the ex-*Gotaland* build in 1957 in Elmshorn, Germany. After decades of coastal navigation in Europe, she arrived in East Africa in 1989. Shortly after, she suffered a propulsion failure. Because of a lack of spare parts, she was laid up aside and eventually sank in the shallow waters of Dar es Salaam.

Amafhh One, Dar es Salaam, June 12, 1991.
© Yvon Perchoc



The *Canadian Spirit*, ex-*Ro-Ro Aethalia* was built in 1956 in Genoa, Italy. She has long been operating on the Italy-Corsica line, carrying both cars and passengers. In 1990 she was acquired by a certain Naviero Karemo International, based in Costa Rica, and operated as a car ferry between Dar es Salaam, Lindi, and the island of Zanzibar. In 1997 she was resold to a certain Goldstone Enterprises and eventually capsized in the Dar es Salaam dead ship area.

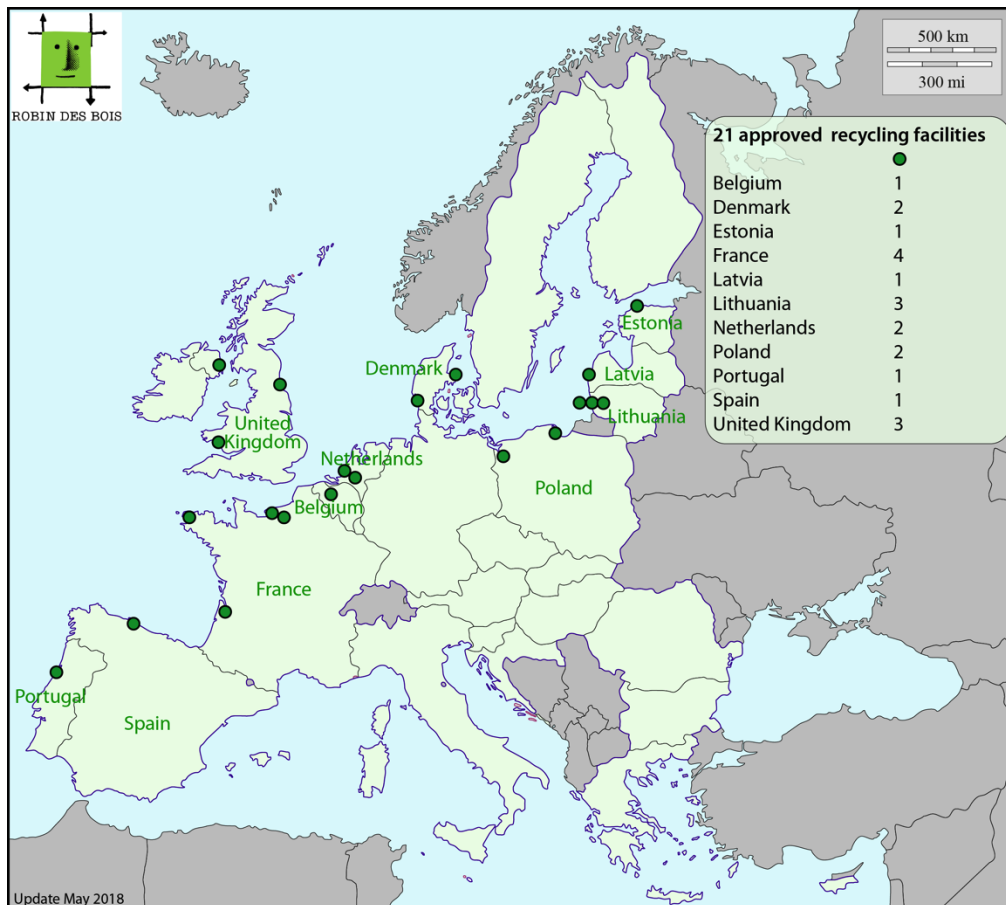


Canadian Spirit, Dar es Salaam, June 10, 1991.
© Yvon Perchoc

The *Dhiran Kill*, ex-*Eastwood*, launched in Troon, Scotland in 1960 for the Constantine Lines of Glasgow, was a general cargo ship converted in 1968 to an oil tanker, resold a year later, and renamed *Palmavera* after Lloyd's Register withdrew her seaworthiness certificates. Thirty years after her launching, Honduran-based Rapid Investment used it as a coastal navigation oil tanker in East Africa. At the end of the 1990s, the *Dhiran Kill* was decommissioned and she too eventually capsized in the Dar es Salaam dead ship area.

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

Europe is looking for its course



European regulation No. 1257/2013 stipulates that after December 31st, 2018, vessels flying Member State flags will have to be dismantled at a ship recycling facility approved by the European Union. The first list established in December 2016 included 18 European yards. The list updated in May 2018 includes three new European facilities located in Vene-Balti (Estonia), Le Trait (France), and Gdynia (Poland). No approved yards in Germany or Italy. No facilities in other European countries on the Mediterranean coast or the Black Sea either. It is as if the Member States in the Mediterranean basin count on the Turkish vacuum to swallow vessels at the end of their life.

Only vessels flying European flags must be demolished in approved facilities, while in preliminary discussions it was considered applying the regulation to all ships "with a strong link to the European Union in terms of flag or ownership." In other words, if this clause had been held, a Maersk, a CMA CGM or a Hapag Lloyd ship flying the flag of Panama, Liberia or the Bahamas would have been forced, starting January 1st, 2019, to be recycled in a facility approved by the European Union. It is partly because of this step backwards that a procession of car ferries, research vessels, cargo ships, and tug boats are leaving Northern European ports by their own means or under tow for demolition somewhere in Asian shipbreaking yards. These long and exotic trips or conveyances expose crews and transit countries to shipwrecks, groundings, and environmental risks. The swindling is all the easier as the European Union has not yet produced a list of approved facilities in Turkey and in the Indian Ocean.

Naval evasion also benefits from the complicity of Member States that let go off substandard vessels clearly destined for demolition on the grounds that the ship owners announce a technical adaptation to be made, repair works or further trading, and exempt themselves by these means from the regulatory procedures on the transboundary movements of hazardous waste required by the Basel Convention.

Thus, as early as 2010, the Finnish ferry *Onyx*, theoretically intended for a reconversion into a car carrier in the Middle East and saved from shipwreck off Brest (France), had been released and was finally beached for demolition in Pakistan (Cf "[Hunting down the Onyx](#)", February 4th 2010). This year (cf. "[Shipbreaking # 51](#)" p 14) the *NAS Pathfinder* and the *Puma* were forced for technical reasons to break

at their so-called trip for repairs to Messina in Sicily (Italy) and to take refuge in Spain from where they left at the beginning of May, announcing wanting to reach Tuzla repair yard in Turkey. They were finally beached in Aliaga.

NAS PATHFINDER
Tug

IMO: 7312402	Gross Tonnage: 224
MMSI: 357719000	Deadweight: 133 t
Call Sign: HO7065	Length Overall x Breadth Extreme: 32m x 8m
Flag: Panama [PA]	Year Built: 1974
AIS Vessel Type: Tug	Status: Under Repair

Voyage Info Companies at Destination

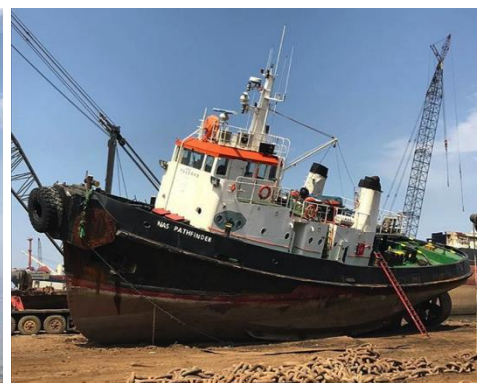
For full access Try Voyage Data

ES SDR TR TUZ
ATD : 2018-05-02 09:20 LT (UTC +2) ETA : 0

Departing Santander, bound for Tuzla



Puma



beaching in Aliaga
© Selim San

NAS Pathfinder

Spain did another illegal expedition. The *Panagia Parou*, sunk at the port in Algeciras then refloated (cf. "Shipbreaking No. 51" p. 57-58), left on June 23rd, towed by *World Tug 1* allegedly bound for Messina ; in truth, she arrived at Aliaga to be demolished.

MarineTraffic Live Map Vespa

WORLD TUG 1
Tug

IMO: 7000724	Gross Tonnage: 221
MMSI: 373678000	Deadweight: 175 t
Call Sign: HP7306	Length Overall x Breadth Extreme: 81m x 8m
Flag: Panama [PA]	Year Built: 1970
AIS Vessel Type: Tug	Status: Active

Voyage Info

For full access Try Voyage Data

ES ALG IT MSN
ATD : 2018-06-23 16:44 LT (UTC +2) ETA : 2018-07-06 10:00 LT (UTC +2) 1

Past Track Route Forecast

June 23, departing Algeciras, bound for Messina



July 19, beached in Aliaga. © Selim San

Military and auxiliary ships on the beach

The European regulation and the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which has not yet come into force, do not apply to military and auxiliary ships. Unlike the French Navy, the German, British and Spanish navies do not therefore practice a virtue that is not asked of them, and regularly feed Aliaga demolition shipyards. The official assessment report on the demolition of the Royal Navy aircraft carrier *HMS Invincible* has just been released. The British Ministry of Defence congratulates itself for a 94% recycling rate of metals and other materials without detailing the disposal of 811 t of toxic waste in Turkey and the atmospheric pollution from secondary smelting of ferrous scrap coated with antifouling and anticorrosion paint. Bad news, Italy and New Zealand are also giving in to the temptations of exporting.

Italy



Ardito collection Alfonso Zampaglione

The dismantlement of the *Costa Concordia* wreck towed to Genoa in July 2014 was an opportunity to revive the necessary activity of dismantling vessels. In 2015, the Defense Industry Agency (AID, Agenzia Industria Difesa) a public agency in charge of technical-industrial affairs at the Italian Ministry of Defense and thus of the scrapping of old military hulls, emphasized the necessity to dismantle decommissioned vessels with respect for the environment, workers and public health. The AID planned then to develop a facility of this type at La Spezia naval base on the Ligurian coast. The mayor at the time, Massimo Federici, is convinced. A first contract for the demolition of the frigate *Carabiniere* is awarded. Other vessels to be broken up were mentioned, the *Alpino*, sistership of the *Carabiniere*, and the *Ardito* and *Audace*, destroyers launched during the 70s then modernized at the end of the 80s. All were decommissioned since 2006 at La Spezia naval base.



Frigate *Carabiniere*, La Spezia drydock
© Il mare nel cuore



Destroyers *Ardito* and *Audace*, La Spezia
© Basilico Fresco CC BY-SA 3,0

Then nothing, or not much. The mayor was not reelected in 2017. The “industrial opportunity” became a simple “pilot project.” At the end of 2017, an “international call for bids” was launched for the demolition of *Ardito* and *Audace*, in other words an invitation for export. Some associations mobilized for the old jewels of the Italian Navy to be preserved and transformed into museum ships, but in vain. The army had no more money; the cost of such an operation would have been prohibitive given the amount of asbestos

to be removed. The call for bids was won by a Turkish yard. The sale would have brought around one million euros to the Italian Navy. The *Ardito* was towed first and beached on April 6th, 2018, the *Audace* followed May 14th. As a consolation prize, the La Spezia facility was granted the demolition of the frigate *Alpino*; administrative authorization to use basin No. 3 of the Arsenal had been prolonged until December 20th, 2018.

This first for the Italian Navy that, up until now, had never demolished its vessels outside national territory is a bad sign. All hope is not lost, however, since in the south, in Apulia, Taranto port is wishing to develop the activity and create a site dedicated to the demolition of vessels on an area used before the 2000s for the assembly of oil rigs. The AID said it was ready to put its experience and teams to work on the project. The ball is in the court of the Italian Navy and the Italian ship owners.

***Ardito*. IMO 6135737. Destroyer D550. Length 137 m. The last navy vessel to be built at Castellamare di Stabia (Italy) by Fincantieri in 1972. Decommissioned in 2006. Beached in Turkey on April 6, 2018.**

***Audace*. IMO 6130691. Destroyer D551. Length 137 m. Built in 1972 at Riva Trigoso (Italy) by Tirreno e Riuniti. Decommissioned in 2006. Beached in Turkey on May 14, 2018.**

***Alpino*. IMO 6135737. Frigate F580. Length 113 m. Built in 1967 at Riva Trigoso (Italy) by Tirreno e Riuniti. Decommissioned on March, 2006. To be broken up at La Spezia.**



Ardito, departing La Spezia. © il mare nel cuore



Audace, Aliaga. © Selim San

New Zealand

On its side, New Zealand succeeded a world first, except for the case of the *NAeL Minas Gerais*, ex-British aircraft carrier *HMAS Vengeance* repurchased by Brazil and sent to Alang shipbreaking yard in 2004 (Cf. "[Shipbreaking # 10](#)", p 1), two years before the bizarre round trip of the hull Q 790, ex-French aircraft carrier *Clemenceau*.

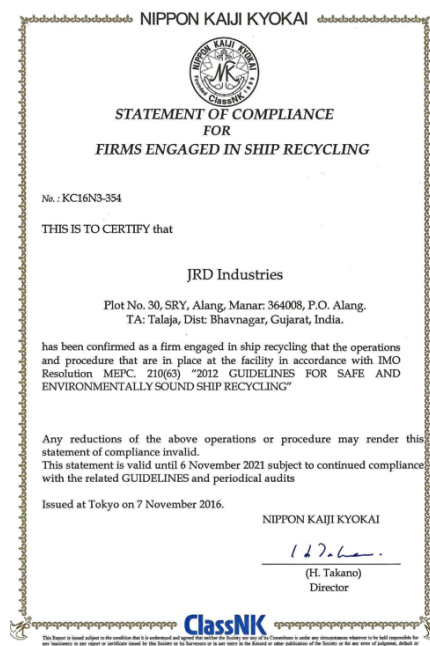
The replenishment tanker *HMNZS Endeavour* was beached on April 27th, 2018 at Alang. Built in 1988 in South Korea and after 30 years of service, the single hull tanker had no other future than the scrapyard. Her successor, the *Aotearoa*, was already ordered to the Korean shipyard Hyundai in July 2016. The New Zealand Navy calculated that during her career the *Endeavour* had carried out 1500 refuels on war theaters (Gulf War, Indonesian Invasion of East Timor) or during humanitarian operations. In October 2017, she was ready to be deployed to deliver 4,600 tons of diesel fuel to oil terminals after the rupture of the pipeline connecting the Marsden Point refinery, the only one in New Zealand, and Auckland 168 km away.



HMNZS Endeavour © NZDF

Back at the Devonport Naval Base near Auckland in late November 2017, the *HMNZS Endeavour* was decommissioned December 15th. Her fate was already settled. An international call for bids for her demolition opened November 6th, 2017 and was closed December 1st. The contract was awarded to the Indian shipbreaking yard JRD Industries, one of the 19 Alang facilities that received a Statement of Compliance from the classification society Nippon Kaiji Kyokai for meeting the criteria of the Hong Kong Convention. This piece of paper was enough for New Zealand authorities to estimate that the tanker's breaking would comply with the highest international standards. As a reminder, neither New Zealand nor India is a signatory of the Hong Kong Convention.

In truth, the sale and demolition conditions are not as glorious and exemplary. The tanker was officially sold to Singapore-based Ace Ship Recycling; a broker specialized in end-of-life ships and a partner of the Indian shipyard JRD Industries. Over the course of her 27-day voyage to India, the New Zealand-flagged *HMNZS Endeavour* vanished into thin air in the middle of the Indian Ocean. It is the humble *Endeavour* flying the emerging funeral flag of Niue that will be demolished in Alang.





"Statement of Compliance"

The JRD shipyard is one of about twenty shipyards "certified" by classification society Nippon Kaiji Kyokai. To avoid the bad reputation of beaching yards, these facilities have set allegedly watertight equipment and installations here and there to confine liquid waste, reduce oil spills in the bay in order to be compatible with the principles of the Hong Kong Convention for the safe and environmentally sound recycling of ships.

HMNZS Endeavour. IMO 6135737. Replenishment tanker. Length 138 m, 3,725 t. Built in 1988 in Ulsan (South Korea) by Hyundai. Decommissioned on December 15, 2017. Beached for demolition on April 27, 2018 in Alang.



Departing for the last voyage. © Laine Moger

 ENDEAVOUR HMNZS <small>(Ship name as reported by AIS: ENDEAVOUR)</small>  Replenishment Vessel	
IMO: 8615801	Gross Tonnage: 6990
MMSI: 542405110	Deadweight: 9537 t
Call Sign: E6NS2	Length Overall x Breadth Extreme: 138m x 18m
Flag: Niue [NU]	Year Built: 1988
AIS Vessel Type: Tanker	Status: Active

Endeavour, ex-*HMNZS Endeavour*, Niue flag - screenshot Marine Traffic

2nd quarter 2018 overview

China is withdrawing, India is leading, Pakistan is back, Bangladesh saturates, rising power of Turkey thanks to Canada

China no longer wants to be the garbage dump of the West. She just wants to be China's garbage dump. Over the years, it had become the world's leading destination for waste of all kinds; by 2016 it accounted for 56% of the global production of waste to be recycled. Dangerous, poorly sorted and infested waste deliveries have multiplied. The priority is to develop sorting, improve business practices and recycle waste produced in China (see also "[Shipbreaking # 50](#)", p 8)



Screenshot from "Plastic China", a [documentary by Jiu-Liang Wang](#)

Ship demolition follows the same path. From January 1, 2019 onward, regulations will prohibit the import of end-of-life vessels under foreign flags. As most yards are already closed, there has been no rush by third country shipowners to take advantage of the last few months of the sector's opening, especially as the prices per ton are much lower than those offered by yards in the Indian sub-continent. Only ships operating in the region were delivered to the few approved Chinese yards, the most notable being Shell's two gas carriers, *Bebatik* and *Belanak*, built in France, operated in Brunei and arrived for demolition in Jiangyin, near Shanghai.

recycled tonnage

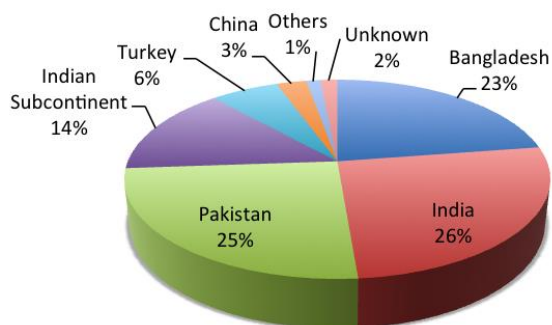
- 1 India, 468,000 t (26%)
- 2 Pakistan, 452,000 t (25%)
- 3 Bangladesh, 306,000 t (23%)
- 4 Turkey, 110,000 t (6%)
- 5 China, 48,000 t (3%)

ships

- 1 India, 73 (39%)
- 2 Bangladesh, 34 (18%)
- 3 Turkey, 33 (17%)
- 4 Pakistan, 23 (12%)
- 5 China, 5 (3%)

190 ships. The drop in the number of units to be scrapped is -14%. It is not offset by an increase in vessel size. The tonnage to be recycled is 1,8 million tons, down - 13%, a comparable basis.

Market shares, 2nd quarter 2018, scrapped tonnage



In the lead, India and Pakistan are playing almost equally. Together, taking advantage of the overloading of Bangladesh yards where tankers banned from Pakistan were directed, they bought in half of the tonnage to be broken up in the second quarter. Bangladesh is not far, though. Turkey is improving thanks in particular to the three Canadian lakers sold by Algoma Central Corp.

177 ships (93%) accounting for 97% of the global tonnage were scrapped in the Indian sub-continent, China and Turkey. Of these 177 ships, 58 had been built in Europe and 49 belonged to shipowners from the European Union or the European Economic Area.

recycled tonnage

1 : tanker, 1,302,000 t (73%)
2 : bulker, 144,000 t (8%)
3 : general cargo, 69,000 t (4%)
4 : reefer, 59,000 t (3%)
5 : container ship, 45,000 t (2%)

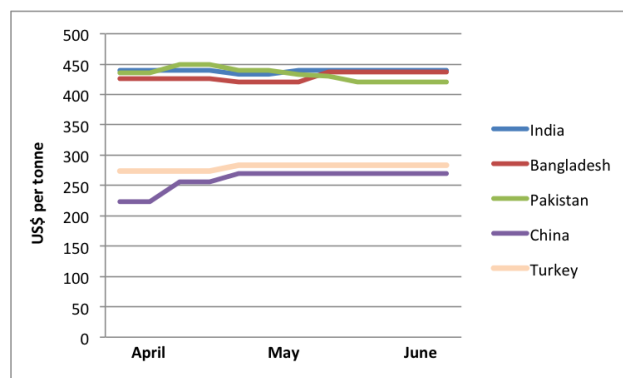
ships

1 : tanker, 84 (44%)
2 : offshore service vessel, 31 (15%)
3 : general cargo, 27 (14%)
4 : bulker, 15 (8%)
5 : reefer, 9 (5%)

Tankers remain at the top end: 73%. The category continues to be number one in units and tonnage. Overcapacity and poor earnings lead to fleet restructuration. Nordic American Tankers sold off one third of its vessels (Cf. p 58). Faced with financial difficulties, offshore service providers sell off: 31 supply, support, seismic research and pipe-layer vessels were scrapped from March 1 to June 30, 2018, including 15 owned by the American company Tidewater (Cf. p 40-42). Container ship clearance is over: only 5 were on the breaking line.

Cash

Prices per ton fell slightly at the end of the quarter, they reach 440 US\$ in India and in Bangladesh, 420 US\$ in Pakistan, 280 US\$ in Turkey.



Flags of the last voyage



At least 68 navires (36%) were deflagged prior to their departure for scrapping. The rate has never been so high. One ship in three deserted the flag under which she was operated prior to be beached in secrecy in an Asian shipbreaking yard. Palau (33) settles as the king among funeral flags ahead of the Comoros Archipelago (15), St. Kitts & Nevis (5) and Sierra Leone (4).



Palau

50% of ships demolished in Bangladesh, 40% of ships demolished in India were deflagged prior beaching.

