

ROBIN DES BOIS

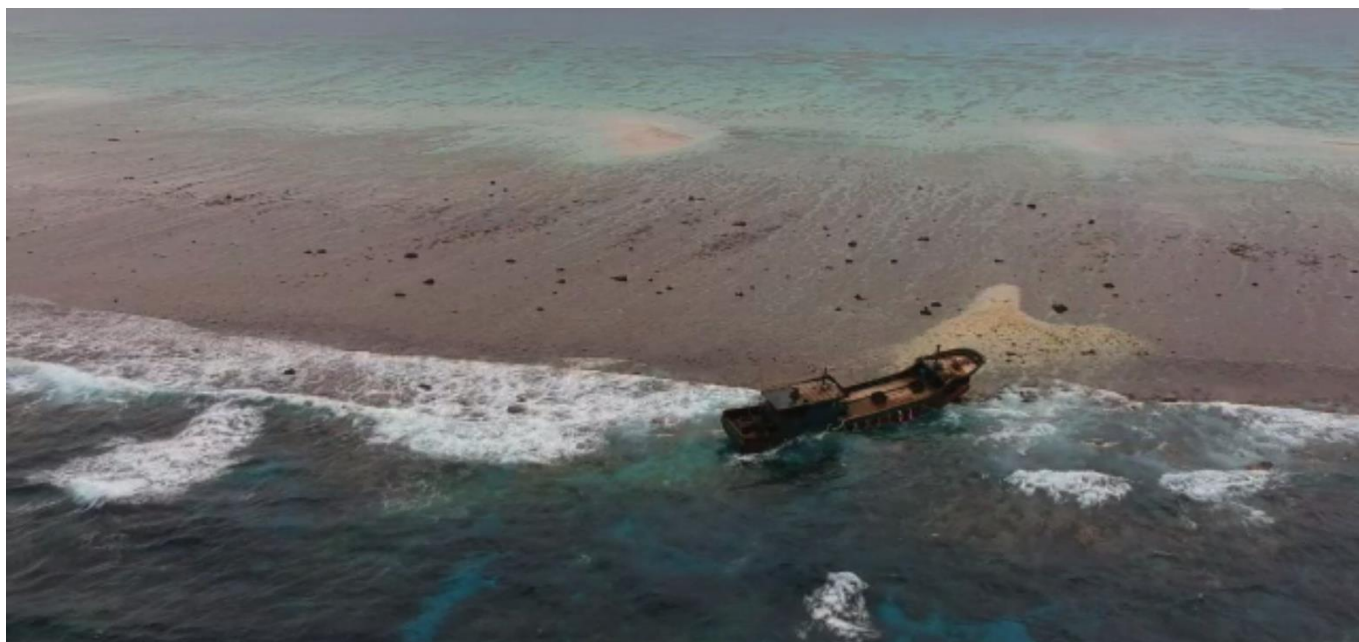
# Shipbreaking

Bulletin of information and analysis on ship demolition

# 55, from January 1 to March 31, 2019

June 11, 2019

## The mystery of the nameless boat

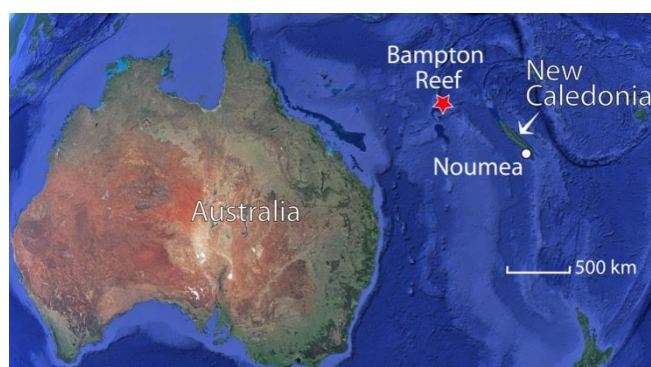


© French Navy

### New Caledonia, Chesterfield Archipelago, Bampton Reef

April 19, 2019. a French Navy maritime patrol aircraft *Guardian* spotted a ship grounded on Bampton Reef, north of the Chesterfield Islands, 3 days sailing from Noumea (New Caledonia, France).

The Chesterfield archipelago is included in the Coral Sea Natural Park which covers the whole Exclusive Economic Zone of New Caledonia.



On arrival at the grounding site, the crew of the *d'Entrecasteaux* A621 discovered an abandoned and empty coaster about 30 metres long, relatively recent, with bow thrusters and large tyres used as fenders to facilitate transhipment. According to the French Navy, the ship ran aground in mid-April at a relatively high speed. The hull was damaged, the holds filled with sea water, no pollution has been detected. No cargo, no fuel, no navigational instruments, no charts and other documents. The vessel was empty.

The name and other identification marks have been scrubbed, Chinese ideograms can still be figured out. The crew vanished.



Mutiny, trafficking, Illegal, Unreported and Unregulated fishing drama, missed rendezvous. An investigation is ongoing. A wanted notice was issued in all ports in the Asia-Pacific region and in particular in New Zealand and Australia to try to identify the vessel and her owner. The ghost is in no condition to sail and is difficult to tow.



Photos and Screenshots French Navy

The first known disaster on Bampton Reef was the grounding on July 4, 1854 of the "slave ship" *Grimneza* transporting Chinese coolies towards the Chinchas Islands, off Peru, where guano was collected. 650 of them died of hunger and thirst. The captain, crew and surviving coolies had been rescued 4 months after the grounding by a whaling ship.

## Content

The mystery of the nameless boat	1	Container ship	21
Grounding and shipbreaking in the Pacific	3	Reefer	31
Overview January-February-March 2019, a "small" quarter	4	Ro Ro	33
European Regulation	6	Oil tanker	34
Hong Kong Convention	6	Chemical tanker	39
Shipbreaking in Indonesia (continued)	7	Combination carrier (OBO)	40
Trade Winds Ship Recycling Forum. Hong Kong, 5-6 March 2019	8	Gas carrier	41
De la demolition au recyclage.		Bulker	43
1ère partie		Cement carrier	48
- Hong Kong, <i>Rainbow Warrior II</i> , banks and NAT in the spotlight	8	Heavy load carrier	50
- Regulatory developments		Dredger	52
In the Hong Kong Convention's lobby	9	Drilling Ship	53
Bangladesh voted for recycling, India is about to.	10	Offshore service vessel	54
The European Regulation, today and tomorrow	11	Standby-safety vessel	57
Inventory of Hazardous Materials (IHM)	12	Offshore support vessel	58
Car carrier	13	Fishery patrol vessel	58
Ferry	15	Sources	59
General cargo carrier	18		



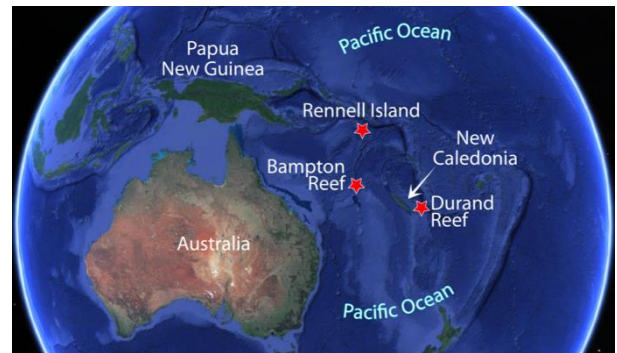
## Grounding and shipbreaking in the Pacific

The Pacific is a fatal area. The remoteness and lack of available response vessel complicate rescue and salvage operations. After having polluted the atolls, the wrecks are doomed to be discarded, scuttled or to dislocate.

† nameless ship (see p 1), April 2019

† *Solomon Trader*, February 2019

† *Kea Trader* July 2017



### Solomon Islands, Rennell Island

The *Solomon Trader*, grounded since February 5, 2019 on Rennell atoll, Solomon Islands, was refloated on May 11. Her cargo is being inloaded. The bulker was considered a total loss and will then have to be towed to a shipbreaking yard to date undisclosed.

The Hong Kong-flagged *Solomon Trader* was to transport to China a cargo of bauxite extracted on the island by the Indonesian company Bintan Mining. At the time of the grounding near a UNESCO World Heritage site, the tanks of the *Solomon Trader* contained 700 t of bunkers. In the very first days, the hull released about a hundred tons of fuel that polluted the shoreline. The lack of available response vessel delayed salvage and pumping operations. The total quantity of oil spilled remains unclear and is probably underestimated. Local populations who leave mainly on fishing start cleaning up with shovels and buckets before being joined by Australian and international experts. The cost of rescue and cleaning operations must be covered by the shipowner's insurer, Korea P&I. UNESCO says to be ready to support Solomon Islands in its legal actions to claim compensation for the disaster.



© Australian High Commission



© Tehakatu Tribe Association



***Solomon Trader* (ex-Ocean Amber, ex-Noble Union, ex-Nueva Union, ex-Doric Chariot). IMO 9075670. Length 225 m. 73.592 t deadweight. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by King Trader Ltd (Hong Kong, China). Detained in 2005 in Hay Point (Australia) and in 2012 in Paradip (India).**

On July 29, 2002, she ran aground on a reef off Piper Island in the Great Barrier Reef as the Greek-flagged *Doric Chariot*. On February 2013, an Indian sailor was killed by the explosion of the portside anchor windlass engine while the ship, then named *Ocean Amber*, was anchored off Richards Bay (South Africa).

About the *Solomon Trader*, see "[Oil Spill because of bauxite](#)" April 30, 2019.

### New Caledonia, Durand Reef

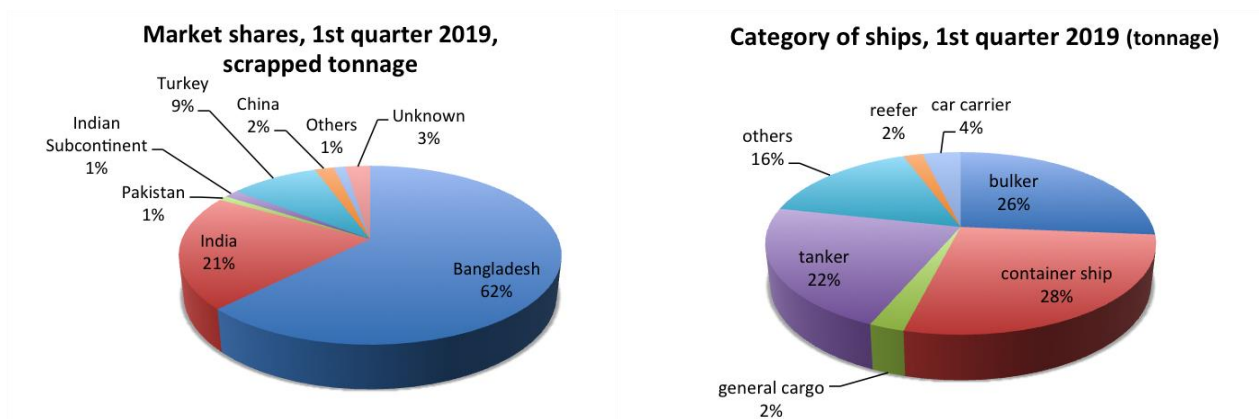
The *Kea Trader* grounded on July 12, 2017 on Durand Reef keeps being torn apart. The ships *Hua-Ao* et *De-Jing* sent by Shanghai Salvage Company have been on the spot since November 2018 removing floating debris. No heavy lifting equipment is available. A crane barge, named *Cali*, would be under construction in China. On March 8, 2019, at J+604 after the grounding, the High Commissioner of the Republic in New Caledonia announced the Scientific Committee of the Coral Sea Naturel Park was considering the approval of the wreck removal plan by the new equipment.



The wreck of *Kea Trader*, February 13, 2019.  
© Shanghai Salvage company

About the *Kea Trader*, see "[Shipbreaking](#)" # 49 p 39, "[Shipbreaking](#)" # 50 p 11 and "[Shipbreaking](#)" # 51, p 10.

## January-February-March 2019, a "small" quarter



**158 ships**, -13 %. 1,5 million tons, - 8 % compared to the last quarter of 2018. The weakest start in 10 years. Bangladesh continues to overwhelm the market with 62% of the scrapped tonnage ahead of India (21%) and Turkey (9%); the others hardly exist.

**146 ships** scrapped in Asia, 96% of the global tonnage. Among them, 48 built in the European Union and Norway and 38 belonging to shipowners established in the European Union or the European Economic Area.

**70 ships** were deflagged. 44% of end-of-life ships are flying a funeral flag. Palau (42) ranks Nr 1 ahead of Comoros (14). Mongolia is back, Nauru Island comes out on the last voyage market.

**69 ships** previously detained including the river and sea-going vessel *Nila* built on the Danube river, Togolese flag, 10 detentions, scrapped in Turkey and the Sierra-Leonean *Ocean Star 98* beached in Bangladesh under Palau flag.

**38 container ship**, 28% of tonnage, the flow has resumed. Ships of less than a 2500-box capacity (27) hold the majority, 10 ships can carry over 4000 boxes. Container ships regain 1st position ahead of bulkers (26% of tonnage).

**29 oil, chemical and gas tankers**: the category falls to 3rd position with 22% of the global tonnage.

**26 km**, the length of ships to be scrapped.

The oldest one, the dredger *Rijndelta*, 59 years old, built in Germany, scrapped in the Netherlands.

The youngest one, the casualty container ship *Aeneas*, 9 years old, built in China, scrapped in Bangladesh.



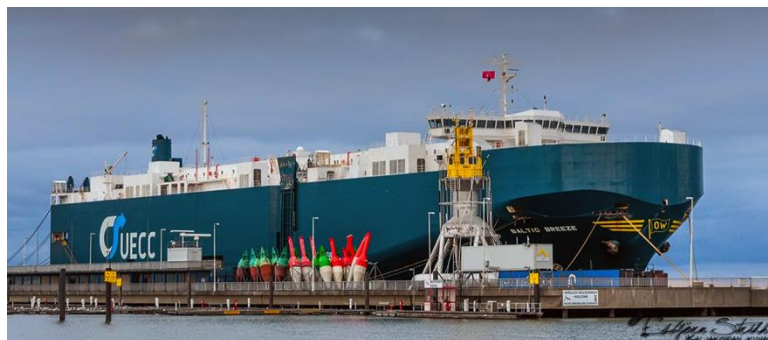
*Rijndelta*, 59 years old © Michael Schindler



*Aeneas*, 9 years old. © Wolfgang K Reich/Wedel

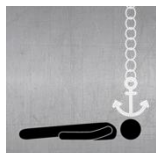


The car carrier of the quarter: the *Baltic Breeze* which suffered a fire off the German coast in October 2018, towed to the Leyal ship recycling yard in Turkey. (Cf. p 13).



*Baltic Breeze*, November 26, 2018, Cuxhaven (Germany). © Kaljakoiran Kuvat

The other casualty ships: the cement carrier *Raysut II* grounded in Oman in May 2018, towed to India (p 49), the container ship *Aeneas* victim of a collision in the Suez Canal in July 2018, beached in Bangladesh (p 22), the general cargo carrier *Nila* which suffered a water ingress in the Azov Sea in October 2018, towed to Turkey (p 18-19).



The Bangladesh government has just changed the Latin alphabet spelling of 5 districts in the country. Some spelling dated back to the British era. They were changed so that the names of the districts be consistent with the Bengali alphabet and local pronunciation. Chittagong must now be written Chattogram.

Chattogram shipbreaking yards continue to be hit by fatal accidents. On May 15, 2019, at around 8 a.m., Rubel, 25, was cutting a pipe with a blow torch in the engine room of the tanker *Bunga Kelana-4*. An explosion banged loudly. Rubel died before arriving at the hospital. 5 other employees who also worked in the engine room were severely burned. They were between 19 and 27 years old. Initial reports indicate that sparks ignited oily residues, causing the explosion of a gas cylinder and the spreading of the fire to the engine room. *Bunga Kelana-4* was beached late December at Mahinur Ship Recycling yard. She was previously owned by American Eagle Tankers and was one in a series of 5 tankers sent to the scrapyard by the Malaysian shipowner in the 4th quarter of trimestre 2018. (Cf. "Shipbreaking" # 54, p 24).

Malaysia just announced it is going to ship 3000 tons of plastic waste back to the exporting countries, including the USA, Australia, Canada, the United Kingdom, Japan, France... Dozens of opportunistic facilities appeared to capture this waste market, burning or burying piles of non recyclable waste with no caution nor authorization. Malaysia was becoming a favoured destination after China banned the import of an number of waste in January 2018. As China yesterday, Malaysia does not want to be a dumping ground for the world. It is to be hoped that, on a reciprocal basis, the Malaysian ship owners do not take Bangladesh for their dumping ground.

