

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on shipbreaking

54

Overview: from October 1 to December 31, 2018
+ Overview 2018

March 1, 2019



Stellar Fair, beached at Chittagong, p 40. © Shipbreaking / Facebook group

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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).

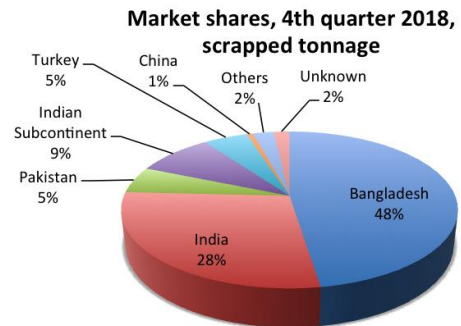
56 tankers, oil tankers, chemical tankers, gas carriers: still the number one category with 49% of the tonnage.

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 categorie 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.



Google Earth screenshots

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.



30 April 2018

© Panagia Ekatontapiliani

Corfu Island, Perama



18 October 2018

© Dimitris Mentakis

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.



Chittagong. © Abu Tayab Raihan



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.

Gemini Leader (ex-*Green Point*, ex-*Triton Diamond*). IMO 9056296. Length 180 m, 15,125 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Officially owned by Panama-based Yashi Maritima SA representing NYK Line (Japan). Sold for demolition in India. 441 US\$ per ton.

Naha (Japan), March 2013. © Okesa



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.

Car ferries, asbestos palaces

Caribbean Galaxy (ex-*AF Claudia Prima*, ex-*Riviera Adriatica*, ex-*Daedalus*, ex-*View of Nagasaki*, ex-*Orion*, 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.



Ferry Nishiki Maru collection D Longly

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*.



AF Claudia Prima, Durres (Albania), September 2015.
© Edji Gata



Caribbean Galaxy, Aliaga, December 2018.
© Selim San

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.



Kitakami. © Kei 365



At Alang
© Dhruvit6868

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.



Fire, July 3, 2007. © Comrade Kemosabe



Arrival at Cebu. © Farm 8/Philippines Shippotters

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 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

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). © Peter Zeeman

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.



Prinses Margriet, Vlissingen (Netherlands). © Ivo Bril



SMS Karta Negara in Indonesia. © Rahmat Twin S

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. © Vaja Nilesh

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.

Araks. IMO 7228962. Length 78 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1972 in Budapest (Hungary) by Angyafold. Detained in 2003 in Tomakomai (Japan). Decommissioned since 2004. She is finally being broken up in Sovetskaya Gavan in the Russian Far East.



February 2018

© Andy Ru



December 2018

Arel (ex-Turhan Mildon, ex-Istanbul B, ex-Sehirli, ex-Markal, ex-Karadeniz I). 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.

Arkaim-4 (ex-Beluga Performer, ex-Haskerland, ex-Inara, ex-Haskerland, ex-Frisian Carrier, ex-Samsun Carrier). IMO 8121252. Length 92 m, 2,369 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1982 in Stroboos (Netherlands) by Barkmeijer. Owned by Joint Venture 'Arkaim' (Russia). Detained in 1999 in Hamburg (Germany), in 2011 in Yantai (China) and in 2014 in Akitafunagawa (Japan). Sold for demolition in Bangladesh.



Samsun Carrier © FotoFlite

Arkaim-5 (ex-*Leander*, ex-*Beluga Obsession*, ex-*Linden*, ex-*Lindeborg*). IMO 8121367. Length 82 m, 1,786 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1982 in Groningen (Netherlands) by Nieuw Nord Neerlandse. Owned by S/P Arkaim (Russia). Detained in 2002 in Naples (Italy), in 2003 in Venice (Italy), in 2015 in Gwangyang (South Korea) and in 2016 in Daesan (South Korea). Sold for demolition in Bangladesh. 427 US\$ per ton.

Ayder (ex-*Polaris II*, ex-*Westwind I*, ex-*Ostwind*, ex-*Agila*, ex-*St. Antonius*, ex-*Aros Mistle*, 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-*Algirdas*, 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.



Grounded in Foca, Turkey, March 23, 2015. © Haluk Hataysal



Aliaga, October 2018. © Selim San

Eleni K II (ex-*Tina Med*, ex-*Tina M*, ex-*Tina*, ex-*Eldir*). IMO 7931088. Length 81 m. Deflagged from Greek to Togo for her last voyage shortened to *Leni*. Classification society Hellenic Register of Shipping. Built in 1980 in Zaltbommel (Netherlands) by De Waal. Owned by Kagiapas Marine Co (Greece). Detained in 2008 in Brindisi (Italy) and in 2010 in Izmir (Turkey). Sold for demolition in Turkey.

Geiranger (ex-*Star Geiranger*). IMO 8507200. Length 201 m, 11,635 t. Deflagged from Singapore to Niue for her last voyage shortened to *Ranger*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Masterbulk Pte Ltd (Singapore). Sold for demolition in India.

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.

Grindanger (ex-*Star Grindanger*). IMO 8507212. Length 201 m, 11,635 t. Deflagged from Singapore to Niue for her last voyage shortened to *Grind*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Masterbulk Pte Ltd (Singapore). Detained in 2018 in Emden (Germany). Sold for demolition in India.



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

Harin Transport 16 (ex-Satsuki Maru n°2). IMO 7825370. Length 68 m, 695 t. Thai flag. Unknown classification society. Built in 1979 in Tsurumi (Japan) by Nippon Kokan. Owned by Harinsuit Transport Co Ltd (Thailand). Sold for demolition in Bangladesh.

Hatice Ana-A (ex-Arel 3, ex-Zeki Araz, ex-Munir Koc, ex-Arazlar, ex-Demircan 1). IMO 7947063. Length 60 m. Turkish flag. Classification society International Naval Survey Bureau. Built in 1976 in Istanbul (Turkey) by Desan. Owned by Altintas (Turkey). Sold for demolition in Turkey.



Arel, June 3, 2009, Bosphorus. © Wil Weijsters

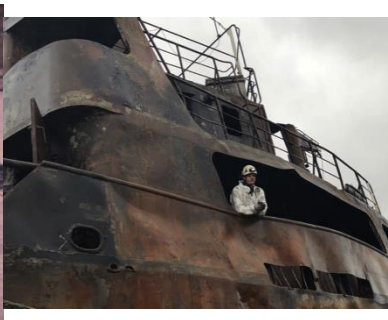


Hatice Ana-A, December 2018, Aliaga. © Captain Selim

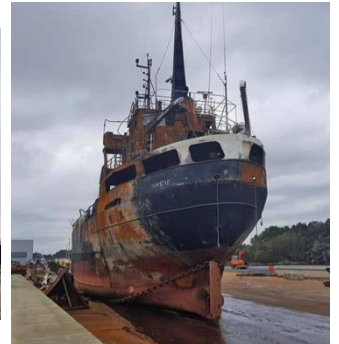
Heiko (ex-Rignator, ex-Askita, ex-Bjerkosund, ex-Grete Sleire, ex-Hamlet). IMO 6900379. Length 55 m. Norwegian flag. Unknown classification society. Built in 1968 in Frederikshavn (Denmark) by Orskovs. Owned by Eidnes Bo (Norway). Detained in 2002 in Amsterdam (Netherlands). During the night of 19 to 20 September, storm Helena was blowing, the *Heiko* suffered an engine failure followed by a fire. The coaster ran aground on rocks off Flatoy (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.