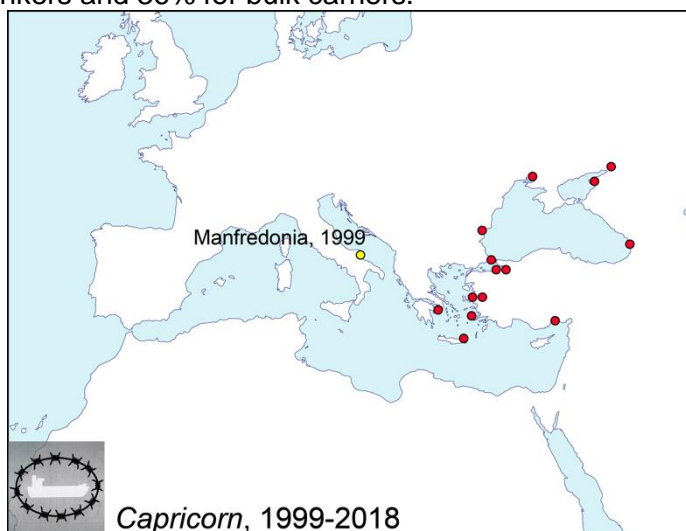
After detention, demolition

79% of the ships scrapped in the second quarter of 2018 were controlled by a classification society belonging to the IACS (International Association of Classification Societies). Despite this sponsorship, at least 86 ships (46%) have been detained in world ports. All categories of ships suffer deficiencies. The detention rate before departure for scrapping is 93% for general cargo ships, 83% for chemical tankers, 80% for reefers, 63% for gas carriers, 40% for all tankers and 36% for bulk carriers.



Capricorn, on the Don River (Russia), August 16, 2016. © Nautic/ Fleet Photo.ru

and her detentions.



Substandard ships

The podium of substandard ships is held by three general cargo ships detained throughout their careers in the ports of the Mediterranean, the Black Sea and the European Atlantic coast. The gold medal goes to the Comorian-flagged river and sea-going vessel *Capricorn*, 44 years (p 24) 15 detentions, banned from European ports in April 2017 and demolished in Turkey. She is getting ahead of another river and sea-going vessel, the Panamanian-flagged *Laud*, 12 detentions, also demolished in Turkey (p 26) and the Togolese *Rasha B*, 11 detentions, demolished in Pakistan (p 32).

Years, meters and tons

The age of ships fated to be scrapped ranges from 6 years for the Chinese-built and Isle of Man-flagged bulk carrier *Cheshire*, victim of a fire of her fertilizer cargo (p 75) to 76 years for the laker *American Victory*, originally built as the tanker *Neshanic* for the US MARAD (Cf. The END p 80). The average age for all categories is 30 years.



Cheshire.

© Spanish Maritime Search & Rescue Society



American Victory

© @AmericanVictoryShip

100 vessels are less than 150 m long, 39 are between 150 and 199 m long and 52 are over 200 m long. 11 vessels exceed 300 m and total 469,000 t, i.e. more than a quarter of the total tonnage to be scrapped this quarter. The heaviest of all is the ULCC *DS Tina*, (p 53), 18 years old, 333 m, 298,824 dwt for a light weight of 45,476 t.



Front Tina, February 27, 2010, on the Mersey, United Kingdom. © Taylorsbank



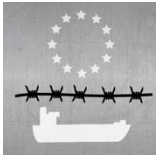
Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).



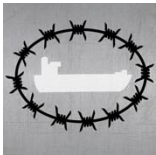
Ship under a European or EFTA state flag or whose owner is European or from an EFTA state at the time of demolition.



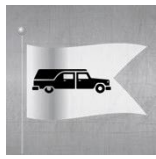
Damaged ship.



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



Ship and crew detained in a port for deficiencies



Ship deflagged for her last voyage.

Tug



Puma (ex-*Marechiaro*, ex-*Mira A*, ex-*Comenda*, ex-*Salvigour*, ex-*Yorkshireman*). IMO 7621504. Length 42 m. Deflagged from Panama to Tanzania in December 2017. Unknown classification society. Built in 1978 in Selby (United Kingdom) by Cochrane SB. Detained in 2014 in Bonaire (Netherlands Antilles, Netherlands). In December 2017, *Marechiaro* is acquired from Panama-based International Ships Trading, her official owner since 2014, renamed and deflagged. She was beached in Aliaga on June 4, 2018. See also p 7-8.



Two beached ships in Aliaga, *Puma* and *NAS Pathfinder*. © Selim San

"Shipbreaking" lists ships over 500 t gross tonnage leaving for scrapping. The *NAS Pathfinder* (224 t) must however have the honours of the bulletin. Despite her record and weak power, it was she who was originally selected to tow the *Puma* from the Netherlands towards Aliaga.

NAS Pathfinder (ex-*Kadoka*, ex-*Ferox*, ex-*Gran Canaria*). IMO 7312402. Length 32 m. Panamanian flag. Built in 1974 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Hakvoort Transport Shipping BV (Netherlands). Detained in 2012 in Rotterdam (Netherlands), in 2013 in Harlingen (Netherlands) and Poole (United Kingdom)), in 2015 in Las Palmas (Spain), in 2016 in Hamburg (Germany) and in 2018 in Dover (United Kingdom). Sold for demolition in Turkey.

Ferry

Erke (ex-*Express Danae*, ex-*Methodia*, ex-*Express Evoikos*, ex-*Kyklades*). IMO 7014581. Length 74 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Perama (Greece) by United Yard. Owned by Sari Denizcilik Nakliyat (Turkey). Detained in 2007 in Sochi (Russia), in 2008 in Trabzon (Turkey), in 2010 in Kavkaz (Russia) and in 2014 and 2015 in Sochi again. Sold for demolition in Turkey.



Express Danae, Saronic Gulf, February 17, 2010.
© Gerasimos Stefanatos



Erke, Aliaga.
© Selim San



Taku. IMO 5351052. Length 107 m, 3,559 t. Deflagged from the United States to St. Kitts and Nevis in January 2018. Classification society American Bureau of Shipping. Built in 1963 in Seattle (United States) by Puget Sound Bridge for the Alaska Marine Highway System. She was named after glacier Taku located southeast of Juneau, Alaska State capital city. For more than 50 years, she has been dedicated to the ferry service that connects communities in southeast Alaska; she could carry 370 passengers and 69 vehicles.



© Alaska Marine Highway System



Ferry *Taku* and Mount Edgecumbe, Alaska.
© Ginn Robert/ Photo.net

The *Taku* was decommissioned in 2015 due to the transport budget cuts in Alaska. The Alaska Marine Highway System puts her on sale in November 2016 hoping to get 1,5 million US\$ but the reserve price, 700,000 US\$, is not reached. New attempt in November 2017. If the old ferry cannot raise any interest, she will be scrapped. A potential offer of 300,000 US\$ was withdrawn: the buyer had planned to convert the *Taku* into a floating hotel in Portland but could not get approval from the neighbourhood.

In January 2018, the ferry is finally sold off to Jabal Al Lawz Trading for 171,000 US\$; the United Arab Emirates-based company plans to operate the *Taku* as ferry in the Philippines or to sell her for scrapping. The *Taku* lacks the necessary equipment and certifications to sail under her previous US flag, she is deflagged to St. Kitts and Nevis. In March 2018, she left Ketchikan, south Alaska, with no precision on her final fate.

On April 13, after a short stay in Singapore, the *Taku* starts her final voyage. The Jabal Al Lawz Trading has managed to make a scoop by selling the ferry for 1,5 million US\$, 9 times the auction selling price, 421 US\$ per tonne, an ordinary scrap price in India. *Taku* was beached in Alang on April 28.

Alang, April 2018. © Sajjad Chowdhury



Passenger ship



Aegean Queen (ex-*Louis Aura*, ex-*Orient Queen*, ex-*Bolero*, ex-*Starward*). IMO 6821080. Length 160 m. Maltese flag. Classification society Det Norske Veritas/Germanischer Lloyd. The Palau-flagged cruise ship *Aegean* (ex-*Aegean Queen*) left Greece on 21 June bound for a shipbreaking yard in Alang. As



the Norwegian *Starward*, this ship was one of the very first "modern" cruise ships. Delivered in 1968 by AG Weser, from Bremerhaven to Kloster, she was in fact (after the *Sunward* in 1967) the second ship entering service from Miami for Norwegian Caribbean Lines, which later became Norwegian Cruise Line. The success of these cruises was immediate because of their innovative side (new ships, unique class, reasonable prices, relaxed atmosphere on board contrasting with the stilted style of the traditional cruise...).

Postcard Norwegian Cruise Line



Originally conceived as a cruise ferry with the possibility of loading cars or even freight, the *Starward* was transformed in 1976 in Jacksonville; her garage decks were replaced by additional cabins, the *Starward* thus became exclusively a cruise ship.



Starward, Antigua, April 1989. © Yvon Perchoc.

After twenty-seven years under the NCL colors, the *Starward* was sold in 1995 to the Greek company Festival, property of the shipowner George F. Poulides; she became the Panamanian *Bolero*. After the bankruptcy of Festival in 2004, she was acquired by the Orient Queen Shipping (Abu Merhi Lines, Beirut) and became the *Orient Queen*,⁸ still under Panamanian flag.



Orient Queen, July 22, 2006, evacuation of Beirut.
© US Navy

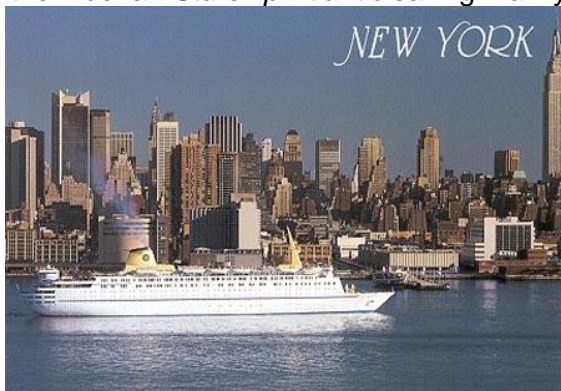
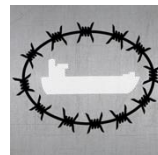


September 20, 2017, Piraeus (Greece).
© Tony Hogwood

She drew attention in July 2006 when she was commissioned to evacuate American citizens from Beirut to Larnaca (Cyprus) during the Israel / Hezbollah conflict. Taken over in August 2006 by the Cypriot company Louis Cruises, she successively flew the flags of Panama, Greece, the Marshall Islands and Malta, then was renamed *Louis Aura* in 2013. She was chartered for part of 2015 by the French operator Rivages du Monde. On the occasion of a charter for the 2017 season by the Turkish firm Etstur she was renamed Aegean Queen. She was decommissioned in Piraeus in October 2017 which marked the end of her active career.

Qing (ex-*Melody*, ex-*Starship Atlantic*, ex-*Atlantic*). IMO 7902295. Length 205 m, 17,807 t. Indian flag. Unknown classification society. Detained in 2005 in Naples (Italy).

This ship was delivered in 1982 by Constructions Navales et Industrielles de la Méditerranée (CNIM), in La Seyne, to the Italian company Home Lines. As the Liberian-flagged *Atlantic*, she was operated for cruises between New York and Bermuda. Sold in 1988 to the American shipping company Premier Cruise Line, she became the Liberian *Starship Atlantic* sailing mainly between Port Canaveral and the Bahamas.



Atlantic. © Home Lines postcard



Starship Atlantic © Premier Cruise Line

She was acquired in 1997 by Mediterranean Shipping Company and renamed *Melody* under the Panamanian flag. She is the last "classic" cruise ship acquired by MSC which will then order new ships from 2000 onwards (the first being the *MSC Lirica* delivered in 2003 by Saint-Nazaire shipyard).

The *Melody* was the first MSC cruise ship to offer cruises to the Caribbean, the company's other areas of operations being the Mediterranean, South Africa or South America. On 25 April 2009, she repelled without damage an attack by armed pirates 180 miles north of the Seychelles during a cruise from South Africa to Italy. She was decommissioned at the beginning of 2013 and sold at the end of the same year to the Indian firm Sahara India Tourism, Mumbai. She was renamed *Qing*, reflagged to India and towed

passenger ship

to Mormugao (Goa). The project of her new owner was to convert her into a floating hotel. *Qing* entered the Western India Shipyard Ltd (WISL) in Goa.



Melody, Santos, Brazil, July 2007.
© Marco Antonis Pedro



Melody - MSC postcard

WISL was in financial troubles, work did not start.

On June 29th, 2016, under the effect of particularly intense monsoon rains, the *Qing* began to list and was at risk to capsize. She finally set down on the sea bottom. A "light oil pollution" due to a leak in the engine room was reported. The ship was stabilized, the Port Authorities set floating booms to contain any new leaks but do not consider it a priority to pump out the 350 t of residual fuel oil and 20,000 t of waters which have entered the ship and were now contaminated.

In August 2017, the Mormugao/Goa port launched a call for bids for the refloating and removal of the. The closing date for applications was set November 7th, 2017. The call for bids provides that the costs of pumping residual fuel and towing to Alang will be the responsibility of the buyer.



© Herald Goa



July 2016 © JoeGoaUK

The *Qing* contract was awarded to Gujarat-based M/S Balaji Fuel. Before departure, the 350 t of fuel and polluted waters accumulated in the bottom will have to be drained. Mormugao port does not have treatment facilities for such a high amount. The case gets complicated between the port, which wants to get rid of the ship, and the Goa State Pollution Control Board (GSPCB), the administrative authority in charge of pollution matters. Balaji applied for authorization to discharge the water into the ocean, but the GSPCB refused the samples taken by the company. It wanted to undertake its own analyses. The doors and various openings of *Qing* have been sealed to limit the entry of water. Will she leave for Alang before the monsoon?

Livestock carrier

Rami M (ex-*Londa*, ex-*Cattle Trail One*, ex-*Sahara*, ex-*Cavallino*, ex-*Hamoor Prince*). IMO 7026663. Ex reefer converted in 1992 to livestock carrier. Length 100 m. Lebanese flag. Classification society International Register of Shipping. Detained in 2000 in Moerdijk (Netherlands), in 2002 in Waterford (Ireland), in 2003 in Trieste (Italy), in 2004 in Rhode Island (United States) and again in Trieste then Waterford and in 2012 in Vila do Conde (Brazil) then in Sète (France) .



The reefer *Sahara*, Scheveningen (Netherlands), October 1980 © **Dulko**

This reefer was originally ordered by the Gulf Fisheries, Kuwait, and laid down under the name *Hamoor Prince* by the Ateliers et Chantiers de La Rochelle-Pallice, but sold before completion, she was delivered in November 1970 as the Liberian *Cavallino* to the shipping company Suisse-Outremer, Zurich, subsidiary of the Thyssen-Bornemisza group. She was sold in 1975 to Société marocaine de navigation fruitière (Sofruma) and renamed *Sahara* under Moroccan flag, her technical management being successively the responsibility of two French shipping companies, first the Compagnie de navigation fruitière, then from 1981 onwards, the Compagnie Bretonne de Cargos Frigorifiques (Cobrecaf).



Converted to livestock carrier *Rami M*, Sète (France). © **Jean Paul Malachane**

Converted in 1994 into a livestock carrier, she was acquired by Shamrock Shipping and became the Maltese *Cattle Trail One* managed by the Paris-based company Alpha Transports. Seized in Limassol (Cyprus) in June 1996, she was auctioned off and renamed *Londa* still under Maltese flag in early 1997, but in fact, she did not leave the port and was seized again in July 1999. She resumed sailing in June 2000 as Lebanese *Rami M* for the Beirut-based Bassam El Muur company which operated her until she was delivered to Aliaga breakers on May 8, 2018.

Rami M, Aliaga, mai 2018. © **Selim San**



Heavy load carrier

Zhen Hua 9 (ex-*Elgin*, ex-*Peregrine*, ex-*Anette*, ex-*Wei Shan Hu*). IMO 8021971. Ex tanker converted in 2005 to heavy load carrier. Length 225 m, 15,690 t. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1982 in Imari (Japan) by Namura. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 1999 in Ama (Louisiana, United States). Sold for demolition in Pakistan.



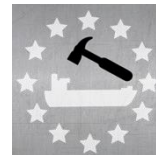
The tanker *Elgin*. © Vesseltracker



The heavy load carrier *Zhen Hua 9*, Las Palmas (Canary, Spain), June 4, 2013. © Hans Hausmann

Dredger

Arco Adur. IMO 8700814. Hopper capacity 2406 m³. Length 98 m, 2,517 t. United Kingdom flag. Classification society Bureau Veritas. Built in 1988 in Appledore (United Kingdom) by Appledore Ferguson. Owned by Hanson Aggregates Marine Ltd (United Kingdom). Detained in 2010 in Zeebrugge (Belgium). She left Sunderland (United Kingdom) towed by the Dutch tugboat *Multratug 17* (IMO 9481752) and arrived at Galloo Recycling facility in Ghent (Belgium) on June 13.



The last voyage of *Arco Adur*. © Gilles Bronke



Towards Ghent. © Peter Zeeman

Onegski (ex-*Onezhskiy*). IMO 6600553. Hopper capacity 1183 m³. Length 82 m, 1,875 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1966 in Linthouse (United Kingdom) by Alex Stephen & Sons Ltd. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.



Onegskiy. © Hanne Hjerimitslev



Aliaga. © Selim San

Pelican (ex-Stevin 5702). IMO 7825514. Hopper capacity 965 m³. Length 63 m. New Zealand flag. Classification society Bureau Veritas. Built in 1979 in Spaarndam (Netherlands) by Stapel. Owned by Van Oord NV (Netherlands). In 1987, the New Zealand ports Timaru (South Island), Tauranga and Taranaki (North Island) decided to share their dredging operations and costs. The call for bids was won by the New Zealand Dredging Company, a subsidiary of the Dutch Royal Volker Stevin Group. Assigned to this contract, the *Pelican* arrived in the Netherlands on board the semi-submersible vessel *Happy Mammoth* on July 17th 1988. She has always been operated in New Zealand since, with a few incursions into Australia and Noumea, New Caledonia.



In the 90's. © Max Diehl



Lakes Entrance (Australia). © Klaas-Jan Brouwer

May 28th, 2017, the *Pelican* left Timaru, her homeport. She has fulfilled her mission and headed towards Tauranga for a final dredging operation before giving her last goodbyes. A new dredging contract for the ports of Napier, Taranaki, Timaru, Lyttelton and Tauranga has been awarded, it must be started in the fall and the *Pelican* is to be replaced by the *Albatross* (IMO 9671618). False ending for the *Pelican*: August 13th, 2017, she was called back urgently to Timaru. The storm that swept the South Island on July 20th caused flooding on the ground and carried sediments into the port access channel. The passage must be cleared out as a precaution. The *Pelican* plays overtime; it is planned to keep her on alert until October 2017 in case of an exceptional weather event.

May 17th, 2018, the *Pelican* is announced "sold for recycling". Her final destination is to date unknown.



August 2017, back to Timaru. © Timaru Herald

May 17th, 2018, the *Pelican* is announced "sold for recycling" according to her classification society. Her final destination is to date unknown.

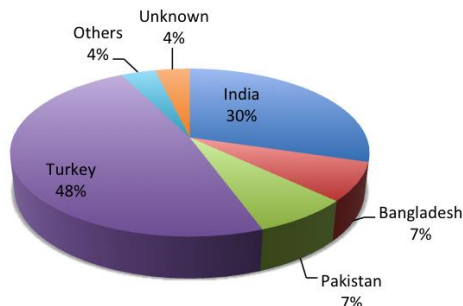
General cargo carrier

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

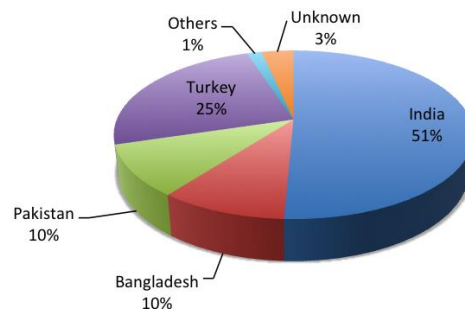
April-may-June 2018

27 demolitions, almost the same number as in the first quarter of 2018 (29). Tonnage is increasing by 9% but accounts for only 4% of the global tonnage. Only two vessels have a length over 150 m, they were scrapped in India. Together with 78% of ships and tonnage, Turkey and India are the favoured final destinations for general cargo carriers. Turkey is number one in units, but India is number one in tonnage as larger ships are delivered there.

General cargo carriers, destinations of demolition, 2nd quarter 2018 (ships)



General cargo carriers, destinations of demolition, 2nd quarter 2018 (tonnage)



The average age at the time of demolition is 33 years. The oldest one is the *Mina-I*, 48-year old, built in Turkey, laid up and grounded in November 2016 in Turkey and sold for demolition in Turkey. The detention rate for general cargo ships is 93%. As often, the category takes it all on the podium of substandard ships, occupied by *Capricorn*, *Laud* and *Rasha B*, respectively 15, 12 and 11 detentions.

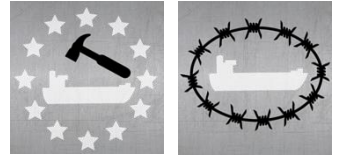
Turkey is tackling the puzzle of ships discarded in its territorial waters and the risks they pose to the environment and navigation (Cf. p 28-29). Three abandoned and stranded ships were sold for demolition this quarter.



White Nile, 33 years of age, 5,025 t. © Yuri S / MarineTraffic

The sale of the *White Nile* which left under tow from Port Sudan to Alang brought in 1,3 million US\$ to the shipowner and middlemen.

Anastazia (ex-*Alla*, ex-*Gokce M*, ex-*Resit Atasoy*, ex-*Atasoy III*). IMO 8877239. Length 67 m. Togolese flag. Classification society Maritime Bureau of Shipping. Built in 1978 in Istanbul (Turkey). Detained in 2000 in Chioggia (Italy) and Eleusis (Greece), in 2003 in Eleusis again, in 2004 in Constanta (Romania) and in 2009 in Alexandria (Egypt). Acquired in September 2016 by Rossano Shipmanagement SA (Greece) and renamed, she remained at berth in Piraeus and her new name has never been painted on the hull. She was beached on April 6, 2018 in Aliaga.



