Overview: from October 1 to December 31, 2018

Overview 2018

Stellar Fair, beached at Chittagong, p 40. © Shipbreaking / Facebook group
4th quarter overview

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October-November-December 2018

182 ships, +43%. 1.7 million tons, +51% compared to the 3rd quarter. Decrease compared to the first two quarters. The end-of-year big rush did not happen, it was done in small steps. Bangladesh crushes the market with 48% of the tonnage to be scrapped far ahead of India (28%), then Pakistan (5%).

158 ships scrapped in Asia, 95% of the global tonnage. Of these, 60 were built in the European Union and Norway and 61 belonged to shipowners from the European Union or the European Economic Area.

81 detained vessels including the general cargo ships Shahd 1, Palau flag, 14 detentions, demolished in Pakistan, the Tanzanian Nika, 12 detentions and the Bolivian Tiuboda demolished in Turkey.

80 ships deflagged. 44% of the ships to be scrapped have adopted a funeral flag, a record. Palau (34) always goes before Comoros (17) and Saint Kitts and Nevis (12).

56 tankers, oil tankers, chemical tankers, gas carriers: still the number one category with 49% of the tonnage.

37 container ships, 19% of the tonnage. After a respite since the beginning of the year, the flow is back on track.

29 km, the length of the scrapped ships convoy.

The casualties: the Filipino ferry Manila Bay 1 (p 6) and the Norwegian general cargo ship Heiko (p 10) suffering fires, the Greek-Panamanian bulk carrier Kyriakos (p 39) suffering a collision in Chittagong, the Japanese tanker Houn Maru suffering a typhoon in September 2018 (p 26) and the Greek-Cypriot container ship CSL Virginia suffering a collision on 7 October 2018 and causing an oil slick along the French Mediterranean coast (p 15).

The oldest: the Sazan, 67 years old, a general cargo ship, built in Germany, demolished in Turkey. The youngest ones: the two Chinese-built supply ships Delancey Tide and Gary Tide, 8 years old, demolished in India.
Greece, cleaning up in Eleusis Bay

Greece, west of Athens, Eleusis Bay (Elefsina) covers 68 km2 with a maximum depth of 37 m. Closed to the south by the island of Salamis, sheltered from winds, currents and waves, it is a favoured laid-up area in the Mediterranean for ships waiting for further trading; repair yards are available nearby before resuming service. In some cases, waiting have turned into dereliction. Over the decades, the bay and its surroundings have become a marine graveyard and a stock of spare parts. Old ferries, general cargo ships, tankers and other categories of all sizes ended up taking in water, capsizing or sinking. The Director of Greek Public Ports estimates that there are 52 wrecks in the bay and up to the port of Piraeus. In addition to the hazards to navigation, they are a chronic source of pollution.

Until now, the Greek State had not taken any initiative to eliminate what should be called a landfill. It releases asbestos, toxic paints, heavy metals, PCBs, hydrocarbons and other pollutants into the marine environment. The authorities argue that it is difficult to identify the owners, individuals or companies established in Greece or in third countries and various tax havens; they have disappeared or are bankrupt, bureaucratic or legal procedures are lengthy. Regulations have recently been put in place to allow the State to take possession and responsibility of these former vessels.

The Corfu Island ferry (ex-Apollon, ex-Ciudad de Tarifa) built in 1961 in Valencia, Spain, by Union Naval de Levante had capsized at the dock in Perama on 20 May 1986 under the weight of the steel plates stored on board for repair. The ship had not been dismantled and the wreck had been forgotten for 32 years. In October 2018, she was refloated. She is being cleaned up (extraction of sludge, scraping of shells embedded on the hull...) in the same shipyard in Perama.

The removal of Corfu Island is a first step. It did not cost the Greek State anything. The plan to evacuate the wrecks off the bay is part of the project to develop and upgrade Piraeus and neighbouring ports carried out by Chinese investors since their takeover in 2016. The director of the Eleusis Port Authority announced in early 2019 that 27 hazardous and particularly polluting wrecks will be evacuated as a priority. For his part, the Director of Public Ports believes that the ship dismantling sector could catch the opportunity to develop in Greece rather than continue exporting end-of-life ships to Turkey.
Car carrier, the International Car Show

Latest news from the Auto Banner

"Shipbreaking #53" (p 35) had left the Auto Banner in the port of Incheon (South Korea) after having suffered a devastating fire in May 2018. Announced to be broken up in August, her final destination was then undisclosed. The Auto Banner left under tow for a long-haul voyage. The wreck, polluted with soots and ashes, was beached in Chittagong on January 23, 2019 under Palau flag.

Auto Banner, departing Incheon under tow, bound for Chittagong. Screenshot by Vladimir

Auto Atlas. IMO 8608054. Length 199 m, 14,251 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Hyundai Glovis Co Ltd (South Korea). Detained in 2016 in San Diego (California, USA). Initially expected in India, the Auto Atlas finally headed towards Chittagong, where she will meet up one last time with her colleague the Auto Banner. 455 US$ per ton.


Van Cherry (ex-Barcelona, ex-Sierra Nevada Highway). IMO 9078232. Length 180 m, 13,826 t. Deflagged from Panama to Palau for her last voyage shortened to Cher. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Bocimar International NV (Belgium). Sold as is in Singapore for demolition in Bangladesh. 485 US$ per ton including 400 t of bunkers.

© Abu Tayab Raihan

© Okesa
Car ferries, asbestos palaces

Caribbean Galaxy (ex-AF Claudia Prima, ex-Riviera Adriatica, ex-Daedalus, ex-View of Nagasaki, ex-Onion, ex-Ferry Nishiki Maru, ex-Orion). IMO 7302342. Length 141 m, 7,158 t. Deflagged from Panama to Comoros for her last voyage. Classification society Registro Italiano Navale. Built in 1973 in Shimonoseki (Japan) by Hayashikane. She was operated on the Taiyo Ferry KK line connecting Osaka to Kanda, on the northern coast of Kyushu Island.

In 1989, she left for a second career in Greece, the favoured destination for Japanese ferries after the Philippines and Indonesia (see about this issue Robin des Bois' report "2008-2018, maritime and waterway passenger transport: more than 12,000 deaths"). She was refitted at Perama Shipyard (Greece) and later operated by Minoan Lines until 2005 on routes linking Greece and Italy. She then passed under the control of Italian shipowners. Detained in 2006 in Marseille (France). She was acquired at last in 2016 by the Sociedade de Consultores Maritimos Lda, SCMA (Portugal). She should have been chartered by Grimaldi Lines for operation on the Leghorn-Barcelona-Tangier service but actually never entered service for safety reasons. She has remained for two years and a half laid-up in Perama. She was finally towed for demolition in Turkey by the tug Christos XXXIV.

Kitakami. IMO 8815073. Length 192 m, 11,104 t. Deflagged from Japan to Niue for her last voyage shortened to Kita. Unknown classification society. Built in 1989 in Shimonoseki (Japan) by Mitsubishi. Owned by Taiheiyo Ferry KK (Japan). She was operated along with the Kiso and Ishikari on the daily service linking Tomakomai on Hokkaido island to Nagoya, south of Honshu Island, via Sendai. She was the oldest one in the fleet. She was sold to Trinitas Shipmanagement, an Indian specialist in end-of-life ships. 355 US$ per ton. The Kitakami still appears on Taiheiyo Ferry's advertisings. Announced in Colombo (Sri Lanka), she actually showed up in Alang on February 12.
Manila Bay-1 (ex-Utopia 3, ex-Ferry Suzuran, ex-Ferry Tenryu). IMO 7326609. Length 162 m, 7,451 t. Deflagged from Philippines to Palau for her last voyage shortened to Bay. Classification society Nippon Kaiji Kyokai. Built in 1973 in Mihara (Japan) by Koyo DY Co. Former Tokyu Ferry Co Japanese ferry. She was later sold to Shin Nihonkai Ferry Co and then Orient Line Ferry, two other Japanese companies.

The Japanese Utopia 3. © Takatoshi Kusumoto

In 2003, she is 30-year old. She takes the Filipino route: she is acquired by Carlos A Gothong Lines Inc based in Cebu (Philippines). She is one of the company's two vessels operating between Cebu-Manille-Davao. On the morning of February 12, 2007, a fire broke out on the bridge of the ferry that is docked in Cebu. The fire was under control at noon and no injuries were reported. The ship resumed her career. On October 20, 2016, the vessel was again docked at Cebu when a short circuit ignited a fire in the engine room; one of the crew suffered smoke intoxication and was brought to hospital. The ship's seaworthiness certificate was suspended by the Filipino authorities. This time she remained laid up. She was beached for demolition in India on November 6, 2018. She was 45-year old.

Arrival at Cebu. © Farm 8/Philippines Shipspotters

See about the exportation of old ferries Robin des Bois' report "2008-2018, maritime and waterway passenger transport: more than 12,000 deaths").

Moby Baby (ex-Earl Godwin, ex-Svea Drott). IMO 6606026. Length 99 m. Deflagged from Italy to Togo in June 2018. Classification society Registro Italiano Navale. Built in 1966 in Landskrona (Suède) by Oresundsvarvet. Sold by her Italian owner Moby SpA to Belinda Shipholding Corp based in the Marshall Islands and renamed Anemos prior to her departure for demolition in Turkey.

April 2007, Genoas (Italy). © Fabio Colabello
**Car ferries, the asbestos palaces / passenger ship**

*Schulpengat*. IMO 8802313. Length 110 m. Pavillon Pays-Bas. Classification society Lloyd’s Register of Shipping. Built in 1990 in Heusden (Netherlands) by Verolme. Owned by Texels Eigenstoomboot (Netherlands). Since her commissioning in 1990, she has been operated on the 20 minute-long crossing between Den Helder and Texel Island. She could carry 1750 passengers and 242 cars. After *Doktor Wagemaker* entered service in 2004, she was only used as a reserve vessel. On October 31, 2018, she left for Ghent (Belgium) to be broken up by Galloo Recycling.