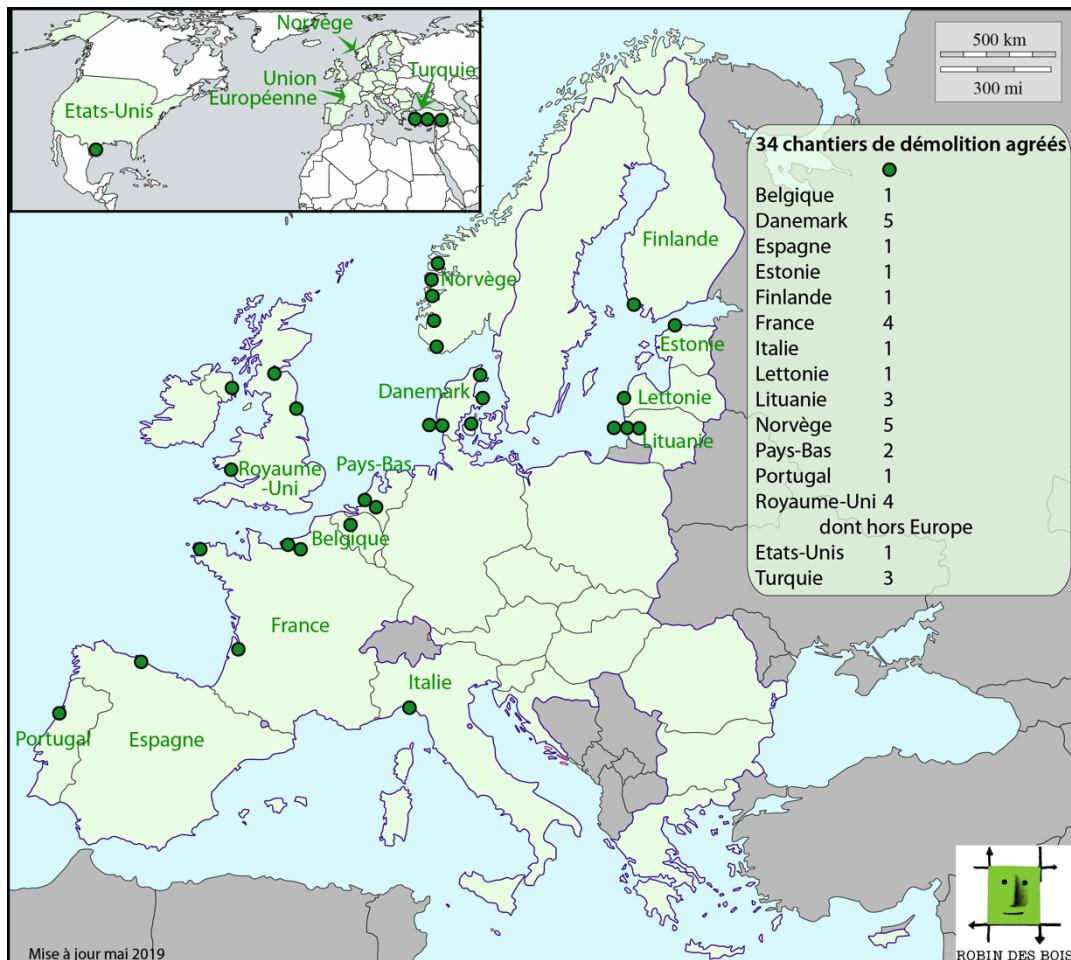


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## European Regulation

The European Regulation No 1257/2013 on ship recycling entered into force on 1 January 2019. It applies to ships flying the flag of a Member State which must now be scrapped in an approved yard. The list of approved facilities is regularly updated. Since December 2018, the list includes yards located in third countries (Turkey and the United States) after Det Norske Veritas / Germanischer Lloyd examined their compliance with the Regulation.

In the 5th version of the list, the number of approved yards increases from 26 to 34. 2 Danish, 5 Norwegian, 1 Turkish yards have been added. Of the 6 new applications from third country shipyards that were studied (4 Turkish and 2 Indian), only the Turkish Isiksan Gemi Sokum yard was found to comply with European requirements. No applications were definitively rejected. Germany is still absent from the green list.



## Hong Kong Convention

The Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships celebrated its 10th anniversary but has not yet entered into force despite new ratifications at an accelerated pace. Since the beginning of 2019, the number of Contracting States has doubled. Estonia, Japan, Malta, the Netherlands, Turkey and Serbia have joined Belgium, Congo, Denmark, France, Norway and Panama.

The prospects for the Convention's entry into force still seem remote. The number of Contracting States (15) and their part in the world fleet (40%) are possible short-term objectives. On the other hand, the criterion on the parties' recycling capacity (3% of their cumulative fleet) can only be met if major recycling countries ratify the convention. (See the intervention of M. Mikelis, Forum Trade Winds on ship scrapping, p. 9).



## Shipbreaking in Indonesia (continued)



Photos and screenshots KKP



Indonesia is carrying on its campaign and the destruction of vessels confiscated for illegal fishing in its Exclusive Economic Zone. More than 500 fishing vessels have been scuttled since October 2014, 125 in the year 2018. The pace does not slow down, on May 4, 2019, 51 additional vessels were sunk in 5 ports of the archipelago; 38 were Vietnamese, the others Chinese, Filipino or Malaysian.

Until now the ships were blown up and sank loudly and live on television. This time, the authorities chose a gentle way. The convicted ships were lined up, loaded with sand and flooded with water. Ms. Susi Pudjiastuti, Maritime and Fisheries Minister, attended the event. Fishing nets were burnt in a symbolic ceremony.



Photos and screenshots KKP

## **Trade Winds Ship Recycling Forum. Hong Kong. 5-6 March 2019**

### **From scrapping to recycling**

*The specialized magazine held its "11th Ship Recycling Forum" on March 5<sup>th</sup> and 6<sup>th</sup>; 2019. The shipping community is committed to promoting the industry and uses the turn of phrase "ship recycling," not "shipbreaking", favoured by NGOs and workers' unions who prefer to highlight the risks of the activity. In the same line of thinking, the current regulations are now called "Ship Recycling Act" instead of Shipbreaking Rules or Code.*

*Every year, the Trade Winds forum brings together stakeholders in ship breaking, and in particular, those involved in improving the current practices. It is an opportunity to make an assessment of the situation from both a technical and regulatory point of view as well as to exchange experiences and perspectives on ship recycling.*

*10 years after the Hong Kong Convention on "the safe and environmentally sound recycling of ships" was signed, the 2019 forum was also held in Hong Kong. The forum brought together ship-owners and ship-owners' associations, cash buyers, demolition yards, experts, technical consultants, banks, classification societies, as well as representatives from various countries where shipbreaking is routinely carried out (like India, Bangladesh, Pakistan) or which act on a regulatory or technical-financial level (the European Union and Japan, respectively) , a representative of the International Federation of Workers IndustriALL, and 2 NGOs, Bellona and Robin des Bois. Many other stakeholders attended the presentations and discussions.*

*The majority of participants agreed on the need to change shipbreaking practices. Two approaches were developed at the conference, one regulatory and the other voluntary.*

*- For the former, States or State organizations will establish general rules and impose standards limiting the negative impacts of shipbreaking. This method of regulation is also the preferred path for NGOs and workers' unions, which see global regulation as a legal basis to support their actions to protect the environment, populations, and demolition workers.*

*- For the latter, improvements would be made on the field, in the shipbreaking yards, at the request or with the support of ship-owners and shipping stakeholders. This optional approach aims to reconcile environmental, social, and economic objectives. Stakeholders using this approach may define their own criteria based on regulatory standards, whether or not they are legally enforced.*

*As the criteria for the entry into force of the Hong Kong Convention are not met yet, the Trade Winds Forum took stock in particular of the current state of the market, international and national regulatory developments, prospects for the enforcement of the Convention and its principles, ship-owners' initiatives, and practical developments in shipbreaking practices around the globe.*

*The brokers and cash buyers who were present expected a large volume in 2019 of ships to be recycled. [Editor's note: this is not confirmed by the 1st quarter of the year]. This oversupply is likely to lead to lower prices.*

## **PART 1**

### **Hong Kong, *Rainbow Warrior II*, banks and NAT in the spotlight**

*An overview of demolition events since the last Trade Winds forum was provided by Mr Dimitri Ayvatoglu, representing the Turkish ship recycling yard Leyal, which was included in the European list of approved facilities as of December 2018.*

*M. Ayvatoglu recalled the Chinese ban on imports of end-of-life ships, the repeated closure of yards in Pakistan following various accidents, the entry into force of the European regulation on ship recycling and the approval of 26 new yards including 3 outside the European Union, the latest ratifications of the Hong Kong Convention, as well as judicial and financial pressures. Other speakers further developed some of these points.*



Mr Ayvatoglu focussed on the integration of ship recycling standards by the market. With the national and global regulations still under development, some ship-owners, financial actors, and shipyards have already adopted this standardization approach. India is cited as an example, with 77 yards stated to be compliant with the Convention by the classification societies Nippon Kaiji Kyokai, Indian Register of Shipping, and RINA, all of which belong to the IACS (International Association of Classification Societies). 13 of these yards have applied to be included in the list of facilities meeting the standards as defined by the European Regulation. In Bangladesh, the PHP Family yard, also certified, dismantled the *Rongdhonu*, formerly *Rainbow Warrior II* of Greenpeace [Editor's note: see also "Shipbreaking" # 53, p 4. This was the star ship of the forum, the subject of multiple discussions and a promotional film.].

Financial pressures were presented as a potentially important for development in the future. More and more banks (ING, AMRO, DNB, NIBC, etc) are beginning to include dismantling clauses in loans for ship purchases. The effectiveness of these clauses, however, can only be measured in the long term, according to M. Ayvatoglu. He also recalled that the Norwegian pension fund KLP has recently added the Norwegian company Nordic American Tankers (NAT) to the list of shipowners to whom it no longer grants loans due to their shipbreaking practices. NAT sent 10 ships for scrapping in 2018, 3 to India, 8 to Bangladesh. The arrival of the *Nordic Aurora* and *Nordic Sprite* in Bangladesh in December 2018 was then all the more controversial as NAT had announced it would be recycling the ship "in compliance with the standards of the Hong Kong Convention". Participants in the forum wondered about possible legal actions against the cash buyer who would not have respected the requirement. [Editor's note: on the other hand, actions against NAT have not been mentioned.]

## 1- Regulatory developments

*At the global level, the Hong Kong Convention has not come into force but ratifications are speeding up. The European Regulation has to apply since January 1<sup>st</sup>, 2019 at a regional level, as it only concerns ships flying a European flag. Locally, specific regulations are being put in place (India, Bangladesh), at least in theory.*

### In the Hong Kong Convention's lobby

*The Hong Kong Convention was the center of attention. It serves as a basis for countries to establish or strengthen their legislation. The aim of the yards that started upgrading is to be compliant with Hong Kong criteria. Some ship-owners who take into account the eventual legal necessity, and at least the moral necessity, to assume full responsibility for their ships "from cradle to grave" have established corporate policies according to these Hong Kong criteria. Experts are working on practical solutions to comply with or begin to implement them.*



Mr Nikos Mikelis, former head of the International Maritime Organization shipbreaking section, known to the forum participants as the "father of the Hong Kong Convention", reviewed the difficulties and progress made in the ratification and implementation of the Convention.

The Hong Kong Convention is not a priority for governments facing other international obligations. Nor is it a priority for the majority of ship-owners who are facing other regulatory deadlines and a volatile economic environment.

In addition, 3 criteria must be simultaneously met for the Convention to enter into force.

- a minimum number of countries (15),
- a minimum percentage of 40% of the world fleet
- an minimum recycling capacity of 3% of the cumulative fleet of contracting States.

At the time of the forum, 8 countries (Belgium, Congo, Denmark, France, Netherlands, Norway, Panama, Turkey) had ratified the convention, representing 21.4% of the world fleet.

The first two criteria do not seem out of reach. Two countries became parties in 2019. The parliamentary processes authorizing ratification have been completed in Germany and Estonia. The ratifications of Japan and Malta are expected in 2019, those of Italy in the medium term. [Editor's note: Since the end of the forum, the IMO has announced ratifications from Japan, Serbia, Malta, and Estonia, bringing the total to 12 members]. Mr. Mikelis also mentioned the possibility of ratification by flags of

convenience ("open registers") such as Liberia or the Marshall Islands if they were pushed to do so by ship-owners registering their vessels there.

These possible ratifications by States that have no ship recycling activity could paradoxically complicate meeting the third criterion, which precisely implies a recycling capacity of the Contracting States. This is the most difficult criterion to achieve: the capacity of the current 8 parties is only 0.32% compared to the target of 3%. In practice, the entry into force of the Hong Kong Convention requires the ratification of India and another major demolition country. China has long seemed the ideal candidate, but following the closure of its market, Mr. Mikelis believes that efforts must focus on ratification by Bangladesh, which means the necessary improvement of its yards.

Mr Mikelis recalled that, despite its non-entry into force, the technical standards of the Hong Kong Convention were the basis for the regulations that were being put in place and the guidelines that had been adopted by some shipowners.

### **Bangladesh voted for recycling, India is about to.**

*The position of the shipbreaking countries on the Indian sub-continent with regard to the Hong Kong Convention has changed. They have long been opposed to it. Today, India and Bangladesh have incorporated the Convention's standards into their specific shipbreaking regulations. Pakistan remains behind schedule; little progress has been made in drafting binding legislation, but some principles have been strengthened regarding gas-freeing, cleaning, and drying of tanks following fatal accidents at Gadani yards such as the tragedy of Aces in November 2017.*

In Bangladesh, the shipbreaking activity has developed over the past 30 years; it did not have any specific regulations governing its specificities until the introduction of the "Shipbreaking Rules 2011". Mr. AKM Shamsul Areefin of the Ministry of Industry of Bangladesh stressed the willingness of his country and the need to pursue this path of improvement of an industry considered vital to the country's economy. The Bangladesh Ship Recycling Rules were adopted in 2018. Several projects are underway to upgrade the yards to the level of compliance with the Hong Kong Convention standards, which could lead to ratification by Bangladesh. The evaluation Phase I of the SENSREC-Bangladesh (Safe and Environmentally Sound Ship Recycling in Bangladesh) project, led by IMO, with the cooperation of the Ministry of Industry and the Bangladesh Ship Breaking Association (BSBA) and funded by Norway, was completed. Phase II is in progress, it is planned for completion by 2020. It focuses in particular on hazardous waste management and staff training. The prospects for industrialization of shipbreaking are studied in partnership with the classification society Nippon Kaiji Kyokai regarding technical aspects. Among the areas for improvement, Mr. Shamsul Areefin mentioned the future construction of a hospital near the shipbreaking yards, whereas to date there are only medical centers for basic care and examinations.



M. Satinder Pal Singh of the Indian Ministry of Transport said that there was still no national law on ship breaking. Since 2013, the activity has been ruled by the Shipbreaking Code, which is based on the requirements, set forth Convention. The Code also defines rules regarding the presence, management, and transfer of hazardous materials for special-concern ships, i.e. ships of more than 20,000 t light weight, ro-ro ships, passenger ships, tankers, FPSOs, military ships, ships with a draught of more than 8 m, nuclear propulsion ships, etc. A specific law (Recycling of Ships Bill) is under discussion. Considering the upcoming legislative elections in India, it will be discussed after July 2019. The law is a prerequisite for the ratification of the Hong Kong Convention; India's commitment to ratifying the Convention seems to be a given for all. Mr Satinder Pal Singh recalled that cooperation with the Japan International Cooperation Agency (JICA) has been developing for several years and is aimed at achieving overall improvements in safety, working conditions, training, environmental monitoring and impact and waste management.





## The European Ship Recycling Regulation 1257/2013, today and tomorrow

*The European Ship Recycling Regulation entered into force on 1 January 2019. The impact of this first global and implemented regulation on ship demolition was a concern for many participants.*

Mr Peter Koller, representing the European Commission, reviewed the principles of the Regulation and its perspectives. The European Union's ship recycling policy has been discussed for several years with various stakeholders and finally reached the regulation now applying to all ships flying the flag of a Member State.



The objectives highlighted are to reduce the negative consequences of ship recycling and to facilitate the ratification of the Hong Kong Convention. The European regulation converges in many respects with the Hong Kong Convention. Some European criteria are more stringent than the Hong Kong criteria, but they are not an obstacle to ratification of the Convention.

The European Regulation sets the minimum conditions for the recycling of European vessels. It states that ships flying a European flag can only be recycled in yards approved by the European Commission. The list of these facilities is updated regularly. To date [beginning of March], it includes 26 yards, 23 of which are located in 12 Member States, 2 in Turkey and 1 in the United States. Their overall capacity (1.72 million tons light weight) is higher than the average annual tonnage of European vessels scrapped over the period 2013-2017 (600,000 t). Mr. Koller recalled that the requirements to be included in the list are the same for all. What changes is the inclusion procedure. For facilities established in the European Union, the concerned Member State has to approve the facilities on its territory. Yards located outside the European Union must submit an application for inclusion. They may be approved at the end of a process of monitoring and detailed site inspection. Mr. Koller stressed that each application is checked on an case-by-case basis, irrespective of its location. To date, 25 applications are being considered for 6 projects in Turkey, 14 in India, 4 in China and 1 in the United States. 6 site visits have already been carried out in 4 Turkish and 2 Indian yards. Det Norske Veritas / Germanischer Lloyd has been contracted to carry out site inspections and eventually confirm the compliance of the yards. The reports of these first visits were published in January 2019. [They are available on the European Commission website](#). To date, only the Turkish shipyard Isiksan Gemi Sokum Pazarlama Ve Tic. Ltd. Sti. could be considered compliant with the European requirement. For the other 5 facilities, further improvements still need to be implemented. Mr. Koller confirmed that to date there has been no definitive rejection of any application.

The objective is that no ship flying the flag of a Member State should be recycled in an off-list yard. Mr. Koller believes that an increasing number of vessels recycled in compliance with the Regulation would make the list attractive and encourage new applications and improvements in shipbreaking practices. Norwegian shipyards should be included soon [see page 6]. New applications from third countries are expected.

No review of the Regulations is planned in the short term. However, its enforcement and implementation issues are discussed between the Member States responsible for correct application and possible penalties, the European Commission and the European Maritime Safety Agency. Based on feedback, revisions could be proposed 5 years after entry into force. Among the possible issues to be discussed, M. Koller mentioned financial incentives and the extension of the scope, namely not only EU-flagged ships but also EU-owned ships. [Editor's note. It is a good thing to see that this latter point has not been forgotten. In November 2008, the European Commission's working document for the improvement of dismantling practices - EU Strategy on better ship dismantling - already proposed to apply the future regulation to all ships with a "strong link with Europe in terms of flag or ownership". This option had been dropped due to pressures from shipowners. Robin des Bois supports this extension of the scope and hopes that the goodwill now being promoted by shipowners will go beyond words...]