The coaster *Alla* laid up at the port of Eleusis (Greece), April 29, 2017. © **Marc Ottini**

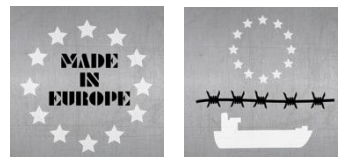
BBC Lena (ex-*Lena J*, ex-*Lena*). IMO 9147693. Length 152 m, 5,836 t. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Neuenfelde (Germany) by JJ Sietas. Owned by Jungerhans Maritime Services GmbH & Co KG (Germany). Detained in 2004 in Aviles (Spain)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



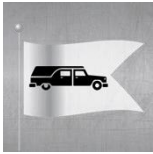
Lena outbound Bosphorus passing off Istanbul (Turkey), May 21, 2011 © **Marc Ottini**



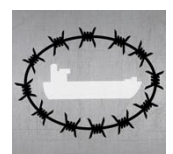
Capricorn (ex-*Dore*, ex-*Volgobalt 1841*, ex-*Volgo-Balt 184*). IMO 8728098. Length 114 m. Comorian flag. Classification society International Naval Surveys Bureau. River and sea-going vessel built in 1974 in Komarno (Slovakia) by ZTS (Zavody Tazkeho Strojarnstvo) shipyard for the soviet Northern River Shipping Co. Acquired in 2001 by South River Shipping Co Ltd (Ukraine). Gold medallist of substandard ships this quarter with 15 detentions in 1999 in Manfredonia (Italy), in 2003 in Eleusis (Greece), in 2005 in Izmit (Turkey), in 2006 in Ambarli (Turkey) and Yeysk (Russia), in 2007 in Aliaga (Turkey) then again in Izmit, in 2012 in Mersin (Turkey), in 2013 in Varna (Bulgaria), in 2014 in Poti (Georgia), in 2015 in Aliaga (Turkey), in 2016 in Sitia (Crète, Greece) and Rostov on Don (Russia), in 2017 in Kalymnos (Greece) and in 2018 Kherson (Ukraine). Banned from European ports in April 2017 for multiple detentions. She was finally beached for demolition in Turkey on June 22, 2018. (See the map of her detentions, p 8)



Capricorn, Kherson ship repair yard (Ukraine), May 6, 2013. © **PTU-3 / Fleet Photo.ru**



Carina (ex-*Leda*, ex-*Elke*, ex-*Mareike B*, ex-*Sea Tagus*, ex-*Webo-Carrier*, ex-*Mareike B*). IMO 8316053. Length 75 m. Deflagged from St. Vincent & Grenadines to Togo in January 2018. Classification society International Naval Surveys

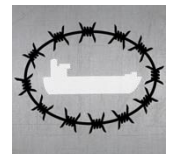


Bureau. Built in 1984 in Papenburg (Germany) by Sürken. Owned by Gestnavi Srl (Italy). Detained in 2001 in Hamburg (Germany), in 2002 in Brunsbüttel (Germany), in 2004 in Rotterdam (Netherlands), in 2005 in Antwerp (Belgium), in 2007 in Cherbourg (France), in 2008 in Castellon de la Plana (Spain) and Palermo (Italy) and in 2009 in Port-la-Nouvelle (France). Sold for demolition in Turkey.

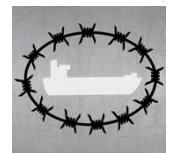


Carina, Nice (France) September 26, 2009. © G. Garcia

Damas (ex-*Sis Star*, ex-*Noora*, ex-*TCI Arjun*, ex-*Mint Rapid*, ex-*Eagle Rapid*, ex-*Mint Rapid*, ex-*Baltimar Moon*, ex-*Supernine*). IMO 8807363. Length 91 m, 1,733 t. Tanzanian flag. Classification society Indian Register of Shipping. Built in 1990 in Shanghai (China) by Donghai Shipyard. Owned by Island Flag Shipping LLC (United Arab Emirates). Detained in 2004 in Kobe (Japan). Sold for demolition in India.



ESI Winner (ex-*Milano Winner*, ex-*Nina*, ex-*Libra*, ex-*Fre Spirit*, ex-*Ahlers Belgica*, ex-*Cam Bubinga*, ex-*Ahlers Belgica*, ex-*Kent Trader*, ex-*Ahlers Belgica*, ex-*Scandutch Levant*, ex-*Insulano*, ex-*Shetland*, ex-*Scol Broker*, ex-*Shetland*). IMO 8131312. Length 106 m. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Shanghai (China) by Zhonghua Shipyard. Owned by CC Nordic Group K/S (Russia). Detained in 2013 in Tenes (Algeria) and Setubal (Portugal) and in 2014 in Abukir (Egypt) and Antalya (Turkey). Sold for demolition in Turkey.



ESI Winner, Istanbul (Turkey), November 3, 2014.
© Muhsen Hussein



ESI Winner, Aliaga. © Selim San

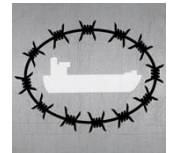


Katerina B (ex-*Katerina V*, ex-*Napoli*, ex-*Yahia Star*, ex-*Unden*). IMO 8306400. Length 87 m. Deflagged from Greece to Sierra Leone for her last voyage shortened to *Erina*. Classification society Dromon Bureau of Shipping. Built in 1984 in



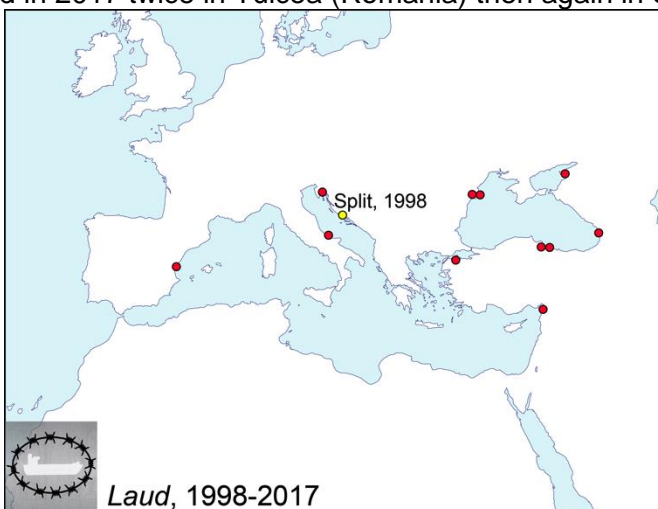
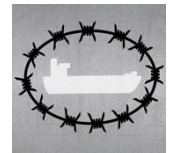
Groningue (Netherlands) by Nieuw Nord Neerlandse. Owned by Nikolas Karpathakis Shipping Co (Greece). Detained in 2013 in Alexandria (Egypt) and in 2015 in Alexandroupolis (Greece). Beached for demolition in Turkey.

Laguna (ex-*Pechenga*, ex-*Outokumpu*). IMO 8416504. Length 99 m, 2,088 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Turku (Finland) by Valmetin Laivateollisuus. Owned by Star Alliance SA (Lebanon). Detained in 2011 in Mersin (Turkey), in 2013 in Ravenna (Italy) and Rijeka (Croatia), in 2014 again in Mersin and Ravenna and in 2018 in La Spezia (Italy). She left Kuwait and was beached for demolition in India on June 11.



Tartous (Syria), May 20, 2017. © Marine Traffic

Laud (ex-*Ekaterina* ex-*Tidra BC*, ex-*Blue Sky*, ex-*Luda*, ex-*Omsky-18*). IMO 8858025. Length 85 m, 943 t. Panamanian flag. Classification society Bulgarski Koraben Registar. River and sea-going vessel built in 1980 in Krasnoyarsk (Russia) by Krasnoyarskiy; shortened in 1993 from 108 to 85 m. Owned by Anda Ltd (Turkey). Silver medallist of substandard ships with 12 detentions in 1998 in Split (Croatia), in 2006 in Rijeka (Croatia), in 2007 in Vasto (Italy) and Castellon de la Plana (Spain), in 2010 in Bandirma (Turkey), in 2011 in Iskenderun (Turkey), in 2013 in Yeysk (Russia), in 2014 in Poti (Georgia), in 2015 in Samsun (Turkey) and in 2017 twice in Tulcea (Romania) then again in Samsun. Sold for demolition in Turkey.



The detentions of *Laud*

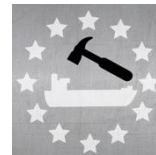


Aliaga, May 2018. © Selim San

Lia R (ex-*Ece-K*, ex-*Britta*, ex-*Walsum*, ex-*Medway*, ex-*Sea Medway*). IMO 7622089. Length 69 m. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1977 in Tokushi (Japan) by Kanrei. Owned by Rafael Advanced Defense System (Israel). Detained in 1998 in Vlissingen (Netherlands) and Fredericia (Denmark), in 1999 in Brest (France), in 2000 in Ghent (Belgium), in 2004 in Kaliningrad (Russia), in 2008 in Gulluk (Turkey), in 2013 in Vasiliko (Cyprus), in 2015 in Larnaca (Cyprus) and in 2016 in Ashdod (Israel). Sold for demolition in Turkey.



Malmnes. IMO 8918631. Length 127 m, 2,760 t. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Westerbroek (Netherlands) by Ferus Smit. Owned by Erik Thun AB (Sweden). Detained in 2002 in Köping (Sweden) and in 2004 in Port Hawkesbury (Canada). Sold for demolition in Turkey.



Malaga (Spain), March 2018. © Little Copy



Aliaga, May 2018. © Selim San



Mekhanik Tyulenev. IMO 8904446. Length 85 m, 1,095 t. Russian flag. Classification society Russian Maritime Register of Shipping. Navire Built in 1992 in Korneuburg (Austria) on the Danub by Österreichische. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.



Mekhanik Tyulenev, Montoir (France), June 6, 2008.
© Erwan Guéguénat



Mikhail Lukonin. IMO 7945534. Length 124 m, 2,655 t. Deflagged from Russia to Sierra Leone. Classification society Russian Maritime Register of Shipping. Built in 1981 in Navashino (Russia) by Oka Navashinsky. Owned by MV Line Co Ltd (Russia). The MV Line is well-known by the SUR, Seafarers' Union of Russia affiliated to ITF (International transport Workers' Federation), for its bad practices towards the crews on board the ships it owns or manages (Cf "Shipbreaking # 49", *Analoliy Torchinov* p 18 and *Gornozavosk* p 23). Detained in 2009 in Niigata (Japan). She was beached on May 28. 440 US\$ per ton.



Vladivostok (Russia), January 18, 2015.
© Sergei Skriabin



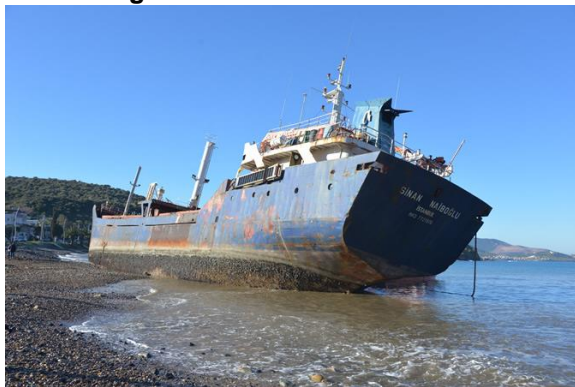
Shipwrecks in Turkey

The recent inventory by the Institute of Marine Sciences and Management at the University of Istanbul recorded 114 discarded vessels in the Turkish territorial waters, in the Sea of Marmara, the Aegean Sea and the Black Sea. Most of the time, they are unmanned and some of them, set free by precarious anchorings, have ran aground. They all pose a threat to the environment, the safety of navigation and the fishing activities.

Until now, due to the lack of regulations applying to abandoned ships, the sale of floating wrecks had to follow the lengthy procedures of the Turkish Commercial Code. An amendment to the Harbour Law now allows Port Authorities to sell this ghost fleet for scrapping. About thirty ships are considered priority in terms of risk. They will be towed to Aliaga shipbreaking yards or demolished on the spot.

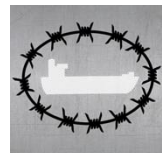
In this edition of "Shipbreaking", three ships benefit from this speeding up procedure. The *Yacup Aga* were towed to Aliaga on May 4, the *Tallas* is being broken up on the location of her grounding, the *Mina-I* was sold but we do not know yet where she will be demolished.

As for *Sinan Naiboglu*, which worried Robin des Bois (see "[Shipbreaking # 51](#)", p 70), she was refloated and towed to Aliaga on June 18.



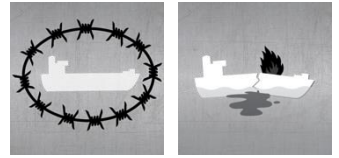
Sinan Naiboglu grounded then towed to Aliaga. © Virahaber

Mina-I (ex-Kervan, ex-Onur Beskardesler). IMO 8951229. Length 79 m. Turkish flag. Unknown classification society. Built in 1970 in Istanbul (Turkey) by Dursan Karabacak. Owned by Tulunoglu Denizcilik Lojistik (Turkey). Detained in 2001 in Eleusis (Greece). On November 9th, 2016, the *Mina-I* is pushed by the wind, near misses the breakwater of Maltepe port (Turkey) and runs aground on the sandy bottom. The ship has been decommissioned and anchored for four months in the Sea of Marmara. The authorities do not report pollution; according to underwater inspections the hull would not be damaged and thus the vessel would not risk sinking. The *Mina 1* did not resume operations. She was auctioned off on June 4th, 2018. Demolition on the spot or in a shipbreaking yard? The answer is yet to come.



Mina-I, grounded in Maltepe. © Denizhaber

Tallas (ex-Reina, ex-Boladi, ex-Tallas, ex-Emir Bey, ex-Bunyamin K, ex-Kisan, ex-Tashin Imamoglu). IMO 7364546. Length 65 m. Last known flag Cambodia. Unknown classification society. Built in 1974 in Yarimca (Turkey) by Marmara, jumboized in 1992 and lengthened from 54 to 65 m. Last known owner Importica LP (United Kingdom). Detained in 2000 in Eleusis (Greece) and Ravenna (Italy), in 2002 in Naples (Italy), in 2003 in Cagliari (Italy) and in 2007 in Koper (Slovenia) then Kherson (Ukraine).



In 2015 the vessel had been seized because of debts from her owner; She had since remained anchored and unmanned off Istanbul. February 3rd, 2018, violent winds pushed her to the Zeytinburnu coast. She was auctioned May 10th. The company Marsis, winner of the auction, considers it too dangerous to tow the vessel to a shipbreaking yard. On-site demolition operations started May 24th; Marsis estimates their duration at 45 days.



Tallas grounded and then being scrapped on the spot. © Hurriyet Daily News

Yakup Aga (ex-My Ship 2, ex-Penyez, ex-Electron). IMO 8121288. Length 81 m. Turkish flag. Classification society Turk Loydu. Built in 1983 in Hoogezand (Netherlands) by Bodewes. Owned by Ayden Deniz Tasimaciligi (Turkey). Detained in 2002 in Canakkale (Turkey), in 2005 in Cartagena (Spain) and in 2015 in Split (Croatia).



On December 31st, 2016, the *Yakup Aga* was anchored in Kartal Kumcular, in the Sea of Marmara. She dragged her anchors, drifted and bumped into the *Güneyin* who was also pushed out ashore by violent winds. She was refloated several days later and anchored again. The *Güneyin* (IMO 9040950) resumed operations. The *Yakup Aga* was definitely beached in Aliaga May 4th, 2018.

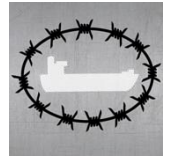


December 2016, grounded in Kartal. © Kartal Web



May 2018, beached in Aliaga. © Selim San

Mustafa M (ex-*Platres*, ex-*TK Istanbul*, ex-*N. Ocean*, ex-*Sun Timor*, ex-*Celtic Cameronian*). IMO 8209080. Length 114 m, 2,597 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Individual Shipping Ltd (Greece). Detained in 2003 in Eleusis (Greece), in 2009 in Ghent (Belgium), in 2013 in



Tilbury (United Kingdom), in 2015 in Constanta (Romania) and 2018 in Beirut (Lebanon). Sold for demolition in India.

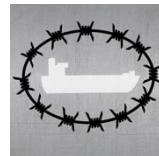


TK Istanbul transiting in the Sea of Marmara (Turkey), June 24, 2010. © **Marc Ottini**

Nofit (ex-*Emanuel 49*, ex-*BBC Anglia*, ex-*Industrial Alliance*, ex-*Bremer Forest*, ex-*Wilgum*). IMO 9137739. Length 101 m, 2,688 t. Israel flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Gdansk (Poland) by Polnocna. Owned by Mastermind Shipmanagement (Montenegro). Detained in 2005 in Mersin (Turkey), in 2010 in Moss (Norway) and Bremen (Germany), in 2015 in Baltimore (Maryland, United States) and in 2016 in Runcorn (United Kingdom) and Niigata (Japan). Sold for demolition in Turkey.



Ocean Jasper (ex-*Jilly*, ex-*Eliane Trader*, ex-*Königsee*). IMO 7808346. Length 82 m. Kiribati flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Leer (Germany) by Jansen. Owned by Onurhan Denizcilik (Turkey). Detained in 2006 in Damietta (Egypt) puis in Alexandria (Egypt) and in January 2007 in Chalkis (Greece). Sold for demolition in Brest (France) by Navaleo/Recycleurs Bretons.



The *Ocean Jasper* and the French creelfishing boat *Sokalique* collided in a fishing area and a heavy traffic route at about 3 A.M. on the night of 16 to 17 August 2017. The accident appears to have been caused by the lack of rigour or even the lack of watch on board the freighter and the misinterpretation of the freighter's track by the fishing boat watchman.



Sokalique. © **BEA Mer**



Ocean Jasper, August 11, 2007, Kiel canal (Germany). © **Dieter Kannengiesser**

To these two decisive human factors is added on, in the seconds and minutes following the collision, the flight behaviour of the *Ocean Jasper* whose master informed of a shock on the starboard bow was satisfied with trying to locate a possible crashed vessel using a floodlight without reducing his speed. At the time of the collision, the lights of the *Sokalique* were operational, in particular the aft working light and the strobe light. The master of the *Ocean Jasper* and the two night watchmen reported that they found no visual or acoustic evidence of an overboard crew or of a sinking vessel at these critical times.

The *Ocean Jasper's* running away behaviour was then confirmed by following a south-southeast course and reducing speed for a few hours to 2,5 knots, which allowed the do-it-yourselfers on board to weld a metal sheet and carry out paint work to mask the hole in the hull, well above the waterline, by the bow of the *Sokalique* at the very time of the collision,

24 h after the shock, the *Ocean Jasper* by order of the French authorities and her owner arrived off Brest in Brittany before to be towed to the military harbour port from which she never left except 11 years later to get to the civilian port in tow again and be demolished there.

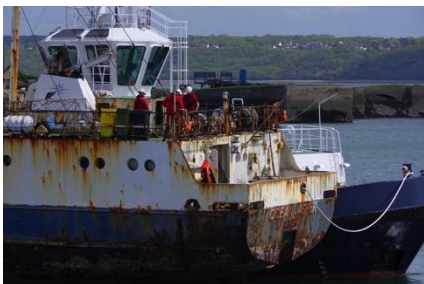


August 2007, arrival at Brest. © Erwan Guéguénat

The technical report of safety investigation from the Bureau d'enquêtes sur les événements de mer (BEA mer, French maritime accident investigation office) notes that the *Ocean Jasper* did not manoeuvre on the immediate approach of the *Sokalique* carrying her fishing lights and therefore likely to follow unforeseeable courses. In these circumstances, the *Ocean Jasper* was in the position of one give-the-way vessel. The report calls also on the French administration "to improve the training of sailors intended to be responsible of the watch on a fishing vessel" and on the skippers "to drill themselves with their crews in emergency situations, especially abandon ship drills".

After colliding, 6 crew members of the *Sokalique* achieved to board a liferaft while missing to be equipped with personal life-saving appliances. The skipper drowned. He had remained on board to inform the fishing fleet in the area of the dramatic situation he, his men and his boat were facing.

The *Sokalique* was a 19.50 m long wooden ship with a displacement of about 200 tons built in 1969 by Charpentiers Associés in Saint-Guénolé. His home port was Roscoff. At the time of the collision, she was monitoring the crill'sline inside a quadrilater 6 to 7 mile wide with the help of the *Sterenn Mor* and the *Etoile du Berger*.



May 2, 2018, transfer of the *Ocean Jasper* from the naval base to the shipbreaking yard, port of Brest.

© Erwan Guéguénat



general cargo carrier



Orchid. IMO 9449326. Length 119 m, 3,795 t. Hong Kong flag. Classification society Bureau Veritas. Built in 2008 in Yingkou (China) by Liaoning. Owned by Fairmont Shipping (Hong Kong, China). Detained in 2018 in Mumbai, (India). Sold for demolition in India.



Banjarmasin Taboneo Loading Point (Kalimantan, Indonesia), October 10 2015. © Iwan Afwan

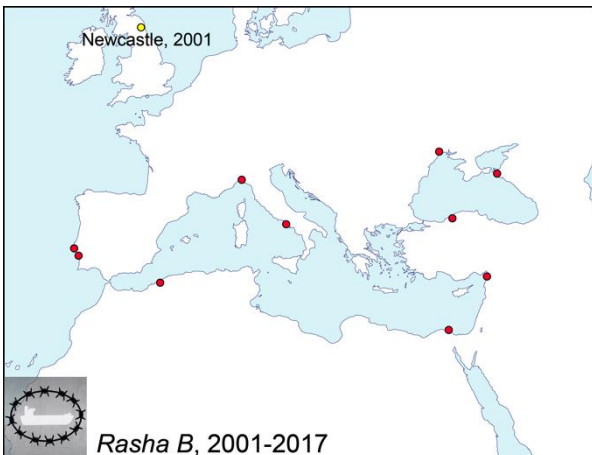
Pacific Voyager (ex-*Chekiang*, ex-*Pacific Voyager*, ex-*Chekiang*, ex-*Atlantic Challenger*). IMO 9003835. Length 185 m, 9,401 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1991 in Chitanohe (Japan) by Minami-Nippon. Owned by Hubei Qin Tai Shipping Co Ltd (China). Sold for demolition in India.

Pontica (ex-*Sea Power*, ex-*Express Power*, ex-*Magic One*, ex-*Magic*, ex-*Clipper Magic*, ex-*Andros Island*). IMO 8114041. Length 146 m, 4,510 t. St. Vincent & Grenadines flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Brook Ocean Shipping LLC (United Arab Emirates). Detained in 2001 in Hong Kong (China) and in 2007 in Nantes (France) then in Bandar Abbas (Iran). Sold for demolition in India. 440 US\$ per ton.