![Schulpengat-1, in Gand (Belgium).](image)

*SMS Karta Negara* (ex-*Gonj-Zhu 5*, ex-*Prinsess*, ex-*Prinses Margriet*). IMO 6524773. Length 102 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1964 in Krimpen a/d Ijssel (Netherlands) by Van der Giessen-de Noord. Owned by Sekawan Maju Sejahtera (Indonesia). Since 2002, the ex Zeeland ferry *Prinses Margriet* had been connecting Merak (west of Java Island) and Bakauheni on Sumatra Island (Indonesia). She is being broken up in a local Indonesian yard at Bojonegara.

![SMS Karta Negara in Indonesia.](image)

**Passenger ship**

*Marella Spirit* (ex-*Thomson Spirit*, ex-*Spirit*, ex-*Nieuw Amsterdam*, ex-*Patriot*, ex-*Nieuw Amsterdam*). IMO 8024014. Length 215 m, 18,234 t. Deflagged from Malta to Palau for her last voyage shortened to *Mare S*; she appears in the Automatic Identification System (AIS) as *La Spirit*. Classification society Lloyd’s Register of Shipping. Built in 1983 in Saint-Nazaire (France) by Chantiers de l’Atlantique. Owned by Spirit Trading (Greece). Sold as is at Piraeus for demolition in India. 357 US$ per ton.

![Alang, December 2018.](image)
General cargo ship

October-November-December 2018

25 demolitions, in the average of the year, representing 4% of the global tonnage.
Two ships are over 200 m in length, they were broken up in India. All the others are less than 125 m in length. They were shared by India, Bangladesh and Turkey.
39 years: the average age at the time of demolition, 11 were more than 40 years of age.
80% : the detention rate prior to to demolition. As often, the category hogs the substandard ship podium with Shahd 1, Nika and Tiuboda, respectively 14, 12 and 9 detentions.


Arel (ex-Turhan Mildon, ex-Istanbul B, ex-Sehirli, ex-Markal, ex-Karadeniz İ). IMO 7634197. Length 77 m. Turkish flag. Classification society Phoenix Register of Shipping. Built in 1977 in Fener (Turkey) by Gemi-is. Owned by Arel Denizcilik (Turkey). Detained in 1998 in Kavala (Greece), in 1999 in Patras and in Chalkis (Greece), in 2002 in Antwerp (Belgium) and Bilbao (Spain), in 2003 in Cagliari (Italy) and Burnham on Crouch (United Kingdom) and in 2004 in Koper (Slovenia). Sold for demolition in Turkey.

Arkaim-3 (ex-Hendrik B, ex-Polarborg). IMO 8019318. Length 82 m, 1,767 t. Togolese flag. Classification society Cosmos Marine Bureau Inc. Built in 1982 in Groningen (Netherlands) by Nieuw Nord Neerlandse. Owned by Joint Venture 'Arkaim' (Russia). Detained in 2003 in Vladivostok (Russia), in 2006 in Gunsan (South Korea), in 2011 in Taicang (China) and Yantai (China), in 2012 in Incheon (South Korea) and in 2018 in Gunsan again. Sold for demolition in Bangladesh.


Ayder (ex-Polaris II, ex-Westwind I, ex-Agila, ex-St. Antonius, ex-Aros Mistley, ex-St. Antonius). IMO 7904920. Length 79 m. Turkish flag. Classification society Intermarine. Built in 1979 in Rendsburg (Germany) by Nobiskrug. Owned by MNF-Kibris Denizcilik (Turkey). Detained in 2001 in Hamburg (Germany), in 2002 in New Ross (Ireland), in 2003 in Husum (Germany) and in 2006 and 2007 in Ambarli (Turkey). Sold for demolition in Turkey.

Bodyer (ex-Algardas, ex-Boshnyakovo). IMO 8817863. Length 98 m, 2,153 t. Turkish flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1991 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Boduroglu Kumcakil Insaat (Turkey). Detained in 2011 in Kalilimenes (Greece). Since the end of 2012, the Bodyer was decommissioned and anchored unmanned off Aliaga along with two other vessels, Gofer B and Melek B. On February 1, 2015, a storm struck the Turkish coastline. The three ships dragged anchors, the guards aboard Gofer B and Melek B were air lifted. The two ships were demolished in Aliaga in August 2015 (Cf. "Shipbreaking# 41", p 29 and 30). The Bodyer ran aground near Foça. In October 2018, it's her turn to be towed to Aliaga.


Geroy (ex-Hero, ex-Wejherowo). IMO 7384285. Length 106 m, 2,587 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gdansk (Poland) by Gdanska Lenina. Owned by Chukotka Trading Co (Russia). She left Vladivostok and was beached for demolition in Bangladesh.


Emden (Germany), 20 July 2018. © CMP Klink


Heiko (ex-Rignantor, ex-Askita, ex-Bjerkosund, ex-Grete Sleire, ex-Hamlet). IMO 6900379. Length 55 m. Norwegian flag. Unknown classification society. Built in 1968 in Frederikshavn (Denmark) by Orskovs. Owned by Eidnes Bo (Norway). Detained in 2002 in Amsterdam (Netherlands). During the night of 19 to 20 September, storm Helena was blowing, the Heiko suffered an engine failure followed by a fire. The coaster ran aground on rocks off Flatøy (Norway), north of Bergen. She was finally salvaged and towed to the port of Askvoll. In October, she was sold to Norscrap, a metal recycler, for demolition in Hanøytangen, near Bergen.


general cargo ship

Nika (ex-Mika, ex-Professor Dormidontov), IMO 8858219. Length 114 m. Tanzanian flag. Classification society Ukraine Shipping Register. River and sea-going ship built in 1968 in Komarno (Slovakia) by ZTS Yard. Owned by Fos Shipping Management Ltd (Russia). Silver medalist among substandard ships this quarter with 12 detentions in 2002 in Torre Annunziata (Italy), twice in 2005 then once in 2007 in Izmit (Turkey), in 2012 in Gemlik (Turkey), in 2014 in Aliaga (Turkey), in 2015 in Aliaga again then in Kocaeli (Turkey), in 2016 in Kocaeli again, in 2017 in Poti (Georgia) and in 2018 in Kavkaz (Russia) and Rostov on Don (Russia). Sold for demolition in Turkey.

Rostov on Don (Russia), April 25, 2016. © Vladimir Vladislavlev


Sazan. IMO 8966224. Ex fishing trawler converted in 1998. Length 54 m. Turkish flag. Unknown classification society. Built in 1951 in Germany, she is the oldest ship of the quarter. Owned by Pirireis Denizcilik (Turkey). Sold for demolition in Turkey.

Istanbul (Turkey), May 3, 2009. © Dieter Kannengiesser
Shahd 1 (ex-Nagham F, ex-Loire, ex-Atlantic Trader, ex-Pep Regulus, ex-Mercandian Prince). IMO 7431143. Length 96 m, 1,727 t. Palau flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Feast Marine Shipping Agency (Egypt). Gold medalist among substandard ships this quarter with 14 detentions in 2000 in Antwerp (Belgium) and Aveiro (Portugal), in 2004 in Koper (Slovenia), in 2005 in Mersin (Turkey), in 2006 in Odessa (Ukraine), Bari and Taranto (Italy), in 2007 in Damietta (Egypt), Constanta (Romania) and in Taranto again, in 2009 in Damietta, again and in 2012 and twice in 2014 in Suez (Egypt). Sold for demolition in Pakistan.

Shahd 1, Suez (Egypt) © Jurij S


Tiuboda (ex-Janat, ex-Allaguiia, ex-Irfan Akansu, ex-Allaguiia, ex-Irfan Akansu, ex-Erim Kaptan, ex-Mustafa Bey, ex-Haci Harif Kaptan). IMO 7517650. Length 80 m. Bolivian flag. Unknown classification society. Built in 1977 in Fener (Turkey) by Gaye. Bronze medalist among substandard ships with 9 detentions in 1999 in Cartagena (Spain), in 2002 in Sevilla (Spain) and Manfredonia (Italy), in 2003 in Cagliari (Italy) and Rijeka (Croatia), in 2008 in Castellon de la Plana (Spain), in 2011 in Chioggia fo 56 days, in 2012 in Alexandria (Egypt) for 41 days and in 2013 in Alexandria again. Owned by Al Tweny Mig (Libye). The Tiuboda arrived in Malta in 2015 at Cassar Ship Repair yard. She was seized in November 2015 : the 229,000 € bill was unpaid. On November 7, 2018, she left Malta under tow bound for Aliaga shipbreaking yards.

Tiuboda, Malta. © Thomas Büsch

Container ship, Kings of Box in chaos

October-November-December 2018

37 demolitions. 20% in units, 19% in tonnage. Since the beginning of the year, container ships have been offered a respite. The flow has resumed: 59% of container ships demolished in 2018 were demolished in the 4th quarter. The category takes the 2nd place. India and Bangladesh account for 89% of the tonnage. 33 are "small" container ships with a capacity less than 2500 boxes. The average age is 23 years. 12 belonged to European shipowners and were demolished in India or Bangladesh. 6 were flying a European flag until the funeral. Only the Maltese Petalidi was beached in India under the flag she used to be operated. All the others have been deflagged. Among them was the CSL Virginia, engaged in a collision off Corsica, repaired in Turkey and beached in Bangladesh (Cf. p. 15).


ANL Wahroonga (ex-Conti Gothenburg, ex-Hanjin Gothenburg, ex-CMA CGM Seattle, ex-Hanjin Gothenburg). IMO 9235103. 5551 teu. Length 275 m, 23,350 t. Portuguese flag until November 2018 then Liberia and finally Palau for her last voyage renamed Other. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2010 in Shenzhen (China). Sold as is in Singapore for demolition in India. 462 US$ per ton.