For Mr. Koller, pressure from civil society or other stakeholders has led in recent years to significant progress in the field of ship recycling, regulatory developments and shipowners' awareness. Europe's role is important since 20% of the world fleet (10,000 vessels) fly the flag of a Member State and are subject to the European regulation. Mr. Koller recalled that even with a ratification of the Hong Kong Convention by all European countries, the date for its entry into force will remain uncertain given the criterion on recycling capacity

## Inventory of Hazardous Materials (IHM)

The EU Regulation lays down rules for the management of hazardous materials used during the construction and maintenance of ships, necessary during their operational life and generated from operation. It now requires European ships to establish and maintain an Inventory of Hazardous Materials (IHM,). This obligation will apply from 1 January 2021 to all ships entering a European port, regardless of their flag. The IHM must facilitate and make safer the implementation of each ship's recycling plan. The European IHM includes some additional substances such as PFOS or perfluorooctanesulfonic acid, a persistent perfluorinated compound used in many applications such as water-resistant and anti fouling coatings.

The Inventory of Hazardous (IHM,) on board ships and its updating will be mandatory for all ships flying the flag of a Contracting State to the Hong Kong Convention (5 years after its entry into force). IMO Guidelines on IHM were published in 2015 (MEPC 269(68)) and IMO advised the ship owners implement them without any delay. As Mr. Koller pointed out, the IHM as defined by the European Union is already effective.

The data necessary to establish the inventory shall be provided by the shipowner for existing ships (by the shipbuilding yards for new ships) and must be verified through inspection or sampling. According to several speakers, shipowners often have a lack of knowledge of what is actually required; some are unaware that the IHM is specific to each ship and that it would be wrong to use the data of a sistership. In addition, for Mr Ehud Bar-Levy, representing Lloyd's Register of Shipping, exhaustiveness leading to an accumulation of thousands of data could make an IHM impossible to be used.

The IHM includes a first part relating to the construction and operation of a vessel and a second part prior to recycling, which includes the residues and materials remaining on board. For all, it is a document that must be continually updated. "It is a live document", said Mr. Prashant S. Widge on behalf of Maersk, and it is presented at each classification society visit; he added that the updating by a responsible officer is carried out continuously on Maersk vessels and that crews are trained to identify materials containing asbestos.

Speakers agree that the quality of inventories varies greatly from one issuing company to another. According to Mr. Tom Peter Blankenstijn (Sea2Cradle, consulting firm), some inventories are simple lists that lack qualitative information or even mapping of hazardous materials. Mr. Sanjiv Agarwal representing the Indian shipyard JRD [chosen by the New Zealand Navy for the recycling of its tanker *HMNZS Endeavour*] confirms that some inventories are easier to use when preparing the recycling plan because they accurately locate hazardous materials. The question "What happens when the yard is provided with an inaccurate inventory" was not answered.

The IHM is an essential tool for the development of the recycling plan by the site. It must ensure the safety of workers and the protection of the environment during the demolition phase and then the management of waste downstream. For Mr. Marc Van der Poel (M.A.RC., Marine Asbestos & Recycling Consultants, specialized in the establishment of IHM) there is a need to standardize IHM to make it easy to use in the yards.

**Part 2** of the Forum report will be published in issue # 56 of "Shipbreaking". It will cover voluntary actions by shipbreaking yards, shipowners and States, the point of view of workers' unions and the point of view of Robin des Bois.



## Car carrier

*Baltic Breeze*. IMO 8312590. Length 164 m, 8,791 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in Onishi (Japan) by Kurushima. Owned by Wallenius Lines (Sweden). Sold for demolition in Turkey.

Le Havre (France). © **Pascal Bredel**



The *Baltic Breeze* had a tragic end of career.

**2014.** the *Baltic Breeze* had left the Algerian port of Djen-Djen on ballast and was to load a cargo of vehicles in Vigo (Spain). In the first hours of April 1, she was sailing off Galicia in the Traffic Separation Scheme (TSS) of the Ria de Vigo; she was about to alter course to remain in the TSS inbound lane up to Vigo anchorage area. In the outbound lane, the fishing vessel *Mar de Marin* with 9 crewmen and a scientist on board was heading for coast fisheries. She was using an electronic navigational chart instead of the official nautical chart approved by an authorized hydrographic office : the TSS and the course alterations of the inbound and outbound lanes were not clearly indicated. The investigation report points out a poor analysis of the car carrier's trajectory by the *Mar de Marin* and a lack of navigational watch. *Mar de Marin* did not anticipated the course alteration of the *Baltic Breeze* in accordance with the TSS. The *Mar de Marin* changed course, she feared a collision, she rammed into the car carrier and sank within minutes. Five sailors got drowned.

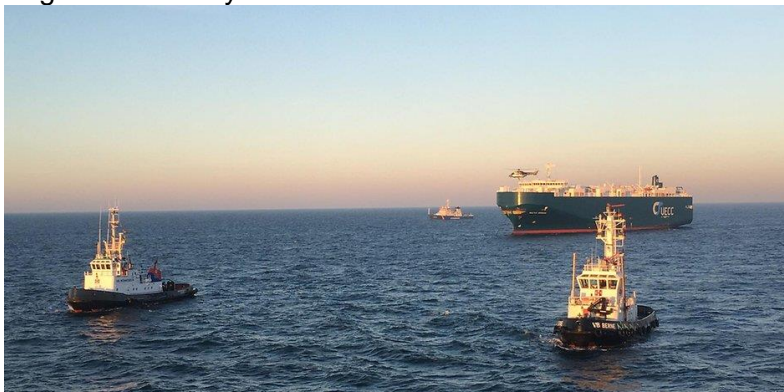


TSS of the Ria de Vigo  
Ministry of Transport



*Mar de Marin*, length 27 m  
© **Gonzalo Sans**

**2018.** In the night of October 14, a fire erupted in the engine room. The ship had left Drammen (Norway) bound for Cuxhaven (Germany). She is carrying 3000 cars. The crew tried to extinguish the fire. A team of German firefighters was air lifted on board and finally brought it under control. After assessment, the ship was allowed to be towed to Cuxhaven port. The damages were too big, the 35-year-old *Baltic Breeze* was beyond repair. On January 10, she left the German port under tow. She was beached in Aliaga on February 5.



October 2018, salvage operations. © **dpa**



January 2019, the last voyage of the *Baltic Breeze*. © **Cuxhaven Nachrichten**

*Chang Fa Kou* (ex-*Pacific Aries*). IMO 8321943. Length 169 m. Deflagged from China to Palau for her last voyage shortened to *Chang Fa*. Classification society China Classification Society. Built in 1985 in Oshima (Japan) by Oshima Shipbuilding. Owned by COSCO Shipping (China). Sold to India-based Scope Maritime Pvt Ltd prior to her departure for demolition in Bangladesh.

*Chang Fa Kou*, 2009. © **Marc Ottini**



*Jasa Bakti* (ex-*Shenandoah Highway*). IMO 9043689. Length 180 m, 13,774 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by KK Regional Navigation (Malaysia). Detained in 2000 in Incheon (South Korea) and in 2015 in Singapore. Sold for demolition in India in a yard stated as compliant with the Hong Kong Convention. 436 US\$ per ton.



*Pearl Ace*. IMO 9051818. Length 188 m, 12,584 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shitanoe (Japan) by Minami Nippon. Owned by Masumoto Shipping Co Ltd (Japan). Detained in 1999 in Emden (Germany), in 2010 and 2015 in Fremantle (Australia) and in 2017 in Brisbane (Queensland, Australia). Sold for demolition in India in a yard stated as compliant with the Hong Kong Convention. 420 US\$ per ton.

*Pearl Ace*, Le Havre (France), April 16, 2018. © **Pascal Breudel**

*Van Iris* (ex-*Curitiba*, ex-*Rockies Highway*). IMO 9078220. Length 180 m, 13,826 t. Deflagged from Panama to Palau for her last voyage renamed *Kris*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Northstar Ship Management Ltd (Hong Kong, China). Detained in 2008 in à Brisbane (Queensland, Australia). in 2014 in Bremerhaven (Germany) and in 2015 in Brisbane again. Sold as is in Singapore for demolition in Bangladesh. 479 US\$ per ton.



*Van Iris*, Shanghai, China, August 2016.  
© **Manju**



*Kris*, Chattogram, April 2019 © **Mahamud Bin**



## Ferry

*Alkyon* (ex-*Mambro*, ex-*Skopelos*, ex-*Gotlandia*, ex-*Viking 2*, ex-*Gotlandia*). IMO 6510253. Length 71 m. Palau flag. Unknown classification society. Built in Langesund (Norway) by Langesunds MV for the Swedish company Rederi AB Nordö. The ferry was operated in the Baltic Sea on the service linking Klintehamn (Gotland Island) and Grankullavik (Öland Island) to Oskarshamn on the mainland in 3 hours and a half. She was able to carry 800 passengers and 140 cars.



*Gotlandia*. © Hans Hemlin/Gotlandsbolaget



At the end of 1978, the *Gotlandia* left Northern Europe and headed for the Mediterranean after she was acquired by the Santorin-based shipowner Nikolas Nomicos. The *Gotlandia* was renamed *Skopelos*, after one of the Sporades island, an archipelago in the Aegean Sea where she was operated until 2001.

1999, *Skopelos*. © shipfriends.gr



In 2001, she was 35 years of age, she was sold, renamed *Mambro* and deflagged to Saint Vincent & Grenadines. The same year she became the *Alkyon*; she was operated under the Bolivian flag and questionable circumstances between Greece and Italy by South Lines SA registered in Bolivia and belonging to the Prudentino family of Brindisi. According to the financial police, the Prudentinos are involved in cigarette smuggling and money laundering through a travel agency and a series of shell companies eventually controlling the *Alkyon*. The ferry remained stuck at Piraeus port. In 2013, she was seized by the Greek Authorities for various unpaid bills, then auctioned three times without any success. In December 2015, the selling price was down to 50,000 euros but no buyer showed any interest. In December 2018, the *Alkyon* was given to Ignatios Spanopoulos SA (Greece) tasked with restoring the ship so that she could be towed safely to Turkey. The old ferry was beached in Aliaga on February 22.



Aliaga, March 2019. © Selim San



The *European Express*, *Horizon*, *Mawdaddah* are three ex Japanese ferries exported at an age varying from 15 to 25 years for a second career towards far away horizons in the Mediterranean. They should have been joined in 2006 by the *Utopia IV* which actually remained in Japan until the end. (About the exportations of ferries, see also Robin des Bois' report " [2008-2018, maritime and waterway passenger transport: more than 12,000 deaths](#)").

*European Express* (ex-Millennium Express, ex-Ho Maru, ex-Takashiho Maru). IMO 7355272. Length 160 m, 6,970 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Shimizu (Japan) by Nippon Kokan for Nippon Car Ferry KK. She was operated in Japan until 1999. At the age of 25, she took the Greek route and started a Mediterranean career. Detained in 2003 in Brindisi (Italy), in 2006 twice in Marseille (France), in 2008 in Oran (Algeria) and in 2014 at Piraeus (Greece) then in Kavala (Greece). Owned by NEL Lines (Greece).

The *European Express* had been decommissioned since November 2014 in Piraeus. She suffered a water ingress in April 2018 and was at threat of capsizing. She was auctioned for scrapping in November 2018. On January 27, the ex NEL ferry towed by *Christos XXII* finally headed for Aliaga yards,.



Morning arrival at Piraeus, October 2012  
under NEL Lines colors.

© Marc Ottini



decommissioned in Perama, May 2018

*Horizon* (ex-Ionis, ex-Ignis, ex-Dignity, ex-Vignesswara, ex-Ferry Naniwa). IMO 7203637. Length 121 m, 4,021 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1971 in Mihara (Japan) by Koyao Dockyard for Osaka Kochi Ferry KK. Operated in Japan until 1990. She was handed over to various Panama or Saint Vincent & Grenadines-registered companies (Greenseas Sg Co, Sunbeam Navy Corp, Roussan Shipping Ltd...) prior she was aquired by European Seaways and became the *Ionis*.



Ferry Naniwa. Collection Ken Murayama

In June 2011, she was chartered by the Red Cross International Committee during the Libyan crisis to transport released prisoners back to Benghazi. Her latest shipowner was the Turkish company Pelican Denizcilik. Detained in 2000 in Brindisi (Italy) and in 2002 and 2014 in Bari (Italy). Sold for demolition in Turkey.



*Ionis* in Bari (Italy), July 2006. © Vessel Tracker

ferry

*Mawaddah* (ex-*King Minos*, ex-*Erimo Maru*). IMO 7214521. Length 154 m, 7,252 t. Saudi Arabia flag. Classification society Registro Italiano Navale. Built in 1972 in Shimizu (Japan) by Kanasashi for Nippon Enkai Ferry KK. She had been operated for 15 years on the Tomakomai-Tokyo service and was sold in 1987 to Minoan Lines Shipping SA. She was renamed *King Minos* linking Patra, Igoumenitsa and Corfu in Greece to Ancona (Italy). She served on several routes between Piraeus and Heraklion (Crete) from 1992 onward then between Igoumenitsa, Corfu and Brindisi after 2001.



*King Minos*. © Foto Ton Grootenboer

In 2004, she was briefly chartered by Comanav (Compagnie Marocaine de Navigation) on the Genoa-Tangier service and later the same year started the third leg of her career; this time in the Red Sea after she was acquired by Namma Shipping Lines (Saudi Arabia). She was connecting Safaga (Egypt) and Jeddah (Saudi Arabia) near Mecca. Detained in 2004 twice in Genoa (Italy) and in 2006 twice in Safaga (Egypt). Sold for demolition in Pakistan.



*Mawaddah*, Suez (Egypt), November 22, 2005. © Bruce Peter

*Utopia IV* (ex-*Akatsuki*, ex-*New Akatsuki*). IMO 9045895. Length 146 m, 5,780 t. Deflagged from Panama to Palau for her last voyage renamed *UFO*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Nagasaki (Japan) by Hayashikane for Oshima Transport Inc. She entered service on the line connecting Kagoshima, Amami and Okinawa. In 2006, She was to be sold to Saos Ferries and leave for Greece. The sale eventually failed. The ferry was acquired by Suzhou Shimonoseki Ferry / Utopia Line to be operated on the Shimonoseki (Japan) to Shanghai (China) route. In January 2019, she was replaced by a new ship and sold to India-based Machtrans Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh. 457 US\$ per ton.



*New Akatsuki*, Japan, 1997. © Takayuki Murata



*Utopia IV*, Bangladesh, March 2019. © Mohammed Bappi



## General cargo carrier

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

### January-February-March 2019

**9 demolitions, down significantly, representing 2% of the global tonnage.**

Three ships are over 175 m in length. The *Star Gran* was scrapped in Turkey by Leyal Ship Recycling, the *Oriental Mutiara* and *White Pearl* in Bangladesh. All the others measure less than 125 m. The category is distributed between Bangladesh and Turkey, except for the *Vega Bulk* owned by a Canary Islands-established company which is being broken up by a local yard.

**39 years:** the average age at the time of demolition, half of them are over 40 years of age.

**89% :** the detention rate prior to demolition. The gold medal for substandard ship goes once again to a general cargo carrier, the river and sea-going vessel *Nila*, 10 detentions.

*Arrow 1* (ex-*Vlad*, ex-*Vladivostokskaya*). IMO 8227446. Length 56 m, 790 t. Togolese flag. Classification society Cosmos MarineBureau Inc. Built in 1984 in Drobeta Turnu Severin (Romania). Owned by Tiera Co Ltd (Russia). Detained in 2011 and 2012 in Nakhodka (Russia), in 2017 in Otaru (Japan), in 2018 in Slavyanka (Russia) then again in Otaru. She left the Russian far-east in February 2019 for demolition in Bangladesh.



*Arrow 1*, May 19, 2013, Nakhodka (Russia). © andy.ru73

*Diamond K* (ex-*Diamond George*, ex-*Zea*, ex-*Titanas*, ex-*San Juan de Gaztelugatxe*). IMO 7435046. Length 82 m, t. Deflagged from Tanzania to Togo in January 2019. Classification society National Shipping Adjusters. Built in 1977 in Gijon (Spain) by Cantabrico y Riera. Detained in 2009 in Izmit (Turkey), in 2011 in Ashdod (Israel), in 2013 in Samsun (Turkey) and in 2014 in Iskenderun (Turkey). Sold to Marshall-Islands-registered CK Trade prior to her departure for demolition in Turkey.



Berthed at Haydarpasha (Turkey), August 13, 2018  
© Ahmet Ünlügil

*Nila* (ex-*Alnilam*, ex-*Seashell*, ex-*Volgo-Balt 201*). IMO 8230314. Length 114 m. Togolese flag. Classification society Shipping Register of Ukraine. Sea and river-going ship built in 1977 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstva Yard. Owned by Armada Shipping (Turkey). Gold medalist in substandard ships with 10 detentions in 2012 in Samsun (Turkey), in 2014 in Aliaga (Turkey), in 2015 in Rostov on Don (Russia) and in Batumi (Georgia), in 2016 in Gemlik (Turkey), Azov (Russia), Mersin (Turkey) and again in Rostov on Don, in 2018 in Kavkaz (Russia) and in February 2019 in Giresun (Turkey). Banned for the first time from European ports for multiples detentions in 2016.

In October 2018, the *Nila* suffered a water ingress in the Azov Sea prior crossing Kerch Strait. She was carrying 3000 t of coal from the Russian port of Azov bound for Giresun (Turkey). Submarine surveys



showed several cracks. They were patched up and the ship docked at Kavkaz. She was detained there for 79 days. In January 2019, she is again banned from European ports, this time for twelve months. She was finally beached for demolition in Aliaga on March 7, 2019.