Port of Assaluyeh (Iran), December 19, 2017. © Mustafa Hammoud

Rasha B (ex-*Perseas*, ex-*Sider Stream*, ex-*Purple Haze*, ex-*Romance*, ex-*Lex Magnolio*, ex-*Abedul*). IMO 8113140. Length 120 m, 2,984. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Gijon (Spain) by Juliana Gijonese. Owned by Rasha Shipping Ltd (Lebanon). Bronze medallist of substandard ships with 11 detentions in 2001 in Newcastle (United Kingdom) and Lisbon (Portugal), in 2003 in Setubal (Portugal), in 2006 in Naples (Italy), in 2007 in Genoa (Italy) and Damietta (Egypt), in 2008 in Mostaganem (Algeria), in 2012 in Iskenderun (Turkey) and in 2017 in Odessa (Ukraine), Novorossiysk (Russia) and Ereğli (Turkey). Sold for demolition in Pakistan.



Rasha B, 2001-2017



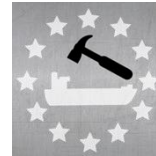
Rasha B, detained in Europe and the Mediterranean

scrapped in Pakistan (foreground). © Gadani Ship Breaking Yard

Shinline 4 (ex-*Quint Star*, ex-*Sumbawa*, ex-*Excelsior*). IMO 8303874. Length 100 m, 2,357 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Baruna Adiprasetya (Indonesia). Detained in 2000 in Takamatsu (Japan), in 2003 in Osaka (Japan), in 2007 in Yokohama (Japan) and in 2011 in Yokkaichi (Japan). The status of *Shinline 4* in Equasis database is "to be broken up" since June 8, 2018. Her destination of demolition is not known to date. 390 US\$ per ton.



Somaya (ex-*Castor*, ex-*Arklow*, ex-*Diane Green*, ex-*Sarine 2*, ex-*Fastnes*, ex-*Fjellnes*). IMO 8116960. Length 129 m, 3,853 t. Tanzanian flag. Classification society Registro Italiano Navale. Built in 1982 in Shimizu (Japan) by Miho. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 1997 in Rotterdam (Netherlands), in 2007 in Antwerp (Belgium), in 2011 in Itajai (Brazil) and in 2018 in Bushire (Iran). Sold for demolition in Pakistan. 415 US\$ per ton.



Salalah Anchorage, Oman, April 13 2015.
© Tony Hogwood

Surplus Ocean 1 (ex-*Bright Master*, ex-*Chu Tian*). IMO 9073165. Length 130 m, 4,075 t. Deflagged from Panama to Togo for her last voyage. Classification society Isthmus Bureau of Shipping. Built in 1994 in Tianjin (China) by Tianjin Xingang. Owned by Hong Kong Seastar Shipping Ltd (China). Detained in 2009 in Lianyungang (China). Sold for demolition in Bangladesh. 399 US\$ per ton.



Vladivostok, September 16, 2017. © Sergei Skriabin.

Tallas (ex-*Reina*, ex-*Boladi*, ex-*Tallas*, ex-*Emir Bey*, ex-*Bunyamin K*, ex-*Kisan*, ex-*Tashin Imamoglu*). IMO 7364546. See p 28-29

Bosporus, June 11, 2010. © Henk Kouwenhoven



general cargo carrier

White Nile. IMO 7818092. Length 133 m, 5,025 t. Sudanese flag. Unknown classification society. *White Nile* was one in a series of 9 "Hamlet multi-flex" ships built in Copenhagen (Denmark) by Burmeister & Wain Skibsværft. At the time, they were sophisticated vessels. They all had strengthened hatch covers able to stand the weight of 380 containers stowed on the upper deck and a slewing stern ramp to handle Ro Ro cargoes. They could accommodate 39 seafarers, a swimming pool was installed aft of the wheelhouse. The last two ships of the "Hamlet Multi-flex" type, the *White Nile* and the *Blue Nile* (IMO 7818092) built for the Sudan Shipping Line Ltd in 1979 and 1980 were modified compared to the original model. They were equipped with 5 cranes instead of derricks and hold n°1 was fitted with tanks and heating and pumping system in order to carry vegetable oil. The *Blue Nile* was scrapped in Mumbai, India, in 2010 as *Super Star III*. The *White Nile* has been sailing all of her career for the Sudan Shipping Line Ltd but had been laid up in Port Sudan for several years.



© Marine Library

Detained in 1998 in Valencia (Spain) and Hamburg (Germany), in 2003 in Bandar Abbas (Iran), in 2004 in Panaji (India), in 2007 in Safaga (Egypt) and Suez (Egypt) and in 2011 again in Suez. Sold as is in Port Sudan (Sudan), she was beached in Alang on June 16, 2018. 259 US\$ per ton.



White Nile in Suez (Egypt), January 1991. © Yvon Perchoc

Yakup Aga (ex-My Ship 2, ex-Penyeze, ex-Electron). IMO 8121288. See p 28-29.



Yakup Aga at Porto Nogaro (Italy), April 24, 2012. © OAN/Vesseltracker

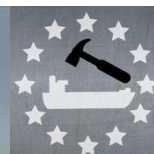
Container ship

April-May-June 2018

5 demolitions. A tonnage of 45,000 t, 2% of the global tonnage. Container ships have currently disappeared from shipbreaking yards. The 5 demolished units have been beached in India (4) or Bangladesh (1). 3 belonged to European ship owners. Le *Maersk Phuket* owned by the Danish Maersk Line AS was beached in Alang as the Tuvalu-flagged *Phuket*.



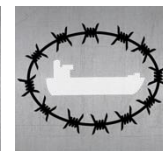
Itea (ex-*MSC Itea*, ex-*Kyparissia*, ex-*Bunga Raya Satu*). IMO 9157698. 3842 teu. Length 258 m, 15,864 t. Deflagged from Liberia to Comoros for her last voyage as *Thea*. Classification society Lloyd's Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Costamare Shipping Co SA (Greece). Detained in 2000 in La Spezia (Italy) and in 2010 in Bandar Abbas (Iran). Sold for demolition in India. 468 US\$ per ton.



Itea is seen departing from Liverpool for Antwerp on Wednesday 25th October 2017. © Malcolm Cranfield



Maersk Phuket (ex-*P&O Nedlloyd Genoa*). IMO 9168219. 2890 teu. Length 210 m, 12,400 t. Deflagged from Singapore to Tuvalu for her last voyage shortened to *Phuket*. Classification society American Bureau of Shipping. Built in 1998 in



Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Maersk Line AS (Denmark). Detained in 2015 in Haifa (Israel). Prior to her departure for demolition in India, *Maersk Phuket* was acquired by NKD Maritime Ltd. This United Kingdom-based cash buyer is dedicated to the purchase of vessels to be exclusively scrapped in India, Bangladesh or Pakistan. On the "References" page of its website, NKD emphasizes that it operates "on a strict confidentiality basis with sales generally not becoming known to the market until after vessels have arrived at the delivery yard."



June 2005, *P&O Nedlloyd Genoa* upstream the Schelde (Belgium). © Marc Ottini



March 2018, *Maersk Phuket*, Santa Cruz De Tenerife container terminal (Canary Islands, Spain). © Samt Mendher

Marina Star 2 (ex-QC Dignity, ex-Arabella, ex-Zim San Juan, ex-Arabella, ex-Ville du Ponant, ex-Red Sea Endurance, ex-Ville du Ponant III, ex-Arabella). IMO 8115629. 846 teu. Length 147 m, 5,498 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Shanghai (China) by Shanghai Shipyard. Owned by PT Meratus Line (Indonesia). Sold for demolition in India.



MTT Kinabalu (ex-P&O Nedlloyd Amazonas, ex-Paul Rickmers, ex-MSK Caribbean, ex-Paul Rickmers, ex-Kamina, ex-Zim Argentina, ex-Paul Rickmers). IMO 9070852. 1156 teu. Length 163 m, 5,652 t. Deflagged from Malaysia to Comoros for her last voyage shortened to *Kina*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by MTT Shipping Kota Kinabalu (Malaysia). Sold for demolition in Bangladesh. 443 US\$ per ton.

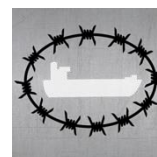


Kamina arrival at Le Havre (France), July 31, 1997.
© Pascal Breidel



MTT Kinabalu.
© David Dixon

UK Sea IV (ex-Alessia, ex-CMA CGM North Africa 2, ex-P&O Nedlloyd Christine, ex-Christine Eberhardt, ex-MSK Christine, ex-Coral Christine, ex-Christine Eberhardt, ex-Horizon, ex-Christine Eberhardt, ex-Melridge Christine, ex-CGM De Lesseps, ex-Christine Eberhardt, ex-Maersk La Plata, ex-Hannoverland, ex-Sea Beach, ex-Hannoverland, ex-Columbus Oregon, ex-Act, ex-Hannoverland, ex-Lloyd Londres, ex-Hannoverland). IMO 8403595. 856 teu. Length 149 m, 5,164 t. Palau flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Neuenfelde (Germany) by JJ Sietas. Owned by African Express Ltd (Romania). Detained in 2002 in Gioia Tauro (Italy). Sold for demolition in India.



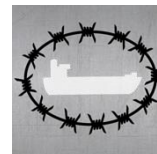
Alessia in Bosphorus Strait, August 13, 2016. © Jerzy Nowak

Reefer

Baltic Reefers Ltd based in St. Petersburg (Russia) is operating a fleet of reefers built between 1986 and 2000. After *Baltic Meadow* ("Shipbreaking # 51", p 75), and *Baltic Mercury* ("Shipbreaking # 50", p 14), three other units among its oldest ones have been beached in Chittagong and Alang this quarter.

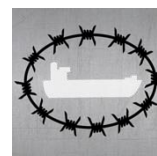


Baltic Moon (ex-Amer Annapurna, ex-Arctic Spirit, ex-Arctic Universal). IMO 8520513. Length 146 m, 6,070 t. Deflagged from St. Vincent & Grenadines to St. Kitts and Nevis for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1987 in Shimonoseki (Japan) by Hayashikane. Owned by Baltic Reefers Ltd (Russia). Detained in 2003 in Rotterdam (Netherlands) and in 2008 in Sheerness (United Kingdom). Sold for demolition in Bangladesh. 421 US\$ per ton.



Arctic Universal, unloading fruit at Le Havre (France), December 19, 1994. © Pascal Brede!

Baltic Pilgrim (ex-Buzzard Bay, ex-French Bay, ex-Royal Star, ex-Chiquita Honshu, ex-Royal Star). IMO 9016662. Length 150 m, 6,355 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Takamatsu (Japan) by Shikoku. Owned by Baltic Reefers Ltd (Russia). Detained in 2005 in Portsmouth (United Kingdom) and in 2009 in Valparaíso (Chile). Sold for demolition in India. 415 US\$ per ton.

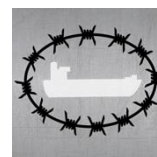


Royal Star at Le Havre (France), loading cars bound for the French Antilles, 8 November 1995. © Pascal Brede!



St. Petersburg canal (Russia), February 1, 2016.
© Vladimir Smirnov

Baltic Pride (ex-Ivory Tirupati, ex-Ivory Bay). IMO 8819213. Length 150 m, 6,263 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Baltic Reefers Ltd (Russia). Detained in 2010 in Mersin (Turkey) and in 2016 in St. Petersburg (Russia). Sold for demolition in India. 425 US\$ per ton.



reefer

Frio Athens (ex-*Galaxy Harvest*, ex-*Gallant Harvest*). IMO 8710340. Length 142 m, 6,511 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Imabari (Japan) by Imabari Zosen. Owned by Lavinia Corp (Greece). Detained in 2013 in Las Palmas (Canary, Spain), in 2015 in Punta Arenas (Chile), in 2016 in Mersin (Turkey) and in 2017 in Busan (South Korea). Sold for demolition in India. 420 US\$ per ton.



Frio Athens, Punta Arenas, Chile, April 4, 2015.
© Daniel Antunez

Hai Feng 628 (ex-*EW Snowdon*, ex-*EW Pindos*, ex-*White Sun*, ex-*White Ocean*, ex-*Hideshima Maru*). IMO 8317356. Length 146 m, 4,021 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Takamatsu (Japan) by Shikoku. Owned by China National Fisheries Corp (China). Sold for demolition in India.



White Ocean, Autumn 1993, Aalesund, Norway. © Geir Ole Søreng

San Diego (ex-*Motovskiy Zaliv*). IMO 8421200. Length 153 m, 7,261 t. Russian flag. Classification society Bureau Veritas. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Euphrates Co Ltd (Russia). Detained in 1999 in Waterford (Ireland), in 2009 in New Orleans (Louisiana, United States), in 2011 in Zoushan (China) and in 2017 in Dalian (China). Sold for demolition in Bangladesh.



San Diego at Vladivostok, Russia, December 3, 2016. © Sergei Skriabin



Taganrogskiy Zaliv (ex-*Crystal Reefer*, ex-*Chile Star*, ex-*Polar Chile*, ex-*Trajan*). IMO 9017276. Length 150 m, 6,375 t. Panamanian flag. Classification society Bureau Veritas. Built in 1993 in Gdansk (Poland) by Gdanska. Owned by Lavinia Corp (Greece). Detained in 2007 in Hamburg (Germany). She left Mersin (Turkey) on May 4, called at Sharjah (United Arab Emirates) on June 6 and was beached in Alang on June 22. 425 US\$ per ton.



Crystal Reefer, Kiel Canal, January 1, 2016.
© **Hardlight**



Taganrogskiy Zaliv, August 1, 2017 leaving Gamcheon port in Busan, South Korea © **Lappino**

Yong Xiang 7 (ex-*Summer Bay*, ex-*Summer Breeze*, ex-*Chiquita Baracoa*, ex-*Ellen D*). IMO 8410586. Length 169 m, 9,329 t. Panamanian flag. Classification society Union Bureau of Shipping. Built in Onishi (Japan) by Kurushima. Owned by Haoda Shipping (Hong Kong, China). Sold as is in Zoushan (China) for demolition in India. 370 US\$ per ton.



Summer Bay, Honfleur (France), May 20, 2012. © **Erwan Guéguénat**

Zhong Xiang (ex-*Ecuador Star*, ex-*Polar Ecuador*, ex-*Justinian*). IMO 8814299. Length 150 m, 6,414 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Gdansk (Poland) by Gdanska. Owned by Seacon Ships Management Co Ltd (China). Detained in 2008 in Brest (France). Sold for demolition in India.



Justinian, off Terneuzen upstream towards Antwerp (Belgium), May 21, 1995. © **Pascal Bredel**

Offshore service vessel



TIDEWATER

Tidewater, the world's second largest offshore maritime services company, based in New Orleans, Louisiana, has filed for Chapter 11 bankruptcy in the US. Outstandingly indebted, it must restructure and has just sold 15 vessels for demolition. Average age is 16-year old. The youngest are only 12-year old. The buyer is VR Maritime Services based in Mumbai, India, who introduces itself as a vessel manager and crew supplier for the last voyage.

8 of the 15 vessels sold (the *Alden J. Laborde*, *Carline Tide*, *CE Laborde Jr*, *Madonna Tide*, *Richard A Philippi*, *Sam S Allgood*, *William C O Malley* and *William E Bright*) were decommissioned in Louisiana; they were loaded onto the Chinese semi-submersible vessel *Xiang Yun Kou* (IMO 9483097) and transported to the Alang shipbreaking yards. The 7 others (*Ario Tide*, *Bobby Rawle Tide*, *Currie Tide*, *Morrison Tide*, *Nelson Tide*, *Pravit Tide* and *Russel Tide*) were laid up in ports in Western or Southern Africa such as Abidjan, Ivory Coast, and Walvis Bay, Namibia, and were towed to Alang. All were de-flagged to Palau, the number one funeral flag this quarter.



© Mick Prendergast



March 22, 2018, New Orleans, *Xiang Yun Kou* loaded with 8 supply ships to be broken up. © Fred Wilkinson



Alden J. Laborde. IMO 9259800. Length 85 m, 2,613 t. Deflagged from Vanuatu to Palau for her last voyage as *Alden*. Classification society American Bureau of Shipping. Built in 2006 in Yantai (China) by Yantai Raffles.



Ario Tide. IMO 9376957. Length 59 m, 1,354 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Ario*. Classification society American Bureau of Shipping. Built in 2006 in Guangzhou (China) by Grandview.



Bobby Rawle Tide (ex-RC Baker). IMO 9219927. Length 68 m, 1,530 t. Deflagged from Vanuatu to Palau shortened to *Bobby*. Classification society American Bureau of Shipping. Built in 1999 in Mobile (United States) by Bender. Detained in 2014 in Onne (Nigeria).



RC Baker. © Tidewater



Carline Tide. IMO 9257400. Length 67 m, 1,534 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Carline*. Classification society American Bureau of Shipping. Built in 2001 in Tulcea (Romania) by Aker Tulcea.



© Tidewater



Alang. © Imran M Memon



CE Laborde Jr. IMO 9259812. Length 85 m, 2,543 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Laborde*. Classification society American Bureau of Shipping. Built in 2005 in Yantai (China) by Yantai Raffles.



CE Laborde, Rio de Janeiro, Brazil, 14 June 2012. © Guilherme Wiltgen



Currie Tide. IMO 9362097. Length 57 m, 1,370 t. Deflagged from Vanuatu to Palau for her last voyage as *Currie*. Classification society American Bureau of Shipping. Built in 2006 in Batam (Indonesia) by Batamec.



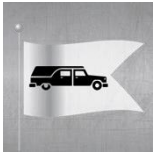
Madonna Tide. IMO 9221188. Length 67 m, 1,534 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Madonna*. Classification society American Bureau of Shipping. Built in 2000 in Tulcea (Romania) by Tulcea SN.



Morrison Tide. IMO 9362085. Length 57 m, 1,530 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Morrison*. Classification society American Bureau of Shipping. Built in 2005 in Batam (Indonesia) by Batamec.



Nelson Tide (ex-Seacor Explorer). IMO 9252761. Length 61 m, 1,538 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Nelson*. Classification society American Bureau of Shipping. Built in 2001 in Singapore by Jaya.



Pravit Tide (ex-*Al Bir*, ex-*Jaya Falcon*). IMO 9370264. Length 59 m, 1,530 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Pravit*. Classification society American Bureau of Shipping. Built in 2005 in Fuzhou (China) by Fujian Southeast Shipyard.



Luanda, Angola, April 12, 2015. © Bob van der Meer



Richard A Philippi (ex-*Torm Kestrel*, ex-*Mammoth Bay*). IMO 9173680. Length 67 m, 1,430 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Richard*. Classification society American Bureau of Shipping. Built in 1998 in Brattvaag (Norway) by Brattvaag Skipsverft.



Russel Tide (ex-*Ace navigator*). IMO 9216664. Length 84 m, 2,287 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Russel*. Classification society American Bureau of Shipping. Built in 1999 in Kragero (Norway) by Tangen Verft.



Sam S Allgood (ex-*Monarch Bay*). IMO 9173678. Length 67 m, 1,544 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Sam*. Classification society American Bureau of Shipping. Built in 1998 in Brattvaag (Norway) by Brattvaag Skipsverft.



William C O Malley. IMO 9259795. Length 86 m, 2,593 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *William*. Classification society American Bureau of Shipping. Built in 2004 in Yantai (China) by Yantai Raffles.

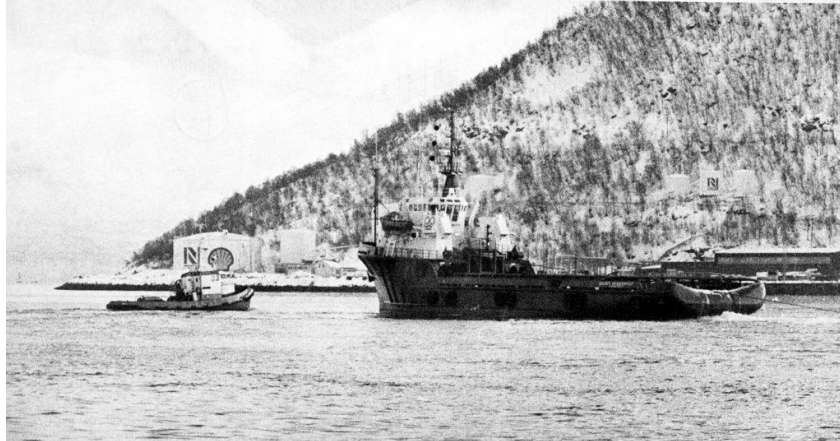


William E Bright (ex-*Mercury Bay*). IMO 9173666. Length 67 m, 1,433 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Bright*. Classification society American Bureau of Shipping. Built in 1998 in Brattvaag (Norway) by Brattvaag Skipsverft.



William E Bright. © Huseyn Hajinskiy

Bin Hai 283 (ex-*Jin Hai I*, ex-*Normand Corona*, ex-*Balder Hammerfest*). IMO 8127000. Length 64 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Harstad (Norway) by Kaarbos. Owned by China Oilfield Services Ltd (China). Sold for demolition in Tianjin, China.



Balder Hammerfest in Norway. Ishud.no

Bobby Rawle Tide (ex-*RC Baker*). IMO 9219927.

Carline Tide. IMO 9257400.

CE Laborde Jr. IMO 9259812.

Currie Tide. IMO 9362097.

See Tidewater p 40-42

Esvagt Gamma (ex-*Smit-Lloyd 92*, ex-*Poseidon*). IMO 8127579. Length 64 m. Danish flag. Classification society Bureau Veritas. Built in 1985 in Kraljevica (Croatia) by Titovo. Owned by Esvagt A/S (Denmark). Sold for demolition in Grenaa, Denmark by the EU approved facility Fornaes Shipbreaking.



Esvagt Gamma. © JDC Plugg



Madonna Tide. IMO 9221188. See Tidewater p 40-42

Manta III (ex-*Manta*, ex-*Peteka Supply II*, ex-*Neftegaz-73*). IMO 8418631. Converted in 1995 to cable layer then to supply vessel again in 2005. Length 81 m, 2,873 t. Panamanian flag. Classification society Bureau Veritas. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Synergy Subsea Engineering LLC (United Arab Emirates). Sold for demolition in India.