© Norwegian coast guard



© Einar Aarre



Isa Winter (ex-Well Rich, ex-Oliva, ex-Jamesgo, ex-Dong Xin, ex-Eun Kwang, ex-Gotia, ex-Clipper Marigaya, ex-Clipper Tiger). IMO 8510427. Length 122 m, 2,878 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Akitsu (Japan) by Taihei Kogyo. Owned by Isa Lines Pt (Indonesia). Detained in 2001 in Cardiff (United Kingdom) and in 2009 in Nagoya (Japan). Sold for demolition in Bangladesh.

Mehmet Akin (ex-Kaptan Ylmaz 1, ex-Huseyin Yardimci). IMO 7407219. Length 73 m. Turkish flag. Unknown classification society. Built in 1976 in Istanbul (Turkey) by Torlaklar. Owned by Arel Denizcilik Ticaret (Turkey). Detained in 1998 in Thessaloniki (Greece), in 1999 in Villagarcia de Arosa (Spain) and in 2002 in Molfetta (Italy). Sold for demolition in Turkey.

Multi Spirit (ex-Unicorn Joy, ex-Multiflex Quick, ex-Mint Quick, ex-Eagle Quick, ex-Mint Quick, ex-Superfive, ex-Baltimar Taurus, ex-Kirk Dale, ex-Baltimar Taurus). IMO 8812887. Length 91 m. Indonesian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Shanghai (China) by Zonghua Shipyard. Owned by PT Meratus Line (Indonesia). Detained in 2002 and 2003 in Hong Kong (China), in 2006 in Singapore and in 2007 in Cairns (Australia). Sold for an undisclosed destination of demolition. She was spotted at last in Jakarta.

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



Ocean Mighty (ex-*Achilles*, ex-*Lihir Chief*, ex-*NT Express*, ex-*Achilles*, ex-*Sofrana d'Urville*, ex-*Capitaine d'Urville*, ex-*Achilles*, ex-*Faith*, ex-*Tiger Stream*, ex-*Faith*, ex-*Frisian Faith*, ex-*Akak Faith*, ex-*Frisian FAith*, ex-*Esa 1*, ex-*Frisian Faith*, ex-*Samsun Faith*). IMO 8322105. Length 107 m, 2,483 t. Deflagged from the Philippines to Mongolia for her last voyage renamed *West Ocean 15*. Unknown classification society. Built in 1985 in Slikkerveer (Netherlands) by Groot & Vliet. Owned by Oceanic Container Lines Inc (Philippines). Detained in 1997 in Rotterdam (Netherlands), in 1999 in Antwerp (Belgium), in 2008 in Dampier (Western Australia, Australia) and in 2009 in Newcastle (New South Wales, Australia). Sold for demolition in Bangladesh.

Orange Wind (ex-*Asian Pos*, ex-*Eastern Pos*, ex-*Yu Yang*). IMO 9061239. Length 98 m, 2,340 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1994 in Wuhu (China) by Wuhu Shipyard. Owned by Orange Marine Co Ltd (Russia). Detained in 2007 in Busan (South Korea), in 2009 in Niigata (Japan), in 2010 and 2011 in Donghae (South Korea), in 2017 in Nagoya (Japan) and in 2018 in Vladivostok (Russia). Sold for demolition in Bangladesh. 435 US\$ per ton.



Vladivostok (Russia), 25 April 2017. © Sergey Skriabin

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.

Shad 1, Suez (Egypt) © Jurij S



Tina (ex-Glory Selatan V). IMO 8405074. Length 75 m, 918 t. Malaysian flag. Unknown classification society. Built in 1984 in Iwagi (Japan) by Iwagi Zosen. Owned by Apollo Shipping (Malaysia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh. 335 US\$ per ton.

Tiuboda (ex-Janat, ex-Allaguia, ex-Irfan Akansu, ex-Allaguia, 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 for 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



Tiuboda and *Arel*, Aliaga © Selim San

Transmar (ex-Al Karim, ex-Reda, ex-Marathon, ex-Chivas, ex-Whitehall, ex-Bloempoort, ex-Flowergate). IMO 7427611. Length 83 m. Comoros flag. Classification society International Naval Surveys Bureau. Built in 1976 in Waterhuizen (Netherlands) by Van Diepen. Owned by Mahinour Gida Denizcilik (Turkey). Detained in 1999 in London (United Kingdom), in 2002 in Palermo (Italy), in 2003 in Eleusis (Greece), in 2005 twice in Koper (Slovenia), in 2009 in Alexandria (Egypt), in 2010 in Damietta (Egypt) and in 2017 in Styliis (Greece). Sold for demolition in Turkey.

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).

Andaman Star (ex-*MSC Equator*, ex-*Delmas Seychelles*, ex-*Rinken*, ex-*Nordwelle*, ex-*P&O Nedlloyd Borges*, ex-*Nordwelle*, ex-*City of Stuttgart*, ex-*CSAV Charlestown*, ex-*Nordwelle*, ex-*Khaleej Bay*, ex-*Nordwelle*). IMO 9004243. 1452 teu. Length 167 m, 6,989 t. Deflagged from Liberia to Palau for her last voyage shortened to *Andaman*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Continental Shipping Line (Singapore). Detained in 2018 in Singapore. Sold for demolition in Bangladesh. 450 US\$ per ton.

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 *Othen*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2010 in Shenzhen (China). Sold as is in Singapore for demolition in India. 462 US\$ per ton.



Caloundra (Australia), May 28, 2017. © Owen Foley

APL Philippines. IMO 9077276. 4832 teu. Length 276 m, 24,072 t. Deflagged from Malta to Comoros for her last voyage renamed *Pineza*. Classification society American Bureau of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by APL Co Pte Ltd (Singapore). Sold for demolition in India. 471 US\$ per ton.

Arca (ex-*Hansa Riga*, ex-*Maersk Marseille*, ex-*CMA Incheon*, ex-*P&O Nedlloyd Accra*, ex-*Nedlloyd River Plate*, ex-*Hansa Riga*). IMO 9060285. 1641 teu. Length 168 m, 7,007 t. Liberian flag. Classification society Bureau Veritas. Built in 1994 in Busan (South Korea) by Hanjin HI Co. Owned by Atlantica Shipping AS (Norway). Detained in 2001 in Gioia Tauro (Italy) and in 2010 in Haugesund (Norway). Sold for demolition in Bangladesh. 474 US\$ per ton.