Bella J (ex-Sunman, ex-Inori, ex-Sunman, ex-Iyo). IMO 9104512. 1613 teu. Length 193 m, 8,186 t. Deflagged from Cyprus to Saint Kitts and Nevis for her last voyage shortened to Ella. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Victoria Oceanway Ltd (Greece). Detained in 2001 in Singapore and in 2016 and 2018 in Hong Kong (China). Sold as is in Hong Kong for demolition in Bangladesh. 455 US$ per ton.

Camilla (ex-Camilla Rickmers, ex-MOL Unifier, ex-Niledutch President, ex-Camilla Rickmers, ex-CSAV Livorno, ex-Camilla Rickmers, ex-CCNI Anakena, ex-Camilla Rickmers). 1728 teu. IMO 9105982. Length 184 m, 7,771 t. Deflagged from Gibraltar to Palau for her last voyage altered to Camilla-1. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Regal Agencies Corp (Greece). In February 2017, a Ukrainian seafarer was killed when a cracked pipe in the engine room gushed hot water. Sold as is in Singapore for demolition in Bangladesh. 460 US$ per ton.


![Cielo di Agadir, October 2013, Tangier (Morocco). © Jerzy Nowak](image)


![Koper (Slovenia), October 2018. © Marjan Stropnik](image)  
![Aliaga, December 2018. © Captain Selim](image)
**CSL Virginia (ex-Virginia, ex-APL Virginia).** IMO 9289568. 5047 teu. Length 294 m, 21,188 t. Cyprus flag then Liberia, and finally Mongolia for her last voyage as Virgin Star. Classification society Lloyd's Register of Shipping. Built in 2005 in Samho (South Korea) by Hyundai. Owned by Cyprus Sea Lines Co Ltd (Greece).

Ripped open from his collision on October 7 with the Tunisian car ferry Ulysse while she was idle and anchored off Cape Corse. The accident caused an oil spill that extended along the French Mediterranean coastline from Saint-Tropez (Var) to Cerbère (Pyrénées-Orientales).

On October 24, the CSL Virginia was allowed to leave the accident site on her own power and head for a repair yard. Announced in Constanta (Romania), she actually stopped on November 1st at Yalova Besiktas shipyards (Turkey) in the Marmara Sea; in the meantime she has become the Virgin Star.

On December 25, the ex CSL Virginia left: she was deflagged to Liberia, heading for the scrapyard. She was expected in Alang. On December 31, she was waiting off Port Said, the gateway to the Suez Canal. On January 4, she left Suez after sailing down the canal and announced to be heading for Duqm, in the Sultanate of Oman. Another lure, a few days later, she revealed her true and final destination: it would be Chittagong, Bangladesh. She found a buyer paying US$ 488 per ton, the high range of prices offered by the yards. She was beached on February 2. According to the Chittagong Port Authority, she was then sailing the Mongolian flag.

From 1 January 2019 onward, the Cyprus-flagged CSL Virginia should have been demolished in a yard approved by the European Union. The San Giorgio del Porto SpA facility in Genoa, which deconstructed the Costa Concordia, has just entered the European list. It was from the port of Genoa that the container ship set off to reach her fatal anchorage.

The escape towards Asia a week before the entry into force of the European regulation on ship recycling is further bad news for the European recycling industry. The deflagging of the Cypriot CSL Virginia in November demonstrates the reluctance of European shipowners to comply with European regulations. Considering the current prices in shipbreaking yards, her sale to a Bangladeshi yard brought in more than $10 million for the shipowner and middlemen; in Turkey it would have brought in "only" $5.2 million. From the site of her accident, the CSL Virginia travelled 3000 km to Turkey, then another 11,000 km to Chittagong. The distance between Cape Corse and Genoa is 150 km.

See also Robin des Bois’ press releases (French language)
- Accident de la route en Méditerranée, October 9
- Une marée noire obscure, October 23
- Mouillage sur la bande d’arrêt d’urgence, October 30, 2018
- Le CSL Virginia est devenu le Virgin Star, October 31, 2018
- Une cascade de boulettes made in Med, 3 December 3, 2018
- Depuis la Corse jusqu’à Alang, 31 December 31, 2018
Container ship, the Kings of Box in chaos


**Hyundai Glory**. IMO 9267936. 4648 teu. Length 295 m, 21,253 t. Deflagged from Panama to Palau for her last voyage shortened to Glory 1. Classification society Korean Register of Shipping. Built in 2004 in Kobe (Japan) by Mitsubishi. Owned by Hyundai Merchant Marine Co Lt (South Korea). Sold as is in Busan (South Korea) for demolition in Bangladesh. 465 US$ per ton including 350 t of bunkers.


Entrée en baie de San Francisco (USA), 18 June 2013. © Charles Pripper


Pacific Pearl (ex-Bunga Mas Lapan). IMO 9150860. 739 teu. Length 133 m, 4,727 t. Deflagged from Panama to Comoros for her last voyage shortened to P Pearl. Classification society Korean Register of Shipping. Built in 1998 in Pasir Gudang (Malaysia) by Malaysia Shipyard. Owned by Gemadept Shipping Ltd Co (Vietnam). Detained in 2015 in Hong Kong (China). Sold as is in Singapore for demolition in Bangladesh. 441 US$ per ton.
Pathein Star (ex-Independent Voyager, ex-Sea Voyager, ex-Nautique). IMO 9064762. 1468 teu. Length 167 m, 6,660 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to Path Star. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warna Werft. Owned by Continental Shipping Line Pte Ltd (Singapore). Detained in 2010 in Alexandria (Egypt) and in 2013 at Piraeus (Greece). Sold for demolition in Bangladesh. 450 US$ per ton.

Paul Abrao (ex-Merkur Cloud, ex-Kota Molek, ex-Merkur Cloud, ex-Calapalos, ex-Merkur Cloud). IMO 9135925. 1618 teu. Length 168 m, 7,393 t. Deflagged from Panama to Palau for her last voyage shortened to Paul. Classification society Indian Register of Shipping. Built in 1996 in Wismar (Germany) by Mathias Theesen Werft. Owned by Medallion Marine Pvt Ltd (India). Detained in 2015 in San Antonio (Chile) and in September 2018 in Chittagong (Bangladesh). The Paul Abrao was in a waiting area in Colombo (Sri Lanka) and was finally beached in Alang in late December. 460 US$ per ton including 300 t of bunkers.

Paul Abrao, docked at Port Khalid, Sharjah, May 5, 2018. © Rutger Hofma

PDZ Mewah (ex-ID Asia, ex-MSC Ibiza, ex-Judith Schulte, ex-P&O Nedlloyd Curacao, ex-Judith Schulte, ex-Maersk Conakry, ex-FAS Lattaquie, ex-Judith Schulte, ex-Libra Barcelona, ex-Judith Schulte, ex-TSL Gallant, ex-Judith Schulte). IMO 9064009. 1016 teu. Length 150 m, 5,196 t. Deflagged from Malaysia to Palau in October 2018 then to Saint Kitts and Nevis for her last voyage shortened to Mewah-1. Classification society Nippon Kaiji Kyokai. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by PDZ Lines (Malaysia). In February 2017, the vessel was detained at the request of Singaporean supplier Dan-Bunkering for unpaid bunker bills. She was released by Kuala Lumpur High Court in June 2017. In the wake, the Malaysian shipowner announced the sale of the ship for demolition through Somap International Pte Ltd based in Singapore. After being deflagged twice, the container ship was towed by the Ning Hai Tuo 5001 (IMO 9573452) and beached in Chittagong on December 9.


Rothorn (ex-MOL Amazonas, ex-Guatemala, ex-Rothorn). IMO 9126986. 1122 teu. Length 157 m, 5,780 t. Deflagged from Antigua & Barbuda to Palau for her last voyage shortened to Thorn. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Stralsund (Germany) by Volkswerft. Owned by Reederei Stefan Patjens GmbH & Co KG (Germany). Sold as is in Jacksonville (USA). 335 US$ per ton. She left the USA in mid-November 2018, was kept waiting off Port Said (Egypt) for a while, sailed down the Suez Canal and re appeared off Alang on January 7, 2019.


TVL Xiamen (ex-Pacific Glory, ex-Bunga Mas Tujuh). IMO 9150858. 737 teu. Length 133 m, 4,718 t. Deflagged from Hong Kong to Palau for her last voyage shortened to Xiamen. Classification society Korean Register of Shipping. Built in 1997 in Pasir Gudang (Malaysia) by Malaysia Shipyard. Owned by TVL Marine Co (Taiwan). Detained in 2000 and 2002 in Singapore. Sold as is in Taiwan, TVL Xiamen made one last voyage to Shanghai and then left towards. 382 US$ per ton.


Reefer

*Chaiten*. IMO 8700230. Length 152 m, 7,168 t. Bahamian flag. Classification society Bureau Veritas. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Chartworld Shipping Corp (Greece). Detained in 2007 in Turkey. Prior to her departure for demolition in India, the Chaiten was anchored in the Maltese waters.


*Joint Frost*. IMO 7802419. Length 83 m. Curacao flag. Classification society Bureau Veritas. Built in 1979 in Brattvaag (Norway) by Brattvaag Johansen Skipsinredning A/S. Owned by Seatrade Groningen BV (Netherlands). Since 1998, the Joint Frost had been connecting Port Moin (Costa Rica) and Tampa (Florida, USA) with a transit time of 4 days. Two of her refrigerated cargo holds had been fitted with tanks to carry orange juice. Since the Juice Express entered service in April 2018, the Joint Frost had been laid-up in Petersburg, Florida. On October 20, she left the USA and arrived on December 9 in Bahia Honda, the Cuban shipbreaking yard (Cf Demolition in Cuba "Shipbreaking # 50" p 4-5).