Volgo-Balt 201 © B A Krohn Johansen

*Oriental Mutiara* (ex-*Ocean Hope*, ex-*Benin Star*, ex-*Ocean Hope*, ex-*MSC Bahia*, ex-*Hansa Carrier*, ex-*California Carrier*, ex-*Hansa Carrier*). IMO 8717518. Length 177 m, 7,354 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by Salam Pacific Indonesia Lines (Indonesia). Detained in 2003 in Hong Kong (China). Sold for demolition in Bangladesh. 460 US\$ per ton.



Belawan (Indonesia), June 19, 2011. © Brian Crocker

*Star Gran* (ex-*Titan*). IMO 8420799. Length 198 m. Norwegian flag. Classification society Bureau Veritas. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Grieg-Gaarden Ocean AS (Norway). Detained in 2013 in Zhanjiang (China). Sold for demolition in Turkey by Leyal Ship Recycling. The first ship to be broken up in compliance with the European Regulation on ship recycling.



Gdynia (Poland), 10 March 2015. © Gaga/Vessel Finder



Aliaga, 2019. © Selim San

*Taxiarchis S* (ex-*Nordgard*, ex-*Heimvik*, ex-*Gerd*, ex-*Klaus Block*). IMO 6913340. Length 77 m. Greek flag. Unknown classification society. Built in 1969 in Neuenfelde (Germany) by JJ Sletas. Owned by Taxiarchis Spopelou Maritime (Greece). The ship suffered an engine failure on July 11, 2018, shortly after departing Heraklio, on the northern coast of Crete. She was towed back to her departure port and had since then been waiting to be repaired. On January 21, 2019, she was beached in Aliaga.

*Vega Bulk* (ex-*Trader Bulk*, ex-*Tri Frakt*, ex-*Frakt*, ex-*Kiri*, ex-*Makiri*, ex-*Makiri Smits*). IMO 7233060. Length 84 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Arabella Enterprises Corp (Canary Islands, Spain). Detained in 2012 in Moss (Norway) and in 2016 in Aalesund (Norway). She's being broken up by Logiscrap in the port of Las Palmas (Canary Islands, Spain), along Queen Sofia dyke, plot C27.



*Trader Bulk*, Liepaja (Latvia), March 15, 2017.  
© Andrej S



*Vega Bulk*, March 3, 2019 being scrapped in Las Palmas de Gran Canaria. © Rolf Bride

*West Ocean 1* (ex-*Lift 1*, ex-*Lift-Off*, ex-*Christodoulos*, ex-*Alexandros III*, ex-*Lift-Off*). IMO 7638492. Length 97 m, 1,771 t. Deflagged from Philippines to Mongolia for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1977 in Mandal (Norway) by Baatservice. Owned by West Ocean Lines & Transport (Philippines). Detained in 2003 in Catane (Italy), in 2004 in Kholmsk (Russia) and in 2005 in twice in Vladivostok (Russia). Sold for demolition in Bangladesh.



*West Ocean 1*, Cagayan de Oro, Philippines, February 10, 2018. © Cornelis Sandy Rijkskamp

*White Pearl* (ex-*Siskin Arrow*, ex-*Monique LD*). IMO 8207331. Length 183 m, 11,796 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1985 in Gdynia (Poland) by Komuny Paryskiej Shipyard. Owned by SMT Shipping (Cyprus). Detained in 2009 in Vlissingen (Netherlands). Sold for demolition in Bangladesh. The terms of the sale specify that the demolition will be carried out in a shipbreaking yard said to be compliant with the Hong Kong Convention. 443 US\$ per ton.



*Siskin Arrow* in Terneuzen, Netherlands, in February 2011. © Marc Ottini



*White Pearl*, Mandal, Norway, April 22, 2018  
© Kurt Ove Ieland

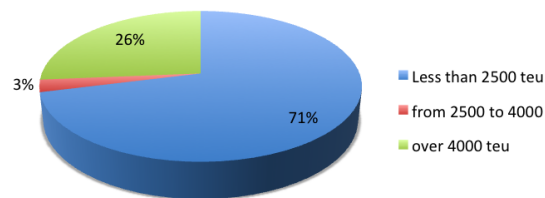


## Container ship

### January-February-March 2019

38 demolitions. A cumulative tonnage of 425,281 t, 28% of the global tonnage. The flow of container ships heading for demolition has resumed. They regain 1st place both in units and tonnage. "Small" container ships of less than 2500 boxes still represent the majority (27, or 71%), the over 4000 teu-capacity boxships (10, or 26%) are back. The average age of the category at the time of demolition is 22 years, it is only 16 years for the largest units. 27 (71%) were deflagged for their last voyage; among the biggest ships, only the *Zim Virginia* would not (yet) have dropped her flag of operation. 17 (45%) belong to European shipowners.

Scrapped container ships (units), teu capacity  
1st quarter 2019



All container ships have been heading to India or Bangladesh. Bangladesh (28 ships, 83% of the tonnage) is by far the market leader and has accommodated all the over 4000-teu ships.

*Aeneas* (ex-*RHL Felicitas*). IMO 9426790. 5100 teu. Length 294 m, 22,197 t. Deflagged from Hong Kong to Palau for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2010 in Shanghai (China) by Shanghai Jiangnan Changxing. Owned by Hyundai Merchant Marine Co Ltd (South Korea). On July 15, 2018, the *Aeneas* in provenance de Southampton and bound for Singapore was sailing on a southbound convoy in the Suez Canal. She suffered an engine failure and ran aground. Three bulkers behind the boxship, the *Panamax Alexander*, *Sakizaya Kalon* and *Osios David*, collided. The traffic was closed for several hours; dozens of ships had to wait off Port Said. The *Aeneas* resumed sailing while the casualty bulkers had to carry out repairs. Sold as is in Hong Kong. The destination is undisclosed. Her engine troubles seemed to be unsolved: according to shipbrokers she was sold with « main engine problems». 450 US\$ per ton. Her official status in the Equasis database was still "in service" when she left Ningbo (China) on her own power, announced to be heading for Singapore and was finally beached in Bangladesh.



Panama Canal, September 23, 2016. © Kenneth R. Myers

*Anan Bhum*. IMO 9106883. 1018 teu. Length 146 m, 4,577 t. Deflagged from Thailand to Palau for her last voyage shortened to *S Anan*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Singapore by Singapore Technologies. Owned by RCL Shipmanagement Pte (Singapore). Sold for demolition in Bangladesh.

*Anan Bhum*, Lamma Channel (Hong Kong), June 2004.  
© Marc Ottini





*ANL Walwa* (ex-*Serena P*; ex-*Maersk Drummond*). IMO 9317913. 5040 teu. Length 294 m, 20,500 t. Deflagged from Liberia to Palau for her last voyage renamed *Elise*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2006 in Ulsan (South Korea) by Hyundai. Owned by Reederei Stefan Patjens GmbH & CoKG (Germany). Auctioned as is in China for demolition in Bangladesh. 460 US\$ per ton including 180 t of bunkers.



*Serena P* leaving Le Havre (France), May 30, 2015. © Erwan Guéguénat

*Anona Ipsa* (ex-*Nina Rickmers*, ex-*CMA CGM Rio Grande*, ex-*APL Kobe*, ex-*Nina Rickmers*). IMO 9270830. 1858 teu. Length 197 m, 10,599 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Ipsa*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2004 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by Fairmont Shipping Canada (Canada). Sold as is in Singapore for demolition in Bangladesh. 422 US\$ per ton.



*CMA CGM Rio Grande* in Durban (South Africa), 30 March 2006. © Marc Ottini

*Bani Bhum*. IMO 9106895. 1018 teu. Length 146 m, 4,577 t. Deflagged from Thai to Palau for her last voyage shortened to *S Bani*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Singapore by Singapore Technologies. Owned by Regional Container Lines Pcl (Thailand). Detained in 2014 in Ningbo (China) and in 2015 in Shenzhen (China). Sold for demolition in Bangladesh. 450 US\$ per ton.

Singapore, December 1, 2005. © Mick Prendergast



## container ship

*Boxy Lady* (ex-Merkur, ex-APL Colon, ex-Merkur, ex-Sea Valiant, ex-Merkur, ex-CMBT Endeavour, ex-Merkur). IMO 9108386. 1129 teu. Length 159 m, 6,758 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Aims Shipping Corp (Greece). Detained twice in 2007 in Izmir (Turkey). Sold for demolition in Bangladesh. 460 US\$ per ton.



Bilbao anchorage, Spain, June 16, 2017. © Benjamín Marfil

*Claes Maersk*. IMO 9064396. 1750 teu. Length 190 m, 8,965 t. Danish flag until July 2018, then Hong Kong then Kiribati for her last voyage. Classification society American Bureau of Shipping. Built in 1994 in Lindo (Denmark) by Odense Staalskib. Owned by Maersk Line A/S (Denmark). Sold to United Arab Emirates-based Almanac Ship Management prior to her departure for demolition in India.



*Claes Maersk* at Le Havre (France), March 5, 2005.  
© Pascal Bredele

*Clara Maersk*. IMO 8820016. 1550 teu. Length 176 m, 8,025 t. Danish flag until July 2018, then Hong Kong then Kiribati for her last voyage. Classification society American Bureau of Shipping. Built in 1992 in Lindo (Denmark) by Odense Staalskib. Owned by Maersk Line A/S (Denmark). Sold to Singapore-based Ace Ship Recycling Pte Ltd, a specialist in the purchase of ships to be demolished and partner of the Indian shipbreaking yard JRD Industries, prior to her departure for demolition in India.

*CNP Paita* (ex-Dorothea Rickmers, ex-Delmas Joliba, ex-Dorothea Rickmers, ex-Wal Ulanga, ex-Dorothea Rickmers). IMO 9144160. 1730 teu. Length 184 m, 7,788 t. Peruvian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1998 in Szczecin (Poland) by Szczecinska. Owned by Peruano Naviero (Peru). Detained in 2014 in San Antonio (Chile). Sold for demolition in India. 440 US\$ per ton.



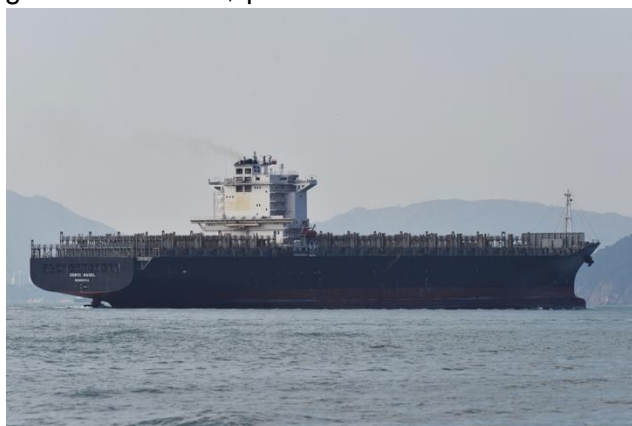
Valencia, Spain, January 25, 2015. © Manuel Hernández Lafuente



*Conti Basel* (ex-*Hanjin Basel*). IMO 9248136. 5752 teu. Length 279 m, 24,337 t. Deflagged from Liberia to Palau for her last voyage shortened to *Vasel*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Busan (South Korea) by Hanjin HI. Owned by NSB Niederelbe Schifffahrtsges (Germany). Sold for demolition in Bangladesh. 470 US\$ per ton.



March 6, 2008, *Hanjin Basel*, Le Havre (France).  
© Pascal Brede!



December 17, 2018, *Conti Basel* arriving at Hong Kong for her last call and to discharge oil residues.  
© Marc Ottini

*CS Tina* (ex-*St. John Faith*, ex-*CS Tina*, ex-*Cala Palmira*, ex-*Melfi Canada*, ex-*Maersk La Guaira*, ex-*Weser Trader*, ex-*CTE Algeciras*, ex-*Weser Trader*). IMO 9117650. 1122 teu. Length 157 m, 5,734 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1995 in Stralsund (Germany) by Volkswerft. Detained in 2014 in Bandar Abbas (Iran). Sold to Arka Global Marine Services LL registered in the United Arab Emirates prior to her departure for demolition in Bangladesh and renamed *HH Tina*.

*Ever Able*. IMO 9130509. 1164 teu. Length 165 m, 7,004 t. Deflagged from Panama to Palau for her last voyage shortened to *S Able*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Nagasaki (Japan) by Hayashikane. Owned by Evergreen Marine Corp (Taiwan). Detained in 2003 and 2004 in Hong Kong (China). Sold as is in Taiwan for demolition in Bangladesh. 380 US\$ per ton.



*Ever Able*, Hong Kong, May 28, 2009. © Marc Ottini

*Ever Ally*. IMO 9130511. 1164 teu. Length 165 m, 7,004 t. Deflagged from Panama to Palau for her last voyage shortened to *Sally*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Nagasaki (Japan) by Evergreen. Owned by Evergreen Marine Corp (Taiwan). Detained in 2000 in Port Botany (Australia) and in 2015 in Shenzhen (China). Sold for demolition in Bangladesh. 395 US\$ per ton.

*Ever Apex*. IMO 9130523. 1164 teu. Length 165 m, 7,004 t. Deflagged from Panama to Palau for her last voyage shortened to *Eve*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Nagasaki (Japan) by Evergreen. Owned by Evergreen Marine Corp (Taiwan). Detained in 2000 in Port Botany (Australia), in 2004 in Hong Kong (China) in 2012 in Tanjung Priok (Indonesia). Sold as is in Taiwan for demolition in Bangladesh. 395 US\$ per ton.



*Ever Ultra*. IMO 9116577. 5364 teu. Length 285 m, 24,018 t. Deflagged from Panama to Palau for her last voyage shortened to *S Ultra*. Classification society American Bureau of Shipping. Built in 1996 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Taiwan to India-based Prayati Shipping Pvt Ltd for demolition in Bangladesh. 420 US\$ per ton.



*Ever Ultra*, arriving at buoy CH1 in Cherbourg (France) to embark her deep-sea pilot. © **Marc Ottini**



*Ever Ultra*, Chattogram, 14 May 14, 2019.. © **Helal Uddin**

*Ever Union*. IMO 9116618. 5364 teu. Length 285 m, 24,078 t. Deflagged from Panama to Palau for her last voyage as *Vera*. Classification society American Bureau of Shipping. Built in 1997 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 440 US\$ per ton.



*Ever Union*, May 2019. © **Helal Uddin**

*IG 2* (ex-AS *Scandia*, ex-CMA CGM *Puma*, ex-*Scandia*, ex-P&O Nedlloyd *Scandia*, ex-*Scandia*). IMO 9208368. 1716 teu. Length 189 m, 8,764 t. Deflagged from Singapore to Nauru for her last voyage shortened to G2. Classification society Lloyd's Register of Shipping. Built in 2000 in Shanghai (China) by Hudong Shipyard. Owned by Trust Maritime Services Pte (Singapore). Her cranes were removed in early 2014, she was used as a feeder in Singapore. Sold to Almanac Ship Management LLC registered in the United Arab Emirates prior to her departure for demolition in Bangladesh. 442 US\$ per ton.



*AS Scandia*, Nagoya (Japan), Ise Bay, November 7, 2010. © **Yuichi Morita**



At Singapore anchorage, February 14, 2019. © **Michael Turner Meredith**

*Irenes Logos* (ex-CCNI *Mejillones*, ex-CMA CGM *Limon*, ex-*Irenes Logos*, ex-*Ise*). IMO 9123922. 1625 teu. Length 194 m, 8,610 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Logos*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Tsakos Shipping and Trading (Greece). Sold to India-based Green Ocean Shipmanagement prior to her departure for demolition in India.



*CMA CGM Limon* sailing upstream the Schelde, Belgium, August 2006. © Marc Ottini

*Kota Hasil*. IMO 9137129. 1088 teu. Length 160 m, 5,312 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by Pacific International Lines (Singapore). Sold for demolition in Bangladesh. 453 US\$ per ton.

*Lal Bahadur Shastri*. IMO 9045534. 1869 teu. Length 189 m, 8,484 t. Indian flag, to Palau for her last voyage shortened to *Shastri*. Classification society Indian Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India (India). Sold as is in Colombo (Sri Lanka) to United Kingdom-based NKD Maritime Ltd prior to her departure for demolition in India. 417 US\$ per ton.

*Lindavia* (ex-ACX *Jasmine*, ex-*Lindavia*, ex-Maersk *Sydney*, ex-*Lindavia*, ex-Sea *Lindavia*, ex-*Lindavia*).. IMO 9122435. 2078 teu. Length 188 m, 10,332 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Davia*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Dauelsberg H (Germany).



*Lindavia*, Keelung (Taiwan), July 2016. © Eric Hu

On 29 September 2018, *Lindavia* unloaded containers at the port of Tien Sa (Vietnam). Inside a Maersk container coming from Nigeria, customs officers discovered 6 t of pangolin scales and 2 t of ivory. This was the record seizure of the year in Vietnam. The container was declared to contain plastic waste but the port customs officers did not fall for it. They first scanned it ; the search began in the afternoon and ended late at night. There were 200 bags of waste concealing 200 bags of scales and tusks cut into pieces. The recipient declared on the manifest was Thien Truong Su Co, Ltd. established in Nghia Xuan, Nghe An Province, but no one showed to take delivery of the container.



© Navva



© Vietnam Customs

In January 2019, *Lindavia* was sold as is in Singapore. 440 US\$ per ton. She was beached in Chattogram on February 3.



*Mareno* (ex-*Cala Progreso*, ex-*Tropic Canada*, ex-*Kent Sprint*). IMO 9175717. 1174 teu. Length 154 m, 5,996 t. Antigua & Barbuda flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in East St John (New Brunswick, Canada) by Saint John Shipbuilding. Owned by Tom Wörden Schiffahrtskontor GmbH & Co KG (Germany). On September 30, 2015, the *Mareno*, having sailed from Walvis Bay the previous day, had to seek refuge in Luderiz, another Namibian port. 6 containers loaded with charcoal were on fire. After the fire was extinguished and the damaged boxes were offloaded, the ship left for Capetown and has resumed sailing for 4 more years. Sold as is in Oman for demolition in India. 440 US\$ including 290 t of bunkers.