Atlantic Star (ex-*Klaus J*, ex-*ACX Salvia*, ex-*ACX Plumeria*, ex-*City of Stuttgart*, ex-*Klaus J*, ex-*Irma Delmas*, ex-*Maersk San Antonio*, ex-*TNX Express*, ex-*Aldebaren*, ex-*Klaus J*). IMO 9138240. 1900 teu. Length 177 m, 7,626 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Atla Star*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Wismar (Germany) by Mathias Thesen Werft. Owned by Continental Shipping Line Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. 450 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 (ex-CCNI Magallanes, ex-Mercosul Pescada, ex-Sofia Russ, ex-CSAV Vancouver, ex-Sofia Russ, ex-Cielo di Venezuela, ex-Sofia Russ, ex-CSAV Rungue, ex-Sofia Russ). IMO 9122045. 1730 teu. Length 184 m, 7,855 t. Deflagged from Morocco to Liberia on October 1, 2018 and finally Palau for her last voyage shortened to *T Agadir*. Classification society Registro Italiano Navale. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by D'Amico Dry Ltd (Ireland). Detained in 2007 in Algeiras (Spain), in 2010 in Dunkirk (France) and in 2016 in Marsaxlokk (Malta). The *Cielo di Agadir* left her Maltese anchorage on September 19 heading for Port Said (Egypte). She was beached in Alang on January 25, 2019. 392 US\$ per ton.



Cielo di Agadir, October 2013, Tangier (Morocco). © Jerzy Nowak

CNP Ilo (ex-Jade Trader, ex-OOCL Accord, ex-Jade Trader). IMO 9117662. 1131 teu. Length 157 m, 5,734 t. Peruvian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Stralsund (Germany) by Volkswerft. Owned by Peruano Naviero (Peru). Detained in 2010 in Shanghai (China) and in 2013 in Antofagasta (Chile). Sold for demolition in India. 462 US\$ per ton. On November 21, 2018, she started her voyage from Callao (Peru), called in Thailand, resumed sailing on December 30 and eventually arrived in Alang on January 10.

Cornelius A (ex-Horace A, ex-MSC Sebnem, ex-Colleen Sif, ex-OPDR Madeira, ex-Colleen Sif, ex-Sea-Land Costa Rica, ex-Colleen Sif). IMO 8912455. 976 teu. Length 134 m. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Arkas Holding AS (Turkey). Sold for demolition in Turkey.



Koper (Slovenia), October 2018. © Marjan Stropnik



Aliaga, December 2018. © Captain Selim

Cougar (ex-*Lautan Mas*, ex-*Durban Bridge*, ex-*Orchid Bridge*, ex-*Bangkok Bridge*). IMO 9014080. 1886 teu. Length 186 m, 7,293 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by Element Shipmanagement SA (Greece). Detained in 2000 in Singapore, in 2008 in Shanghai (China) and in 2010 in Hong Kong (China). Sold for demolition in India. 475 US\$ per ton.

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).



© Marine Nationale

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

HH East (ex-Coneast, ex-Melfi Caribe, ex-Accord D, ex-Cook Strait, ex-Steamers Prospect, ex-Maersk Kampala, ex-Steamers Prospect). IMO 9145267. 779 teu. Length 127 m, 4,152 t. Saint Kitts and Nevis flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1998 in Nankin (China) by Jinling Shipyard. Owned by Konig & Cie GmbH & Co KG (Germany). Detained in 2006 in Moji (Japan) and in 2012 in Bararanquilla (Colombia). Sold for demolition in India.

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.



South China Sea, September 2009. © Ivan Meshkov



Chittagong. © Asif Evne

Island Chief (ex-Pacific Horion, ex-Aotearoa Chief, ex-Chekiang, ex-Kokopo Chief, ex-Chekiang, ex-Maersk Asia Decimo, ex-Maersk Tango, ex-Chekiang). IMO 8810449. 725 teu Length 158 m, 5,889 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Shimizu (Japan) by Miho; jumboized in 2005 and lengthened from 130 to 158 m. Owned by China Navigation Co Pte Ltd (Singapore). Detained in 2014 in Melbourne (Victoria, Australia). Sold for demolition in India. 450 US\$ per ton.

Koja Jelita (ex-Nordriver, ex-Cala Pilar, ex-City of Stuttgart, ex-Safmarine Inyathi, ex-Pacific Eagle, ex-Nordriver, ex-Bogota, ex-Nordriver). IMO 9130169. 1684 teu. Length 179 m, 8,427 t. Singapore flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Pacific International Lines (Singapore). Sold for demolition in Bangladesh. 475 US\$ per ton.



Kota Jelita, Chittagong. © Adnan Habib

Kota Harmuni. IMO 9151319. 1088 teu. Length 159 m, 5,313 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Lines (Singapore). Sold for demolition in Bangladesh. 458 US\$ per ton.

Kyauk Phyu Star (ex-Arisara, ex-ACX Mimosa, ex-ACX Lilac). IMO 9009188. 1585 teu. Length 193 m, 6,800 t. Deflagged from Liberia to Palau for her last voyage renamed *Aura*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Toyohashi (Japan) by Kanasashi. Owned by Continental Shipping Line Pte Ltd (Singapore). Detained in 2011 in Shenzhen (China). Sold as is in Singapore for demolition in Bangladesh. 450 US\$ per ton.

Magnavia (ex-TS Incheon, ex-MOL Waratah, ex-Alligator Unity, ex-Maersk Oceania, ex-Magnavia). IMO 9122447. 2078 teu. Length 188 m, 10,278 t. Deflagged from Singapore to Comoros for her last voyage shortened to *Magn*. Classification society Det Norske Veritas / Germanischer Lloyd AS. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Asiatic Lloyd Shipmanagement (Singapore). Detained in 2004 in Port Botany (New South Wales, Australia). Sold as is in Singapore for demolition in Bangladesh. 478 US\$ per ton including 140 t of bunkers.

Malacca Star (ex-Ulsnis, ex-Cala Pantanal, ex-MSC Cameroon, ex-Ulsnis, ex-Ankara, ex-Armada Sprinter, ex-Nordwoege, ex-Cala Palamos, ex-SCL Africa, ex-Nordwoege, ex-CCNI Antofagasta, ex-Nordwoege, ex-Contship Le Havre, ex ex-Nordwoege). IMO 9004255. 1452 teu. Length 167 m, 6,898 t. Deflagged from Liberia to Palau for her last voyage shortened to *Mala*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Continental Shipping Line Pte Ltd (Singapore). Detained in 1997 in Rotterdam (Netherlands) and in 2002 at Le Havre (France). Sold for demolition in Bangladesh. 450 US\$ per ton.

Matson Consumer (ex-Horizon Consumer, ex-CSX Consumer, ex-Sea-Land Consumer, ex-Australia Bear). IMO 7224306. 1526 teu. Length 220 m. USA flag. Classification society American Bureau of Shipping. Built in 1973 in Sparrows Point (USA) by Bethlehem Steel Corp. Owned by Horizon Lines Llc (USA). Being broken up in Brownsville (Texas, USA).



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

MSC Mirella (ex-Zagreb Express). IMO 8709640. 1916 teu. Length 178 m, 11,197 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Pula (Croatia) by Uljanik. Owned by Vinsea Holding SA (Cyprus). Detained in 2002 in Hamburg (Germany), in 2012 in La Spezia (Italy) and in 2013 in Novorossiysk (Russia). Sold for demolition in India.

Oel Lanka (ex-Madeleine Rickmers, ex-Pacific Freedom ex-Madeleine Rickmers, ex-CMA CGM Paulista, ex-Madeleine Rickmers, ex-Sagittarius Challenger, ex-Madeleine Rickmers). IMO 9134660. 1730 teu. Length 184 m, 7,773 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Stocznia Szczecinska. Owned by Orient Express Lines (Singapore). Detained in 2011 in Singapore. Sold for demolition in Bangladesh. 480 US\$ per ton.