*Limanskiy*. IMO 8423612. Length 85 m, 1,776 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Klaipeda (Lithuania) by SZ Baltiya. One of the 27 units of the Moryana series or project 12911. Initially she was a factory-ship designed for pump catching with electric light and the production of spiced salted sprats and sprat preserves. Her homeport was Okhotsk, in the Russian Far East. Converted into reefer in 2013 with Vladivostok as homeport. Owned by Lodia LLC (Russia). Sold for demolition in Bangladesh.

October 2018, Seavic Aremar is leaving Phuket (Thailand), bound for Chittagong. © Eddie Moe - capture d'écran


Factory ship

Isadora (ex-Stark, ex-Atlantic Storm, ex-Stark, ex-Spassck, ex-Lotus, ex-Antares, ex-Oceanis 7, ex-Atlantis 2, ex-Isadora, ex-Georgiy Panov, ex-Kapitan Purgin). IMO 7721603. Length 102 m, 1,408 t. Unknown flag, Cook Islands until August 2017. Unknown classification society. Built in 1977 in Stralsund (Germany) by Volkswerft VEB. One of the 201 Prometey-type ships or project Atlantik 464 built by the East German shipyard or by Santierul Navale Braila in Romania from 1972 to 1989. Designed for fishing, and the production of frozen fish, canned fish-liver, fish meal and fish-liver oil. Laid up for several years in Las Palmas (Canary Islands, Spain), she was renamed Morena in 2017 after she was acquired by Novell Ltd based in the Seychelles Islands but never sailed under this name. She is being broken up in Las Palmas by Logiscrap S.A.

Isadora, 9 January 2015, Las Palmas (Canary Islands, Spain). © Rick Vince

Demolition, 11 November 2018
Ro Ro


Moma (ex-Citeca, ex-Niledutch Nordica, ex-Nordica, ex-Berulan, ex-Scandutch Liguria, ex-Berulan, ex-Hans Behrens). IMO 8320638. Length 105 m, 2,500 t. Togolese flag. Classification society Cosmos Marine Bureau Inc. Built in 1984 in Bremerhaven (Germany) by Rickmers. Owned by Navis Shipping LLC (Russia). Detained in 2012 in Busan (South Korea) and Vladivostok (Russia); in 2013 in Akitafunagawa (Japan), in 2016 in Ishinomaki (Japan) and in 2017 in Nanao (Japan).

On 13 January 2015, the cambodian-flagged Citeca is docked in Akita (Japan). Her 4,100 m$^3$ cargo of plywood packed up in plastic film took fire. The 14 Russian crew was evacuated. The fire was finally extinguished after 9 days of firefighting. The ship was repaired, renamed and resumed operations. Sold for demolition in Bangladesh.

Sabrina (ex-Rugalson, ex-Baltic Sprinter, ex-Oparis, ex-Global Oparis, ex-Oparis, ex-Obotrita, ex-Ville de Syrte, ex-Obotrita). IMO 7907336. Length 92 m. Deflagged from Italy to Saint Kitts and Nevis for her last voyage shortened to Abrina. Classification society Registro Italiano Navale. Built in 1980 in Ross (Germany) by Howaldtswerke-DW. Owned by Logbrin Shipping (Italy). She was laid up in Kotor (Montenegro) and announced to be broken up since 2014. She was finally towed and beached in Aliaga on 28 November 2018.
Tanker
Oil tanker, chemical tanker, gas carrier, combination carriers (OBO)

October-November-December 2018

56 demolitions. 31% of ships, 49% of tonnage. The n°1 category.
97% are destined to the Indian subcontinent, half of which to Bangladesh.
20% are subject to last-minute bargaining before heading to the highest bidder.
None of them have been demolished in Europe.

Oil Tanker
46 demolitions. 82% of tankers.
67% were deflagged prior their departure for demolition.
100% of deflagged ships were destined to the Indian subcontinent
Their age ranges from 15 years for the Chinese-built Georgis Nikolos and Kyriakoula to 53 years for the USA-built floating storage unit Didon. The average age at the time of demolition is 25 years.


Belokamenka (ex-Berge Pioneer). IMO 7708314. Length 340 m, 52,224 t. Bermuda flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Chiba (Japan) by Mitsui. Owned by BW Offshore Norway AS (Norway). Used as a floating storage unit (FSO) in Murmansk (Russia) depuis 2004. After termination of her contract in 2015, she left Russia to be laid up in Labuan (Malaysia). In 2018, she was finally sold as is for demolition in the Indian subcontinent. 405 US$ per ton including 1200 t of bunkers. She has not left her anchorage site yet.
The Malaysian shipowner American Eagle Tankers continues to rejuvenate its fleet. After the delivery of new ships at the beginning of the year, the Eagle Barcelona, Eagle Brisbane, Eagle San Francisco, Eagle San Jose, and after the demolition of the Eagle Phoenix ("Shipbreaking # 52") and Eagle Austin ("Shipbreaking # 53"), 5 other ships were sold this quarter. Bunga Kelana 4 and 6 were the first to be beached in Bangladesh. The Eagle Anaheim, Eagle Atlanta and Eagle Augusta were waiting in Singapore, their final destination was undisclosed. All were sold to Prayati Shipping, an Indian specialist in the purchase of end-of-life ships; US$ 445 per ton. All of them have been deflagged and their names have lost the the company's Eagle. The T Augusta arrived in Chittagong on February 6. She should later be joined by the S Atlanta and S Anaheim.

**Bunga Kelana 4.** IMO 9178343. Double hull. Length 244 m, 17,060 t. Deflagged from Malaysia to Comoros for her last voyage shortened to Kelana 4. Classification society American Bureau of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai.

**Bunga Kelana 6.** IMO 9169718. Length 244 m, 17,064 t. Deflagged from Malaysia to Palau for her last voyage shortened to S Bunga. Classification society American Bureau of Shipping. Double hull built in 1999 in Ulsan (South Korea) by Hyundai.

**Eagle Anaheim.** IMO 9182942. Length 247 m, 16,717 t. Deflagged from Singapore to Palau for her last voyage shortened to S Anaheim. Classification society Bureau Veritas. Double hull built in 1999 in Mihara (Japan) by Koyo Dockyard.

**Eagle Atlanta.** IMO 9182930. Length 247 m, 16,717 t. Deflagged from Singapore to Palau for her last voyage shortened to S Atlanta. Classification society Bureau Veritas. Double hull built in 1999 in Mihara (Japan) by Koyo Dockyard.

**Eagle Augusta.** IMO 9176034. Length 244 m, 16,830 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage shortened to T Augusta. Classification society American Bureau of Shipping. Double hull built in 1999 in Geoje (South Korea) by Samsung.

**Chemtrans Sky (ex-Asopos).** IMO 9185504. Double hull. Length 229 m, 13,310 t. Deflagged from Liberia to Comoros for her last voyage shortened to Emtrans. Classification society American Bureau of Shippin. Built in 2000 in Dalian (China) by Dalian New SB HI Co. Owned by Chemikalien Seetransport GmbH (Germany). Sold as is in Singapore for demolition in Bangladesh. 435 US$ per ton.

![Chemtrans Sky](image)

**Chemtrans Sky, in Brownsville (Texas, USA) 1er December 2013. © Stephen C Walter Sr**

**Didon (ex-S/R New Orleans, ex-Exxon New Orleans, ex-Esso New Orleans).** IMO 6506305. Single hull converted in 1997 to a floating storage unit (FSO). Length 244 m, 14,498 t. Deflagged from Panama to Comoros for her last voyage as Fido. Classification society American Bureau of Shipping. Built in 1965 in Newport News (USA) by Newport News SB. Detained in 2018 in Bizerte (Tunisia). Sold by her owner Hydocarubes Didon Ltd based in Jersey (United Kingdom) to Ship Recycling Investment registered in Liberia. She left Sfax (Tunisia) on September 20, awaited in Suez (Egypt) and was finally beached in Pakistan on December 5.
DS Velvet (ex-Ashna, ex-Nordbay). IMO 9148635. Length 330 m, 41,566 t. Deflagged from Marshall Islands to Palau for her last voyage shortened to Volt. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Samho (South Korea) by Halla. Sold to Cosmic King Holding Ltd registered in Liberia prior to her departure for demolition in Pakistan. The German shipowner DS Tankers Gmbh & Co Kg is persisting. This is the 6th tanker that the company scrapped in Bangladesh, India or Pakistan in 2018. On July 16, a fire broke out during the demolition of the DS Vada in Gadani (See "Shipbreaking # 52", p 2). No fatalities were officially reported. Robin des Bois regrets that the German authorities have apparently not brought any legal proceedings against DS Tankers for endangering lives and illegal export of hazardous waste.

See the chapter on American Eagle Tankers (AET) on the previous page

Eagle Anaheim. IMO 9182942.
Eagle Atlanta. IMO 9182930.
Eagle Augusta. IMO 9176034.


Georgis Nikolos. IMO 9265732. Double hull. Length 229 m, 13,806 t. Deflagged from Greece to Palau for her last voyage shortened to S Georgis. Classification society American Bureau of Shipping. Built in 2003 in Shanghai (China) by Hudong Shipyard. Detained in 2008 in Long Beach (California, USA) and in 2018 in Montreal (Quebec, Canada). Sold by her Greek owner Diamlemos Shipping Corp to Prayati Shipping Pvt Ltd based in India prior to her departure for demolition in Bangladesh.


Robin des Bois - 25 - Shipbreaking # 54 – March 2019
Hajara (ex-Khadija, ex-Sidsel Knudsen). IMO 9019779. Double hull. Length 162 m, 7,290 t. Deflagged from Nigeria to Palau in April 2018. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Seville (Spain) by AESA. Owned by A A Rano Nigeria Ltd (Nigeria). Sold in April 2018 to Ascent Enterprises Ltd based in the British Virgin Islands. In October 2018, she was put up for sale again as "scrap vessel" for 2.9 million US$, i.e. 398 US$ per ton. The final destination is still unknown.