Marzamemi (ex-*Lancillotto*, ex-*Lancelot Ranger*, ex-*Svitzer Garn*). IMO 7635309. Length 49 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1978 in Aarhus (Denmark) by Aarhus Flydedok. Owned by Jawar Al Khaleej Shipping Llc (United Arab Emirates). Sold for demolition in Pakistan.



Morrison Tide. IMO 9362085. See Tidewater p 40-42

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



Far Mihara. © skipslistene

Nelson Tide (ex-*Seacor Explorer*). IMO 9252761.

Pravit Tide (ex-*Al Bir*, ex-*Jaya Falcon*). IMO 9370264.

Richard A Philippi (ex-*Torm Kestrel*, ex-*Mammoth Bay*). IMO 9173680.

See Tidewater p 40-42

Russel Tide (ex-*Ace navigator*). IMO 9216664.

Sam S Allgood (ex-*Monarch Bay*). IMO 9173678.

Seacor Voyager. IMO 9206839. Length 67 m, 1,462 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1998 in Escatawpa (United States) by Moss Point Marine. Owned by Seacor Offshore (United States). Sold for demolition in India.



Seahorse Standard (ex-*British Magnus*, ex-*Balder Cabot*). IMO 7623930. Length 72 m, 1,990 t. Deflagged from Australia to Tuvalu for her last voyage. Classification society Bureau Veritas. The last in a series of four vessels built in 1981 in Marystown



(Canada) by Marystown Shipyard. Owned by DMS Maritime Pty Ltd (Australia) ex Defence Maritime Services, maritime service provider for the Royal Australian Navy and the Australian Customs, among others. Sold for demolition in India.



Balder Cabot © Austin W Clarke - collection Ko Rusman



Seahorse Standard, Alang © Imran Mustafa Memon



Seasafe Synergy (ex-*Seabulk Takzim*, ex-*Seabulk Freedom*, ex-*Gmnos Freedom*, ex-*Valle Bianca*, ex-*Wimpey Sealion*). IMO 7340617. Length 59 m, 1,602 t. Deflagged from Malaysia to Palau for her last voyage shortened to S Synergy. Classification society Bureau Veritas. Built in 1973 in Appledore



(United Kingdom) by Appledore Shipyard. Owned by Amsbach Marine (Malaysia). Acquired by Singapore-based SOMAP International Pte Ltd prior to her departure for demolition in Bangladesh.



Tiba Folk (ex-*Asso Undici*, ex-*Augustea Undici*, ex-*Adler Supplier*, ex-*Forest Stream*, ex-*Skaustream*). IMO 7403017. Length 64 m, 1,172 t. Deflagged from the United Arab Emirates to Palau for her last voyage shortened to *Tiba*. Classification society Registro Italiano Navale. Built in 1975 in Turku (Finland) by Laivateollisuus. Acquired by Mumbai-based Aykon Global LLP prior to her departure for demolition in India.



Tsarevskiy (ex-*Valiant Fish*, ex-*Oil Prowler*, ex-*Bourgogne*, ex-*Tender Bourgogne*). IMO 8203218. Length 54 m. Russian flag. Classification society Russian Maritime Register of Shipping. This 4,000 bhp AHTS (Anchor Handling Tug Supply) was delivered in September 1983 by the Ateliers et Chantiers du Sud-Ouest, Bordeaux, to the Norwegian shipping company Wilh. Wilhelmsen, as the Panamanian-flagged *Tender Burgundy*. Briefly renamed *Burgundy* in 1987, she was acquired the same year by the British group O.I.L. Marine which renamed her *OIL Prowler*, still under Panamanian flag. In 1991, she was transferred to the French shipping company Feronia International Shipping (FISH), a subsidiary of the Compagnie Nationale de Navigation (Worms), and became the *Valiant Fish* flying the flag of Saint-Vincent, a name she retained after she was purchased in December 1993 by the American group Seacor. Since 1998 she has been operated under Russian flag as *Tsarevskiy*, most recently by Kaliningrad-based Global Flot. She was operated in the Caspian Sea.



On the Volga River, near Astrakhan (Russia), October 1, 2015. © Ars

On April 19, 2018, her classification society announced she was "sold for recycling". She was spotted at Volgo Kaspiskiy shipyard near Astrakhan (Russia) where she should be broken up.



Astrakhan (Russia), December 2017. © Ars



Volgo Kaspiskiy shipyard - capture d'écran

William C O Malley. IMO 9259795.

William E Bright (ex-*Mercury Bay*). IMO 9173666.

see Tidewater p 40-42

Pipe-layer vessel

Kommandor 3000 (ex-*Atlantica*, ex-*Mercantil Sao Fidelis*, ex-*Amaragy*). IMO 8207836. Ex Ro Ro cargo ship. Length 118 m, 5,405 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Niteroi (Brazil) by CCN Maua for Empresa de Navegação Mercantil S. A. de Rio de Janeiro. Converted in 1998 to offshore support vessel by the Danish shipyard Ørskov Christensens Staalskibs then jumboized in 1999, lengthened from 93 to 118 m and converted to pipe-layer in Rijeka (Croatia) by Viktor Lenac shipyard.



The Ro Ro *Amaragy*
© Rogerio Corderio



Kommandor 3000, pipe-layer
© Edson de Lima Lucas

Owned by Subsea 7 International (United Kingdom). Sold for demolition in Turkey.



Kommandor 3000, Guanabara Bay, Rio de Janeiro, Brazil,
May 12, 2007. © Celso Avila



Kommandor 3000, Aliaga
© Selim San

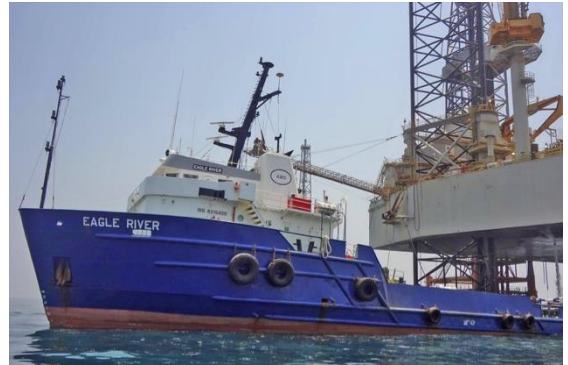
Offshore support vessel

Bar Protector (ex-*Steana Protector*). IMO 7814450. Length 112 m. Bahamian flag. Classification society Registro Italiano Navale. Built in 1981 in Landskrona (Sweden) by Oresundsvarvet. Owned by Saipem SpA (Italy). Sold for an undisclosed destination of demolition. Her last known location was Trieste (Italy).



Bar Protector, Trieste, January 26, 2016.
© Claudio Ritossa

Eagle River (ex-Gulf Sentry, ex-Ashley Candies). IMO 8216459. Length 56 m, 862 t. Togolese flag. Classification society Pacific Marine Services. Built in 1983 in Lockport (United States) by Halter Marine. Owned by Armina Shipping DMCC (United Arab Emirates). Sold for demolition in India.



Eagle River, Persian Gulf, August 12, 2013. © **Majid Nasiri**

Revelation (ex-Western Cove, ex-Anvil Mountie, ex-Olga Bravo). IMO 7359175. Ex general cargo carrier converted in 1981 to seismic research vessel then in 2007 to offshore support vessel. Length 79 m, 1,908 t. Belize flag. Classification society Indian Register of Shipping. Built in 1975 in Sonderborg (Denmark) by Sonderborg Skibs. Owned by Seamec Ltd (India). Detained in 2001 in Yokohama (Japan), in 2013 in Miri (Malaysia) and in 2014 in Labuan (Malaysia). Sold for demolition in India.



Olga Bravo, seismic research vessel, St John's, Terre-Neuve, Canada). © **TDB Consulting**



Revelation, offshore support vessel, February 18, 2004, Singapore © **Michael Klingsick**

Rockwater 1 (ex-Deepwater 1). IMO 8211746. Length 98 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Lobith (Netherlands) by De Hoop. Owned by Subsea 7 Ltd (United Kingdom). Decommissioned in November 2015. Sold for demolition in Leith (United Kingdom).



Rockwater 1, port of Leith, April 16, 2017. © **Michael Leek**

Seismic research vessel

Geco Topaz. IMO 9048689. Length 81 m, 4,210 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by Western Geco Fleet Management (United Kingdom). Sold for demolition in Turkey.



Geco Topaz, March 23, 2008. © Marine Traffic

Heather Sea (ex-*Scotoil 6*, ex-*Theriot Offshore VI*). IMO 7391317. Ex supply vessel converted in 1989 to fishing ship by the Norwegian shipyards Kleven Loland in Leirvik then to seismic research vessel. Length 88 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Seattle (United States) by Todd-Pacific. She was one in a series of six ice-strengthened supply vessels built for Theriot Offshore International Inc and operated in their early years on the North Sea oil fields.



In supply times, *Heather Sea*, May 1987 © Mac Mackay/tugfax

The siblings were converted in the years 1987-1989, one became a ferry, the others factory ships. The ex-*Theriot Offshore VI* became the *Heather Sea* and was again converted in 2008 to pipelayer vessel and then in 2009 to research vessel. Owned by Morspecflot LLC (Russia). Detained in 2014 in Varna (Bulgaria). Sold for demolition in Turkey, as before the factory ship *Vulkan Ksudach* in July 2017, which was originally her sistership *Theriot Offshore III* (Cf. "[Shipbreaking # 49](#)", p 32).

Research in the Black Sea, Novorossiysk, Krasnodar Krai, Russia, 13 October 2017. © Ars



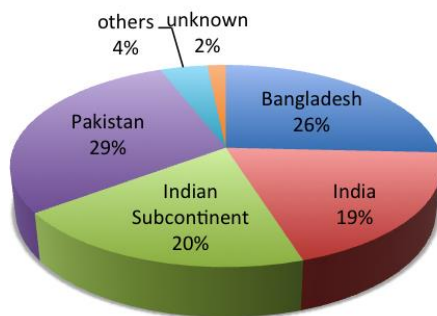
Tanker

Oil tanker, chemical tanker, gas carrier, combination carrier

April-May-June 2018

84 demolitions. Almost the same number as in the first quarter (88). The category is more than ever number one: it stands for 73 % of the global scrapped tonnage. Oil tankers have the majority in the tanker tonnage: 83%.

Tankers, destination of demolition (tonnage)
2nd quarter 2018



With the resumption of tanker beaching and attractive purchase prices at the beginning of the quarter, Pakistan is ranked as the preferred destination in the category ahead of Bangladesh and India.

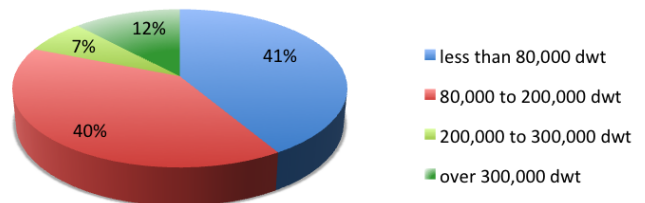
The three countries of the Indian sub-continent (Bangladesh, India, Pakistan) absorb 94% of the total. One fifth of tankers are subject to last minute negotiations between cash buyers and shipyards. As a last destination, they go to the highest bidder.

Oil tanker

59 demolitions. 18 VLCC (Very Large Crude Carrier) with a capacity over 200,000 deadweight tons had left to be scrapped in the first quarter 2018; in the second quarter they are still 11, including 7 ULCC (Ultra Large Crude Carrier) over 300,000 deadweight tons. VLCC stand for 19 % of oil tankers to be demolished in units and 43% of the tonnage.

100% of oil tankers over 80,000 dwt are to be scrapped in one of the three countries of the Indian subcontinent.

Scrapped oil tankers, 2nd quarter 2018
(units)



52% of oil tankers to be scrapped (31 ships) were deflagged to a funeral flag prior to the final voyage. Their age ranges from 17 years for the double hull VLCCs *DS Vector* and *Silver Glory* to 50 years for the single hull product tanker *Solia*. The average age is 25 years. VLCC are 20 years of age.

The final destination of 12 ships is to date undisclosed.

The sale of the VLCC *Kymolos* (p 56) to a Pakistani yard brought in over 18 million US\$ to the owner and middlemen.



Kymolos, 20 years, 42,773 t © Gadani Ship Breaking

Aim (ex-SMC *Montri*, ex-STT 3, ex-Sukho *Thai Star*, ex-Morning Ventures ex-Andres Bonifacio, ex-Jiogasa *Star*). IMO 8619118. Length 90 m, 1,872 t. Thai flag. No classification society according to the last Port State Control in Penang (Malaysia). Built in 1987 in Chofu (Japan) by Kyokuyo. Owned by PSV Supply Co Ltd (Thailand). Towed for demolition in Bangladesh.



Al Jawzaa (ex-*Showa Maru*). IMO 8517619. Tanker. Length 105 m, 2,841 t. Tanzanian flag. Classification society Macosnar Corp. Single hull ship built in 1986 in Usuki (Japan) by Usuki Tekkosho. Owned by Emirates Shipping Co LLC (United Arab Emirates). Sold as is in Sharjah (United Arab Emirates) for demolition in India. 305 US\$ per ton.

Persian Gulf, February 25, 2017. © Sukhpal Singh

Al Marwa (ex-*Fadak*, ex-*Fadak I*, ex-Sun Yang, ex-Oriental Queen, ex-Modern Mariner, ex-Miyako *Star*, ex-Taisei Maru, ex-Kumi Maru). IMO 7330894. Length 62 m, 631 t. Comorian flag. Unknown classification society. Built in 1973 in Kure (Japan) by Imamura. Owned by Trust Shipping & Trading Ltd (United Arab Emirates). Detained in Bandar Khomeini (Iran) twice in 2005, then in Bushire (Iran) twice in 2006, once in 2007 and twice in 2008. Sold for demolition in India.

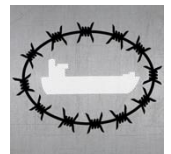


Al Salheia. IMO 9162875. Length 334 m, 42,831 t. Kuwait flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Kuwait Oil Tanker Co (Kuwait). Sold as is in Kuwait for demolition in Pakistan. 406 US\$ per ton.

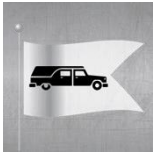


Arrival at Antifer oil terminal (France). © Richard Gohier

Al Shegaya. IMO 9162887. Length 334 m, 42,441 t. Kuwait flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Kuwait Oil Tanker Co (Kuwait). Detained in 2011 in Rotterdam (Netherlands). Sold as is in Kuwait for an undisclosed destination of demolition. 400 US\$ per ton, plus enough bunkers for the voyage.



In Suez Canal, November 17, 2008. © Melchior Murenu



Al-Khaf (ex-*Allegra*). IMO 8417613. Length 163 m, 5,214 t. Deflagged from Nigeria to Tanzania for her last voyage. Unknown classification society. Built in 1986 in Kudamatsu (Japan) by Kasado Docks. Owned by Great Eagle Maritime International Ltd (Nigeria). The *Al-Khaf* were deflagged to Tanzania and left Lome (Togo) on January 24; she was awaited by Aliaga scrappers. After calling at Dakar (Senegal), she disappeared from radar screens on 3 March, 3 nautical miles off the coast. Has she sunk, has she been attacked, will she re appear for illegal trafficking? End-of-life tankers are candidates for the oil black market in the Gulf of Guinea. She finally arrived at Aliaga in early April renamed *Anis*.

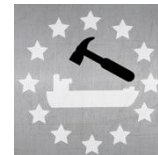
Alexia 2 (ex-*Meribel*, ex-*Atalandi*, ex-*Glory Centra*). IMO 8906822. Tanker converted to double hull in 2007. Length 232 m, 15,063 t. Egyptian flag. Classification society Bureau Veritas. Built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Chandris Inc (Greece). Sold for demolition in India. 458 US\$ per ton.



Alfa Karadeniz (ex-*Vinga Helena*, ex-*Ottoman*, ex-*Manitou*). IMO 8422008. Length 116 m, 2,620 t. Turkish flag. Classification society Registro Italiano Naval. Built in 1985 in Kiel (Germany) by Lindenau. Owned by Alfa Tanker Tasimacilik (Turkey). Detained in 1999 in Hamburg (Germany) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



Amazon Guardian. IMO 9197739. Length 228 m, 14,350 t. Deflagged from Greece to Palau for her last voyage as *Vardi*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Sun Enterprises Ltd (Greece). Sold as is in Khor Fakkan (United Arab Emirates), she is awaited in Pakistan. 455 US\$ per ton including 400 t of bunkers.



Amazon Guardian, Todos os Santos Bay, Salvador, Brazil, April 7, 2012. © **Ronaldo Ismael Souza Dos Santos**

Amity Star (ex-*Amity P*, ex-*Arosa*). IMO 9006605. Tanker converted to FSO in 2013. Length 328 m, 39,757 t. Thai flag. Classification society Lloyd's Register. Double hull ship built in 1993 in Ariake (Japan) by Hitachi. Owned by Nathalin Co Ltd. (Thailand). Sold as is in Singapore for demolition in Bangladesh. 415 US\$ per ton.



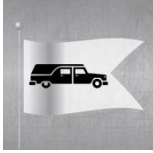
Arosa - © **DR/Auke Visser**



Amity Star, Tanjung Pelepas (Malaysia), 22 June 2015
© **SMP Marine Traffic**



Asta Samudra. IMO 9083718. Length 160 m, 5,168 t. Deflagged from Panama to Comoros for her last voyage shortened to *Samud*. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Singapore by Sembawang. Owned by PT Humpuss Intermoda Transportasi (Indonesia). Sold as is in Batam (Indonesia) in a bad condition, with an water ingress and debts. 250 US\$ per ton. She was towed to Bangladesh by the Domenica-flagged *Kar Beta* (IMO 9204386).



Cap Jean. IMO 9158147. Length 274 m, 24,910 t. Deflagged from Greece to Palau for her last voyage shortened to *S Jean*. Classification society American Bureau of Shipping. Double hull ship built in 1998 in Geoje (South Korea) by Samsung. Owned by Euronav (Belgium). Sold as is in Singapore in June 2018, she was beached in Chittagong on July 17.



Cabot Strait, Canada, February 16, 2015
© Gary Morgan



Cap Romuald. IMO 9160229. Length 274 m, 24,914 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1998 in Geoje (South Korea) by Samsung. Owned by Euronav (Belgium). Sold for an undisclosed destination of demolition.



CE-Breeze (ex-*Sea Bridge*). IMO 9110597. Length 241 m, 16,639 t. Deflagged from Liberia to Comoros for her last voyage as *Motaleb*. Classification society American Bureau of Shipping. Double hull ship built in 1996 in Imari (Japan) by Namura. Owned by Marine Trust Ltd (Greece). Detained in 2002 in Matsuyama (Japan). Sold for demolition in Bangladesh.



CE Breeze, İstanbul, Turkey, April 21, 2016
© Cengiz Tokgöz

Concord M (ex-*OS Concord*, ex-*Oriental Ruby*). IMO 9116931. Tanker converti in FSO in 2017. Length 330 m, 41,653 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1996 in Ulsan (South Korea) by Hyundai. Acquired in April 2017 by Sentek Corp (Singapore) for 16,5 millions US\$. Resold one year later for demolition in Bangladesh. 448 US\$ per ton including 800-1000 t of bunkers, i.e. 18,7 million US\$.

Danai 2 (ex-*Ai Maru n°3*). IMO 9066124. Length 70 m, 729 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Imabari (Japan) by Higaki. Owned by Thai International Tankers Co Ltd (Thailand). Sold for demolition in Bangladesh.

Danai 6 (ex-Kosei Maru). IMO 9009774. Length 74 m, 736 t. Thai flag. No classification society according to the last Port State Control in Nhatrang (Vietnam). Built in 1990 in Saiki (Japan) by Miura. Owned by Thai International Tankers Co Ltd (Thailand). Sold for demolition in Bangladesh. 340 US\$ per ton.

Danai 6, Chao Phraya River, Thailand, December 4, 2011.
© **Trakul Pumsnoh**



Dawn Mathura (ex-Maersk Cameron, ex-Bro Arthur, ex-Port Arthur). IMO 9079171. Length 183 m, 9,043 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1995 in Incheon (South Korea) by Halla Engineering. Owned by Arya Voyagers Pvt Ltd (India). Sold for demolition in Bangladesh.



Maersk Cameron, Ijmuiden, Netherlands, April 9, 2010. © **Marcel & Ruud Coster**

Chittagong © **Kamrul Kayes**



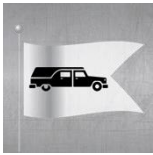
Divine Mercy (ex-Champion Spirit, ex-Flamenco). IMO 8812772. Length 183 m, 9,767 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Sestao (Spain) by AESA. Acquired by Priyanka Shipping Ltd based in St. Kitts and Nevis, she left Lome (Togo) on March 28 and was beached in Pakistan on June 5.



DS Tina (ex-Front Tina). IMO 9172868. Length 333 m, 45,476 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 2000 in Sakaide (Japan) by Kawasaki. Owned by DS Tankers GmbH & Co Kg (Germany). Sold as is in Khor Fakkan (United Arab Emirates) for an undisclosed destination of demolition. 415 US\$ per ton.



Front Tina. © **Frontline**



DS Vector (ex-*Mercury Glory*). IMO 9203289. Length 332 m, 42,107 t. Deflagged from Panama to Palau for her last voyage shortened to *Tor*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 2001 in Okpo (South Korea) by Daewoo. Owned by DS Tankers GmbH & Co Kg (Germany). Acquired by Silver United Ltd based in the British Virgin Islands prior to her departure for demolition in Pakistan.



Mercury Glory
© Auke Visser/DR



Tor, ex *Ds Vector* beached in Gadani Plot 91. © **Gadani Ship Breaking Yard**

Durban Queen (ex-*Kinko Maru n°18*). IMO 8351510. Bitumen tanker. Length 70 m, 902 t. Panamanian flag. Classification society International Maritime Bureau. Built in 1983 in Kure (Japan) by Yoshiura. Owned by Prime Tankers LLC (United Arab Emirates). Detained in Bushire (Iran) in 2005 and in Bandar Abbas (Iran) twice in 2007 then in 2010 and 2011. Sold for demolition in India.