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 Warnow 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 Thesen 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 Szczecinka. 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.

Petalidi (ex-*Austria*, ex-*Zim Houston III*, ex-*Lukas*, ex-*Kaedi*, ex-*Kano*, ex-*Lukas*). IMO 9071272. 1016 teu. Length 149 m, 5,732 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Costamare Shipping Co (Greece). Detained in 2012 in Mersin (Turkey). Sold for demolition in India. 472 US\$ per ton.

Princess of Luck (ex-*OOCL Ability*). IMO 9159842. 1560 teu. Length 183 m, 7,278 t. Deflagged from Cyprus to Palau for her last voyage renamed *Princess of Ella*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Contemporus Maritime Co Ltd (Cyprus). Sold for demolition in Bangladesh.

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.

Sentosa Star (ex-Sky Evolution, ex-MOL Evolution, ex-Silver Island, ex-Choyang Progress). IMO 9146649. 1032 teu. Length 162 m, 5,948 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Sentos Star*. Classification society Korean Register of Shipping. Built in 1996 in Imabari (Japan) by Imabari Zosen. Owned by Continental Shipping Line Pte Ltd (Singapore). Detained in 2001 in Singapore and in 2010 in Shanghai (China). Sold as is in Singapore for demolition in Bangladesh. 450 US\$ per ton.

Sinar Belawan (ex-CTP Eagle, ex-Ardmore, ex-MOL Ambition, ex-Seafflora, ex-Ardmore, ex-APL Vietnam, ex-Tiger Arrow, ex-Ardmore). IMO 9077202. 818 teu. Length 146 m, 4,965 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Iwagi (Japan) by Iwagi Zosen. Owned by Transportasi Marina Jaya Pt (Indonesia). Sold as is in Singapore for demolition in the Indian subcontinent. 440 US\$ per ton.

Thanlwin Star (ex-Wilhelm E, ex-YM Osaka, ex-Independent Endeavour, ex-Astoria D, ex-Libra New York, ex-Libra Valencia, ex-Astoria). IMO 9112806. 1452 teu. Length 167 m, 6,570 t. Deflagged from Liberia to Palau for her last voyage shortened to *Thanlwin*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Continental Shipping Line Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. 450 US\$ per ton.

TVL Xiamen (ex-Pacific Gloria, 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.



Keelung (Taiwan). © Chun-Hsi

UAFL Zanzibar (ex-R.Sea, ex-Nordsea, ex-CSAV Veracruz, ex-CSAV Maya, ex-Nordseas, ex-Nordseas, ex-MOL Sprinter, ex-Malacca Star, ex-Nordsea, ex-Pacific Voyager, ex-Nordsea, ex-Panaustral, ex-Nordsea). IMO 9124392. 1684 teu. Length 179 m, 7,428 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Blue Ocean Ring (Malaysia). Sold as is in Singapore for demolition in Pakistan. 450 US\$ per ton.

Vasi Sun (ex-Scio Sun, ex-Duburg, ex-Kota Perkasa, ex-Japan Senator). IMO 8917687. 1743 teu. Length 176 m, 7,288 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Vegesack (Germany) by Bremer Vulkan. Owned by Vasi Shipping Pte Ltd (Singapore). Sold for demolition in Bangladesh. 470 US\$ per ton.



Singapore Strait, June 2, 2012 © Mick Prendergast

Yossa Bhum (ex-Blue Link, ex-Konlink, ex-Ascot, ex-Ratana Priya, ex-Ratha Bhum, ex-Ascot). IMO 9072525. 818 teu. Length 146 m, 4,965 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage shortened to *T Bhum*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Iwagi (Japan) by Iwagi Zosen. Owned by Regional Container Lines Pte (Singapore). Detained in 2008 in Pipavav (India) and in 2011 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. 440 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.

Chan Han 6 (ex-*Frio Japan*, ex-*Mys Gorodetskiy*, ex-*Frost Castor*, ex-*Frigo America*). IMO 7812074. Length 103 m, 2,309 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1980 in Sevilla (Spain) by Ast Espanoles (AESAs). Owned by Zhoushan Yueda Shipping Co Ltd (China). Sold for demolition in Bangladesh.

Port of Masan (South Korea). © V Tonic



Fox Bay (ex-*Arzu Express*, ex-*Transexpress*, ex-*Frio Korea*, ex-*Mys Zhelaniya*, ex-*Frost Pollux*, ex-*Frost Italia*, ex-*Frost Vega*, ex-*Frigo Africa*). IMO 7812036. Length 103 m, 2,372 t. Domenica flag. Classification society DNV-GL. Built in 1980 in Sevilla (Spain) by AESA. Owned by Platano Eesti OU (Estonie). Detained in 1999 in Villagarcia de Arosa (Spain), in 2003 in Punta Arenas (Chile), in 2007 in Tromsø (Norway) and in 2018 in Las Palmas (Canary Islands, Spain). Sold for demolition in India. 410 US\$ per ton.

Joint Frost. IMO 7802419. Length 83 m. Curacao flag. Classification society Bureau Veritas. Built in 1979 in Brattvaag (Norway) by Brattvaag Johansen Skipsinnredning 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.



Okhotsk (Russia), September 2010. © Igor Savitskiy

Seavic Aremar (ex-Aremar). IMO 6908993. Length 100 m, 1,842 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1969 in Tigre (Argentina) by ASTARSA. Owned by Seavic Reefer Line Co Ltd (Thailand). Laid up since February 2017. Sold for demolition in Bangladesh.



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

Seavic Reefer (ex-Rade, ex-Azur Trader, ex-Fresh Carrier, ex-Chion Med, ex-Shereen, ex-Nor Freeze I). IMO 7724186. Length 81 m, 1,493 t. Thai flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1979 in Harstad (Norway) by Kaarbos. Owned by Seavic Reefer Line Co Ltd (Thailand). Sold for demolition in Bangladesh.

Yong Xiang 8 (ex-Wealth Reefer, ex-Kedarnath, ex-Virginia Universal, ex-Wealth Reefer). IMO 8609280. Length 144 m, 4,224 t. Panamanian flag. Classification society Union Bureau of Shipping. Built in 1986 in Uwajima (Japan) by Uwajima Zosensho. Owned by East Maritime Services Co Ltd (Malaysia). Detained in 2006 in Sheerness (United Kingdom), in 2013 in Zoushan (China) and in 2016 in Singapore. Sold for demolition in India.