Houn Maru (ex-Kakuyu Maru). IMO 9154165. Length 91 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Hashihama (Japan) by Shin Kurushima. Owned by Hinode Shipping Co Ltd (Japan). On September 4, 2018, the Houn Maru was anchored on ballast in Osaka Bay, awaiting the passage of typhoon Jebi. She is routinely used to supply kerosene to Osaka's Kansai International Airport. The wind was blowing at least 216 km/h, the maximum speed measured by the tanker's wind gauge. The Houn Maru dragged her anchor and crashed in the airport access bridge. The crew was airlifted. Of the 50 ships that had taken shelter in the Bay, 9 went adrift, the Houn Maru is the only one to have suffered a major accident and caused serious damages. She was towed to safety a few days later and then, on September 29, was declared to be broken up. Her final destination is unknown.


Kyriakoula. IMO 9265720. Length 229 m, 13,795 t. Deflagged from Liberia to Palau for her last voyage. Classification society American Bureau of Shipping. Double hull built in 2003 in Shanghai (China) by Hudong Shiyard. Owned by Diamlemos Shipping Corp (Greece). Sold for demolition in Bangladesh.

Antwerp (Belgium), May 21, 2016. © Miranda Reiffers

Lourdes (ex-Vijaydoort, ex-Tomoe 7). IMO 8316986. Length 115 m, 2,402 t. Comoros flag for her last voyage renamed Tala. Classification society Indian Register of Shipping. Built in 1984 in Imabari (Japan) by Asakawa. Sold by her Indian owner Seven Islands Shipping Ltd to Desire Shiptrade SA registered in the Marshall Islands prior to her departure for an undisclosed destination of demolition.


Moscow River. IMO 9165542. Length 243 m, 16,290 t. Deflagged from Liberia to Palau for her last voyage shortened to S River. Classification society Lloyd's Register of Shipping. Double hull Built in 1999 in Tsu (Japan) by NKK. Owned by SCF Management Services (United Arab Emirates). Sold for demolition in the Indian subcontinent. 440 US$ per ton including 250 t of bunkers.

Moscow University. IMO 9166417. Length 243 m, 16,638 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull Built in 1999 in Tsu (Japan) by NKK. Owned by SCF Management Services (United Arab Emirates). In May 2010, the Moscow University was attacked by Somali pirates. The crew had locked down themselves safe in the engine compartment. The tanker was finally freed by the Russian navy vessel Marshal Shaposhnikov supported by the NAVFOR European forces and resumed trading. Sold for demolition in the Indian subcontinent. 440 US$ per ton including 250 t of bunkers.

New Horizon (ex-Bunga Kelana Satu). IMO 9131113. Length 244 m, 16,991 t. Deflagged from Liberia to Palau for her last voyage shortened to Horizon-1. Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by New Shipping Ltd (Greece). Sold to Vega Marine Ltd registered in Marshall Islands prior to her departure for demolition in Bangladesh. 455 US$ per ton.
Before summer 2018, NAT, in financial difficulty, had to sell 8 of its oldest vessels. All had been deflagged, renamed and discreetly beached in Bangladesh or India. (See “Shipbreaking # 52”, p 58).

On November 22, 2018, the series continues. NAT announces by press release to its shareholders the sale of two other tankers, Nordic Aurora and Nordic Sprite, for US$10 million net each. The company does not mention that this is a sale for demolition while referring to requirements consistent with the Hong Kong Convention. It is thus implied without further detail that the demolition of the two tankers would be carried out according to the best social and environmental standards. However, according to information provided by brokers, the Nordic Sprite and Nordic Aurora were sold without gas free for hot works certificates. In view of official regulations in India, Pakistan and Bangladesh, this inerting should be the responsibility of the yard. If it is really done. But NAT does not care about this issue. After departing from Khor Fakkan, the Nordic Sprite and Nordic Aurora were expected in India. In the end, they extended the trip, were deflagged, and became respectively the Decathlon and Spyros K. The ex Nordic Sprite was beached in Chittagong on 12 January, the ex Nordic Aurora on 25 January.

Nordic Aurora. IMO 9159672. Length 274 m, 23,098 t. Deflagged from Liberia to Palau for her last voyage as Spyros K. Classification society American Bureau of Shipping. Double hull built in 1999 in Geoje (South Korea) by Samsung. Owned by Nordic American Tankers (Norway). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 442 US$ including 800 t of bunkers. She had been said to be sold for demolition as is in Singapore in June 2018 for 447 US$ per ton, along with 8 other NAT tankers. The sale of Nordic Aurora was delayed. This time the ship was sold as is in Khor Fakkan for 442 US$ per ton. She was beached in Bangladesh.

Nordic Sprite. IMO 9159684. Length 274 m, 23,172 t. Deflagged from Liberia to Comoros for her last voyage renamed Decathlon. Classification society Det Norske Veritas / Germanischer Lloyd. Double hull Built in 1999 in Geoje (South Korea) by Samsung. Owned by Nordic American Tankers (Norway). Sold as is in Khor Fakkan (United Arab Emirates). 442 US$ including 1500 t of bunkers. She was beached in Bangladesh.
Oaktree (ex-Theresa Crystal, ex-Pacific Crystal, ex-Hastula). IMO 9047374. Double hull. Length 183 m, 9,002 t. Deflagged from India to Saint Kitts and Nevis for her last voyage shortened to Oak. Classification society Indian Register of Shipping. Built in 1993 in Incheon (South Korea) by Halla. Owned by Seven Islands Shipping Ltd (India). Detained in 2013 in Durban (South Africa). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 460 US$ per ton including 200 t of bunkers.


Order (ex-Divine Order, ex-Pacific Ruby, ex-Haminea). IMO 9048093. Length 183 m, 9,002 t. Deflagged from Liberia to Palau in October 2017 then to Djibouti for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1994 in Incheon (South Korea) by Halla. Detained in 2004 in Sydney (Australia) and in 2006 in Esperance (Australia). The Divine Order owned by Corinthians Shipping (Nigeria) was sold for demolition in Spring 2018 to the India-based Sals Shipping, shortenned to Order and deflagged to Palau (Cf. "Shipbreaking # 52"). The voyage towards the shipbreaking yards went wrong, the old tanker, under tow, nearly ran aground on the South African coast on May 4. She was salvaged at the very last moment by the South African salvage tug SA Amanda. In October 2018, she was resold to a specialist in ships to be broken up, Ace Ship Recycling Pte Ltd based in Singapore and partner of the Indian shipbreaking yard JRD Industries (plot 30). This time, she reached destination and was beached in Alang on October 30.

oil tanker

**Pearl.** IMO 9103829. Length 185 m, 12,416 t. Deflagged from Greece to Comoros for her last voyage shortened to *Earl.* Classification society Lloyd's Register of Shipping. Double hull built in 1996 in Nikolayev (Ukraine) by Chernomorskyi SZ. Owned by Avin International Ltd (Greece). Detained in 2016 in Bonaire (Leeward Antilles, Netherlands). Sold for demolition in Bangladesh. 450 US$ per ton including 30 t of bunkers. According to shipbrokers, les conditions ne vente n'incluent pas l'inertage des citermes qui sera de la responsabilité and in la charge du chantier. According to the brokers, the sale conditions do not guarantee the tanker will be gas free; the responsibility and the costs are shifted to the yard.

**Princess Oge** (ex-*Turid Knutsen*). IMO 9039884. Double hull. Length 162 m, 7,915 t. Deflagged from Liberia to Palau for her last voyage shortened to *Princess.* Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Gijon (Spain) by Juliana Gijonesa. Owned by Gobel Marine Services Limited (Nigeria). Detained in 2016 in Apapa (Nigeria). In September 2017, the *Princess Oge* was arrested by the Nigerian Navy for smuggling oil from Lome (Togo) to Nigeria. 22 tons of oil were diverted and illegally transferred on a tanker trafficking in Calabar (Nigeria). In September 2018, she left Lagos (Nigeria), called at Port Louis (Mauritius) in early October and was beached in Bangladesh.


Saffron (ex-Beijing, ex-Hellespont triumph, ex-Pecos). IMO 9160217. Length 274 m, 22,615 t. Deflagged from India to Saint Kitts and Nevis for her last voyage shortened to Affron. Classification society Indian Register of Shipping. Double hull built in 1998 in Okpo (South Korea) by Daewoo. Owned by Seven Islands Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 468 US$ per ton.

Samos C (ex-Samothraki). IMO 8618891. Length 183 m, 9,550 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Busan (South Korea) by Korea SB & E Corp. Owned by Caroil Transport Marine Ltd (Cyprus). Sold as is in Cuba for demolition in Bangladesh. 325 US$ per ton.


Spero (ex-Seaservice). IMO 9197131. Double hull. Length 247 m, 16,717 t. Deflagged from Hong Kong to Palau for her last voyage shortened to Pero. Classification society Lloyd's Register of Shipping. Built in 1998 in Mihara (Japan) by Koyo Dockyard. Owned by Sea Service Shipping Ltd (Hong Kong, China). Announced sold for demolition in Bangladesh "for green recycling in a yard compliant with the Hong Kong Convention" according to shipbrokers. 417 US$ per ton including 120 t of sludges.

Sung Hae. IMO 9111412. Length 120 m, 2,895 t. Deflagged from South Korea to Palau for her last voyage shortened to Sung I. Classification society Korean Register of Shipping. Built in 1995 in Masan (South Korea) by Korea Tacoma. Owned by Hansun Shipping Co Ltd (South Korea). Revendu in Somap International Pte Ltd registered in Singapore prior to her departure for demolition in Bangladesh.