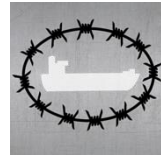


Eagle Phoenix (ex-*Paola I*). IMO 9161259. Length 241 m, t. Deflagged from Singapore to Palau for her last voyage shortened to *Glen*. Classification society American Bureau of Shipping. Double hull ship built in 1998 in Imari (Japan) by Namura. Owned by Eagle Star Shipmanagement Pte (Singapore). Acquired by Raoul Shipping Inc based in St. Kitts and Nevis prior to her departure for demolition in Pakistan.



Williamstown, Melbourne (Australia), 2013-05-25. © **Jasco/MarineTraffic**

Genessa (ex-Marlin, ex-Hellas Symphony). IMO 9183647. Length 183 m, 9,600 t. Indian flag. Classification society American Bureau of Shipping. Double hull ship built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Seven Islands Shipping Ltd (India). Detained in 2003 in Nakhodka (Russia) and in 2015 in Haldia (India). On January 18th, 2018, the *Genessa* was anchored off Kandla, north of Gujarat; she arrived from Mumbai with a cargo of 30,000 t of diesel. A fire broke out early in the evening. The Indian Coastguard that arrived at the scene evacuated a crew of 26 men and the captain; two sailors were severely burned, one will succumb to his injuries the next day. 3 Coast Guard vessels and 10 tugboats were mobilized to fight the fire. An explosion at port side pushed back the fleet of rescuers; other anchored vessels had to move 5 nautical miles away. The fire was declared under control after 28 hours.



© Indian Coast Guard

According to authorities there was no leakage of cargo nor pollution. She was finally towed and beached as *Gem* in Alang. 441 US\$ per ton.



Guna (ex-Barta-2, ex-Barta). IMO 8847818. Length 60 m, 657 t. Deflagged from Russia to Togo for her last voyage. Classification society Russian Maritime Register of Shipping then Cosmos Marine Bureau. Built in Rousse (Bulgaria) by Ivan Dimitrov shipyards. Owned by Dilmas Co Ltd (Russia). Acquired by Clartex Holding Group Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh. 440 US\$ per ton.



Guru Gobind Singh (ex-Digbo). IMO 9070151. Length 275 m, 21,968 t. Indian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ulsan (South Korea) by Hyundai. Owned by SCI, Shipping Corporation of India (India). On May 23, 2018 the SCI put up for sale her tanker for further trading or for scrapping. The online auction was held on June 6. The ship was sold as is in Colombo (Sri Lanka), on July 21, she left, heading for Chittagong. 423 US\$ per ton including 700 t of bunkers.



Mumbai, India, May 8, 2012. © Capt. Turboboss

Hercules M (ex-Kamari, ex-Spyros). IMO 9108697. Length 243 m, 14,708 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Double hull ship built in 1996 in Geoje (South Korea) by Samsung. Owned by Petrovietnam Transportation (Vietnam). Sold for demolition in Pakistan. 460 US\$ per ton.



Hercules M, South China Sea, October 3, 2012. © smp

Inciarte (ex-Lagoven Inciarte). IMO 8117524. Length 154 m, 5,289 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Floro (Norway) by Ankerlokken Floro. Owned by PDV Marina SA (Venezuela). Detained in 2008 in San Juan (Porto Rico). Sold for an undisclosed destination of demolition.



Ivrinda (ex-Aegean X, ex-Saturnus, ex-Chagall, ex-Indio). IMO 8209664. Length 116 m, 2,626 t. Deflagged from Panama to Comoros for her last voyage shortened to *Rinda*. Classification society Det Norske Veritas/Germanischer Lloyd, Phoenix Register of Shipping since March 2018. Built in 1982 in Kiel (Germany) by Lindenau. Acquired in December 2017 by Galazio Shipping Co (Greece). Sold for demolition in India.



Off Kingston, Jamaica. © Maquinista

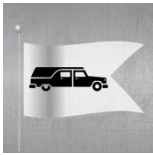


Korea Venus (ex-BP Architect, ex-Nakata Spirit). IMO 8716734. Length 182 m, 8,673 t. Deflagged from South Korea to Palau for her last voyage shortened to *S Venus*. Classification society Korean Register of Shipping. Single hull ship built in 1988 in Onomichi (Japan) by Onomichi Zosen. Owned by Sangji Shipping Co Ltd (South Korea). Sold as is for demolition in India. 410 US\$ per ton.



Kymolos (ex-Kimolos, ex-TI Creation, ex-Crude Creation, ex-World Creation). IMO 9160190. Length 332 m, 42,773 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Kym*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Okpo (South Korea) by Daewoo. Owned by Aeolos Management SA (Greece). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Pakistan. 429 US\$ per ton.





Mahika (ex-*Anmol*, ex-*Meridiana*, ex-*Isola Verde*). IMO 9033969. Length 179 m, 7,301 t. Deflagged from Panama to Comoros for her last voyage shortened to *Hika*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Genoa-Sestri (Italy) by Sestri CN. Owned by Valaf DMCC (United Arab Emirates). Sold as is in Lome (Togo) for demolition in the Indian subcontinent. 260 US\$ per ton.



Martha Progress (ex-*Baki Akar*, ex-*Mountain Lady*, ex-*Gyda Challenger*, ex-*Wind Challenger*, ex-*Petrobulk Raider*). IMO 8705981. Length 167 m, 6,126 t. Deflagged from Indonesia to Palau for her last voyage shortened to *S Progress*. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1987 in Shitanoe (Japan) by Minami Nippon. Detained in 2005 in Koper (Slovenia). Owned by Waruna Nusasentana Pt (Indonesia). Acquired by Somap International Pte Ltd based in Singapore prior to her departure for demolition in Bangladesh. 407 US\$ per ton.



Martha Tender (ex-*Goldie*, ex-*Nordfast*, ex-*Dan Frigg*). IMO 8704365. Length 166 m, 6,050 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1987 in Onishi (Japan) by Shin Kurushima. Owned by Waruna Nusasentana Pt (Indonesia). Sold as is in Belawan (Indonesia) she will have to be towed for demolition in Bangladesh. 354 US\$ per ton.

Balikpapan (Indonesia), 14 September 2016. © Husni



New Andros (ex-*Andros Warrior*, ex-*Alrehab*). IMO 9183324. Length 336 m, 41,601 t. Deflagged from Liberia to Palaos for her last voyage as *Ndros*. Classification society American Bureau of Shipping. Double hull ship built in 1999 in Kure (Japan) by Ishikawajima-Harima. Owned by New Shipping Ltd (Greece). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Pakistan. 448 US\$ per ton.



New Tinos (ex-*GC Guangzhou*, ex-*Pacific Lagoon*). IMO 9166754. Length 333 m, 43,200 t. Liberian flag, Palau for her last voyage shortened to *S Tinos*. Classification society Bureau Veritas. Double hull ship built in 1999 in Nagasaki (Japan) by Mitsubishi. Owned by New Shipping Ltd (Greece). Acquired as is in Fujairah (United Arab Emirates) by Prayati Shipping Pvt Ltd based in Mumbai (India). She left Khor Fakkan for Mumbai, remained anchored there for a few weeks and eventually set sail heading for Chittagong. 450 US\$ per ton.



Pacific Lagoon
collection Marine Marchande.net



July 16, 2015, GC Guangzhou, Sidi Kerir terminal (Egypt). © capt. Amr Ibrahim



Nordic American Tankers

Nordic American Tankers, registered in Bermuda but with headquarters in Sandefjord, Norway, continues to report losses. Its recapitalisation plan involves restructuring its fleet. Observers estimate that it will be necessary to sell off one third. In early May, the sale of two vessels for US 9.5 million

US\$ each is announced.

Nordic American Tankers operates 30 tankers and is due to take delivery of three units built by Samsung Korean yards in the second half of 2018. At the beginning of June, three other ships are announced sold under the same conditions as the first two, then four others at the end of June. The nine vessels sold were the oldest in the Nordic American Tankers fleet. The *Nordic Fighter* is the first to be beached in Bangladesh as the Comorian-flagged *Fury*; she is later joined by the *Nordic Jupiter* and *Nordic Saturn*, renamed *Jup 1* and *Saturday* and also Comorian-flagged. The others are being deflagged and renamed as well, losing their "Nordic" reference.

Nordic Aurora (ex-Batavia Express, ex-Hellespont Trust, ex-Seamagic). IMO 9159672. Length 274 m, 24,901 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Sold as is in Singapore for demolition in the Indian subcontinent. 447 US\$ per ton.



Nordic Aurora, South Portland (Maine, USA), November 1, 2011. © Alonzo Greer



Nordic Discovery (ex-Front Hunter). IMO 9157727. Length 269 m, 21,492 t. Deflagged from Norway to Comoros. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Sold as is in Singapore for demolition in the Indian subcontinent. 447 US\$ per ton. She has just been renamed *Disco Tek*...



Nordic Fighter (ex-Front Fighter). IMO 9157715. Length 269 m, 21,852 t. Deflagged from Norway to Comoros for her last voyage as *Fury*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Sold as is in Singapore for demolition in Bangladesh. 447 US\$ per ton including 700 t of bunkers.



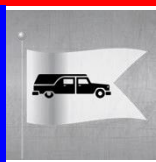
Nordic Harrier (ex-Gulf Scandic, ex-British Harrier). IMO 9131137. Length 274 m, 22,890 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as *S Harrier*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1997 in Geoje (South Korea) by Samsung. Detained in 2007 in New Orleans (Louisiana, United States). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in the Indian subcontinent. 444 US\$ per ton including 1000 t of bunkers.



Nordic Hawk (ex-British Hawk). IMO 9131149. Length 274 m, 22,874 t. Deflagged from the Bahamas to St. Kitts & Nevis for her last voyage as *S Hawk*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1997 in Geoje (South Korea) by Samsung. Sold as is in Khor Fakkan (United Arab Emirates) for demolition in the Indian subcontinent. 444



US\$ per ton including 1000 t of bunkers.



Nordic Hunter (ex-British Hunter). IMO 9131151. Length 274 m, 22,948 t. Deflagged from Bahamas to Palau for her last voyage as *S Hunter*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1997 in Geoje (South Korea) by Samsung. Sold as is in Khor Fakkan (United Arab Emirates) for demolition in the Indian subcontinent. 444 US\$ per ton including 1000 t of bunkers.



Nordic Jupiter (ex-Sacramento). IMO 9160205. Length 274 m, 22,500 t. Deflagged from Marshall Islands to Comoros for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Okpo (South Korea) by Daewoo. Sold as is in Singapore, she was beached in Chittagong nicknamed *Jup 1*. 447 US\$ per ton including 700 t of bunkers.



Nordic Saturn (ex-Sabine). IMO 9167198. Length 274 m, 22,331 t. Deflagged from Marshall Islands to Comoros for her last voyage as *Saturday*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1998 in Okpo (South Korea) by Daewoo. Sold as is in Singapore for demolition Bangladesh. 447 US\$.



Nordic Voyager (ex-Wilma Yangtze). IMO 9102930. Length 271 m, 26,646 t. Deflagged from Cayman Islands to Comoros for her last voyage as *Voyager 2*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1996 in Dalian (China) by Dalian New SB HI Co. Detained in 2007 in



Castellon de la Plana (Spain). Sold as is in Singapore for demolition in the Indian subcontinent. 445 US\$ per ton including enough bunkers for the voyage.



Oil Runner (ex-Mattea). IMO 9131888. Tanker. Length 272 m, 27,381 t. Deflagged from Panama to Comoros for her last voyage shortened to *Runner*. Classification society American Bureau of Shipping. Double hull ship built in 1997 in Geoje (South Korea) by Samsung. Owned by Globus Ship Management (Ukraine). Sold for demolition in Pakistan. 470 US\$ per ton



including 70 t of bunkers, 2 propellers and 7 generators



Runner, ex-Oil Runner, Gadani. © Nomi Raheem

Order (ex-*Divine Order*, ex-*Pacific Ruby*, ex-*Haminea*). IMO 9048093. Tanker. Length 183 m, 8,920 t. Deflagged from Liberia to Palau in October 2017. Classification society Lloyd's Register of Shipping. Built in 1994 in Incheon (South Korea) by Halla Engineering. Owned by SALS Shipping Pvt Ltd (India). Detained in 2004 in Sydney (Australia) and in 2006 in Esperance (Australia). Sold for an undisclosed destination of demolition.

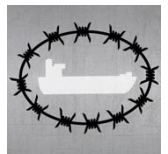


Pacific Ruby, outbound from Melbourne, Port Phillip Bay, Australia, December 3, 2010. © Andrew Mackinnon

Pacific Energy (ex-*Pacific Aquarius*). IMO 9181522. Length 247 m, 16,688 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1998 in Mihara (Japan) by Koyo Dockyard. Owned by LL Energy SA (Greece). Detained in 2010 in Vostochny (Russia). Sold for demolition in Pakistan. 450 US\$ per ton.



Pacific Silver (ex-*KWK Esteem*). IMO 9184603. Length 244 m, 16,505 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in 2000 in Samho (South Korea) by Samho HI. Owned by Sinokor Maritime Co Ltd (South Korea). Detained in 2008 in Brisbane (Queensland, Australia). Sold for demolition in Pakistan.



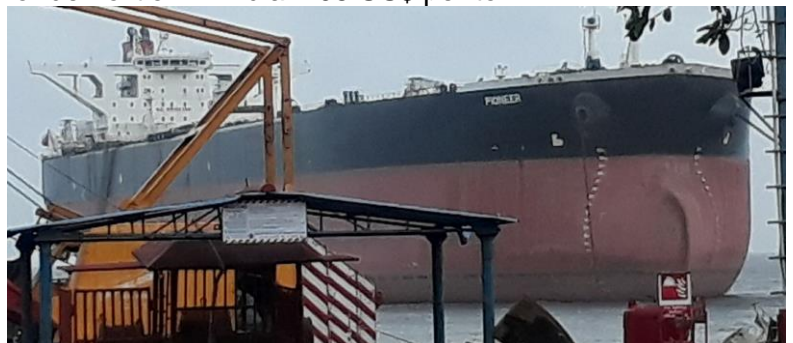
Platinum. IMO 9075008. Length 185 m, 12,176 t. Greek flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1996 in Nikolayev (Ukraine) by Chernomorskiy. Owned by Avin International Ltd (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 491 US\$ per ton including a high tonnage of stainless steel.



Ridgebury Pioneer (ex-*Pioneer*, ex-*British Pioneer*). IMO 9180140. Length 334 m, 42,420 t. Deflagged from Marshall Islands to Palau for her last voyage shortened to *Pioneer*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1999 in Geoje (South Korea) by Samsung. Owned by Heidmar Inc (United States). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 408 US\$ per ton.



British Pioneer, Singapore, October 22, 2009. © Andrew Mackinnon



Pioneer, ex-*Ridgebury Pioneer*, Alang. © Imran Mustufa Memon



Sage Pioneer (ex-*Great White*, ex-*Overseas Jacamar*, ex-*Jacamar*). IMO 9166572. Length 247 m, 17,710 t. Panamanian flag, Comoros for her last voyage shortened to *Ion*. Classification society Lloyd's Register of Shipping. Double hull ship built in Geoje (South Korea) by Samsung. Owned by Harrington Petroleum DMCC (United Arab Emirates). Detained in 2016 in



Bandar Khomeini (Iran). In 2016, she was acquired by the Emirati company for 13 million US\$. Sold for demolition in India. 441 US\$ per ton.



Rufous-tailed Jacamar, *Galbula ruficauda*, Poconé, Mato Grosso, Brazil. © Bernard Dupont



Overseas Jacamar, August 30, 2009. © Valery Cherezov



Seakay Spirit (ex-*Sierra*, ex-*Kenai*). IMO 7408093. Length 265 m, 24,414 t. Deflagged from the United States to Palau for her last voyage shortened to *Seakay*. Classification society American Bureau of Shipping. Double hull ship built in Chester (Pennsylvania, United States) by Sun. Owned by Keystone Shipping Co (United States). Sold as is in Freeport (Bahamas). 382 US\$ per ton and an additional payment for 3,000 t of bunkers.

The *Seakay Spirit* left Freeport, Bahamas on May 13, sailed off Mauritius and was finally beached in Alang.

Silver Glory (ex-*Kumanogawa*). IMO 9206035. Length 333 m, 44,380 t. Marshall Islands flag. Classification society Korean Register of Shipping. Double hull ship built in Sakaide (Japan) by Kawasaki. Owned by Sinokor Merchant Marine Co Lt (South Korea). Detained in 2017 in Quintero (Chile). Sold for demolition in the Indian subcontinent. 436 US\$ per ton.



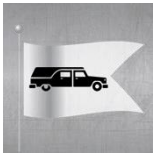
Solia (ex-*Jameela Star*, ex-*Ruble*, ex-*Atakoy-I*, ex-*Caretta*, ex-*Fair Charlie*, ex-*Iota*, ex-*Eduard Essberger*). IMO 6823131. Length 68 m, 591 t. Maltese flag. Classification society Bureau Veritas. Built in Lauenburg (Germany) by Hitzler. Owned by Gaulos Shipping Co Ltd (Malta). Detained in 2013 in Augusta (Italy). Sold for demolition in Turkey.



March 14, 2015, Malta. © JV-Vesselfinder



Aliaga. © Selim San



Success Pioneer XXXV (ex-Genmar Ajax, ex-Julie). IMO 9108702. Length 243 m, 14,669 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Success*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in Geoje (South Korea) by Samsung. Owned by Putra Utama Line Pt (Indonesia). Sold as is in Singapore for demolition in Pakistan. 435 US\$ per ton.

Arriving Houston, August 31, 2009. © **Tinker Taylor**



Velda (ex-Bodrum, ex-Taurus, ex-Amorgos Warrior, ex-Sun Rose, ex-Mandelo, ex-Seacharm, ex-Torungen, ex-Sea Ace). IMO 9011076. Length 247 m, 15,936 t. Panamanian flag. Classification society Bureau Veritas. Built in Mihara (Japan) by Koyo Dockyard. Owned by Fides Ship Management LLC (Ukraine). Detained in 2015 in Guangzhou (China). Sold for demolition in Bangladesh. 470 US\$ per ton.



Yves Jacob (ex-Los Roques). IMO 9179622. Length 229 m, 15,338 t. Deflagged from Liberia to Comoros for her last voyage as *Sun II*. Classification society American Bureau of Shipping. Built in 2000 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Ernst Jacob GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 440 US\$ per ton.



Kalamata, Greece, March 6, 2017. © **Toulis Psallidas**



Zola (ex-Tess, ex-Eagle Bay, ex-Angel n°61, ex-Dominique, ex-Spotless, ex-Arbat). IMO 8913564. Length 183 m, 8,700 t. Deflagged from Panama to Palau for her last voyage as *Mada*. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1991 in Incheon (South Korea) by Halla. Owned by Astor International Ship LLC (United Arab Emirates). Acquired in March 2018 by Safe Seas Ship Management FZE based in the United Arab Emirates prior to her departure for demolition in Pakistan.

Singapore, November 9, 2013. © **Owen Foley**



Chemical tanker

Hellas M (ex-*Hellas*, ex-*Stellaman*, ex-*Navajo*, ex-*Richard*). IMO 8007121. Length 98 m, 1,875 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1980 in Kiel (Germany) by Lindenau. Owned by Okarina Navigation Shipping Co (Greece). Detained in 2002 in Rijeka (Croatia), in



2003 in Saint-Nazaire (France), in 2004 in Piraeus (Greece) and in 2005 in Izmit (Turkey). Sold for demolition in India.

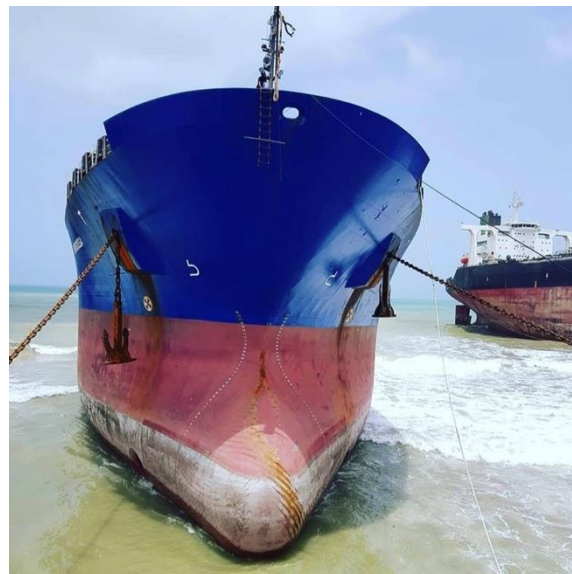


Hellas, Aegean Sea, August 2010. © Leuteris Prelontzos

Hydroussa (ex-*Rainbow*, ex-*Engen Rainbow*). IMO 9111046. Length 183 m, 11,137 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Double hull ship built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Dileton Maritime SA (Greece). Sold for demolition in Pakistan.



North Sea Canal, Netherlands, May 9, 2011.
© Bernt R.Koning



Hydroussa. © Gadani Ship Breaking



Koa Maru. IMO 9114634. Length 93 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Hashihama (Japan) by Shin Kurushima. Owned by Nagai Kaiun Kaisha Ltd (Japan). Detained in 2001 in Tomakomai (Japan), in 2012 in Xiamen (China), Guangzhou (China) then again in Tomakomai and in 2014 again in Guangzhou. Sold for demolition in Jiangyin, China.



Koa Maru, off Matsuyama, Japan, October 10, 2011. © Tetsuya

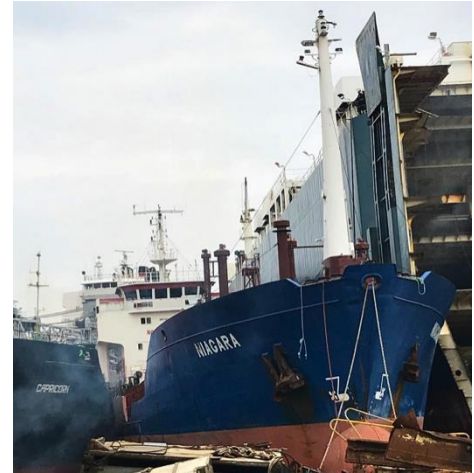
Manaman III (ex-*Napco III*, ex-*Dae Yang n°7*). IMO 8623729. Length 67 m, 574 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Banguhjin. Owned by National Ajman Petroleum Co LLC (United Arab Emirates). Detained in 2010 in Khorramshahr (Iran). Beached for demolition in India as *Alfa III*.