*Mareno*, Valencia (Spain), March 18, 2014.  
© Yevgeniy B



September 2015. © Fleetmon

*Maribor* (ex-*Loa*). IMO 9290804. 4043 teu. Length 268 m, 17,335 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Ribor*. Classification society Lloyd's Register of Shipping. Built in 2005 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Genshipping Corp (Slovenia). Detained in 2017 in Shenzhen (China). Sold for demolition in Bangladesh. 443 US\$ per ton.



*Loa* in Singapore in June 2008.  
© Marc Ottini



Chattogram, March 2019  
© Mantej Randhawa

*MSC Mirella* (ex-*Zagreb Express*). IMO 8709640. 2068 teu. Length 178 m, 11,197 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Pula (Croatia) by Uljanik. Owned by Mediterranean Shipping Co (Italy/Switzerland). Detained in 2002 in Hamburg (Germany), in 2012 in La Spezia (Italy) and in 2013 in Novorossiysk (Russia). Sold for demolition in Bangladesh, where she was beached as *Ocean Point*. 440 US\$ per ton.



*MSC Mirella*, outbound Bosphorus Strait, August 20, 2012. © Marc Ottini



*MSC Pylos* (ex-Oranje, ex-Safmarine Oranje, ex-Oranje, ex-Safmarine Oranje, ex-S.A. Oranje, ex-Oranje). IMO 8907931. 2022 teu. Length 178 m, 11,315 t. Deflagged from Liberia to Palau for her last voyage shortened to *S Pylos*. Classification society Lloyd's Register of Shipping. Built in 1991 in Pula (Croatia) by Uljanik. Owned by Costamare Shipping Co (Greece). Sold as is in Singapore for demolition in Bangladesh. 451 US\$ per ton including 460 t of bunkers.

*MSC Ronit* (ex-Conti Arabian, ex-YM Cairo I, ex-Conti Arabian, ex-Delmas Mascareignes, ex-Kaedi, ex-Conti Arabian, ex-Maruba Challenger, ex-Conti Arabian, ex-Arabian Senator). IMO 8905878. 1743 teu. Length 177 m, 7,407 t. Deflagged from Panama to Palau for her last voyage shortened to *Ron*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1990 in Vegesack (Germany) by Bremer Vulkan. Owned by Mediterranean Shipping Co (Italy/Switzerland). Detained in 2013 in Valencia (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 470 US\$ per ton.



*MSC Ronit*, Odessa (Ukraine), February 19, 2017  
© Vladimir T



*Ron*, Bangladesh. © Mohammed Islam

*Noel* (ex-Norfold, ex-Sunshine Glory, ex-Nichiaki Maru). IMO 8910938. 148 teu. Length 108 m, 2,428 t. South Korea flag. Classification society Korean Register of Shipping. Built in 1989 in Setoda (Japan) by Naikai. Owned by Korea Shipmanagers Co Ltd (South Korea). Sold for demolition in Bangladesh. 448 US\$ per ton.



Singapore, April 8, 2015. © MG Klingsick

*Ocean Prologue* (ex-Algerian Express, ex-Syms Express I, ex-Algerian Express, ex-Young Liberty, ex-Choyang Leader, ex-Kuo Fah). 1439 teu. IMO 9108221. Length 169 m, 5,962 t. Deflagged from Hong Kong to Comoros for her last voyage renamed *Polo*. Classification society Lloyd's Register of Shipping. Built in 1995 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in India. 443 US\$ per ton.

*Oel Emirates* (ex-Norfolk Express, ex-OOCL Atlantic, ex-Norfolk Express, ex-Hong Kong Express, ex-Northern Majesty). IMO 9104902. 3607 teu. Length 245 m, 14,323 t. Deflagged from Panama to Palau for her last voyage shortened to *S Emirates*. Classification society Indian Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Orient Express Ship Management (India). Detained in 2003 in Charleston (South Carolina, USA). Sold to India-based-Prayati Shipping Pvt prior to her departure for demolition in Bangladesh.



*Norfolk Express*, arriving at Le Havre (France), September 2011. © Marc Ottini

*Piraeus* (ex-Zim Piraeus, ex-Yangtze Star, ex-Zim Piraeus). IMO 9280847. 4814 teu. Length 294 m, 19,838 t. Deflagged from Hong Kong to Palau for her last voyage. Classification society Lloyd's Register of Shipping. Built in 2004 in Ulsan (South Korea) by Hyundai. Owned by Shanghai Costamare Ship Management Co Ltd (China). Sold for demolition in Bangladesh. 450 US\$ per ton.

*Queen of Luck* (ex-Marlene S, ex-Zim Buenos Aires, ex-Libra Buenos Aires, ex-Marlene S). IMO 9088512. 1684 teu. Length 164 m, 7,002 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Wismar (Germany) by Mathias Thesen Werft. Owned by Victoria Oceanway Ltd (Greece). Detained in 2015 in Ulsan (South Korea) and in Hong Kong (China). Sold for demolition in Bangladesh.



*Queen of Luck* arriving at Montoir (France), March 22, 2013  
© Erwan Guéguénat



March 2019, beached in Chattogram  
© Abu Sufian

*Salam Mulia* (ex-Kota Waruna). IMO 9123609. 1550 teu. Length 185 m, 7,506 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Toyohashi (Japan) by Kanasashi Toyohashi. Owned by Malaysia Shipping Corp (Malaysia). Detained in 2013 in Melbourne (Victoria, Australia). Sold for demolition in Bangladesh. 445 US\$ per ton.

*Serval* (ex-Nedlloyd de Liefde, ex-P&O Nedlloyd de Liefde, ex-Milena, ex-Sigrid Wehr, ex-Washington Express, ex-Sigrid Wehr, ex-Independant Venture, ex-Sigrid Wehr, ex-Cape Scott, ex-Sigrid Wehr). IMO 9106481. Length 151 m, 5,825 t. 1160 teu. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Element Shipmanagement SA (Greece). Sold for demolition in India. 450 US\$ per ton.

*Thomas Maersk* (ex-Maersk Tennessee, ex-Thomas Maersk). IMO 9064267. 1500 teu. Length 176 m, 8,037 t. Deflagged from Hong Kong to Tuvalu for her last voyage. Classification society American Bureau of Shipping. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by Maersk Line A/S (Denmark). Sold for demolition in India.



*Maersk Tennessee*, Le Havre (France), October 20, 1998. © Pascal Bredel



*Weisshorn* (ex-*MSC Ghana*, ex-*Weisshorn*, ex-*Dal East London*, ex- *Weisshorn*, ex-*P&O Nedlloyd Mauritius*, ex-*Weisshorn*). IMO 9126974. 1122 teu. Length 157 m, 5,780 t. Antigua & Barbuda flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Stralsund (Germany) by Volkswerft. Owned by Reederei Stefan Patjens GmbH & Co (Germany). Sold for an undisclosed destination of demolition. Her official status in the Equasis database was still "in service". announced to be heading for Chattogram and was finally beached in Alang.

*Zim Barcelona*. IMO 9280835. 4814 teu. Length 294 m, 19,838 t. Deflagged from Israel to Palau for her last voyage renamed *Four Star*. Classification society Lloyd's Register of Shipping. Built in 2004 in Ulsan (South Korea) by Hyundai. Owned by Zim Integrated Shipping (Israel). Detained in 2012 in Shenzhen (China). Sold for demolition in Bangladesh. 466 US\$ per ton.



*Zim Barcelona* Busan 30 June 2013. © V Tonic

*Zim Haifa*. IMO 9288904. 5047 teu. Length 294 m, 20,895 t. Deflagged from Israel to Palau for her last voyage renamed *Winner*. Classification society American Bureau of Shipping. Built in 2004 in Samho (South Korea) by Hyundai. Owned by Zim Integrated Shipping (Israel). Detained in 2006 in Shenzhen (China) and in 2018 in Novorossiysk (Russia). She left Ningbo (China) on April 4, heading for Bangladesh. 475 US\$ per ton including 300 t of bunkers.



*Zim Haifa*, October 30, 2014, Panama Canal.  
© DS Tweedie



*Zim Haifa*, Anadoluhisari (Turkey), April 16, 2018  
© Cengiz Tokgö

*Zim Virginia*. IMO 9231808. 4839 teu. Length 294 m, 19,910 t. Israeli flag. Classification society American Bureau of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by Zim Integrated Shipping (Israel). Detained in 2012 in Shenzhen (China) and in 2016 in Ningbo (China). Sold as is in Singapore for demolition in Bangladesh. 466 US\$ per ton including enough bunkers for the voyage and a 70-ton propeller.

*Zim Virginia* 21 October 2012, Lamna Channel, Hong Kong.  
© Alex de Chazal





## Reefer

*Ming Hang 8* (ex-*Europa*, ex-*Crystal Peony*, ex-*Tampico Bay*, ex-*Pearl Reefer*, ex-*Chilean Reefer*, ex-*Elisabeth B*). IMO 8224432. Length 149 m, 5,157 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Minghang International (Hong Kong, China). Detained in 2005 in Constanta (Romania) and in 2009 in Le Havre (France). Sold for demolition in Bangladesh.



*Crystal Peony*, Le Havre (France), Bougainville dock, October 23, 2009. © **Pascal Bredel**



*Ming Hang 8*, Kaohsiung Taiwan, January 12, 2018 © **Ye Chia-Wei**

*Ocean Star 98* (ex-*Tama Hope*, ex-*Lamitan*, ex-*Tama Hope*). IMO 8517346. Length 146 m, 4,022 t. Deflagged from Sierra Leone to Moldova in July 2018 then to Palau in December 2018 for her last voyage shortened to *Star 98*. Classification society International Register of Shipping. Built in 1986 in Toyama (Japan) by Nipponkai. Owned by Hong Kong Hoi Shun Import (Hong Kong, China). Detained in 2000 in Seattle (Washington State, USA), in 2006 in Bushire (Iran), in 2007 in Vlissingen (Netherlands), in 2010 in Cartagena (Spain), in 2012 in Zoushan (China), in 2014 in Amsterdam (Netherlands), in 2015 in Fuzhou (China) and in 2018 in Xiamen (China). Sold to India-based Trinitas Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh.



*Ocean Star 98*, Xiamen China, August 19, 2018. © **Bengt-Rune Ingberg**

*Reina* (ex-*Spitsbergen*, ex-*Euroreefer*, ex-*Swallow*). IMO 8202226. Length 92 m, 2,011 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1982 in (Japan) by Kochi Jyuko. Owned by Arctic Shipping LLC (Russia). Detained in 1999 in Villagarcia de Arosa (Spain) and in 2009 in Las Palmas (Canary Islands, Spain). Sold for demolition in India.

*Reina*, February 6, 2012 Swinoujscie (Poland). © **Schlobi VesselTracker**



*Shin Hang* (ex-*Glacier Bay*, ex-*Cap Verde*, ex-*Causeway Bay*, ex-*Cap Delgado*). IMO 8214839. Length 143 m, 4,995 t. Deflagged from Panama to Palau for her last voyage shortened to *S Hang*. Classification society Bureau Veritas. Built in 1985 in Takamatsu (Japan) by Shikoku. Owned by Shin Hang Shipping Co Ltd (Hong Kong, China). Detained in 2003 in Sheerness (United Kingdom), in 2007 in Constanta (Romania), in 2011 in Algeciras (Spain) and in 2017 in Zoushan (China). Sold to Sharva Shipping Inc registered in the Marshall Islands prior to her departure for demolition in Bangladesh.



*Shin Hang*, August 13, 2018 Vladivostok (Russia).  
© Sergei Skriabin

*Yong Xiang 3* (ex-*Cape Town Star*, ex-*Caribbean Breeze*, ex-*Hornbreeze*, ex-*Geestcrest*, ex-*Hornbreeze*, ex-*Caribbean Universal*). IMO 9019119. Length 150 m, 6,366 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1993 in Gdansk (Poland) by Stocznia Gdanska SA. Owned by Haoda Shipping Management (Hong Kong, China). Detained in 2000 in Antwerp (Belgium) and in 2012 in Amsterdam (Netherlands). Sold for demolition in India.



*Cape Town Star* arriving at Brest (France), January 28, 2017. © Erwan Guéguénat

*Zenit* (ex-*Amer Choapa*, ex-*Choapa*). IMO 8700228. Length 152 m, 7,171 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Onishi (Japan) by Shin Kurushima. Owned by Baltic Reefers (Russia). Sold for demolition in India. 414 US\$ per ton.



*Choapa*, at Le Havre (France), October 1993.



*Zenith*, bunkering in Gibraltar

© Pascal Breidel



## Ro Ro

*Beril* (ex-*Blacksea K*, ex-*Spirit of Competition*, ex-*Marina*, ex-*Marina I*, ex-*Marina*). IMO 7600720. Length 109 m, 2,752 t. Moldovan flag. Classification society Turk Loydu. Built in 1977 in Niigata (Japan) by Niigata Engineering. Owned by Akdeniz Roro Deniz (Turkey). Detained in 2014 in Novorossiysk (Russia) and in 2018 in Haifa (Israel). Sold for demolition in India. 400 US\$ per ton.



*Spirit of Competition*, Lyttelton, New Zealand, April 14, 2007  
© Wayne A Court



*Beril*, Alang, May 2019. .  
© Alfaz Mõeh -

*KS Hermes 3* (ex-*Hitachi*, ex-*Hokuren Maru*). IMO 9057513. Length 154 m, 5,462 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Hermes 3*. Classification society Korean Register of Shipping. Built in 1993 in Imabari (Japan) by Imabari Zosen. Owned by Jeyang Logitech Co Ltd (South Korea). Sold for demolition in Bangladesh. 477 US\$ per ton.



*KS Hermes 3*, Samsun, Turkey, September 2014  
© Ian Greenwood



Chattogram, May 2019.  
© Helal Uddin

*Persey* (ex-*Sloman Trader*, ex-*Tropic Quest*, ex-*Ellensborg*, ex-*Tropic Quest*, ex-*St. Aquarius*, ex-*Aquarius*). IMO 8214396. Length 129 m, 4,055 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Travemünde (Germany) by Schlichting. Owned by Poseidon Shipping (Russia). Sold for demolition in Bangladesh.



*Sloman Trader* passing off Terneuzen (Netherlands), June 27, 2011. © Marc Ottini



## Tanker

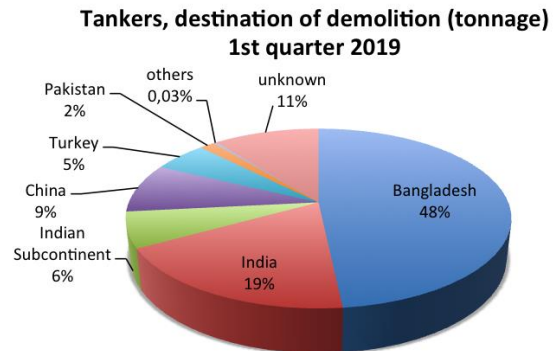
### January-February-March 2019

29 demolitions. 18% of ships, 22 % of tonnage. Only half as much compared to the previous quarter. The category fell to 3rd place in tonnage.

75% of the tonnage was destined to the Indian subcontinent, 48% of which to Bangladesh only.

No tanker was scrapped in Europe.

The purchase price of the two chemical tankers *Bold World* and *Bright World* reached 863 US\$ per ton, a special pricing due to their stainless steel tanks (1496 t).



## Oil tanker

15 demolitions. 49% of tankers.

Nearly one out of two was deflagged prior to leave for scrapping.

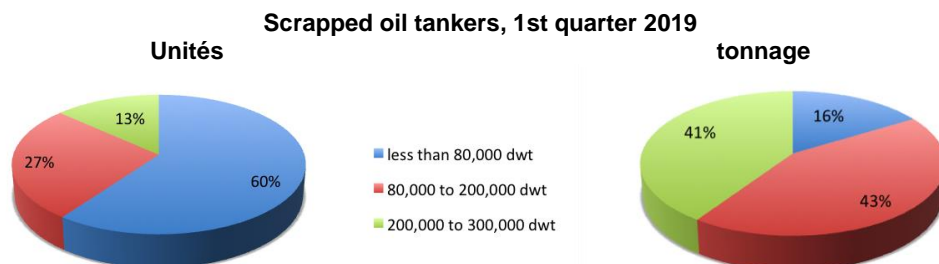
100% of deflagged ships headed for the Indian sub-continent.

In units, small oil tankers of less than 80,000 t deadweight represent the majority.

5 are ex VLCC (Very Large Crude Carrier) converted to floating storage FPSO (Floating Orodution Storage and Offloading) units : *Benchamas Explorer*, *Conkouati*, *Curlew*, *Marine Star*, *Modec Venture11*.

1 rare care: the *Curlew* is being cleaned up prior to leave for Turkey.

The age ranges from 19 years for the *Eurovision* scrapped in Bangladesh to 46 years for the *Conkouati*. The average age at the time of demolition is 32 years.



*Atlantic Point* (ex-Pyrihios, ex-Shannon, ex-Nordholm, ex-Nina). IMO 8919116. Single hull. Length 167 m, 6,194 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Atlantic*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Shitanoe (Japan) by Minami Nippon. Sold by her Indonesian owner Waruna Nusasentana Pt to Green Ocean Ship Management Pvt Ltd based in Mumbai, India, prior to her departure for demolition in Bangladesh. 446 US\$ per ton.