Tessalina (ex-Voyager 1, ex-Tamar). IMO 9105061. Length 181 m, 9,453 t. Panamanian flag. Classification society Polish Register of Shipping. Double hull Built in 1996 in Pula (Croatia) by Uljanik. Owned by Octavia Shipping Cosa (Panama). Renamed Bahama prior to her departure from Khor Fakkan (United Arab Emirates), she announced to be heading for Alang and was finally beached in Pakistan on December 15.

Vedika Prem (ex-Dynamic Express). IMO 9032680. Length 180 m, 9,122 t. Deflagged from India to Comoros for her last voyage shortened to Prem. Classification society Indian Register of Shipping. Double hull Built in 1993 in Shitanoe (Japan) by Minami-Nippon. Owned by Mercator Ltd (India). Sold for demolition in Bangladesh. 440 US$ per ton.

Chemical tanker
Cassendra (ex-Voyager 2, ex-Cassendra, ex-Voyager 2, ex-Temryuk). IMO 9105097. Length 181 m, 9,597 t. Deflagged from Panama to Palau for her last voyage renamed Prem. Classification society Bureau Veritas. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Dominga Shipping Co Ltd (Seychelles). Sold to Castle Hill Pacific Ltd registered in the British Virgin Islands prior to her departure for demolition in India.

Nireas (ex-Taman Voyager, ex-Metin Akar, ex-Global Vika, ex-Chem Marigold, ex-Pacific Ambassador, ex-Urai, ex-Pavlovsk, ex-Belanya). IMO 9065170. Double hull. Length 179 m, 10,830 t. Deflagged from Tanzania to Palau for her last voyage renamed Pro. Classification society Bureau Veritas. Built in 1995 in Saint Petersburg (Russia) by Admiralty. Owned since April 2016 by Serenity Shipping Co Ltd registered in Panama. Detained in 2003 in Martigues (France) and in 2012 in Bandar Abbas (Iran). Sold for demolition in India.

Vinlandia (ex-Nando, ex-Nabeul). IMO 7800100. Length 95 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1979 in Geesthacht (Germany) by Ernst Menzer-Werft. Owned by Adorsea Srl (Italy). Detained in 2003 in Martigues (France), in 2007 in Bordeaux (France), in 2012 in Sevilla (Spain), in 2016 in Ortona (Italy) and Novorossiysk (Russia) and in 2017 in Sète (France). Sold for demolition in Turkey.
**Gas carrier**


*BW Helios, Brevik (Norway), 19 January 2011.* © Tomas Oelberg-Jacobsen


*Tenaga Lima, Japon. Collection Kees Helder*

**Combination carrier (OBO)**


*SKS Trinity, unloading at Endesa de Porto Torres terminal (Sardinia, Italy) © cdm S Nappi TWE Srl*
Drilling ship


Bedford Dolphin © Dolphin Drilling

Transocean Inc, based in Switzerland, is reducing its costs. Cold stacking of an idle drilling ship still costs US$15,000 per day (see "Shipbreaking # 50", p 27). After the demolition of 5 platforms and one ship at the end of 2017, the company is getting rid off three other deepwater drilling vessels that had been laid up for several years. Depending on the laid up zone, they were directed towards India or Turkey. Transocean put forward an "environmentally responsible recycling".

Deepwater Discovery. IMO 9203679. Length 228 m, 37,833 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2000 in Geoje (South Korea) by Samsung. Laid up since March 2015 in Port of Spain (Trinidad and Tobago). Sold to Rota Shipping Inc based in Panama prior to her departure for demolition in Turkey under tow of the Alp Winger (IMO 9367504).


Offshore service vessel

Supply


Diavlos Pride (ex-Mega One, ex-Carangue, ex-Pilot Fish, ex-Maersk Handler, ex-Smit-Lloyd 119, ex-Atlas Tasman), IMO 7914470. Length 64 m. Panamanian flag. Classification society Bureau Veritas. Built in 1980 in Geoje (South Korea) by Samsung. Chartered for 15 years from 1994 to 2009 as Carangue by the French Navy as a high sea support and salvage vessel. Her homeport was Toulon and she was assigned to rescue and salvage duties in the Mediterranean. Her last owner was the Greek company Diavlos Salvage & Towage Ltd. She was responsible for the towing of many end-of-life ships towards the Turkish shipbreaking yards: the Canadian lakers Algoma Montréalais (Cf. "Shipbreaking # 40", p 8) and Algomarine (Cf. "Shipbreaking # 44", p 63), the car carrier Silver Sky suffering a fire in Antwerp in 2016 (Cf. "Shipbreaking # 48", p 88) and a number of Royal Navy vessels. Detained in 2010 in Algeciras (Spain), in 2016 in Montreal (Quebec, Canada) and in 2017 in Antwerp (Belgium). On December 12, 2018 it was Diavlos Pride's turn to be beached in Aliaga.


**Forte 1** (ex-*Forte*, ex-*Malaviya Thirty Four*, ex-*Tanjung Jara*, ex-*Forayth Creek*). IMO 8500214. Length 61 m, 1,573 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Kagoshima (Japan) by Yamakawa. Owned by Inter Seas Shipping Llc (United Arab Emirates). Sold for demolition in India.


**Iyzco Supplier** (ex-*Suva Supplier*, ex-*Pogun Labuk*, ex-*Queen Tide*). IMO 7029847. Length 51 m, 401 t. Deflagged from Indonesian to Mongolia for her last voyage renamed *Dauntless*. Unknown classification society. Built in 1969 in New Orleans (Louisiana, USA) by American Marine. Owned by Bintan Mandiri Sakti (Indonesia). Sold to Y & Y Maritime Management (Malaysia) prior to her departure for demolition in Bangladesh.

*Iyzco Supplier*, October 21, 2013. © *Lexxonlyzco*


**Resolve Earl** (ex-*Anglian Earl*, ex-*Maersk Lodger*). IMO 8516964. Length 70 m. Vanuatu flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1987 in Waterhuizen (Netherlands) by Pattje. Owned by Resolve Pioneer LLC (USA). In July 2012, the *Resolve Earl* was responsible, along with the *Blizzard*, for the towing of the *Costa Concordia* wreck from Giglio to Genoa. Detained in 2015 in Mobile (USA). Sold for demolition in Mobile (Alabama, USA).

Towing of the *Costa Concordia*. © *Ranko Susanj-Screenshot*  
*Resolve Earl*. © *Resolve Marine Group*
offshore service vessel - supply / support


*Sea Challenger 1 (ex-Gulf Fleet n°19)*. IMO 7626281. Length 56 m. Panamanian flag. Classification society Bureau Veritas. Built in 1977 in Houma (USA) by Quality Equipment. Owned by Global Marine Ship Management & Operations (United Arab Emirates). Sold for an undisclosed destination of demolition. She was renamed *Lumina I*, her status is still "to be broken up".

*Sea King (ex-Cambridge Service)*. IMO 8119211. Length 60 m. Sierra Leone flag. Classification society Bureau Veritas. Built in 1983 in Wallsend (United Kingdom) by Clelands SB Co. Owned by Ships & Boat Services (Egypt). Detained in 2008 in Marsaxlokk (Malta) and in 2016 in Port Said (Egypt). Sold as is in Egypt for an undisclosed destination of demolition.

**Offshore support vessel**


*DC Star (ex-American Star, ex-Fred H Moore)*. IMO 7200362. Length 50 m, t. USA flag. Classification society American Bureau of Shipping. Built in 1967 in Port Arthur (USA) by Burton. Owned by NMS Gulf Holdings Llc (USA). Laid up since December 2017. Sold for an undisclosed destination of demolition. She was last spotted in Louisiana (USA).

*Rockwater 2 (ex-Deepwater 2)*. IMO 8211758. Length 118 m, 5,230 t. Deflagged from the Bahamas to Palau for her last voyage shortened to Rock. Classification society Lloyd's Register of Shipping. Built in 1984 in Lobith (Netherlands) by De Hoop; jumboized in 1999 and lengthened from 98 to 118 m. Owned by Subsea 7 (United Kingdom). Sold for demolition in India. The *Rockwater 1* owned by the same company was broken up in Europe, in Leith (Scotland, United Kingdom). Cf "Shipbreaking # 52" p 47.
Standby safety vessel

Pipe-layer vessel
Hyundai 60 (ex-McDermott Derrick Barge n°60, ex-DLB 1601, ex-ETPM 1601). IMO 7349754. Length 185 m, 24,491 t. Deflagged from Panamania to Palau for her last voyage renamed Giant. Classification society American Bureau of Shipping. Built in 1974 in Steinwerder (Germany) by Blohm & Voss. Owned by Vespac (Singapore). Laid up since 2016 in Batu Ampar (Indonesia). Sold to Silver United Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh.

Research vessel
**Bulk carrier**

8 demolitions. 122,000 tons, 7% of tonnage. Bulk carriers are currently out of the shipbreaking market. In the years 2015 and 2016, every quarter around 90 bulk carriers were scrapped on average, representing more than 1 million tons.

6 were scrapped in Bangladesh among which the *Stellar Fair*, ex very large crude carrier converted to very large ore carrier (cf. p 40). The average age at the time of demolition is 26 years.

**Kyriakos** (ex-*Exelixis*, ex-*Darya Sur*, ex-*Seahorse Beta*, ex-*Moleson*). IMO 9118563. Length 171 m, 7,244 t. Deflagged from Panama to Kiribati for her last voyage towed by the *Kandari 10*. Classification society Lloyd's Register of Shipping. Built in 1997 in Singapore by Sembawang. Owned by Epidaurus SA (Greece). Detained in 2014 in Naples (Italy), and Qingdao (China) and in 2017 in Sungai Pakning (Indonesia). On May 29, 2018, she collided in the port of Chittagong with the *Thor Insuvi* (IMO 9298533), another bulker. The *Thor Insuvi* resumed service, the *Kyriakos* will never leave Chittagong, she was finally sold as is for demolition in Bangladesh. 428 US$ per ton including 250 t of bunkers.