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

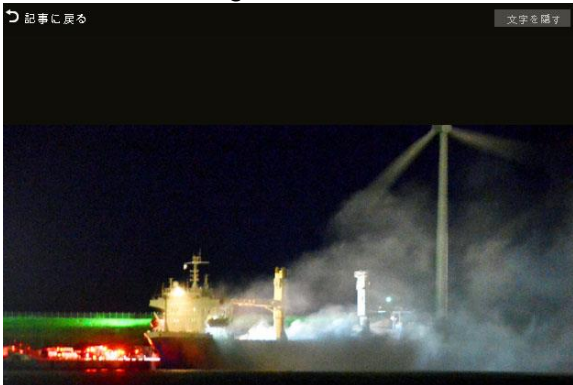
Jasmine 1 (ex-*Melissa K*, ex-*Jazin 1*, ex-*Rana*, ex-*Cenk III*, ex-*Lisboa*, ex-*Mary Holyman*). IMO 7030987. Length 101 m. Pavillon Moldavie. Classification society Turk Loydu. Built in 1971 in Bolnes (Netherlands) by Boele's. Owned by Akdeniz Roro Deniz Tasimaciligi Turizm (Turkey). Detained in 1998 in Bari (Italy), in 2002 in Brindisi and Civitavecchia (Italy), in 2003 in Castellon de la Plana (Spain) and in 2017 in Eregli (Turkey). Definitively banned from European ports in March 2006 after she jumped detention in Castellon de la Plana. Sold for demolition in Turkey.

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).

Vladivostok (Russia), 20 March 2017. © Sergei Skriabin



On 13 January 2015, the cambodian-flagged *Citeca* is docked in Akita (Japan). Her 4,100 m³ 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.



Fleetmon - screenshot

Sabrina (ex-*Rugalsen*, 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.



Aliaga, December 2018. © Captain Selim

Tanker

Oil tanker , chemical tanker, gas carrier, combination carriers (OBO)

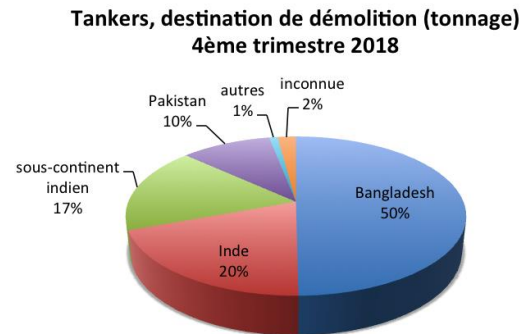
October-November-December 2018

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.

Armada Ulysses (ex-*Ulysse*, ex-*Phoenix Voyager*, ex-*J Bennett Johnston*). IMO 9164847. Double hull. Length 330 m, 40,712 t. Deflagged from Marshall Islands to Palau for her last voyage renamed *Farm*. Classification society American Bureau of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Bumi Armada Offshore Holdings (Malaysia). Detained in 2015 in Rizhao (China). Sold for demolition in the Indian subcontinent. 403 US\$ per ton including 1600 t of oily sludge.

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.



Belokamenka, floating storage in Murmansk (Russia), 18 September 2013. © Anatoly Romanko



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, 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 Hydcarbures 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.



DS Velvet. © DS Tankers

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

Eagle Anaheim. IMO 9182942.

Eagle Atlanta. IMO 9182930.

Eagle Augusta. IMO 9176034.

Eagle Beaumont. IMO 9111644. Double hull. Length 253 m, 16,726 t. Singapore flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Norstar Shipping (Singapore). Sold as is in Singapore for demolition in the Indian subcontinent. 460 US\$ per ton. [NB: the *Eagle Beaumont* was chartered by AET]

Emmanuel (ex-Helene Knutsen). IMO 9005780. Double hull. Length 142 m, 5,578 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Emma*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Gijon (Spain) by Juliana Gijonesa. Owned by Rainoil Ltd (Nigeria). Detained in 2017 in Warri (Nigeria). Announced sold for demolition in India with an arrival expected on December 6, she left Walvis Bay (Namibia) on November 6 and was finally beached in Chittagong on December 10.

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.



Georgis Nikolos, Istanbul.
© Foto-Io Istanbul



S Georgis, Chittagong, January 2019. © Ali Akbar

Guanoco (ex-Lagoven Guanaco). IMO 8117512. Length 154 m, 5,254 t. Venezuela flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Florø (Norway) by Ankerlokken Florø. Owned by PDV Marina SA (Venezuela). Detained in 2005 in Wilmington (North Carolina, USA). Sold for an undisclosed destination of demolition. She was last spotted in Punta Cardon (Venezuela).

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 Sevilla (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.



Sidsel Knutsen. © Aart van Bezooijen

SCRAP VESSEL AVAILABLE FOR SALE IN LAGOS

MT HAJARA

IMO: 9019779

MMSI: 657128200

Call Sign: 5NJU3

Flag: Nigeria [NG]

AIS Vessel Type: Tanker

Gross Tonnage: 15806

Deadweight: 22625 t

Length Overall x Breadth Extreme: 162.5m x 23m

Year Built: 1993

Status: Active

Price: \$2.9M

Location: Lagos waters.

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.



September 4, 2018 © Yomiuri



© The Mainichi

Intan (ex-*Maxus Intan*, ex-*Daimon*, ex-*Kaimon*, ex-*Kaimon Maru*). IMO 6817273. Converted in stockage flottant (FSO) in 1992. Length 300 m, 29,800 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1968 in Nagasaki (Japan) by Mitsubishi. Owned by Omni Offshore Terminals (Singapore). Towed for demolition in India. 444 US\$ per ton.

Kamari (ex-*Wilana*). IMO 9123075. Double hull. Length 270 m, 24,531 t. Deflagged from Liberia to Comoros for her last voyage shortened to Mar. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Dalian (China) by Dalian New SB HI Co. Owned by Avin International Ltd (Greece). Detained in 2004 in Quebec (Canada) and in 2012 in Zoushan (China). Sold for demolition in Bangladesh. 455 US\$ per ton.

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-*Vijaydoot*, 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.

Maroni (ex-*Commuter*, ex-*Excel*, ex-*Iver excel*, ex-*Blue Excelsior*). IMO 8002078. Double hull. Length 182 m, 10,374 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in Onomichi (Japan) by Onomichi Zosen. Owned by Maritec NV (Belgium). The *Maroni* left Lome (Togo) on November 11, announced to be heading for Alang, stopped at Port Louis (Mauritius) in mid-December and was finally beached in Chittagong on January 2. 425 US\$ per ton.

Melor (ex-*Muroran Maru*). IMO 9116254. Double hull. Length 243 m, 19,456 t. Deflagged from Liberia to Palau for her last voyage renamed *Flor*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Alpha Shipmanagement Pte (Singapore). Sold for demolition in Bangladesh. 469 US\$ per ton including 700 t of bunkers.

Mercury (ex-*Sea Pioneer*, ex-*Gamma II*, ex-*Gamma*, ex-*Sea Sky*, ex-*Conquistador*, ex-*Minerva Grace*, ex-*Grace Century*). IMO 8917792. Double hull. Length 232 m, 15,239 t. Deflagged from Panama to Mongolia for her last voyage renamed *Dale*. Classification society American Bureau of Shipping. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by Gulf Marc Shipping Inc registered in Saint Kitts and Nevis. She was beached in Chittagong on November 1.

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.



**Nordic
American
Tankers**

Nordic American Tankers (continued).

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 Aurora, beached in Chittagong. © Fazul

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.



Nordic Sprite, Ningbo (China), 4 July 2016; © Viktor

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.