Balongan, Indonesia, December 9, 2011. © Denny Gozhali

*Benchamas Explorer*. (ex-Daimon Jade, ex-Honam Jade). IMO 7372270. Ex VLCC converted to FSO unit in 1999 by Jurong Shipyard in Singapore. Length 315 m, 30,048 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1976 in Innoshima (Japan) by Hitachi. Owned by Chevron Offshore Thailand (Thailand). The *Benchamas Explorer* has been operated for 20 years by Chevron in the Benchamas oilfield located 360 km of Bangkok in the Gulf of Thailand. In summer 2018, she was replaced by the Malaysia-built *Benchamas 2*. On December 20, 2018, in the very last days prior the ban of end-of-life ships, she was announced sold for demolition to a Chinese yard. In January, the *Benchamas Explorer* was towed to her final destination.



© omnioffshore

*Conkouati* (ex-FPSO Conkouati, ex-Conkouati, ex-Enterprise I, ex-Phillips Enterprise, ex-Kollbjorg). IMO 7304273. Ex tanker converted to floating storage unit (FPSO) in 1991 by Keppel Shipyard in Singapore. Length 325 m, 35,797 t. Saint Vincent & Grenadines flag. Classification society American Bureau of Shipping. Built in 1973 in Uddevalla (Sweden) by Uddevallavarvet. The *Conkouati* has been operated for more than 25 years by Perenco (France) on Youmbo oil field off Pointe-Noire (Congo). She was replaced in late 2018 by FPSO *La Noumbi* also converted in Singapore. The destination of demolition of the *Conkouati* is to date undisclosed. 220 US\$ per ton.

The tanker *Kollbjorg*. collection Morten Bjorndalen

Under conversion. Collection Auke Visser

*Curllew* (ex-Maersk Curllew, ex-Maersk Dorset, ex-Bin He, ex-Dorthe Maersk). IMO 8124046. Converted to FPSO in 1997 by A&P Tyne (United Kingdom). Length 236 m, 16,760 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Lindo (Denmark) by Odense Staalskibs. The *Curllew*, acquired in 2013 by Shell UK, had been deployed since 1997 on the Curllew oil field in the Central North Sea, 210 km east of Aberdeen (Scotland, United Kingdom). The cessation of production of the FPSO was announced in April 2016. The decommissioning program including an environmental assessment has been submitted in July 2018. Prior to her dismantling, the *Curllew* will have to be decontaminated. The cleaning and waste disposal contract was awarded to Augean North Sea Service (ANSS). The operations are to be carried out at the Scottish port of Dundee and are planned to last for about 3 months. Then, the ex FPSO will be towed to Turkey.

*Curllew* © Energy Voice



*Eurovision* (ex-*Jacques Jacob*, ex-*Chaleur Bay*). IMO 9164201. Double hull. Length 229 m, 15,550 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Vision*. Classification society Bureau Veritas. Built in 2000 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Eurotankers Inc (Greece). Sold as is in Singapore for demolition in Bangladesh.



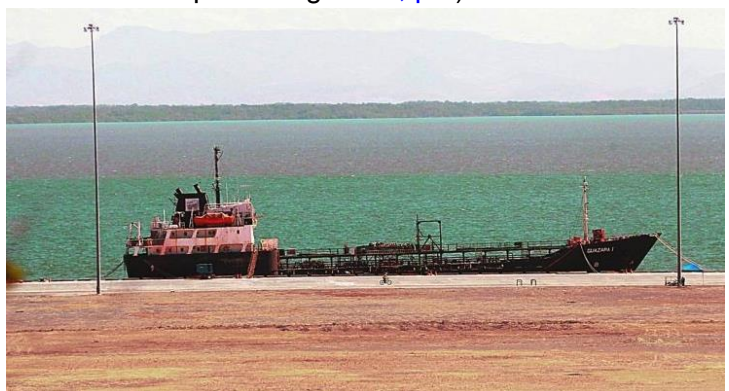
*Jacques Jacob*, Gibraltar, December 7, 2011. © Gerald Sorger

*Golden Star* (ex-*Golden Palm*, ex-*Argironissos*). IMO 8917455. Double hull. Length 183 m, 9,913 t. Deflagged from Panama to Palau for her last voyage shortened to *Goldie*. Classification society Lloyd's Register of Shipping. Built in 1992 in Maizuru (Japan) by Hltachi. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Sold to Saint Kitts and Nevis-registered Priyanka Shipping Ltd in prior to her departure for demolition in Bangladesh.

*Guazapa I* (ex-*Cardo*, ex-*Elbe Double*, ex-*Haahr Double*, ex-*Ida Wonsild*, ex-*Merete Wonsild*, ex-*Bencleuch*). IMO 7432070. Length 81 m. Panamanian flag. Unknown classification society. Built in 1976 in Groningen (Netherlands) by Nieuw Nord Neerlandse. Detained in 2013 in Puerto De Barahona (Dominican Republic). The *Guazapa I* has been discarded since October 2015 at La Union Port (Salvador). She has no flag nor seaworthiness certificate. Her Panama-registered owner, Atlantic Pacific Logistic, never carried out the repair works required by the Port Authorities (AMP) to allow *Guazapa I* to leave the Salvadorian waters. In February 2018, the shipowner got rid of the ship and of the associated responsibilities for 1 US\$. In late 2018, the AMP ordered the ship to be broken up. First, a local yard is chosen but the ministry of Environment opposed the plan as the facility is not approved for ship dismantling. Eventually, the *Guazapa I* is to be towed to Guayaquil (Ecuador) despite the bad condition of her hull. (About the demolition of ships in Ecuador see "Shipbreaking" # 49, p 7).



*Merete Wonsild*, Le Havre (France), January 1992.  
© Pascal Brede!l



*Guazapa I*, discarded at La Union, Salvador.  
© El Economista

*Manaman V* (ex-*Al Zait Al Araby 5*, ex-*Naikai Maru n°1*). IMO 7621073. Length 78 m, 887 t. Deflagged from Panama to Palau for her last voyage renamed *Sea Star VI*. Classification society Bureau Veritas. Built in 1976 in Hakata (Japan) by Murakami Hide. Owned by National Ajman Petroleum Co (United Arab Emirates). Sold for demolition in Pakistan.



*Marine Star* (ex-*La Madrina*, ex-*Maersk Estelle*, ex-*Estelle Maersk*). IMO 9002623. Double hull. Length 344 m, 40,970 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Lindo (Denmark) by Odense Staalskibs. Owned by Southernpec Shipping Pte Ltd (Singapore). Sold as is in Malaysia for demolition in Bangladesh. 410 US\$ per ton.

*Medelin Total* (ex-*Amoy*, ex-*Agility*, ex-*Minas Leo*). IMO 9040443. Double hull. Length 182 m, 8,212 t. Deflagged from Indonesia to Comoros for her last voyage shortened to *Medelin*. Classification society Biro Klasifikasi Indonesia. Built in 1992 in Marugame (Japan) by Imabari Zsen. Owned by Waruna Nusasentana Pt (Indonesia). Sold for demolition in Bangladesh.

*Medelin Total*, Balikpapan 11 July 2016. © Husni



*Modec Venture 11* (ex-*Airway*, ex-*Fairway*, ex-*Chevron Atlantic*). IMO 9002489. Double hull converted to FPSO in 2005. Length 269 m, 21,819 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1992 in Chiba (Japan) by Mitsui. Owned by Modec Inc (Japan). The *Modec Venture 11* has been operated since 2005 on the Mutineer-Exeter oil field, 150 km north of Dampier, on the north westcoast of Australia. She was able to process 100,000 barrels per day with a storage capacity of 930,000 barrels. Her charter contract was completed in August 2018. She was laid up in Labuan (Malaysia). Sold as is for demolition in the Indian subcontinent. The chosen yard will have to be compliant with the standards of the Hong Kong Convention. 427 US\$ per ton.



The tanker *Chevron Atlantic* collection Navi e Armatori

became the FPSO *Modec Venture 11*. © Modec

*Scarlet* (ex-*Navion Scandia*). IMO 9168934. Length 265 m, 26,181 t. Deflagged from the Bahamas to Palau for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1998 in Sestao (Spain) by Astilleros Espanoles. Owned by Teekay Shipping (Norway). Sold to Prayati Shipping prior to her departure for demolition in Bangladesh. She was beached as *Energy*.



*Navion Scandia*, Le Havre (France), February 23, 2015. © Pascal Brede

*Sonny* (ex-*Yema*, ex-*Rudderman*). IMO 9050670. Double hull. Length 102 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Pasir Gudang (Malaysia) by Malaysia Shipyard. Owned by Central Ship Management Ltd (United Arab Emirates). Sold for demolition in Turkey.

Le Havre (France), January 8, 2010.  
© **Pascal Brede**



*Sovetskaya Gavan* (ex-*Daebo Ace*, ex-*Aqua Stoli*, ex-*Catherine*, ex-*Nucet*). IMO 8834249. Length 128 m, 4,865 t. Deflagged from Russia to Sierra Leone for her last voyage. Unknown classification society. Built in 1989 in Galati (Romania) by Galati SN. Sold by her Russian owner Eastern Shipping Co to Rui Xiang Marine Co Ltd (Hong Kong, China) and renamed *Shun An* in November 2018. Detained in 1999 in Montreal (Canada) and in 2000 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.



Vladivostok (Russia), June 17, 2015. © **Sergei Skriabin**

*Tsezar* (ex-*Alfa Marin*, ex-*Else*, ex-*Arran Convoy*, ex-*Else*, *Saga Cob*, ex-*Sara Cob*). IMO 7922817. Length 87 m, 1,863 t. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Solvesborg (Sweden) by Gotaverken Solvesborg. Owned by MCT Shipping Lp (United Kingdom). Detained in 2018 in Nakhodka (Russia). Sold for demolition in Bangladesh.



*Tsezar*, Vladivostok (Russia), June 4, 2015.  
© **Sergei Skriabin**



## Chemical tanker

*Bold World* (ex-*Stolt Bold World*, ex-*Stolt Kent*). IMO 9141417. Length 148 m, 6,569 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Gijon (Spain) by Juliana Gijonese. Owned by BW Group (Singapore). Sold for demolition in India. 863 US\$ per ton including 1495 tons of stainless steel.

Rotterdam (Netherlands), May 4, 2010.  
© Aart van Bezooijen



*Bright World* (ex-*Stolt Dorset*, ex-*Botany Triumph*). IMO 9125114. Length 148 m, 6,398 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Gijon (Spain) by Juliana Gijonese. Owned by BW Group (Singapore). Detained in 2007 in Hamilton (United Kingdom). Sold for demolition in India. 863 US\$ per ton including 1495 tons of stainless steel.

*Cavally* (ex-*Golden Chemical*). IMO 9015852. Length 101 m, 2,087 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Hakata (Japan) by Murakami Hide. Owned by Raffles Shipmanagement Services (Singapore). Sold for demolition in India.



*Harmony Seven* (ex-*Frontier Hachi*, ex-*Racer A*, ex-*Racer*, ex-*Petrobulk Racer*). IMO 8819184. Length 167 m, 6,096 t. Palau flag since November 2018. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Shitanoe (Japan) by Minami-Nippon. Owned by Waruna Nusa Sentana (Indonesia). Detained in 2006 in Antalya (Turkey) and in 2012 in Nantong (China). Sold to Green Ocean Ship Management Pvt based in India prior to her departure for demolition in Bangladesh. 446 US\$ per ton.

*Harmony Seven*, Balikpapan (Indonesia), March 24, 2016. © Husni

*Natalia 1* (ex-*Tiubodai 1*, ex-*Troodos*, ex-*Naranco*, ex-*Leyla*, ex-*Otaru 1*, ex-*Reina Navegante No. 8*, ex-*Reina Navegante*, ex-*Hakko Minerva*). IMO 7900522. Length 114 m, 2,292 t. Palau flag for her last voyage. Unknown classification society. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Ocean Petroleum FZCO (United Arab Emirates). Detained in 2006 in Las Palmas (Canaries, Spain). She left Dubai on February 10, 2019 and was beached for demolition in Alang.

*Natalia 1*, Aviles (Spain), January 31, 2008. © Sangrin



*Pablo IV* (ex-*Amaranth*, ex-*CT Sun*, ex-*Coppelia*. IMO 7816484. Length 118 m, 2,582 t. Deflagged from Vanuatu to Palau in June 2018. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1980 in Kalmar (Sweden) by Kalmar Varv; lengthened in 1998 from 97 to 118 m. Owned by African Express Ltd (Romania). Sold for demolition in India.



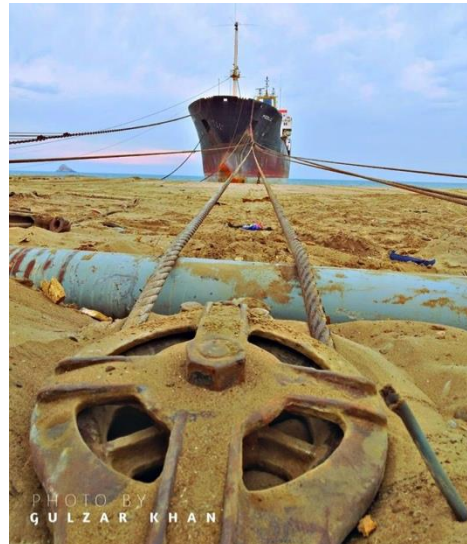
*Amaranth* entering Ghent Canal, April 2016. © Marc Ottini

*Pico El Toro* (ex-*Atlantic Wind*, ex-*Henriette Maersk*). IMO 8012786. Length 128 m, 4,400 t. Deflagged from Venezuela to Comoros for her last voyage renamed *Picolo*. Classification society Lloyd's Register of Shipping. Built in 1982 in Nakskov (Denmark) by Nakskov SV. Owned by HI Boulton & Co (Venezuela). Sold to Priyanka Shipping Ltd registered in Saint Kitts and Nevis prior to her departure for demolition in Pakistan.



© Elias Inciarte

*Piccolo* in Gadani. © Gulzar Khan



## Combination carrier (OBO, Ore/Bulk/Oil)

*SKS Tanaro*. IMO 9172662. Double hull. Length 244 m, 18,720 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Kristian Gerhard Jebsen Group AS (Norway). Sold for demolition in India. 434 US\$ per ton.



*SKS Tanaro*, Cartagena, Spain, June 21, 2014. © SG-Vessel Finder

*SKS Tiete*. IMO 9172650. Double hull. Length 244 m, 18,733 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by KGJ OBO & Tankers Fleet Management AS (Norway). Sold for demolition in India. 430 US\$ per ton.



## Gas carrier

*Gaz Palmyra* (ex-*Miskar*). IMO 8206612. Length 137 m, 5,618 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Bilbao (Spain) by Tomas Ruiz de Velasco. Owned by Naftomar Shipping & Trading Co Lt (Greece). Detained in 2000 and in 2004 in Brindisi (Italy). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 428 US\$ per ton.

*Miskar*, outbound Le Havre (France), September 1992.

© Pascal Brede!l



*Khunsamutra* (ex-*Wonjin Ace*, ex-*Selaje*, ex-*Takasago*). IMO 7821556. Length 68 m. Thai flag. Unknown classification society. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Khunnavy Co Ltd (Thailand). Sold for demolition in Bangladesh.



*Maregas* (ex-*Gaschem Isa*, ex-*Isargas*). IMO 9007087. Length 100 m, 2,498 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1991 in Waterhuizen (Netherlands) by Pattje. Owned by Transgas Shipping (Peru). Sold for demolition in Bangladesh. 520 US\$ per ton, a good pricing due to stainless steel tanks.

*Isargas*, Terneuzen (Netherlands), May 29, 2003.

© Pascal Brede!l

*Mourad Didouche*. IMO 7400704. Length 274 m, 11,410 t. Deflagged from Algeria to Palau for her last voyage renamed *Mourato*. Classification society Bureau Veritas. The *Mourad Didouche*, named after a historical leader of Algeria's war of Independence, was one of the 5 LNG carrier built in France for the State-owned Algerian company SNTM Hyproc (Société nationale de transport maritime des hydrocarbures and des produits chimiques). *Mostefa Ben Boulaïd*, *Larbi Ben M'hidi* and *Bachir Chihani* were built in La-Seyne-sur-Mer by Constructions Navales et Industrielles de la Méditerranée. They were scrapped in Turkey (Cf. "Shipbreaking" # 44, p 31 and # 48, p 32). *Mourad Didouche* was delivered in 1980 by Chantiers de l'Atlantique in Saint-Nazaire. She was deflagged and renamed *Mourato* prior to be beached in Bangladesh on February 18, 2019. 455 US\$ per ton. Among these veterans, the only one left is the 38-year old *Ramdane Abane*, built one year after the *Mourad Didouche* in Saint-Nazaire.



*Mourad Didouche*, arriving at Montoir de Bretagne (France), June 2004. © Marc Ottini

*Sunrise* (ex-*Transgas*, ex *Edouard LD*). IMO 7359670. Length 281 m, 28,880 t. Indonesian flag. Classification society Bureau Veritas. Built in 1977 in Dunkirk (France) by Chantiers de France.

In 2008, Louis Dreyfus Armateurs announced the sale of its vintage LNG carrier, the 31-year old *Edouard LD*. The previous year, another French LNG carrier, the *Descartes* was sold and beached a few month later in a Bangladeshi yard as the *Prince Charming* (Cf. "Shipbreaking" # 9, p 2 and "Shipbreaking" # 13 p 8). Robin des Bois feared then the *Edouard LD* would follow the same path and be scrapped without being previously decontaminated. (Cf. "Asbestos aboard", 19 June 2008).



*Edouard L.D* leaving Montoir on 18 January 2008, last visit before her sale. © Erwan Guéguénat

The ship owner claimed that its "perfectly maintained vessel" has been acquired by the Greek Dynagas SA for further trading. The *Edouard LD* was delivered to her new owner in Singapore and became the Liberian-flagged *Transgas*. She never resumed sailing. She remained laid up off Singapore. She was sold to various Asian companies but remained idle though. Her latest owner was the Indonesian company Energi Dian Kemala PT. Eventually the ex-*Edouard LD* was sold as is in Batam (Indonesia) and and towed for demolition in Bangladesh. She was beached on May 19, shortened to *Sun* and reflagged to Palau. 387 US\$ per ton.