Niagara (ex-*Defne D*, ex-*Emin Ka*, ex-*Multitank Ascania*). IMO 8003905. Length 103 m. Unknown flag since 2016. Classification society Det Norske Veritas/Germanischer Lloyd Built in 1981 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1986 and lengthened from 93 to 103 m. Owned by Volgo-Don Shipping Agency Ltd (Russia). Detained in 2015 in Damietta (Egypt). Sold for demolition in Turkey.



Defne D, Istanbul, August 16, 2010. © **Frank Behrends**



Niagara, Aliaga, 2018. © **Selim San**

Sea Queen (ex-*New Falcon*). IMO 8400995. Length 108 m, 2,505 t. Tanzanian flag. Classification society Danforth Marine Services. Built in 1984 in Hashihama (Japan) by Taihei Kogyo. Owned by Falcon Maritime Shipping International (United Arab Emirates). Detained in 2016 in Bandar Abbas (Iran). Sold for demolition in India.



Sea Queen, United Arab Emirates. © **Youssef Yahya**

Gas tanker

Alekse (ex-*Altera 1*, ex-*Metal*, ex-*Lupigas*, ex-*Tala*, ex-*Berkine* ex-*Arago*, ex-*Norgas Venture*, ex-*North Venture*, ex-*Marco Polo*). IMO 8012114. Length 96 m, 2,708 t. Tanzanian flag. Classification society American Register of Shipping. Built in 1982 in Kristiansands (Norway) by Kristiansands MV.



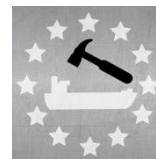
Owned by Altera Ltd

(Turkey). Detained in 2001 in Naples (Italy), in 2008 and twice in 2010 in Lake Charles (Louisiana, United States), in 2016 in Temryuk (Russia) and in 2017 in Istanbul (Turkey). Sold for demolition in Turkey.



Istanbul, July 23, 2013. © Mehmet Guney

Arzew Gas (ex-*Havvind*, ex-*Dzintari*, ex-*Robin Transoceanic III*). IMO 7405027. Length 140 m, 5,798 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Papenburg (Germany) by Jos.L.Meyer. Owned by Benelux Overseas Inc (Greece). Detained in 2007 and 2008 in Suez (Egypt). Sold for demolition in India. 467 US\$ per ton.



Baruc (ex-*Berceo*). IMO 8818805. Length 105 m, 2,761 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Gijon (Spain) by Juliana Gijonese. Owned by Transgas Shipping Lines SAC (Pérou). Detained in 2015 in Corpus Christi (Texas, United States). Sold for demolition in India. 455 US\$ per ton.

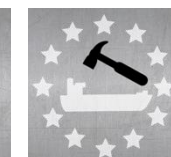


***Bebatik* and *Belanak* were the last LNG carriers of the first fleet built to transport natural gas from Brunei towards Japan and later South Korea.**

There were originally seven 75,000 m³ capacity LNG carriers for transporting Brunei methane, all built in France: the *Gadinia*, *Gadila*, *Gari* and *Gastrana* built in 1973-1974 in Saint-Nazaire which became in 1986 the *Bebatik*, *Bekalang*, *Bekulan* and *Belais* (all demolished in China in 2011 except the *Bebatik*), the *Gouldia* built in 1975 in La Ciotat, which became the *Belanak*, and the *Geomitra* and *Genota* built by Forges et Chantiers de la Méditerranée, in La Seyne, in 1975, which became the *Bilis* and *Bubuk* (demolished in China in 2014 and 2015). The names given to these vessels under the Brunei flag are those of local fish... They have been replaced by five larger LNG carriers (137,000 to 154,000 m³).



Bebatik (ex-*Gadinia*). IMO 7121633. Length 257 m. Brunei flag. Classification society Lloyd's Register of Shipping. *Bebatik* was built in 1972 by Chantiers de l'Atlantique in Saint-Nazaire, originally as the United Kingdom-flagged *Gadinia* for Shell Tankers ; she was reflagged in 1986 to Brunei for Brunei Shell Tankers and was renamed *Bebatik*. She was delivered to the Chinese breakers in Jiangyin on Yangze River on May 24.



Gadinia. © Shell Tankers

Belanak (ex-*Gouldia*). IMO 7347768. Length 257 m. Brunei flag. Classification society Lloyd's Register of Shipping. *Belanak* was delivered in 1975 by Chantiers Navals de La Ciotat as the United Kingdom-flagged *Gouldia* and was transferred to Brunei in 1986. She was delivered to the Chinese breakers in Jiangyin on Yangze River on June 6.



Gaz Unity (ex-*Lily Pacific*, ex-*Tenryu Maru*). IMO 8001763. Length 228 m, 21,377 t. Deflagged from Panama to Comoros for her last voyage as *SDEC United*. Classification society Bureau Veritas. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Naftomar Shipping & Trading Co Ltd (Greece). Detained in 2006 in Pyeongtaek (South Korea). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 420 US\$ per ton.



Greece, March 27, 2007. © **Giannis Dedes**



Initiator (ex-*Cheltenham*). IMO 9005015. Length 100 m, 2,107 t. Deflagged from South to Equatorial Guinea for her last voyage. Classification society Korean Register of Shipping. Built in 1990 in Naruto (Japan) by Kanrei. Owned by Sinam Shipping (South Korea). Detained in 1998 in Göteborg (Sweden) and in 2008 in Geelong (Victoria, Australia). Sold for demolition in Bangladesh.



Bangladesh.

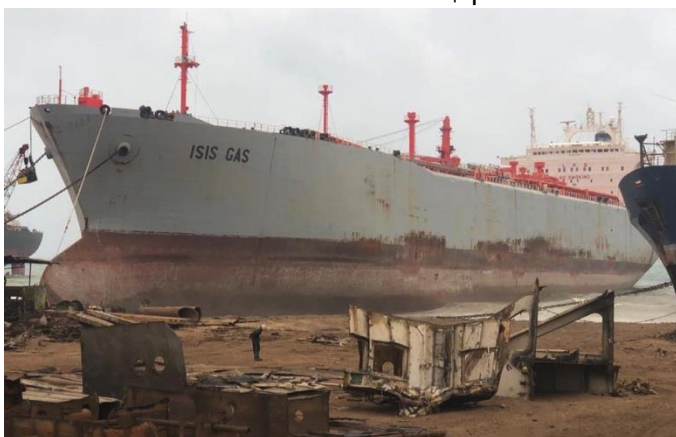


Cheltenham, outbound Le Havre (France), September 1, 1995. © **Pascal Brede**



S Initiator, Chittagong. © **Kamrul Kayes**

Isis Gas (ex-*Iris Gas*, ex-*Koho Maru*). IMO 8405971. Length 222 m, 19,365 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima Heavy Industries. Owned by Benelux Overseas Inc (Greece). Sold for demolition in Pakistan. 442 US\$ per ton.



Gadani, May 2018. © **Ovais Ki**

Varun Shipping Co Ltd (continued)

The 6 gas carriers of the bankrupt Indian company (Cf. "[Shipbreaking # 51](#)" p 34) put up for sale by order of the High Court of Mumbai were purchased by an Indian shipbreaking yard at the rate of 380 US\$ per ton. *Maharshi Bhardwaj*, immobilized in Southern India, arrived first in Alang. The other ships were laid up in Kandla, Gujarat State, on the northwest coast. In the beginning of July, they all joined their brother in arms in Alang.

Maharshi Bhardwaj (ex-Nordanger, ex-Baltic Flame). IMO 9007570. Length 220 m, 17,117 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Varun Shipping Co Ltd (India). Sold as is in Cochin. *Maharshi Bhardwaj* left Kochi, Kerala State, on June 7, she was beached for demolition on June 23.

Maharshi Bhavatreya (ex-Jakob Maersk). IMO 8821694. Length 185 m, 11,363 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Varun Shipping Co Ltd (India). *Maharshi Bhavatreya* was the last to be beached in Alang on July 9.

Jakob Maersk, berthed at Le Havre (France), November 10, 1993. © **Pascal Bredel**



Maharshi Devatreya (ex-Jane Maersk). IMO 8821670. Length 185 m, 11,363 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Varun Shipping Co Ltd (India). Detained in 2004 in San Francisco (United States). She was beached in Alang on July 3.



Jane Maersk, turnaround manoeuvre, Le Havre (France), October 1, 1991. © **Pascal Bredel**

Maharshi Krishnatreya (ex-Jessie Maersk). IMO 8821682. Length 185 m, 11,363 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Varun Shipping Co Ltd (India). She was beached in Alang on June 29.



Porbandar, India, August 11, 2015. © **Kishan Baraiya**

Maharshi Mahatraya (ex-*Jesper Maersk*). IMO 9000481. Length 185 m, 11,363 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Varun Shipping Co Ltd (India). She was beached in Alang on July 1.



December 18, 1999, *Jesper Maersk*, © Pascal Bredel
departing Le Havre (France)



April 4, 2008, *Maharshi Mahatraya*
on the Seine River, heading for Rouen

Maharshi Shubhatraya (ex-*Libin*, ex-*Nichizan Maru*). IMO 8114716. Length 192 m, 14,291 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Varun Shipping Co Ltd (India). Detained in 2006 in Quanzhou (China). She was beached in Alang on June 28.



Dubai, 18 November 2015. © Joseph Abraham



Alang, July 2018 © HG Meghani

Misr Gas (ex-*Havlys*, ex-*Boulduri*, ex-*Bolduri*, ex-*Robin Transoceani II*). IMO 7405015. Length 140 m, 5,787 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Papenburg (Germany) by Jos.L.Meyer. Owned by Benelux Overseas Inc (Greece). Detained in 2007 in Suez (Egypt). Sold for demolition in India. 468 US\$ per ton.



Santa Clara B (ex-*Santa Clara*). IMO 8417261. Length 136 m, 4,589 t. Peruvian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Kiel (Germany) by Lindenau. Owned by Transgas Shipping Lines SA (Peru). Detained in 2011 in Houston (Texas, United States). Sold for demolition in India.



Callao, Peru, March 22, 2015. © Aleksey Dukhovnikov

Symbio One (ex-*Malvern*). IMO 8818001. Length 99 m, 2,195 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Yawatahama (Japan) by Kourinoura. Owned by Symbio Petro Sejahtera Pt (Indonesia). Detained in 2009 in Bordeaux (France). Towed for demolition in Bangladesh by *Masindra XV* (IMO 8022561).



Malvern, on the Seine River (France), June 10, 2006. © Erwan Guéguénat

Symbio Two (ex-*Mistral*, ex-*Derwent*). IMO 9009190. Length 100 m, 2,123 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Naruto (Japan) by Kanrei. Owned by Symbio Petro Sejahtera Pt (Indonesia). Detained in 2003 in Augusta (Italy). Towed for demolition in Bangladesh by *Tropical Star* (IMO 7047590).



Derwent, March 27, 1996, Le Havre (France) © Pascal Breidel *Mistral*, September 27 2009 On the Seine River

Teknogas (ex-*Alstergas*). IMO 8914300. Length 100 m, 2,484 t. Malaysian flag. Classification society Bureau Veritas. Double bottom ship built in 1991 in Waterhuizen (Netherlands) by Pattje. Owned by Uni-Fleet Sdn Bhd (Malaysia). Detained in 2006 in Yeosu (South Korea). Sold for demolition in India.

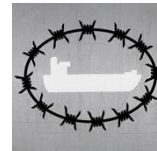


Kawasaki, July 24, 2011. © T.K.S/MarineTraffic

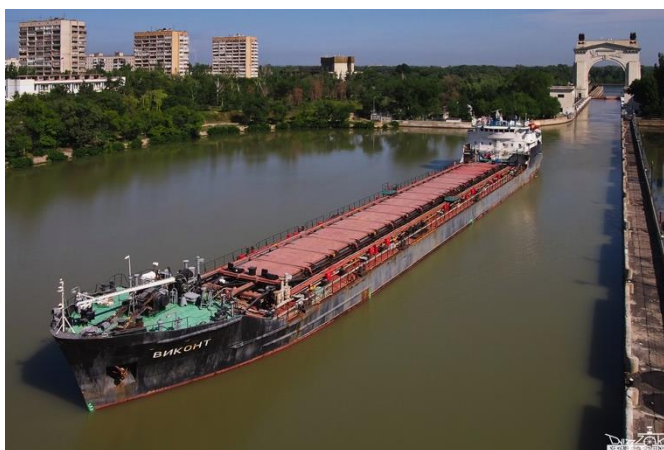
Combination carrier

Three series of river and sea-going *Nefterudovoz* ("oil tanker" in Russian language) were built between 1968 and 1995 in Perm (Russia) by Kama shipyard located on the eponymous river, tributary on the left bank of the Volga. The first series (Project-1553) consisted of 6 vessels, the second (Project-1570) 53 vessels, and the last (Project-15790) one unit. The "*Nefterudovoz*" were actually combination carriers designed to transport light oil and ore, mainly coal.

Vicount (ex-*Bratya Nobel*, ex-*Neftec 1*, ex-*Nefterudovoz-19M*). IMO 7611212. Combination carrier, project 1570. Length 119 m, 1,512 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Perm (Russia) by Kama. Owned by Metship Ltd (Russia). Detained in 2007 in Dnipro-Buzkyy (Ukraine) and in 2018 in Kherson (Ukraine).



Nefterudovoz-19M © Fleetphoto.ru



Vicount, June 29, 2013, Volgograd krai, Don-Volga Canal.
© Dvizzok

At the beginning, the *Nefterudovoz-19M* owned by Volgotankers flew the Soviet flag until 1992 then the Russian flag until 1999. Her homeport was Astrakhan on the Caspian Sea. Briefly Turkmenistan-flagged (1999-2000) and Sierra Leone-flagged (2006), she was reflagged to Russia. She was beached in Aliaga in late June 2018.



On the Volga River, Astrakhan krai, January 29, 2018.
© Ars



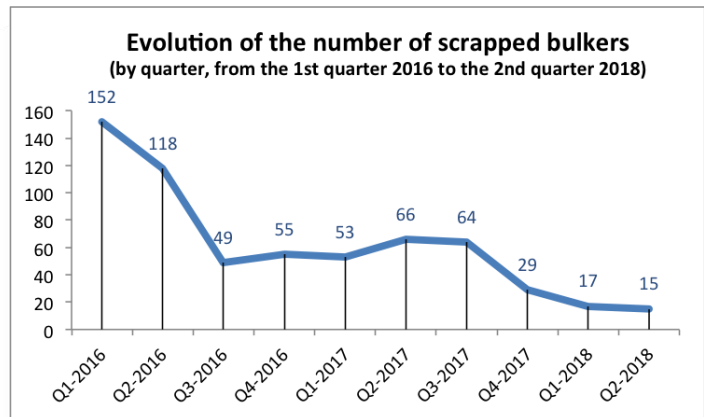
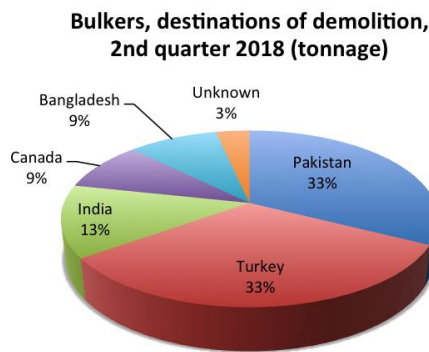
In Aliaga. © Selim San

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.

April-May-June 2018

15 demolitions. The number has fallen again compared to the previous quarter (17 units). In tonnage the drop reached -37%. In 2017, 66 bulkers were scrapped in the 2nd quarter. The only two bulkers over 80,000 dwt were broken up in Pakistan. Turkey and Pakistan share crumbs off the table, i.e. 2/3 of the tonnage.



Almost half of the bulkers scrapped between March and June 2018 are actually lakers (6 ships), used to carry ore or grain on the North American Great Lakes and owned by the Canadian Company Algoma Central Corp (Cf. following page). The average age of lakers (51 years) increases the average age of the category at the time of demolition to 37 years.

The oldest is the *American Victory*, veteran of the Second World War (see chapter The END p 80), 76 year-old; the youngest is the stricken *Cheshire* (Cf. p 75), 6 year-old.

The sale of the *SMT Bontrup* to an Indian shipbreaking yard brought in more than 6 million US\$ to the shipowner and middlemen.



SMT Bontrup, 39 year-old, 14,289 t. © Marc Ottini



Algoma Central Corporation was originally the Algoma Central Railway, founded in 1899 for the construction of a railway for the transport of iron ore and timber from the central region of Algoma to the Sault Sainte Marie (Ontario, Canada) steel and paper factories. At the end of the project, this railway was connected to the main Canadian Pacific Railway line. A condition attached to the land grant for the construction of the railway, was



the obligation for the company to operate a fleet of 4 steamboats to transport passengers and freight on the Great Lakes.



Algoma Central Corp's merchant shipping activity has grown strongly starting in the 60s, supplanting the railroad. The railroad branch was sold in 1995. Today, the Canadian company manages a domestic and international fleet of 60 cargo ships, bulkers, product tankers and cement carriers. It undertook a several year-long rejuvenation of its fleet. Several bulkers, including self-unloading ones, were delivered in 2017 and early 2018. Others are being constructed by Croatian and Chinese shipyards.

The lakers that are not subject to seawater corrosion have long lives, but the old units that are costly to manage and maintain in a good condition are being pushed out today. After the 2017-2018 winter lay-up, the *Algosteel*, *Algorail*, *Algoway*, *Algoma Olympic* and *Algolake* (built in 1966, 1968, 1972, 1976 and 1977 respectively) did not go back to service. They were sold for demolition. The two smallest, *Algorail* and *Algoway*, were towed from their winter lay-up location to the Marine Recycling Corp shipbreaking facility at Port Colborne on Lake Erie. The three others were de-flagged and towed to Turkey under the nicknames *Oste*, *Oma* and *Gola*. Last but not least. At the end of 2017, Algoma Central Corp announced the purchase of 4 vessels from the American Steamship Co of Buffalo (New York, United States). They were *Buffalo* (IMO 7620653), *Adam E Cornelius* (IMO 7326245), *American Valor* (IMO 5024738) and *American Victory* (IMO 5234395). The first two built in 1978 and 1973 respectively were renamed *Algoma Buffalo* and *Algoma Compass*; at the moment they are part of the development plan for the Algoma fleet.

The future of the two others – re-motorization or conversion to a barge – was not immediately set. A few months later, *American Victory*, built in 1942, was towed from the Superior ore terminal where she was decommissioned since 2008: after the removal of self-unloading equipment that was still useful, she head for Montreal and is about to leave towards Turkey, successively shortened to *Victo* and *Icto*. Built in 1953, decommissioned in 2008, *American Valor* is living on borrowed times. Early July, she was shortened to *Valo*, fewer letters that usually announce the end.

This quarter the tugboats chosen to deliver the Canadian lakers to Aliaga breakers are the *Diavlos Force*, *VB Hispania* and *Fairmount Alpine*.



VB Hispania. © **Boluda Corp**



Fairmount Alpine © **F. Rull**



Diavlos Force © **Ioannis Fournarakis**



Algolake. IMO 7423093. Her self-unloading equipment can load/unload at a rate of 5,440 t per hour. Length 222 m. Deflagged from Canada to Sierra Leone for her last voyage. Classification society Lloyd's Register of Shipping. Built in Collingwood (Ontario, Canada) by Collingwood SB Co for Algoma Central Corp (Canada). In April, the *Algolake* was moored along with the *Algoma Olympic* in section 56 of the port of Montreal which accomodates end-of-life ships. She was deflagged to Sierra Leone, a touch of paint transformed her into "*Gola*". She left under tow of the tugboat *Diavlos Force* (IMO 8214023), bound for Aliaga.



Hallett Dock Company - Superior, WI, January 7, 2017. © **Chuck Wicklund**



Algoma Olympic (ex-*Canadian Olympic*). IMO 7432783. Self-unloader. Length 222 m, 9,042 t. Deflagged from Canada to Sierra Leone for her last voyage shortened to *Oma*. Classification society Lloyd's Register of Shipping. Built in St Catherines (Canada) by Port Weller Drydock for Seaway Marine Transport, she was delivered in November 1976 and named in recognition of the Montreal Olympic games held the same year. After her owner was bought out by Algoma Central Corp, she became the *Algoma Olympic*. She has been sailing until the end of the 2017 season but due to ice conditons on the St Lawrence Seaway the *Algoma Olympic* could not complete her last delivery and had to head to winter lay-up in Hamilton on Lake Ontario. In April 2018, she sailed down Quebec to deliver her delayed cargo then sail upstream to Montreal to be prepared for her final voyage. On May 9, after being deflagged and a coat of paint, the *Oma* left Canada under tow of the *VB Hispania*. She was beached in Aliaga on June13.

Algorail. IMO 6805531. Self-unloader. Length 195 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1968 in Collingwood (Ontario, Canada) by Collingwood Shipyard pour Algoma Central Corp (Canada). She arrived for demolition in Port Colborne (Canada) on July 6.



Algorail, 2013 © Simon Laberge



Algosteel (ex-*Algogulf*, ex-A.S. *Glossbrenner*). IMO 6613299. Self-unloader. Length 222 m. Deflagged from Canada to Sierra Leone for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1966 in Lauzon (Quebec, Canada) by Davie SB for Labrador Steamship Co. In her early days, she was a classic laker with fore and rear castles, transporting mainly iron ore from the St Lawrence ports to the US steel mills and grain cargoes on the return voyages to Canada. In 1971, she was acquired by Algoma Central Corp and converted to a self-unloading bulk carrier with a discharge capacity of 5,440 t per hour. In late April, she headed for Quebec with a final cargo then sailed upstream to Montreal to be prepared for her last voyage. She was deflagged, shortened to *Oste* and awaited the Dutch tug *Fairmount Alpine* (IMO 9344784); the convoy left in early June, heading for Turkey. The *Oste* was beached on June 27.



Algosteel, Welland Canal, December 2017. © Barry Andersen



Oste, Aliaga. © Selim San

Algoway. IMO 7221251. Self-unloader. Length 198 m, 6,594 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Collingwood (Ontario, Canada) by Collingwood Shipyard pour Algoma Central Corp (Canada). On June 7, 2018, the tugboat *Evans McKeil* arrives at Goderich on Lake Huron. She came to tow the *Algoway* with the assistance of the *Cheyenne* to the Marine Recycling Corp shipbreaking facility in Port-Colborne.