Ocean Concord (ex-*Nord Symphony*, ex-*Blue Symphony*, ex-*Arce*, ex-*Salida*). IMO 9052874. Double hull. Length 247 m, 15,925 t. Deflagged from Domenica to Comoros for her last voyage renamed *Star Concord*. Classification society Sing Lloyd. Built in 1993 in Marugame (Japan) by Imabari Zosen. Owned by Daichi Shipmanagement Pte (Singapore). Sold for demolition in Bangladesh.

Odyssey (ex-*Whitkirk*, ex-*Borman*). IMO 6917504. Length 65 m. Single hull. Equatorial Guinea flag. Classification society International Naval Surveys Bureau. Built in 1969 in Millingen (Netherlands) by Bodewes HH. Owned by Great Eagle Maritime International Ltd (Nigeria). The *Odyssey* had ran aground on a beach near Lagos (Nigeria) on February 14, 2010. Refloated a few months later, she remained discarded in Lagos. She is been broken up on-the-spot.



Lagos, October 2018 © Mohammed Alhassan

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, shortened 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 Amandla*. 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.



May 2018, after salvage. © National Sea Rescue Institute

Pacific Lagoon (ex-*Petrokrepost*, ex-*Astro Maria*). IMO 9174672. Length 248 m, 17,745 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1999 in Okpo (South Korea) by Daewoo. Owned by Iships Management Pte Ltd (Singapore). Sold for demolition in Pakistan.

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 citernes 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 Nigéria. 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.



Le *Princess Oge*, saisi in Calabar. © The Nation

Ptap One (ex-MV8 *Langsa Venture*, ex-*Alpine*, ex-*Ocean Pearl*, ex-*Palma*, ex-*Fulgur*). IMO 7382548. Converted to FPSO in 2002 and operated on Langsa offshore oilfields, off Sumatra by PT Arah Prana (Indonesia). Length 171 m, 7,548 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 1974 in Haugesund (Norway) by Haugesund MV. Owned by Thome Oil & Gas (Singapore). Towed for demolition in Bangladesh.



© Dandi Fajariawan



© Teuku Irfan Gahra

Ptap One, détroit de Malacca.

Radhe (ex-*Merida*, ex-*Magnolia I*, ex-*Aegean Star*, ex-*Linnea*, ex-*Hydro*). IMO 7922295. Length 150 m, 3,635 t. Nigerian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1980 in Tonsberg (Norway) by Kaldnes MV; jumboized in 1984 and lengthened from 126 to 150 m. Owned by Deep Frontline Shippers Ltd (Nigeria). Detained in 2006, 2007 and 2008 in Bushire (Iran) and in 2009 in Bandar Abbas (Iran). Démoli in Lagos (Nigeria).

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.



Saffron, Mumbai (India), 14 February 2017. © JL Besnard

Samo 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.

Seaways Shirley (ex-*Overseas Shirley*). IMO 9213296. Double hull. Length 250 m, 19,004 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *US Shirley*. Classification society American Bureau of Shipping. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Shell International Trading & Shipping Co Ltd, STASCO (United Kingdom). Sold as is in Singapore for demolition in India. 444 US\$ per ton including 600 t of bunkers.

Spabunker Sesentayuno (ex-*Eileen*). IMO 9120231. Length 52 m. Deflagged from Spain to Togo for her last voyage. Classification society Vega Register. Built in 1995 in Valence (Spain) by Union Naval de Levante. Detained in 1999, 2002, 2003, 2005 and 2007 in Algeciras (Spain). Sold by her Spanish owner Boluda Tankers to Rota Shipping registered in Panama prior to her departure for demolition in Turkey.



Las Palmas (Canary Islands, Spain), 3 July 2014.
© Hans Hausmann

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-*Taman*). 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.

Topazis (ex-*Fullam*, ex-*Faithful*, ex-*Norca*, ex-*Nord-Gloria*, ex-*Crystal River*). IMO 9015333. Length 181 m, 8,230 t. Deflagged from Panamanian to Tanzania for her last voyage renamed *Victor*. Classification society Lloyd's Register of Shipping. Double hull Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Oyster Cargo & Shipping LLC (United Arab Emirates). Sold for demolition in India.

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.



18 November 2011, in Sharjah (United Arab Emirates). © Capt Turboboss

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.



October 2013. © Nikos Nikolaou



Aliaga, December 2018. © Selim San

Gas carrier

BW Helios (ex-*Helios*). IMO 8912182. Length 205 m, 16,094 t. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Govan (United Kingdom) by Kvaerner Govan. Owned by BW Gas AS (Norway). Detained in 2016 in Houston (Texas, USA). Sold for demolition in India. 430 US\$ per ton.

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



Carmen (ex-*Sam Russ*, ex-*Co-Op-Akebono*). IMO 9031519. Length 224 m, 16,897 t. Panamanian flag. Classification society Bureau Veritas. Built in 1993 in Sakaide (Japan) by Kawasaki. Owned by Greenline Ship Management DMCC (United Arab Emirates). Detained in 2016 in Humen (China). Auctioned in Khor Fakkan (United Arab Emirates) for demolition in India. 430 US\$ per ton.

Gas Puffin (ex-*Everrich 6*, ex-*Norgas Patricia*). IMO 8912194. Length 126 m, 4,426 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Oldenburg (Germany) by Brand. Owned by Safesol Shipping FZE (United Arab Emirates). Sold for demolition in India. 495 US\$ per ton.

Gaz Supplier (ex-*Gas Leo*). IMO 8818219. Length 230 m, 17,122 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Gazochem Shipping & Trading Co (Greece). Detained in 2014 in Ningbo (China) and in 2015 in Houston (Texas, USA). Sold for demolition in India. 425 US\$ per ton.

Polaris (ex-*LPG Thebe*, ex-*Mette Kosan*, ex-*Mette Tholstrup*). IMO 8012853. Length 82 m. Pavillon Bulgare. Classification society Bureau Veritas. Built in 1981 in Svendborg (Denmark) by Svendborg Skibs. Owned by Bulmarket Shipping Ltd (Bulgarie). Sold for demolition in Turkey.



Tenaga Lima, Japon. Collection Kees Helder

Tenaga Lima. IMO 7428445. Length 281 m, 29,492 t. Deflagged from Malaysian to Comoros for her last voyage shortened to *Lima*. Classification society American Bureau of Shipping. Built in 1981 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by MISC Kuala Lumpur (Malaysia). Sold to Maximus Shipping Ltd registered in Saint Kitts and Nevis prior to her departure under tow for demolition in Bangladesh. 453 US\$ per ton.

Combination carrier (OBO)

SKS Trinity. IMO 9161285. Length 244 m, 18,689 t. Norwegian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by SKS OBO & Tankers AS (Norvège). Sold for demolition in India.

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



Drilling ship

Belford Dolphin (ex-*Navis Explorer 1*). IMO 9182851. Length 201 m, 27,652 t. Singapore flag. Classification society Det Norske Veritas / Germanischer Lloyd (. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Dolphin Drilling Ltd (Norway). Since late 2015 and the termination of her drilling contract off Mozambique for Anadarko Petroleum Corp, she had been laid-up in Batam (Indonesia). Sold as is for demolition in India. 330 US\$ per ton.

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).



Aliaga, December 2018. © Selim San

Deepwater Frontier. IMO 9170224. Length 221 m, 39,882 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Laid up since November 2015 in Labuan (Malaysia). Sold for demolition in India. 340 US\$ per ton.