**Lady Melis** (ex-*Ram*, ex-*Carmen Silva*, ex-*Kavo Matapas*, ex-*Festesti*). IMO 9044920. Length 172 m, 6,563 t. Comoros flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Serna Group LLP (United Kingdom). Detained in 2012 in Brunssbüttel (Germany), in 2013 in Ashdod (Israel) and in 2016 in Dakar (Senegal). Sold as is in Abidjan (Côte d'Ivoire) for demolition in Nigeria. 215 US$ per ton.

**Legacy Kasim** (ex-*Komodo*, ex-*Sun Sea*, ex-*Agios Gerassimos*, ex-*Grigoroussa*, ex-*Clipper Costel*, ex-*Panormos*, ex-*Nerezine I*, ex-*Nerezine*, ex-*Quintina*). IMO 7706457. Length 180 m, 8,328 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1978 in Shigama (Japan) by Tohoku SB Co. Owned by Pann Persero Pt (Indonesia). Detained in 2001 in Niigata (Japan), in 2005 in Chennai (India) and in 2007 in Paradip and Vishakhapatnam (India). Sold for an undisclosed destination of demolition. She was last spotted off Madura shipbreaking yards (Indonesia).

**Shinyo Brilliance** (ex-*Bulk Prosperity*, ex-*Mineral Viking*, ex-*Bagru*). IMO 9224635. Length 289 m, 21,198 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Brilliance*. Classification society American Bureau of Shipping. Built in 2001 in Tsu (Japan) by NKK. Owned by Orion Reederei GmbH & Co KG (Germany). Detained in 2016 in Gladstone (Queensland, Australia) and in 2018 Hay Point (Queensland, Australia). Sold for demolition in Bangladesh. 440 US$ per ton.


Stellar Fair (ex-Titan Pisces, ex-Vasant J Sheth, ex-Tsukubasan, ex-Tsukubasan Maru). IMO 8908284. Ex tanker converted to an ore carrier in 2009. Length 324 m, 32,565 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1990 in Sasebo (Japan) by Sasebo HI. She was part of the fleet of former Very Large Crude Carrier converted into Very Large Ore Carrier belonging to the South Korean shipowner Polaris Shipping Co Ltd; this fleet was due to be demolished after the sinking of the Stellar Daisy (22 dead, 2 miraculous) (Cf. "Shipbreaking # 48", p 7).

The withdrawal of these high-risk vessels is being done at a slow pace. The Stellar Cosmo and Stellar Unicorn had been directed to Gadani yards in the summer of 2017 (see "Shipbreaking # 49" p 72). The Stellar Fair is only the third ship among the 19 Polaris converted series to be scrapped. She was beached in Bangladesh. 467 US$ per ton.

Meanwhile, the South Korean justice system continues to investigate responsibility for the disaster. Arrest warrants have been issued against the President and Director of Maritime Affairs of Polaris Shipping, an inspector of the Korean Register of Shipping classification society and employees of other control companies. In addition to the charge of manslaughter, there are also charged with illegal modification of the ex-tanker, incorrect inspections and forged documents. For the time being, only the director of maritime affairs has been jailed.

Investigations are ongoing to search for the wreck and its Voyage Data Recorder. They are being conducted by Ocean Infinity, a seabed exploration company that participated in the unsuccessful search for the missing Boeing from Malaysia Airlines flight MH370. The company's Seabed Constructor carries drones capable of diving to a depth of 6,000 m with their sonars and cameras. The Stellar Daisy sank in the middle of the Atlantic Ocean, 2500 km off the coast of Uruguay.

Zalehat Fitrat (ex-Darya Chand, ex-Soarer Cupid). IMO 8317019. Length 186 m, 8,086 t. Deflagged from Indonesia to Palau for her last voyage shortened to Trat. Classification society Biro Klasifikasi Indonesia. Built in 1986 in Tadotsu (Japan) by Hashihama Zosen. Owned by Perpel Guritalintas Samudera (Indonesia). Detained in 2005 in Teeside (United Kingdom), in 2009 in Ningbo (China) and in 2011 in Rizhao (China). Sold to Scandi Navigation Pte Ltd registered in the British Virgin Islands prior to her departure for demolition in Bangladesh.

See also about the Polaris fleet "Shipbreaking# 50", Iron ore: the scary silk road, p 3.
Cement carrier

*Stephen B Roman* (ex-*Fort William*). IMO 6514900. Length 149 m. Deflagged from Canada to Saint Vincent and Grenadines for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1965 in Lauzon (Quebec, Canada) by Davie Shipbuilding & Repair Ltd for CSL (Canada Steamship Lines). On September 14, 1965, shortly after entering service, the cargo ship lost stability due to ballast operations and capsized while unloading. Mixed with water, the calcium chloride cargo formed an explosive gas. The explosion killed 5 crewmen. The ship was refloated and repaired and resumed trading in May 1966. She was converted to cement carrier in 1982 at Collingwood shipyard (Ontario). Sold to Mckeil Work Boats Group Inc (Canada) in October 2018. Detained in October 2018 in Toronto (Canada) prior to her departure on her own power towards Aliaga. She was beached in Turkey on December 17.

![Willow.jpg](https://example.com/Willow.jpg)

Aliaga, December 2018. © Selim San

Heavy load carrier

*Mega Innovation* (ex-*Yue Shen Zhou 8*). IMO 9549164. Length 153 m, 9,642 t. Deflagged from South Korea to Saint Kitts and Nevis for her last voyage shortened to *T Innovation*. Classification society Korean Register of Shipping. Built in 2009 in Guannan County (China) by Lianyungang Hengcheng. Owned by Interex Mega Line Co Ltd (South Korea). Sold as is in Geoje (South Korea), she is expected in Bangladesh. 352 US$ per ton.


*Savannah*, (Georgia, USA), November 2017. © Trey Hopkinson

*Zhen Hua 8* (ex-*Dolvi*, ex-*Dolviken*, ex-*BT Stream*, ex-*Thorsaga*, ex-*Ambra Beluga*, ex-*Thoraas*, ex-*Akademik Lukyanenko*, ex-*Viking Falcon*). IMO 7800784. Ex tanker converted in 2004. Length 228 m, 15,243 t. Deflagged from Saint Vincent and Grenadines to Comoros for her last voyage shortened to *Zhen 8*. Classification society China Classification Society. Built in 1980 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2006 and 2007 in Zeebrugge (Belgium). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 415 US$ per ton.
Dredger

*Fraser Titan* (ex-*Geopotes 12*, ex-*Transmundum II*). IMO 6913596. Hopper capacity, 3420 m³. Length 95 m, 2,527 t. Canadian flag. Unknown classification society. Built in 1969 in Birkenhead (United Kingdom) by Cammell, Laird & Co. Owned by Fraser River Pile & Dredge (Canada). Sol for demolition to a local recycler, Mountain Premier Demolition & Contracting Ltd (British Columbia, Canada).

On operation, mouth of Fraser River (British Columbia, Canada), August 17, 2012. © Gord McKenna

Waiting for demolition © Mountain contracting


© Mountain contracting

Santos (Brazil), July 21, 2010. © Rafael Ferreira Viva
Pusher-tug


Other

Steve Irwin (ex-Robert Hunter, ex-Westra). IMO 7340370. Length 60 m. Netherlands flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Aberdeen (Scotland, United Kingdom) by Hall Russell. Ex Scottish fisheries patrol vessel. She was acquired by the NGO Sea Shepherd in 2006 and was renamed first Robert Hunter then two years later Steve Irwin. She left Europe bound for the Antarctic waters and her first campaign against the Japanese whaling fleet. For more than 10 years, the Steve Irwin had been sailing on the World ocean.

She was laid up in Brisbane (Queensland, Australia). Considering the lack of local solution, the NGO has choosen the Chine Jiangyin yard, one of the couple of yards still allowed by the Chinese to dismantle ships.

© Simon Ager / Sea Shepherd

© Lester Hunt
One gloomy year for safety

Despite the decline in the 2018 market, the number of fatal accidents is on the rise. Workers were not spared by falls from ships, crushing by metal plates, poison gas asphyxia, boiler explosions.

In Bangladesh, 20 deaths were reported compared to 16 in 2017, the worst death toll since 2009 (25 deaths). The trade unions fulminate against the lack of implementation of the Ship Recycling Act 2018, which is intended to improve working and safety conditions. On November 6, a worker died after being hit by a sling used to handle the steel plates; he was working at night when activities are prohibited.

Similarly, in India, the toll was the worst in the decade, with 14 deaths, including 2 workers killed at the Leela Ship Recycling yard and 2 others asphyxiated at the Samudra Alloys Ltd yard; the two yards had nevertheless been found compliant with the Hong Kong Convention, respectively by Nippon Kaiji Kyokai and Indian Register of Shipping, two classification societies belonging to the IACS (International Association of Classification Societies).

The stated goal of "zero pollutant discharges at sea, zero accidents" is far from being a reality. However, the European Union is considering giving the green light to beaching yards following in the footsteps of classification societies and shipowners. Waste processing is not part of its selection criteria.

In Pakistan, the National Trade Union Federation (NTUF) has been calling for consultation and the implementation of new binding rules since the tanker Aces tragedy (29 dead, dozens injured). They are still at the draft stage, only a "gas free for hot works " protocol was introduced before the scrapping permit. Although there were no fatalities this year, many fires were reported. On October 14, 2018, 7 workers were burned, including 3 seriously, in a fire on the Greek tanker Kriti Breeze. The day before, the Gadani yard had been visited by the Minister of Labour of Balochistan. On 2 November 2018, 5 other workers were injured on another Greek tanker, the Mistral, the day after the commemoration of the Aces tragedy and the protest march led by the NTUF.
In addition to the safety problem on shipbreaking yards, there are also deficiencies in the waste management downstream, particularly hazardous waste.