*Transgas*, waiting for order in Singapore, June 2008. © Marc Ottini



*Sun*, in Chattogram. © Shaukat Osman Chowdhury



## Bulker

Bulkers carry non-liquid cargoes in bulk: grain, coal, ore such as iron or bauxite ore. Medium-size bulk carriers are often equipped with cranes that allow them to service poorly equipped secondary ports.

### January-February-March 2019

21 demolitions. 406,000 tons, 26% of the tonnage. As with container ships, the flow of bulkers towards shipbreaking yards has resumed. Below the level reached in 2017 (about 600,000 t each quarter) or in the years 2015-2016 (over 1 million tons each quarter) but much higher than the 2018 level (620,000 t for the whole year).

Of the 21 scrapped bulkers, 15 were beached in Bangladesh, 4 in India and 2 Canadian lakers are expected in Turkey. The average age at the time of demolition was 27 years. 13 were large ore carriers with a capacity over 80,000 t deadweight and an average age of 23 years.

The youngest were the 19-year old *Tamil Nadu* and *Star Aurora*, scrapped in Bangladesh, the oldest one was the *Orissa*, 40 years of age, built in Italy and scrapped in Bangladesh.

*Algowood*. IMO 7910216. Self-unloading. Length 226 m, 7,905 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Collingwood (Canada) by Collingwood SB Co for Algoma Central Corp. In June 2000, while docked and loading stones, she sank after her hull cracked forward of the mid section. Repair costs including the replacement of the damaged hull were estimated at 5 million \$; she was lengthened to the new St Lawrence Seaway maximum vessel length (740 feet). At the end of the season 2018, the *Algowood* arrived for winter lay-up at Montreal. Shortened to *Gowo* and deflagged to Sierra Leone, she was waiting to leave for scrapping. On May 3, 2019, the *Diavlos Force* (IMO 8214023), in charge of the scrap tow, arrived in Canada. The convoy left section 56 in Montreal Port, bound for Aliaga. *Gowo* was beached on June 2.



St. Catharines, Ontario, Canada, September 7, 2018. © Russ Milland

*Anangel Destiny*. IMO 9179593. Length 289 m, 22,145 t. Deflagged from Liberia to Palau for her last voyage renamed *Nano*. Classification society Lloyd's Register of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold for demolition in Bangladesh. 432 US\$ per ton.



"Nano" in Chattogram.

© Shipbreaking Group - Facebook

*Anangel Dynasty* (ex-*Yangtze Ore*). IMO 9169603. Length 289 m, 21,625 t. Deflagged from Liberia to Palau for her last voyage renamed *Lady*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold for demolition in Bangladesh. 432 US\$ per ton.

*Berge Denali* (ex-BW Denali, ex-BW Noto, ex-Noto, ex-Argo Thetis). IMO 9000998. Ex tanker converted to ore carrier in 2009. Length 327 m, 37,781 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. 466 US\$ per ton including 900 t of bunkers.



*Berge Denali*, 37,781 t  
Singapore, March 29, 2014. © M G Klingsick



Denali, Alaska, 6,197 m  
© Nic McPhee CC BY-SA 2,0

*Berge Manaslu* (ex-Zheng Jie, ex-Pacific Courage, ex-Stena Comfort, ex-Wisteria). IMO 9000352. Ex tanker converted to ore carrier in 2010. Length 338 m, 40,458 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Sakaide (Japan) by Kawasaki. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Detained in 2014 in Rizhao (China). Sold for demolition in Bangladesh. 458 US\$ per ton including 690 t of bunkers.



Manaslu, Nepal, Himalaya, 8,163 m  
© Ben Tubby - CC BY 2,0



*Berge Manaslu*, 40,458 t  
Rio de Janeiro, July 31, 2013 © Edson de Lima Lucas

*Capt Henry Jackman* (ex-Lake Wabush). IMO 8006323. Self-unloading bulker. Length 223 m. Deflagged from Canada to Sierra Leone for her last voyage as *Enry*. Classification society Lloyd's Register of Shipping. Built in 1981 in Collingwood (Canada) by Collingwood SB. Owned by Algoma Central Corp (Canada). Sold for demolition in Turkey. *Capt Henry Jackman* was moored along with *Algowood* in section 56 of Montreal port, at "the dock of the dying ones".



Unloading salt at Milwaukee, August 2017. © Brian Kucaj



*Compromise* (ex-*Grand Fortune*, ex-*Fortrose*). IMO 9044475. Length 270 m, 18,260 t. Panamanian flag, to Palau for her last voyage renamed *K Promise*. Classification society Korean Register of Shipping. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by SK Shipping Ltd (South Korea). Detained in 2005 in Hay Point (Australia) and in 2008 in Port Hedland (Australia). Sold as is in Beihai in Lyra Trading Ltd enregistré in Monrovia (Libéria) prior to her departure for demolition in Bangladesh. 423 US\$ per ton including enough bunkers for the voyage.



*Copan* (ex-*Tobago*, ex-*Antioxos*, ex-*John H. Pateras*, ex-*Shikoku Pride*, ex-*Clipper Antares*, ex-*Clipper Crusader*). IMO 8515025. Length 147 m, 4,482 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Takamatsu (Japan) by Shikoku. Owned by Anmax Trading Corp (Singapore). Detained in 1999 in Leixoes (Portugal), in 2006 in Monfalcone (Italy) and in 2017 in Yuzhnyi (Ukraine). Sold for demolition in India.

*Dangjin Friendship* (ex-*Dong-A-Ares*, ex-*Nautical Dream*, ex-*Gateway Bulker*). IMO 9051686. Length 270 m, 18,649 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Korea Shipping Corp (South Korea). Sold for demolition in Bangladesh. 445 US\$ per ton.

*Diamond Sun* (ex-*Kopalnia Rydultowy*). IMO 8701923. Length 144 m, 4,903 t. Tanzanian flag. Classification society Polish Register of Shipping. Built in 1990 in Szczecin (Poland) by A. Warskiego Szczecinska. Officially owned since 2012 by Marshall Islands-registered Aland Shipping Ltd. Detained in 2001 in Bremen (Germany). Sold for demolition in India.

*Elite Grace* (ex-*Grava 1*, ex-*Musung Pioneer*, ex-*Tropical Damself*). IMO 8408674. Length 115 m, 2,445 t. Mongolian flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Detained in 2011 and 2013 in Zhangjiangang (China) and in 2014 in Qlngdao (China). Sold for demolition in Bangladesh.



Kaohsiung, (Taiwan), November 30, 2010. © Lo Shin-Hau

*Goonzaran*. IMO 9108673. Length 269 m, 17,742 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Zaran*. Classification society Korean Register of Shipping. Built in 1994 in Geoje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Detained in 2018 in Newcastle (Australia). Sold as is in South Korea for demolition in Bangladesh. 421 US\$ per ton.

Vancouver, BC, Canada April 25, 2018.  
© Robert Bortolin



*KG Coen* (ex-Cape Merlin, ex-Universal Spirit). IMO 9056818. Length 273 m, 18,046 t. South Korea flag. Classification society Korean Register of Shipping. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by KG Maritime Co Ltd (South Korea). Detained in 2016 in Newcastle (Australia). Sold for demolition in Bangladesh. 436 US\$ per ton.

*Mamitsa XL* (ex-Formosabulk Allstar, ex-Mineral Prosperity). IMO 9107904. Length 261 m, 20,536 t. Deflagged from Liberia to Palau for her last voyage shortened to *Smita*. Classification society Bureau Verita. Built in 1995 in Sakaide (Japan) by Kawasaki. Owned by Technomar Shipping (Greece). Detained in 2002 in Hay Point (Australia), in 2010 in Port Kembla (Australia) and in 2014 and 2015 in Newcastle (Australia). Sold to Saint Kitts and Nevis-registered Manio Shipping Inc prior to her departure for demolition in Bangladesh.

*MG Shipping* (ex-Takayama). IMO 9052343. Ex tanker converted to ore carrier in 2009. Length 332 m, 39,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tsu (Japan) by NKK. Owned by Nippon Yusen KK, NYK Line (Japan). Detained in 2018 in Caofeidian (China). Sold for demolition in India. 395 US\$ per ton.



The tanker *Takayama*, Tokyo Bay, (Japan), early 2007.  
© Shameless-Pitch



The ore carrier *MG Shipping*, Singapore, November 12, 2012 © Owen Foley

*Ore Guaiba* (ex-Tai Shan). IMO 9174646. Length 289 m, 22,521 t. Singapore flag. Classification society Bureau Veritas. Built in 1999 in Samho (South Korea) by Halla. Owned by Vale SA (Brazil). Detained in 2015 in Teesport (United Kingdom). Sold for demolition in Bangladesh by PHP Family shipyard. 450 US\$ per ton.



Terminal CPBS Vale, Itaguaí (Brazil), April 26, 2010  
© Dotruk Vessel Tracker



*Orissa* (ex-*Lupus*). IMO 7403237. Length 259 m, 19,017 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Built in 1979 in Monfalcone (Italy) by Italcantieri. Owned by Vedanta Ltd (India). Utilisé comme transporteur de minerai. Sold as is in Goa (India) for demolition in Bangladesh. 415 US\$ per ton including 600 t of bunkers.



*Orissa*, transshipment in Mormugao/Goa (India), July 2010.  
© Jayendra Kharat



2019, beached in Chattogram.  
© Fazlur Rahman

*Star Aurora* (ex-*Nord-Kraft*). IMO 9227522. Length 289 m, 21,018 t. Deflagged from Panama to Comoros for her last voyage renamed *Laura*. Classification society Registro Italiano Navale. Built in 2000 in Mihara (Japan) by Koyo Dockyard. Owned by Star Bulk (Greece). Detained in 2001 in Algeciras (Spain), in 2012 and 2013 in Dampier (Australia) and in 2018 in Zhuhai (China). Sold to Singapore-based Maximus Shipping Ltd prior to her departure for demolition in Bangladesh. 430 US\$ per ton including enough bunkers for the voyage.

*Tamil Nadu*. IMO 9107631. Length 193 m, 10,967 t. Deflagged from India to Comoros for her last voyage renamed *Nadya*. Classification society Indian Register of Shipping. Built in 2000 in Visakhapatnam (India) by Hindustan. Owned by SCI, Shipping Corporation of India (India). Detained in 2001 in Singapore, in 2009 in Gladstone (Australia), in 2011 in Qingdao (China), in 2013 in Nantong (China) and in Taizhou (China). Sold for demolition in Bangladesh. 433 US\$ per ton.

*Well Deep* (ex-*Bet Intruder*, ex-*Tobata Max*, ex-*Thanos F*, ex-*Peruvian Express*, ex-*Silver Regia*, ex-*River Stream*, ex-*Silver Star*). IMO 9061564. Length 225 m, 9,614 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1993 in Marugame (Japan) by Imabari Zosen. Owned by Zhuhai Qinfa Shipping Co (China). Detained in 2000 in Quebec (Canada) and in 2001 in Shimizu (Japan) and in Aviles (Spain). Sold for demolition in Bangladesh. 425 US\$ per ton.



Balikpapan (Indonesia), March 31, 2017. © Husni

## Cement carrier

*Darya Jaan* (ex-Cape Confidence, ex-J. Jessica, ex-Aries). IMO 8029052. Ex bulker converted in 2001. Length 154 m, 5,396 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Shitanoe (Japan) by Minami Nippon. Owned by KC Maritime India Ltd (India). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 417 US\$ per ton.

Colombo, Sri Lanka, August 15, 2010. © Ivan Meshkov



*Ken Ho* (ex-Ken Spring). IMO 8822272. Ex bulker converted in 1998. Length 157 m, 5,835 t. Deflagged from Taiwan to Niue for her last voyage shortened to *Ken*. Classification society China Corporation Register of Shipping. Built in 1989 in Saiki (Japan) by Saiki Jukogyo. Owned by Ta-Ho Marine Corp (Taiwan). Detained in 2002 and in 2005 in Hong Kong and in 2009 and in 2011 in Melbourne (Australia). Sold as is in Kaohsiung (Taiwan) to India-based Trinitas Ship Management Pvt for demolition in Bangladesh. 355 US\$ per ton.



*Ken Ho*, Keelung, Taiwan, August 3, 2014. © Eric Hu

*Levant Orient* (ex-Eastmed Carrier, ex-Victory V, ex-Alamein, ex-Lennia, ex-Shoryu Maru). IMO5325625. Ex ore carrier converted in 1990. Length 154 m, 5,690 t. Panamanian flag. Unknown classification society. Built in 1962 in Osaka (Japan) by Namura for Taiheiyo Kisen KK to transport bauxite ore. Owned by Transmena SA (Panama). Detained in 2009 in Gemlik (Turkey) and in 2017 in Midia (Romania). Sold for demolition in Bangladesh.



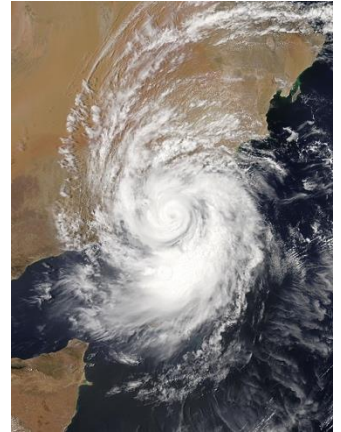
The ore carrier *Shoryu Maru*.  
© Taiheiyo-Kisen



The cement carrier *Levant Orient*, Istanbul,  
May 10, 2017. © Cavit Ege Tulca



*Raysut II* (ex-KCL *Barracuda*, ex-*Thai Ho*, ex-*Kiwi Star*). IMO 8317332. Ex bulker converted in 2006. Length 147 m. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Takamatsu (Japan) by Shikoku. Owned by Raysut Cement Co (Oman). Detained in 2004 in Aalborg (Denmark). 2018, cyclone Mekunu, classed at its highest in category 3, battered the Arabian Peninsula. On May 26, the *Raysut II* loaded with 6750 t of powdered cement ran aground on the coast of Oman. Al-Fazayah beach is known as a nesting site for 4 species of endangered marine turtles (green turtle *Chelonia mydas*, hawksbill turtle *Eretmochelys imbricata*, loggerhead turtle *Caretta caretta*, Olive Ridley turtle *Lepidochelys olivacea*). In November 2018, Resolve Marine Group was awarded the salvage contract. In February 2019, the *Raysut II* was refloated and towed to Salalah to be unloaded. She was declared a total loss and finally towed for demolition in India in early April.



Mekunu. NASA Image



*Raysut II*, Al-Fazayah Beach, Oman. © Gcaptain.



Loggerhead turtle © Leena Palande/petponder

*Shine Ho* (ex-*Kiwi Queen*). IMO 8317344. Converted in 1992. Length 147 m, 5,248 t. Deflagged from Panama to Comoros for her last voyage shortened to *Shine*. Classification society China Corporation Register of Shipping. Built in 1984 in Takamatsu (Japan) by Shikoku. Owned by Ta-Ho Maritime Corp (Taiwan). Detained in 2001 and 2002 in Hong Kong (China), in 20004 in Qingdao (China) and in 2015 in Hong Kong again. Sold for demolition in Bangladesh. 350 US\$ per ton.

*Takahara Maru*. IMO 7824821. Length 159 m, 5,788 t. Deflagged from Japan to Niue for her last voyage shortened to *Taka*. Classification society Nippon Kaiji Kyokai, then International Ship Classification since January 2019. Built in 1979 in Kudamatsu (Japan) by Kasado Dock. Owned by Shinnihon Kinkai / Ube Shipping (Japan). Sold to India-based Trinitas Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh.



*Takahara Maru*. © Ken Murayama

## Heavy load carrier


**Boskalis**

**DOCKWISE**

Boskalis claims the ownership of 900 vessels. The Dutch company operates a fleet to perform dredging, towage, salvage operations, offshore service and the transport of heavy load. Following a first restructuration in the years 2016-2017 which led to the withdrawal of 24 vessels, in the summer of 2018, Boskalis announced it is going to exit the heavy load transport market segment. 11 old semi-submersible ships are due to be scrapped before the end of year 2019; they belong to Dockwise, a Boskalis subsidiary. After *Swan*, already broken up in China in late 2018, *Teal* and *Treasure* this quarter, the next victims could be *Swift*, *Target*, *Transporter*, *Triumph*, *Trustee* and *Talisman*.

Boskalis has been boasting for a few years on its responsible shipbreaking policy; in 2014, the company had its dredgers *Amstel*, *Para* and *Mercurius* scrapped by Amaya Curiel, a Mexican yard located at Ensenada, Baja California, with the blessing of the NGO Shipbreaking Platform. Today it will be interesting to see if Boskalis, as a European company, intends to comply with the European Regulation on Ship Recycling and use facilities approved by the European Commission. The precise destinations of *Teal* and *Treasure* as well as that of the dredger *Shahaf* (also owned by Boskalis cf. p 52) are to date undisclosed. When they were beached in February and in March 2019, only the 2 facilities operated by Leyal were approved; according to Robin des Bois's information, they did not accommodate the Boskalis trio.

*Teal* (ex-Sea Teal, ex-Teal H.L., ex-Dyvi Teal). IMO 8113566. Length 181 m. Curacao flag. Classification society Bureau Veritas. Built in 1984 in Geoje (South Korea) by Samsung. Owned by Dockwise Shipping BV (Netherlands). Sold for demolition in Turkey.