Deepwater Millenium. IMO 9180229. Length 221 m, 30,318 t. Marshall Islands flags. Classification society American Bureau of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Laid up since Mayi 2016 in Labuan (Malaysia). Sold for demolition in India. 340 US\$ per ton

Offshore service vessel

Supply

Argo (ex-*Argo I*, ex-*Argo II*, ex-*Augustea Otto*, ex-*Plotter*, ex-*Maersk Plotter*). IMO 7432109. Length 65 m. Greek flag. Classification society American Bureau of Shipping. Built in 1976 in Waterhuizen (Netherlands) by Pattje. Owned by Assodivers Ltd (Greece). Sold for demolition in Turkey.



Aliaga. © Captain Selim



Brodospas Moon (ex-*Brodospas 44*). IMO 8206985. Length 67 m. Deflagged from Malta to Saint Vincent and Grenadines for her last voyage. Classification society Bureau Veritas. Built in 1986 in Trogir (Croatia) by Lozovina-Mosor. Owned by Brodospas DD (Croatia). Detained in 2006 in Marsaxlokk (Malta). Sold for demolition in Turkey.

© Captain Selim

Delancey Tide (ex-*Jaya Armour*). IMO 9543196. Length 59 m, 1,413 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Delancey*. Classification society American Bureau of Shipping. Built in 2010 in Jiangmen (China) by Guangzhou Hangtong. Sold by her US owner Tidewater Marine to RV International Dmcc based in the United Arab Emirates. Sold for demolition in India.

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.



Carangue © Christian Herrou



Diavlos Pride © Selim San

Dibba (ex-*Sea Supplier I*, ex-*Hana Glory*, ex-*Arab Gold*, ex-*Union Gold*, ex-*Gulf Gold*). IMO 7041156. Length 49 m, 636 t. Deflagged from the United Arab Emirates to Equatorial Guinea for her last voyage shortened to *Ibba*. Classification society Nippon Kaiji Kyokai. Built in 1971 in Singapore by VT Uniteers. Owned by AH International Shipping Agent (United Arab Emirates). Sold for demolition in Mumbai, India.

Dolphin Princess III (ex-*Pacific Topaz*, ex-*Wira Wijaya*, ex-*Lady Sally*). IMO 8208373. Length 63 m, 1,491 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1982 in Nandan (Japan) by Teraoka. Owned by Industrial Tools International (United Arab Emirates). Detained in 2015 and 2016 in Asaluyeb (Iran). Sold for demolition in India.

Forte 1 (ex-*Forte*, ex-*Malaviya Thirty Four*, ex-*Tanjung Jara*, ex-*Forsayth 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.

Gary Tide (ex-*Jaya Affinity*). IMO 9530278. Length 59 m, 1,478 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2010 in Jiangmen (China) by Guangzhou Hangtong. Owned by Tidewater Marine Llc (USA). 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. © LexxonIyzco

Mawford Tide (ex-*Jaya Archer*). IMO 9533397. Length 59 m. Vanuatu flag. Classification society Bureau Veritas. Built in 2009 in Jiangmen (China) by Guangzhou Hangtong. Owned by Tidewater Inc (USA). Sold for demolition in India.

Putford Shore (ex-*Dawn Shore*, ex-*Norfolk Service*, ex-*Norfolk Shore*). IMO 6712514. Length 49 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1967 in Capelle (Netherlands) by Ijsselwerf. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa, Denmark.

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

Samriyah (ex-AOS *Venus*, ex-AI *Mojil XXXI*, ex-Astro *Mero*). IMO 7911777. Length 55 m, 785 t. Mongolian flag. Classification society Bureau Veritas. Built in 1983 in Niteroi (Japan) by MacLaren IC. Owned by Midgulf Offshore Ship (United Arab Emirates). Sold for demolition in Mumbai, India.



Off Fujairah (United Arab Emirates), December 24, 2014.
© Derrick Pinington

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

Altus Exertus (ex-Bibby *Aquamarine*, ex-Aquamarine, ex-Dynamic *Aquamarine*, ex-Black Gold *Aquamarine*, ex-Shearwater *Aquamarine*, ex-Aquamarine). IMO 7909463. Length 83 m, 2,683 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1981 in Turku (Finland) by Wartsila. Owned by Altus Subsea II AS (Norway). Detained in 2016 in Labuan (Malaysia). Sold for demolition in India.



Singapore, 7 August 2014. © Mick Prendergast

CSC Nelson (ex-Maersk *Rover*). IMO 8108107. Length 67 m, 2,474 t. Cook Islands flag. Classification society Sing Lloyd. Built in 1982 in Lindo (Denmark) by Odense Staalskibs. Owned by COMARCO Singapore Ltd (Singapore). Detained in 2017 in Singapore. Sold for demolition in India.

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

Glomar Allure (ex-*Allure G*, ex-*Ocean Viscount*, ex-*Viking Viscount*, ex-*Cam Viscount*, ex-*Raiti*). IMO 7117008. Ex fishing trawler converted in 1971 to standby safety vessel. Length 47 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1971 in Kristiansund (Norway) by Sterkoder. Owned by GloMar Shipmanagement BV (Netherlands). Arrived for demolition in Grenaa (Denmark) on December 6.



© Marcel Coster

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 Panamanian 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.



Au mouillage in Singapore, 21 October 2010. © Jurij S

Research vessel

Kingfisher (ex-*Tau*, ex-*Geco Tau*). IMO 8028541. Length 77 m. Norwegian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1982 in Sovik (Norway) by Soviknes Verft. Owned by Ocean Venture AS (Norway). Vendu for demolition in Esbjerg, Denmark by Smedegaardens yard.

Karmsundet (Norway)
September 11, 2014. © Jan Henry Knutsen



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 Epidauros 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-*Fetesti*). 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 Brunsbüttel (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 Shiogama (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.



Bagru © Ship Base



Mineral Viking, 2005. © Willem van S

Solar Arion (ex-*Merilla*, ex-*Tien Shan*). IMO 9056533. Length 265 m, 18,233 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2008 and 2010 in Gladstone (Queensland, Australia) and in 2017 in Newcastle (New South Wales, Australia). Sold for demolition in Bangladesh. 467 US\$ per ton.

Solar Ember (ex-Su-Oh). IMO 9146596. Length 289 m, 19,950 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2003 in Constanta (Romania). Sold for demolition in Bangladesh. 467 US\$ per ton.



South Korea, February 2016. © Ventseslav Andreev



Solar Ember

Chittagong 2018. © Adnan Habib

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.



Stellar Fair in Chittagong. © Shipbreaking groupe

See also about the Polaris fleet "[Shipbreaking# 50](#)", Iron ore: the scary silk road, p 3.

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.

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 choride 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.



Canal Welland, September 2010. © Shiphotos



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.

Swan (ex-*Sea Swan*, ex-*Swan H.L.*, ex-*Dyvi Swan*). IMO 8001000. Length 181 m. Curaçao flag. Classification society Bureau Veritas. Built in 1981 in Tonsberg (Norway) by Kaldnes MV. Owned by Dockwise Shipping BV (Netherlands). Sold for demolition in China.