In Bangladesh on 16 January 2019, a fire broke out in an oil dump along the highway linking Chittagong to the capital Dhaka. The depot stored oil residues extracted from the demolished ships (see photo p 1). It was reportedly involved in illegal oil trafficking.

2019 had a bad beginning. February 18, in the early morning, 17 workers are cutting the *S Warrior* tanker on the beach in Chittagong. The torch flame causes an explosion. Two workers died shortly after their admission to hospital, a third was injured. In retrospect, the inspector of the Environment Directorate notes that the safety rules were not applied. The *Greek Warrior*, reamed *S Warrior* under Palau flag (see "Shipbreaking # 51", p. 40) was beached at the end of July in Bangladesh. Her owner was the Greek Polembros Shipping who had sold her for demolition to Prayati Shipping, a gravedigger for end-of-life ships based in Mumbai, India.

**Tons**

718 ships. 6,6 million tons to be recycled. Second consecutive year of global decrease: minus 17%. In tonnage, it is the worst result since 2008. With the exception of Bangladesh (significantly up by 27%), all the major shipbreaking countries faced decline. Bangladesh takes the lion's share with 41%, ahead of India (28%) and Pakistan (17%). 91% of ships, 97% of tonnage were scrapped in Asia.

<table>
<thead>
<tr>
<th>Market shares, 2018, scrapped tonnage</th>
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<tbody>
<tr>
<td>Bangladesh 41%</td>
</tr>
<tr>
<td>India 28%</td>
</tr>
<tr>
<td>Pakistan 17%</td>
</tr>
<tr>
<td>Turkey 5%</td>
</tr>
<tr>
<td>Unknown 1%</td>
</tr>
<tr>
<td>Others 2%</td>
</tr>
<tr>
<td>Scraped/grounded 0.1%</td>
</tr>
</tbody>
</table>

**recycled tonnage**

1 Bangladesh, 2,732,000 t (41%)
2 India, 1,831,000 t (28%)
3 Pakistan, 1,091,000 t (17%)
4 Turkey, 348,000 t (5%)
5 China, 130,000 t (2%)

**ships**

1 India, 240 (33%)
2 Bangladesh, 211 (29%)
3 Turkey, 106 (15%)
4 Pakistan, 67 (9%)
5 China, 13 (2%)

In 2017, tankers took 1st place with regard ships to be scrapped (30%), just ahead of bulk carriers (29%). In 2018, their tonnage almost doubled again compared to 2017. The category represents the overwhelming majority of scrapped ships (64%). The others categories have their tonnage divided by 2, 3 or even nearly 4 for bulk carriers.

**recycled tonnage**

1: tanker, 4,233,000 t (64%)
2: bulk carrier, 623,000 t (9%)
3: container ship, 536,000 t (8%)
4: general cargo, 254,000 t (4%)
5: drilling ship, 151,000 t (2%)
6: reefer, 142,000 t (2%)

**ships**

1: tanker, 276 (38%)
2: offshore service vessel, 109 (15%)
3: general cargo, 99 (14%)
4: container ships, 63 (9%)
5: bulk carrier, 51 (7%)
6: reefer, 32 (5%)
Cash
Purchase prices per ton did not show any significant variations in the Indian sub-continent. They stood at around US$430 at the end of the period. Since the Turkish lira crisis in the summer of 2018, purchase prices had trouble to recover; Turkey has fallen behind. China has collapsed.

Deflagging
The proportion of deflagging for the last trip continues to rise: 13% in 2014, 16% in 2015, 20% in 2016 and 23% in 2017. In 2018, the rate reached a record high of 36%. 258 ships put aside their operating flags just before scrapping. With 119 vessels, Palau has become the favorite flag for shipowners seeking tax and regulatory optimization. It comes before Comoros (59) and Saint Kitts and Nevis (33). The top three have remained unchanged, though in disorder, for 3 years.

China is leaving the game
In October 2017, at the 19th Five-Year Congress of the Communist Party, China highlighted the need to fight polluting industries. The shipbreaking industry is not escaping this new objective. As a result, yards permits were suspended, and only a handful were able to carry on operations in 2018. More generally, it was a question for China of no longer being the collector for global waste. The first import bans were on hazardous waste. In April 2018, China confirmed its commitment and extended the list of banned waste. This includes, in particular, end-of-life vessels. The Chinese authorities are not wasting any time. As from 1 January 2019, Chinese yards will no longer be allowed to import foreign-flagged vessels for demolition. China is withdrawing from the global shipbreaking market.

Turkey is setting up on the chessboard
Turkey is the 7th country to have signed the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. The 7 countries (Belgium, Congo, Denmark, France, Norway, Panama, Turkey) represent 20% of the world fleet. It takes 15 signatories representing 40% of the fleet for the Hong Kong Convention to enter into force. After the entry of two Turkish yards on the European list of approved yards, Turkey presented itself as an example in ship demolition. She does not practice “beaching” as in the Indian subcontinent. She practices “landing”.

Europe does not play, it deals the cards
In Europe, the Ship Recycling Regulation entered into force on 1 January 2019. Ships flying European flags must now be dismantled exclusively in the approved yards whose updated list was published on 30 November 2018. Good news, the Italian shipyard in Genoa San Giorgio del Porto SpA is included. European Union lacked a facility on its Mediterranean coast. Another perspective that remains to be confirmed: Greece could take advantage of the clean-up of Eleusis Bay (see p. 5) to develop sustainable shipbreaking activities. Three projects located outside the European Union have also received approval.
from the European Commission. One, International Shipbreaking Ltd, is located in Brownsville, Texas, USA. The other two are the Leyal shipyards in Aliaga, which are routinely used to scrap Royal Navy ships.

In its official communication, the EU is pleased with paving the way for improved ship scrapping practices. Robin des Bois fears that this improvement will remain theoretical and subject to the goodwill of shipowners. In other words, it could remain optional. It is a bad omen that European ships have been scrapped until the end of the deadline in unapproved demolition yards.

In practice, the improvement essentially consists of a numerical and geographical extension of the yards considered to comply with environmental and social standards. 18 in the EU in December 2016, 26 in the EU, USA and Turkey in December 2018. The European Commission is now examining some 20 additional applications, mainly from Indian and Turkish yards.

For the Commissioner for the Environment and Maritime Affairs, no European ship will now be scrapped under unacceptable social and environmental conditions. This idyllic vision forgets that the majority of European-owned vessels are operated under flags of convenience, that the regulation does not apply to them, that no sanctions are provided in the event of non-compliance and that the bypass has already been run in: there have never been so many end-of-life ships deflagged. Nothing put the brakes on these last minute manoeuvres.

In 2018, 201 ships belonging to European owners were scrapped, of which 177 in the Indian sub-continent and Turkey. Among them, 81 (46%) were deflagged just in time prior to beaching. Considering the current practices of shipowners, Robin des Bois does not foresee any upheaval for 2019.
France: *Rio Tagus, one step forward*

To demolish an end-of-life vessel abandoned in a European port, in this case a French one, under the best environmental and social conditions remains hard and highlights the inertia of the European authorities. As Robin des Bois has been asking for years, the *Rio Tagus*, discarded since 2010, will be demolished where it is in Sète. After various upheavals, fruitless sales attempts, the false end of 2016 when the wreck was said to be towed towards a Spanish scrap dealer, the French authorities finally refused the authorisation for safety reasons. The demolition yard will have to comply with a prescribed framework. The call for applications received 11 answers. Potential candidates will receive the complete tender documents, including inventories of hazardous materials and lead and asbestos diagnosis. They will have one month to bid. The final choice should be known in the spring. It should be recalled that in 2016, against all likelihood, the *Rio Tagus* was said to be cleared of pollutants. Sète Harbour does not wish to carry out industrial operations “in the city centre” during touristic periods and asks for postponing the dismantling until October.

Let us hope that the example of the *Rio Tagus* dismantling in the port where she was discarded will be followed by other European countries and will encourage the European Union to react when ships close to wrecks and irreversibly doomed to be scrapped are about to be towed towards distant horizons at the risk of the environment and possibly of tug crews.

See about the export of ships:
"*Porto: the old liner must not be scrapped in the old-fashioned way*", September 13, 2018
"*City of Antwerp*", December 20, 2017
Sources:

Africa Independent Television; Aliaga Denizcilik; American Bureau of Shipping; American Eagle Tankers; Associated Press; Auke Visser’s Tankers site; Bergens Tidende; Black Sea Memorandum of Understanding; Boatnerd; Bureau Veritas; Castles of the Seas.nl; Cebu Daily News; China Daily; Chittagong Port Authority (the); Dagens Næringsliv; Daily Post-Nigeria (the); Daily Star-Bangladesh (the); Desh Gujarat; Det Norske Veritas - Germanischer Lloyd; Equasis; European Maritime Safety Agency; Faktaomfartyg; Fleetmon; Garde-côtes de Norway; Global Marketing Systems; GMA News online; Government Europa.eu; Idyllicocean; Indian Ocean Memorandum of Understanding; Japan Times (the); Lion Shipbrokers; Lloyd’s List; Lloyd’s Register of Ships; Mainichi (the); Marin (le); Marine Traffic; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer and Marine; Midi Libre; Miramar Ship Index; Nippon Kaiji Kyokai; Nordic American Tankers; Offshore Energy Today; Optima Shipbrokers; Ouest-France; Philippines Ship Spotters’ Society; Port to Port; Préfecture Maritime de la Méditerranée; Recycling Today; Robin des Bois, personnel sources and archives; Roose & Partners; Russian Maritime Register of Shipping; Sea Shepherd; Shipspotting; ShipwreckLog; Soviet trawler.narod; Splash 24/7; Tampa Bay Business Journal; Times of India (the); Times of Malta (the); Tokyo Memorandum of Understanding; United States Coast Guard; Var Matin; Vessel Tracker; World Maritime News; Xinhua

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