Port Louis (Mauritius), May 7, 2013.  
© S Ornicans



Angra dos Reis (Brazil), January 16, 2015.  
© Martijn Gerssen

*Treasure* (ex-Front Traveller, ex-Genmar Traveller, ex-Crude Traveller, ex-Nord-Jahre Traveller, ex-Jahre Traveller). IMO 8617940. Length 216 m. Ex tanker converted in 2008 to semi-submersible heavy load carrier; shortened from 269 to 216 m. Curacao flag. Classification society Bureau Veritas. Built in 1990 in Split (Croatia) by Brodosplit. Owned by Dockwise Shipping BV (Netherlands). Detained in 2015 in Tianjin (China). In November / December 2017, the *Treasure* transported the US Navy destroyer *USS John S McCain* which had collided with the oil tanker *Alnic MC* in Malacca Strait (10 fatalities, 5 casualties on board the destroyer) to the US naval base at Yokosuka (Japan). Sold for demolition in Turkey.



The *USS John S. McCain* loaded on board the *Treasure*. © U.S. Navy



*Zhen Hua 14* (ex-Kalymnos, ex-Melita, ex-Skaubay, ex-Skaudrott, ex-Kosmos Spirit, ex-Atlantic Spirit, ex-Atlantic Peace, ex-CYS Olympia). IMO 7901590. Ex tanker converted in 2006. Length 249 m, 18,400 t. Deflagged from Saint Vincent & Grenadines to Palau for her last voyage renamed *Win 1*. Classification society American Bureau of Shipping. Built in 1983 in Gdynia (Poland) by Komuny Paryskiej shipyard. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2001 in Novorossiysk (Russia), in 2002 in Trieste (Italy) and in 2003 in Saint-Nazaire (France). Sold for demolition in Bangladesh.



*Zhen Hua 14*, arriving at Le Havre (France), May 5, 2010, with Port 2000 gantries. © **Pascal Bredel**

*Zhen Hua 18* (ex-Orient Constellation, ex-Grain Union). IMO 8026921. Ex bulker converted in 2006. Length 230 m, 18,665 t. Deflagged from Saint Vincent & Grenadines to Palau for her last voyage renamed *Win 2*. Classification society China Classification Society. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2002 in Newcastle (Australia) and in 2005 in Vancouver (Canada) and Qinhuangdao (China). Sold to Marshall Islands-registered Vega Marine Ltd prior to her departure for demolition in India.



*Zhen Hua 18*, Ningbo harbour, China, June 2008. © **Marc Ottini**

*Zhen Hua 21* (ex-Iokasti, ex-Aven, ex-Raven, ex-Terra Nova, ex-Buena Empresa). IMO 8018223. Ex tanker converted in 2007 to semi-submersible heavy load carrier. Length 225 m, 14,425 t. Deflagged from Saint Vincent & Grenadines to Comoros for her last voyage shortened to *Zhen 21*. Classification society American Bureau of Shipping. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shanghai Zhenhua Shipping Co Ltd (China). Detained in 2002 in Bayonne (New Jersey, USA) and Savannah (Georgia, USA) and in 2018 in Brisbane (Australia). Sold for demolition in Bangladesh.

## Dredger

*Atlantico Due* (ex-Sungei Sarawak, ex-Selat Melaka, ex-Willemstad). IMO 7606293. Hopper capacity 4200 m<sup>3</sup>. Length 105 m. Belgian flag. Classification society Bureau Veritas. Built in 1977 in Kinderdijk (Netherlands) by IHC Smit; lengthened in 1984 from 93 to 105 m. Owned by Dredging International NV (Belgium). Towed by *Multratug 11* and *Multratug 17* for demolition in Ghent (Belgium) by Galloo Recycling.



*Atlantico Due* decommissioned in Zeebrugge, (Belgium), Avril 2017. © Marc Ottini



*Atlantico Due* under tow from Zeebrugge to Terneuzen © Alain Dooms - Tugspotters

*Rijndelta* (ex-Rundelta, ex-Rudolf Schmidt). IMO 5301849. Hopper capacity 4007 m<sup>3</sup>. Length 113 m. Dutch flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1960 in Lübeck (Germany) by Orenstein Koppel. Owned by Van Der Kamp Bv (Netherlands). Sold for demolition in Gravendeel (Netherlands).



*Rijndelta*, in Rotterdam (Netherlands), July 21, 1994. © Pascal Brede

*Shahaf* (ex-Cornelis Zanen). IMO 8110851. Hopper capacity 8530 m<sup>3</sup>. Length 128 m. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Kinderdijk (Netherlands) by IHC Smit for Zanen Verstoep, a company established in 1850 to carry out dyke works. The ice-strengthened *Cornelis Zanen* was classed to be operated in Arctic as well as tropical conditions. In the years 1970-80, the company relocated its activities in the Middle East, in Africa and in Beaufort Sea; Boskalis BV (Netherlands) took over Zanen Verstoep in 1988. Detained in 2014 in Southampton (Netherlands). Sold for demolition in Turkey.



1983 Arctic dredging. © Dredgepoint.org



December 2017, Bosphorus Strait. © Yoruk Isik

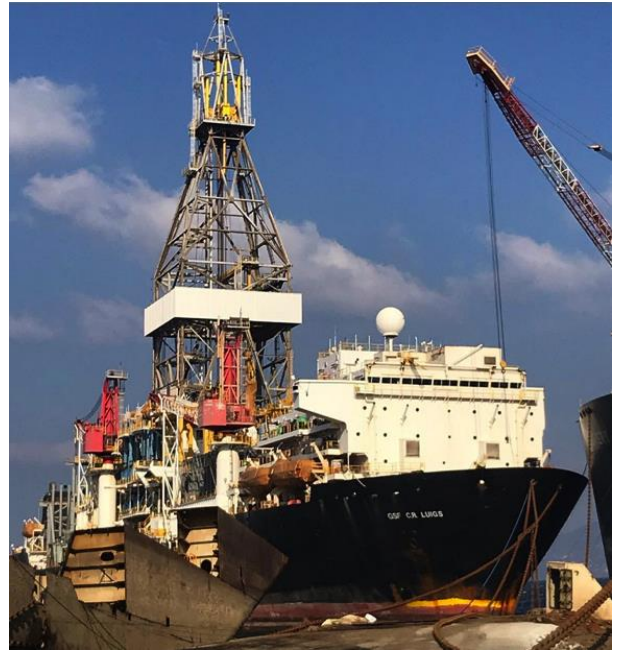


## Drilling ship

*GSF CR Luigs* (ex-*Glomar C.R. Luigs*. IMO 9189835. Length 228 m. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2000 in Belfast (United Kingdom) by Harland & Wolff. Sold by her US owner Global Santa Fe Corp to Panama-registered Rota Shipping Inc prior to her departure for demolition in Turkey.



June 2009. © Sean Whitmore



Aliaga, February 2019. © Selim San

*Petrosaudi Saturn* (ex-*Songa Saturn*, ex-*Glomar Robert F. Bauer*). IMO 8109589. Length 135 m. Deflagged from Singapore to Palau for her last voyage shortened to *Petros*. Classification society American Bureau of Shipping. Built in 1983 in Singapore by Far East-Levingston. Owned by Saturn Drillships Pte Ltd registered in Cayman Islands. Detained in 2008 in Marsaxlokk (Malta). *Petrosaudi Saturn* was one in the fleet of drilling ships and platforms decommissioned and laid-up off Port of Spain (Trinidad and Tobago). Sold to Saint Kitts and Nevis-registered Tatiana Investments Ltd prior to her departure for demolition in Bangladesh.



July 26, 2015, decommissioned in Trinidad & Tobago. © Donald Kelshall

## Offshore service vessel

*Collard Tide* (ex-Marsol Pride, ex-Pac-Ocean). IMO 9354961. Length 60m, 1,647 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2005 in Hukou (China) by Tongfang Jiangxin. Owned by Tidewater Marine (USA). Sold for demolition in India.

Hamriyah, Sharjah, May 8, 2018. © **Rutger Hofma**



*David Tide II*. IMO 9528093. Length 59 m, 1,418 t. Deflagged from Vanuatu to Palau for her last voyage. Classification society American Bureau of Shipping. Built in 2009 in Canton (China) by Grandview. Owned by Tidewater Marine International Inc USA). Sold for demolition in India.

*Dos Explorer* (ex-Ramco Express, ex-Ramco 1, ex-Silver Star, ex-Echo Star, ex-Silver Star, ex-Echo Star, ex-Malbun, ex-Echo Star, ex-Moresby, ex-Joyce Tide, ex-Lady Joyce). IMO 7301245. Length 58 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1973 in North Vancouver (Canada) by Allied Shipbuilders. Owned by Baltic Shipping Services Lt (Latvia). Detained in 2006 in La Nouvelle-Orléans (Louisiane, USA). She is undergoing demolition in Liepaja (Latvia).



*Dos Explorer*, Liepaja, 2 October 2018. © **Andrej S**

*FMS Liberty* (ex-DMO Pappy, ex-Capt. W.A. Bisso Jr, ex-Bisso Diver I, ex-Dino Chouest). IMO 8424599. Length 60 m. USA flag. Unknown classification society. Built in 1983 in Larose (USA) by North American SB. Owned by Freedom Marine Services (USA). Sold for an undisclosed destination of demolition. According to her latest reporting, she was located in Amelia (Louisiana, USA).



*Hai Duong 06* (ex-Gulf Fleet n°63). IMO 8216590. Length 58 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Houma (USA) by Quality Shipyard. Owned by HD Marine Corp (Vietnam). Sold for demolition in Bangladesh.

*Gulf Fleet n°63*, Singapore, March 10, 2005.  
© **MG Klingsick**



*Kathy* (ex-*Beryl Fish*, ex-*Albacore*, ex-*Beryl Fish*). IMO 8302973. Length 57 m. Turkmenistan flag. Classification society Bureau Veritas. Built in 1983 in Ingrandes (France) Breheret shipyards. renamed *Albacore* in 1987, she was chartered by the French Navy for salvage and pollution control operations in the Mediterranean with Toulon as a homeport. She was acquired by Seacor in 1997, renamed *Beryl Fish* again and reflagged to Saint Vincent & Grenadines. In 2005, she was sold to GAC Marine, based in Abu Dhabi, to be operated in the Caspian Sea under Turkmenistan flag. Since 2016, her owner was Nurly Tolkun (Turkmenistan). In February, she was announced sold for demolition. She was spotted at last in Govsan on the Caspian Sea, near to Baku (Azerbaijan).



*Beryl Fish*, Douala anchorage (Cameroon), 1999. © Erwan Guéguénat



*Kathy*, Hazar (Turkmenistan), Caspian Sea, April 2018. © Rutger Hofma

*Lam Hong* (ex-*Tan Cang 69*, ex-*SMS Odyssey*, ex-*Vos Odyssey*, ex-*Dea Odyssey*, ex-*Smit-Lloyd 57*). IMO 8517645. Length 58 m, 1,367 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1987 in Capelle (Netherlands) by Ysselwerf. Owned by HD Marine Corp (Vietnam). Sold for demolition in Bangladesh.

*Leonard Tide*. IMO 9355800. Length 67 m, 1,933 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Leonard*. Classification society American Bureau of Shipping. Built in 2006 in Gdansk (Poland) by Polnocna. Owned by Tidewater Marine (USA). Decommissioned since September 2015. Sold to RV International DMCC based in the United Arab Emirates prior to her departure for demolition in India.



*Leonard Tide*, Valletta (Malta). © Steve Aubury

*Lilian* (ex-*Asso Nove*, ex-*Augustea Nove*, ex-*Sea Defender*, ex-*Sea Coral*). IMO 7615866. Length 63 m, 1,300 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1977 in Singapore by Singapore Slipway. Owned by Folk Shipping (United Arab Emirates). Sold to the Indian cash buyer Prayati Shipping prior to her departure for demolition in India.



*Lilian*. © Onar Jøsang

*Lui Tide* (ex-*Rigdon Tide*, ex-*Consensus Trader*). IMO 9231080. Length 67 m, t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2001 in Tulcea (Romania) by Aker Tulcea. Owned by Tidewater Marine (USA). Sold for demolition in India.



Luanda - Angola, 19 July 2014. © Gwénolé de Kermenguy

*Maria Fe* (ex-*Al Rayyan*, ex-*KBM Al Rayyan*, ex-*Permint Bayu*). IMO 8515922. Length 57 m, 1,078 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Pasir Gudang (Malaysia) by Malaysia Shipyard. Owned by Phil Marine Consultancy (United Arab Emirates). Sold for demolition in Pakistan.

*Masindra Langkawi* (ex-*Smit Langkawi*, ex-*Smit-Lloyd 104*). IMO 7306817. Length 64 m, 1,400 t. Malaysian flag. Classification society Bureau Veritas. Built in 1973 in Zaltbommel (Netherlands) by De Waal. Owned by Masindra Shipping (Malaysia). Sold for demolition in Bangladesh.



© Smit-Lloyd.com

*Richard M. Currence*. IMO 9259783. Length 85 m, 5,390 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Richard*. Classification society American Bureau of Shipping. Built in 2005 in Yantai (China) by Yantai Raffles. Owned by Tidewater Marine International (USA). Sold for demolition in India.



Haifa, Israel, 20 February 2013. © P Szamosi

*Roza* (ex-*Zakher Rio*, ex-*NS Candeias* ex-*Candeias*, ex-*NS Candeias*,). IMO 7911789. Length 55 m, 799 t. Tanzanian flag. Unknown classification society. Built in 1983 in Niteroi (Brazil) by Mac Laren IC. Owned by Industrial Tools International (United Arab Emirates). Detained in 2008 and in 2011 in Alexandria (Egypt). Sold for demolition in India.





**Zamil Offshore Services Ltd is an offshore service provider established in 1977 in Saudi Arabia. On its website, it claims to own 55 vessels. The oldest units are to be scrapped, all of them bound for India.**

*Zamil 1.* IMO 9139799. Length 61m, 1,273 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1996 in Singapore by Southern Ocean.

*Zamil 2.* IMO 9139804. Length 61 m, 1,273 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1996 in Singapore by Southern Ocean.



Au mouillage in Manifa (Saudi Arabia), 19 July 2014. © Viktor Mussuri

*Zamil 3.* IMO 9139816. Length 61 m, 1,273 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1997 in Singapore by Southern Ocean.

*Zamil 4.* IMO 9193604. Length 56 m, 1,073 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1998 in Shimonoseki (Japan) by Kanmon.

*Zamil 5.* IMO 9193616. Length 56 m, 1,073 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1998 in Shimonoseki (Japan) by Kanmon.

*Zamil 6.* IMO 9188893. Length 61 m, 1,307 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 1996 in Singapore by Pan-United.

*Zamil 21.* IMO 9269439. Length 49 m, 577 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 2003 in Surate (India) by ABG Shipyard.

*Zamil 22.* IMO 9269441. Length 49 m, 580 t. Bahrain flag. Classification society American Bureau of Shipping. Built in 2003 in Surate (India) by ABG Shipyard.

## Standby-safety vessel

*Putford Trader* (ex-Safe Truck, ex-Seaway Jura). IMO 7407740. Length 64 m. United Kingdom flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1976 in Harstad (Norway) by Kaarbos. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Denmark.



*Putford Trader* © JDC Plug

## Offshore support vessel

*Altus Optimus* (ex-Aceryg Harrier, ex-Seaway Harrier). IMO 8322662. Length 83 m. Liberian flag until February 2019. Built in 1985 in Sandefjord (Norway) by Framnaes. Owned by Subsea 7 Shipping Ltd (United Kingdom). In February 2019, the *Altus Optimus* was announced "to be recycled" by her classification society Det Norske Veritas / Germanischer Lloyd. The final destination is still undisclosed. She was spotted at last in the United Arab Emirates.

© Marine Engineering Diving Services



*Armada Iman*. IMO 9207352. Length 74 m, 2,047 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1999 in Singapore by PPL. Owned by Bumi Armada Ship Management (Malaysia). Sold for demolition in India. She just left her anchorage in Brunei Bay after being shortened to *Man* and deflagged to Palau.



© Bumi Armada

## Fishery patrol vessel

*Mugunghwa no 17*. IMO 9081863. Length 79 m. South Korea flag. Classification society Korean Register of Shipping. Built in 1992 in Yeosu (South Korea) by Shinyoung SB Industry Co. Owned by Korea South Land Affairs Government (South Korea). Under demolition in Busan Port (South Korea).



February 18, 2012



© V Tonic

January 13, 2019



**Sources:**

*Adriatic and Aegean Ferries; Agence Européenne de Sécurité Maritime; Aliaga Denizcilik; American Bureau of Shipping; Auke Visser; Bangkok Post (The); BD News 24; Black Sea Memorandum of Understanding; Boatnerd; Boskalis; Bureau Veritas; Chittagong Port Authority (the); CNV Medien; Commission Européenne; Courier (The); Cuxhaven Nachrichten; Daily Star-Bangladesh (The); Det Norske Veritas - Germanischer Lloyd; Dredgepoint.org; Economista (El); Energy Voice; Equasis; Faktaomfartyg; Ferry Site (The); Fleetmon; Gcaptain; Global Marketing Systems; Globe and Mail (the); Gotfiansbatar; Haut-Commissariat de la République en Nouvelle-Calédonie; Idyllicocean; IHS Markit; Independent (The); Indian Ocean Memorandum of Understanding; Interq.or.jp; La 1ère-Nouvelle-Calédonie; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Executive; Mediterranean Memorandum of Understanding; Mer et Marine; Ministère Espagnol des Transports; Miramar Ship Index; National Library of Australia; Nautilia.gr; Nippon Kaiji Kyokai; Offshore Energy Today; OMI; Optima Shipbrokers; Port to Port; Prensa La); Press & Journal (The); Robin des Bois, sources personnelles et archives; Roose & Partners; Russian Maritime Register of Shipping; Sembcorp; Ship & Bunker; Shipspotting; Splash 24/7; Tokyo Memorandum of Understanding; Trade Winds; United States Coast Guard; US Naval Institute News; Vessel Tracker.*

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