American Victory (ex-*Middletown*, ex-*Pioneer Challenger*, ex-*Gulf Oil*, ex-*Neshanic*, ex-*Marquette*). IMO 5234395. Self-unloader. Length 218 m. Canadian flag. Classification society American Bureau of Shipping. Built as tanker in 1942 in Sparrows Point (United States) by Bethlehem Shipyard for the US MARAD. Acquired en bloc with 3 other vessels by Algoma Central Corp in December 2017. In Spring 2018, her new owner announced she is to be broken up; she will eventually leave for Turkey. See the chapter The END, the four lives of the *American Victory*, p 80.

Boryeong (ex-*Netadola*, ex-*Meridian Polaris*, ex-*Saikyo*). IMO 9035412. Length 270 m, 18,488 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Korea Shipping Corp (South Korea). Detained in 2008 in Gladstone (Queensland, Australia) and in 2011 in Vancouver (Canada). Sold for demolition in Pakistan. 439 US\$ per ton.



Cheshire. IMO 9593646. Length 190 m, 11,083 t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 2012 in Nanjing (China) by Jinling SY. Owned by Bibby Line Ltd (United Kingdom). On August 13, 2017, the freighter sails the Atlantic towards Las Palmas (Canary Islands, Spain) for bunkering. She was 50 miles away from the archipelago when the crew notices a rise in temperature in two of the holds. The cargo sets on fire; toxic fumes are released. The danger of explosion is serious; the cargo ship is transporting ammonium nitrate. Two Spanish Coast Guard helicopters respond urgently to evacuate the crew. The *Cheshire* had left Porsgrunn (Norway) August 6 and was carrying 42,654 t of fertilizer manufactured by Yara and bound for Koh Si Chang (Thailand).



© Spanish Maritime Search and Rescue Society

Resolve Marine is contracted to provide salvage services, but initially, the four vessels dispatched to the area (*Miguel de Cervantes*, *Red Sea Fos*, *VB Hispania* and Moroccan *Jacques 2*) cannot approach for security reasons. They must let the ship drift south of the archipelago. An exclusion zone of 3 miles is set up.

The fertilizer cargo continues to burn; explosions would have been reported by rescuers but remained confined inside the holds. The situation finally stabilizes; smoke emissions slow down and a towline is secured to the bulker on August 21st. Towing may begin, the Canary Islands authorize the vessel to be anchored 20 miles off Gran Canaria but deny entry into the port: the island does not have the equipment to ensure the storage and disposal of burnt residues and damaged cargo. The decision is made to eventually tow the *Cheshire* to mainland Spain in Motril despite local fears of possible pollution of the port's waters and of the storage capacity of polluted residue. The *Cheshire* is moored September 13th. Unloading operations of cargo and residues last 20 days and mobilize up to 200 people. The *Cheshire* remains immobilized for 7 months in Motril in the frame of the investigation on the circumstances of the accident. After damage assessment, the ship is only considered good for scrapping. The day of her departure under tow, the port is closed to navigation for 3 hours.



Cheshire leaving with many companions, port of Motril. © Javier Martín - Ideal

The Turkish shipyards specialize in the demolition of fertilizer carriers that have suffered fires. After the *Purple Beach* in 2017 (See also about ammonium nitrate "[Shipbreaking # 47](#)", p. 90-93" The END, *Purple Beach*, the ammonium nitrate obsession), the *Cheshire* was beached in Aliaga on May 2, 2018.

Eman (ex-Asra Y, ex-Hakki Deval, ex-Capo Korel, ex-Capo Falcone, ex-Cap Ferrat, ex-Maria Ines). IMO 7433347. Length 147 m, 4,117 t. Tanzanian flag. Classification society Bulgarski Koraben Registrar. Built in 1979 in Rio de Janeiro (Brazil) by Caneco. Owned by Cedar Marine Services SAL (Lebanon). Detained in 2003 in Castellon de la Plana (Spain) and Grado (Italy), in 2009 in Venice (Italy) and in 2017 and 2018 in Novorossiysk (Russia). Banned from European ports in December 2003 for multiple detentions. Sold for demolition in Pakistan.



Hekmeh (ex-Odranes). IMO 8901597. Length 144 m, 4,846 t. Vanuatu flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Orontes Ship Management Inc (Turkey). Detained in 2013 in Aliaga (Turkey), in 2014 in Taranto (Italy), in 2015 and twice in 2017 in Constanta (Romania) and in 2018 in Yuzhnyy (Ukraine), Trabzon (Turkey) and Mangalore (India). Sold for demolition in India. 450 US\$ per ton.



Istanbul Anchorage Area, Turkey, March 11, 2015. © Enes Golemez

Kimitetsu Maru. IMO 9016650. Length 149 m, 4,929 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Takamatsu (Japan) by Shikoku. Owned by NS United Naikokaiun Kaisha (Japan). Sold for an undisclosed destination of demolition. 335 US\$ per ton.

Kiran (ex-Gerard L.D., ex-Johnny K, ex-La Pampa). IMO 9000649. Length 282 m, 24,285 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Gdynia (Poland) by Gdynia Stocznia. Owned by Essar Shipping Ltd (India). Detained in 2005 in Dampier (Australia) and in 2015 in Piraeus (Greece). Sold for demolition in Pakistan. 440 US\$ per ton.



Kiran, off Saldanha, South Africa, June 24, 2009. © Glenn Kasner

Ocean Pride (ex-Pamakaristos, ex-Sea Front, ex-Chettinad Princess, ex-Andhika Fatima, ex-Western Sun, ex-Western Future, ex-Vully). IMO 8323214. Length 181 m, 7,639 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Ocean Merit Pte Ltd (Bangladesh). Detained in 2005 in New Orleans (Louisiana, United States) and in 2010 in Tilbury (United Kingdom). Sold for demolition in Bangladesh.



Qian Hai (ex-*Blue Bridge*, ex-*Normasa G*, ex-*Neera Naree*, ex-*Gant Prosperity*, ex-*Ansac Prosperity*, ex-*T.S. Prosperity*). IMO 8604979. Length 159 m, 5,571 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Imabari (Japan) by Imabari



Zosen. Owned by Shenzhen Shekou Shipping & Transportation Co Ltd (China). Detained in 2010 in Kandla (India). Sold for demolition in Bangladesh. 408 US\$ per ton.



Neera Naree, on the Seine River (France), June 5 2009.
© Erwan Guéguénat

SMT Bontrup (ex-*Don Miguel*, ex-*SMT Bontrup*, ex-*Minerval*, ex-*Saga Minerva*, ex-*Hoegh Minerva*, ex-*Max Oldendorff*, ex-*Hoegh Minerva*, ex-*Star Minerva*, ex-*Hoegh Minerva*). IMO 7715953. Self-unloader. Length 201 m, 14,289 t. Bahamian flag. Classification society Bureau Veritas. Built in 1979 in Sakaide (Japan) by Kawasaki. Owned by SMT Shipping (Poland). Sold for demolition in India. 435 US\$ per ton.



SMT Bontrup downstream Antwerp (Belgium),
September 10, 2016. © Marc Ottini

Cement carrier

Europe 92 (ex-*Speranza*, ex-*Helgafell*, ex-*Mercandian Shipper*). IMO 7358717. Length 78 m. St. Kitts and Nevis flag for her last voyage as *Ole*. Unknown classification society. Built in 1975 in Frederikshavns (Denmark) by Frederikshavns Vft. Her official status in the Equasis database is "laid up" since September 1998. She was discarded at Bijela shipyard (Montenegro). In Spring 2018, she was prepared for towing and renamed. She was beached in Aliaga on April 20.



Mercandian Shipper © Mercandia



Europe 92, August 31, 2017, at Adriatic shipyard
Bijela-Boka Bay, Montenegro © Godra

Ro Ro

Fes (ex-*L'Ardeche*). IMO 7600005. Length 91 m, 1,452 t. Deflagged from Morocco to Tanzania for her last voyage. Classification society Lloyd's Register of Shipping. Detained in 1998 and 1999 in Algeciras (Spain), in 2010 in Gaeta (Italy) and in 2012 and 2013 in Cadiz (Spain). The former French ro-ro ship *L'Ardèche* was delivered for demolition in Aliaga on 15 May, a few days before her 40th anniversary since she was delivered in June 1978 by the Ateliers et Chantiers de La Rochelle-Pallice to the Société Nationale Maritime Corse-Méditerranée (SNCM). After ten years of operations in Corsica or North Africa, in 1988 she became the Moroccan *Fes* owned by the Compagnie de navigation du Détroit (Conade), a private shipping company which became the International Maritime Transport Corporation (IMTC) in 1996 under the leadership of Major Mohamed Karia (deceased in 2016). *Fes* sailed mainly between Morocco and the Mediterranean ports until she was decommissioned in 2013, following the financial difficulties of IMTC. She reached Aliaga under the Tanzanian flag.

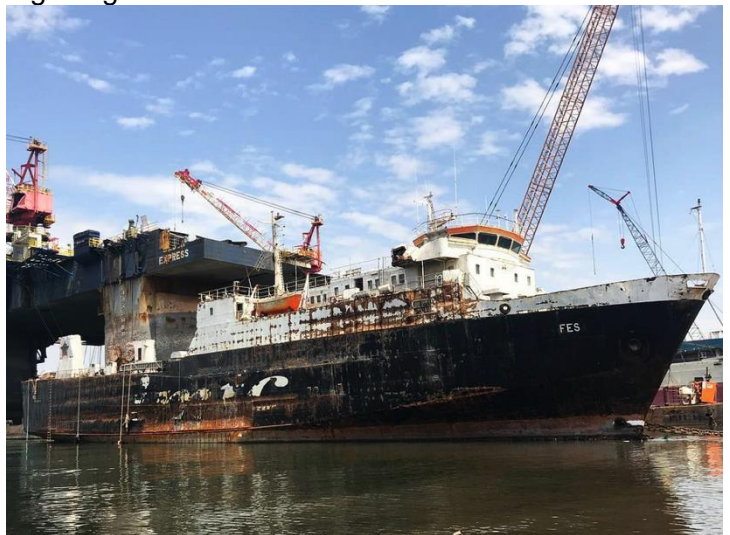


L'Ardèche was the fourth in a series of six ro-ro ships ordered from the ACRP by various French shipowners. Two are still sailing: *Aurelia* (UIM) as Panamanian *Makkah 1* and *Aude* (SNCM) as Turkish *Meyra*. The former *Luberon* (Daher-Caennaise) was demolished in 2017 in Aliaga. As for the *Mathilda* (UIM) and *Anthenor* (Marfret), they sank under foreign flags in 1993 and 2006.



Ceuta (Spain), October 2011. © Benjamin Marfil

Aliaga, May 2018. © Selim San



Shaker 1 (ex-*Ajman Maya*, ex-*Maya I*, ex-*Marco V*, ex-*Mario*). IMO 7929102. Length 111 m, 2,312 t. Deflagged from Togo to Comoros for her last voyage shortened to *Aker*. Classification society Pacific Marine Services. Built in 1981 in Porto Viro (Italy) by Visentini. Owned by Hom Management Consultancy (United Arab Emirates). Detained in 2009 and in 2012 in Suez (Egypt). Sold for demolition in India.



Shaker 1, off Oman, April 12, 2011. © Ralf Grabert

Car carrier

Asian Breeze. IMO 8202381. Length 164 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Wallenius Marine Singapore Pte Ltd, subsidiary of the Swedish Wallenius Line AB. Sold for demolition in Turkey.



Asian Breeze, arrival at Le Havre (France), June 11, 2012. © Marc Ottini



Century Leader n°3. IMO 8502468. Length 178 m, 11,831 t. Deflagged from Japan to Panama in February 2018. Classification society Nippon Kaiji Kyokai. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2015 in Vancouver (Canada). Sold for demolition in India.



Glovis Pacific (ex-*Jade Arrow*, ex-*Blue Ridge Highway*). IMO 9043691. Length 180 m, 13,811 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Kobe (Japan) by Mitsubishi. Owned by Hyundai Glovis Co Ltd (South Korea). Detained in 2000 in Incheon (South Korea), in 2004 in Southampton (United Kingdom) and in 2013 in Bandar Abbas (Iran). Sold as is in Singapore for demolition in Bangladesh.



Mashu (ex-*Roro Saroma*). IMO 9219525. Length 168 m, 6,851 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Imabari (Japan) by Imabari Zosen. Owned by Japan Railway/Shunzan Kaiun Co Ltd (Japan). Sold for demolition in Bangladesh. 360 US\$ per ton.

Neptune Ploes (ex-*Miyako Maru*, ex-*Nissan Miyako Maru*). IMO 8208311. Length 130 m, 5,058 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Setoda (Japan) by Naikai. Owned by Neptune Lines Shipping & Managing Enterprises SA (Greece). Sold for demolition in India.

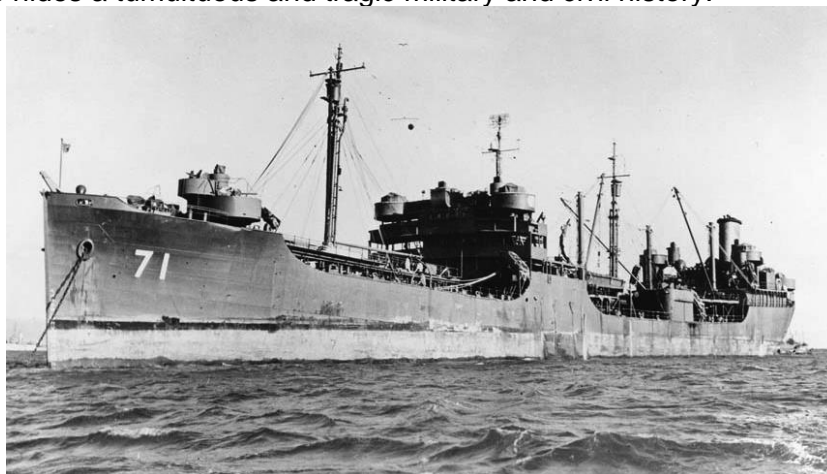


The END: the four lives of *American Victory*



American Victory. © Dale Koziol

At 76 years of age, *American Victory* is an elder on the North American Great Lakes and the oldest of the vessels sold for demolition in the second quarter of 2018. Behind the peaceable allure of a self-unloading laker, she hides a tumultuous and tragic military and civil history.



USS Neshanic, San Francisco, November 1945.
© US Naval History and Heritage Command

1st life

Her construction under the name *SS Marquette* started June 11th 1942 in the Bethlehem Steel shipyard at Sparrows Point (Maryland, United States). Ordered by the United States Maritime Administration, she entered service February 1943 as the *USS Neshanic AO-71*, named after a river in New Jersey. She is a *Chiwawa* class tanker, a series of 5 vessels that all survived the Second World War. The *Neshanic* joined the fleet in charge of replenishing American forces in the Pacific Ocean. In April 1943 she left in a convoy towards Aruba in the Caribbean Sea, loaded Venezuelan oil, then reached the Pacific Ocean. This is the beginning of her resupplying career. She sailed back and forth on theaters of operation, facing submarine and aerial attacks and winning 9 battle stars. June 18th 1944, off the coast of Saipan (Northern Mariana Islands), she was shot during a Japanese aerial attack while refueling the destroyer *Phelps* (DD-360), accompanied by another auxiliary tanker, the *Saranac* (AO-74). A bomb exploded on the deck and started a fire that leaves 33 injured. The next day, the *Neshanic* managed to refuel the ships of the 5th American fleet preparing to participate in the battle of the Philippine Sea. She was then repaired in the Eniwetok Atoll (Marshall Islands), under American control since February 1944, then returned to combat. Until the end of the war she remained as a support for naval forces during assaults on the Japanese archipelago. After the Japanese surrender she stayed in Tokyo Bay until October 1945 before sailing back to the United States. She arrived in Norfolk (Virginia) at the end of November and was decommissioned in December 1945.

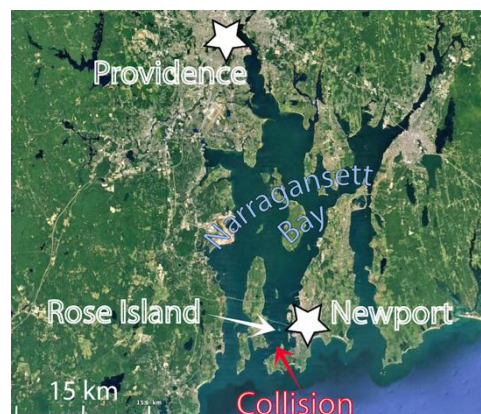
2nd life



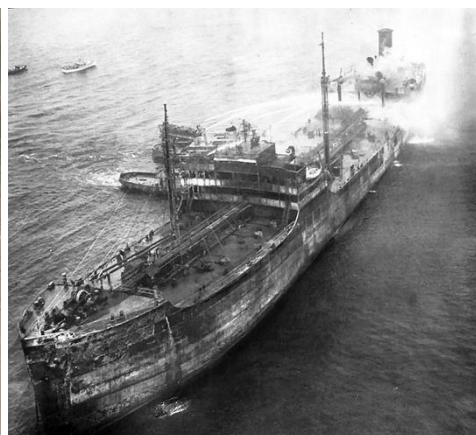
The merchant tanker *Gulfoil* collection Auke Visser

In 1947 she entered civilian life. She was sold to Gulf Oil Company and renamed *Gulfoil*. Her 2nd life was ordinary until August 7th 1958. Early in the morning, fog was dense on the bay of Narragansett, Rhode Island. The *Gulfoil* had left Newport at 3:45AM EST (Eastern Standard Time) after having delivered a shipment of gasoline and domestic fuel oil, she was on ballast, the empty tanks were not gas free. Another tanker, the *SE Graham*, was approaching; she had left Newark, New Jersey the day before loaded with 21,000 barrels of gasoline (2,500 t) bound for Providence up North.

At 5:45AM, the two vessels each arrived from their sides at the east entrance of the bay obscured by a patch of thickening fog. The *SE Graham* was almost dead on the water; the *Gulfoil* had reduced her speed to 8 knots, the required fog signal was sounding regularly. Yet, at 5:53AM, the general alarm triggered on board the *Gulfoil*, the *SE Graham* appeared suddenly 25 meters away, collision was inevitable. The *Gulfoil* collided with the *SE Graham* at the level of tank 1 port side; the gasoline spilled and caught fire, the flames rapidly enclosed the two vessels. Just after the collision, 13 sailors from the *SE Graham* jumped into the water and swam away; nobody was seriously injured. The *SE Graham* on fire, was drifting and threatening to reach the Newport naval base, the USCG *Laurel* coastguard towed her and ran her aground upshore north of Rose Island.



SE Graham



collection Auke Visser

Gulfoil

On board the *Gulfoil*, tank No. 8 caught fire; the residual gas exploded. The fire propagated from the central tanks to astern. The human toll was heavy. Of the 38 men on board, the captain and 17 sailors were killed; many among the survivors were seriously burned.

The coastguard fought the two raging fires until the next day. The *SE Graham* was destroyed except for the main engine room and the pump room; she was declared a total loss. On board the *Gulfoil* the material damages were concentrated on the midship and the aft quarters, they were estimated at \$1 million US.

3rd life



The tanker *Gulfoil*. © Robert Hurst



The laker *Pioneer Challenger* collection Peter Worden

After the tragedy, the *Gulfoil* was towed to Baltimore. She could be repaired but changed use: she was transformed into a lake freighter. The castle of the ex-tanker was moved to the bow, the central part was replaced and extended from 153 to 218 m. The ex *Gulfoil* was acquired by the Pioneer Steamship Company from Cleveland, Ohio, and became the *Pioneer Challenger*. She was built as a maximum-sized carrier on the St Lawrence and Great Lakes Seaway, which allowed her to reach the lakes through the Seaway. She began her lake freighter career in July 1961.

The *Pioneer Challenger* was sold again in 1962 to the transportation division of Oglebay Norton Company, also based in Cleveland, and was renamed *Middletown*. For 20 years, she was dedicated to transporting ore, mainly taconite, between US ports, from the facilities of the Reserve Mining Company in Silver Bay (Minnesota) to the ore terminal in Toledo (Ohio). She used to sail between Lake Superior and Lake Erie.



4th life

In the early 80s the American steel industry was in recession for several years. The *Middletown* was converted into a self-unloader in 1982 by the Bay Shipbuilding shipyards in Sturgeon Bay (Wisconsin) on Lake Michigan. This new equipment offers a new youth to the veteran. She could also transport grain and more and more coal.



Middletown, self unloading bulker. © Duluth Shipping News

September 15th, 1986, new hardship. While heading towards Port Washington (Lake Michigan, Wisconsin, United States), some methane gas, byproduct of the coal, caught fire in the boiler room causing an explosion. The chief engineer and second engineer were killed. Following this drama, regulatory measures for gas in ship holds transporting coal became obligatory in order to avoid dangerous and explosive accumulations. In 2006, Oglebay Norton Co sold the freighter to American Steamship Co (United States). She became the *American Victory* but was only briefly operated under these new colors.



Superior ore terminal - post card



February 28, 2013, laid up in Superior. © Gordy Garris

She was decommissioned in November 2008 at the Northern Pacific ore terminal at Superior at the western tip of Lake Superior. She would not sail anymore. She was resold along with three other vessels to Canadian Algoma Central Corp in December 2017. In the spring 2018, Algoma, who is rejuvenating its fleet, announced that the historic *American Victory* will be demolished soon. In May 2018 she was towed to Fraser shipyard, still at Superior. After removal of miscellaneous unloading equipment, she will be sent to the scrapyard. Her final destination remains uncertain. *American Victory* was nicknamed *Victo*. June 18th, she began her last voyage under tow, sailing down Lake Superior, Lake Huron and Lake Erie, and stopping at Port Colborne June 23rd. For demolition at a local shipyard? No. For a second-to-last inspection. The convoy set out again the next day and crosses Welland Canal linking Erie and Ontario. The *Victo* reached Montreal on June 29th and was shortened again to *Icto*. Montreal is a rendezvous point for ocean-going tugboats in charge of towing Canadian lakers to Turkey. The tireless *VB Hispania* arrived on July 26.



Departing Superior ore terminal. © Kent Rengo

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Heading for Africa n°2

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