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). Sold 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

Intilaq (ex-*Jiao Pa 118*, ex-*Ei Yu Maru*, ex-*Seiryu Maru*). IMO 7709605. Hopper capacity, 1754 m³. Length 94 m. Deflagged from Panama to Tanzania for her last voyage. Unknown classification society. Built in 1978 in Hiroshima (Japan) by Mitsubishi. Owned by Dragage Des Ports, DRAPOR (Morocco). Sold for demolition in Turkey.



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

Pusher-tug

Shinano Maru (ex-*Kakuyo Maru n°1*). IMO 7396989. Length 38 m, 648 t. Qatari flag. Classification society Indian Register of Shipping. Built in 1974 in Kitakyushu (Japan) by Hibikinada Dock. Owned by Maritime Fleet Handling (Qatar). Sold for demolition in India.

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 chosen the Chine Jiangyin yard, one of the couple of yards still allowed by the Chinese to dismantle ships.



© Simon Ager / Sea Shepherd



March 2018, Port Phillip Heads (Australia). © Lester Hunt

2018 overview



January 16, 2019, Chittagong. Fire at a depot storing the oil waste from scrapped ships. © Daily Star / Rajib Raihan

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).

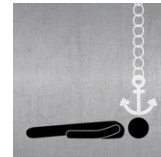
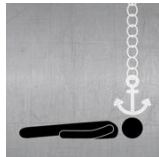
The stated goal of "zero pollutant discharges at sea, zero accidents" is far from being a reality. However, the European Union is considering giving the green light to beaching yards following in the footsteps of classification societies and shipowners. Waste processing is not part of its selection criteria.

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.

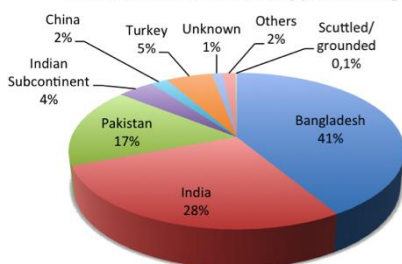
2019 had a bad beginning. February 18, in the early morning, 17 workers are cutting the *S Warrior* tanker on the beach in Chittagong. The torch flame causes an explosion. Two workers died shortly after their admission to hospital, a third was injured. In retrospect, the inspector of the Environment Directorate notes that the safety rules were not applied. The *Greek Warrior*, renamed *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.

Market shares, 2018, scrapped tonnage



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

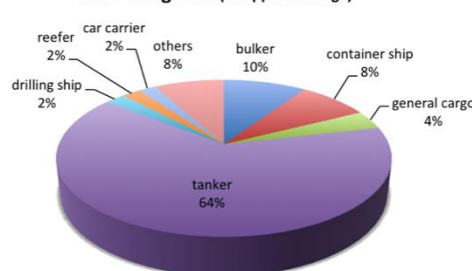
- 1 India, 240 (33%)
- 2 Bangladesh, 211 (29%)
- 3 Turkey, 106 (15%)
- 4 Pakistan, 67 (9%)
- 5 China, 13 (2%)

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%)

2018 categories (scrapped tonnage)



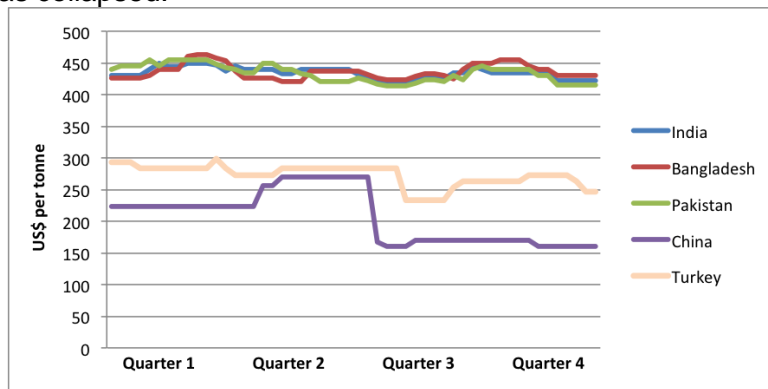
ships

- 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

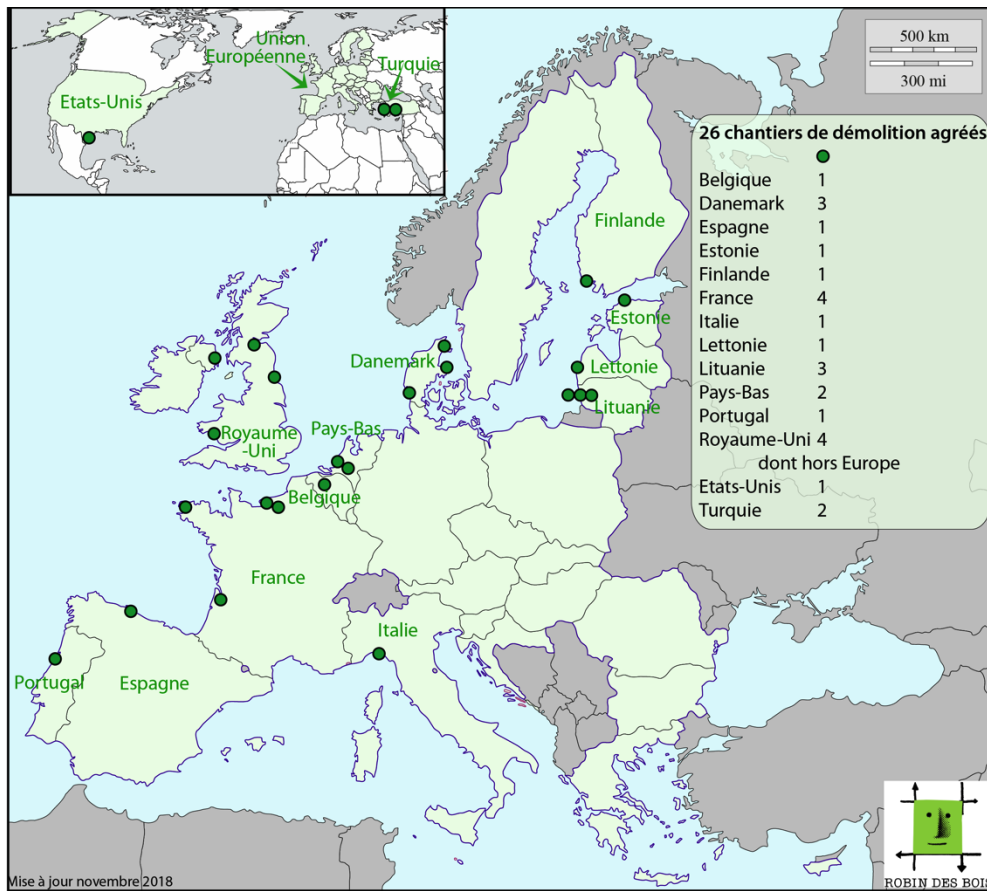
Turkey is the 7th country to have signed the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. The 7 countries (Belgium, Congo, Denmark, France, Norway, Panama, Turkey) represent 20% of the world fleet. It takes 15 signatories representing 40% of the fleet for the Hong Kong 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.



26 shipbreaking yards approved by the European Union

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 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



Port de Sète

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, personal 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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