

ROBIN DES BOIS

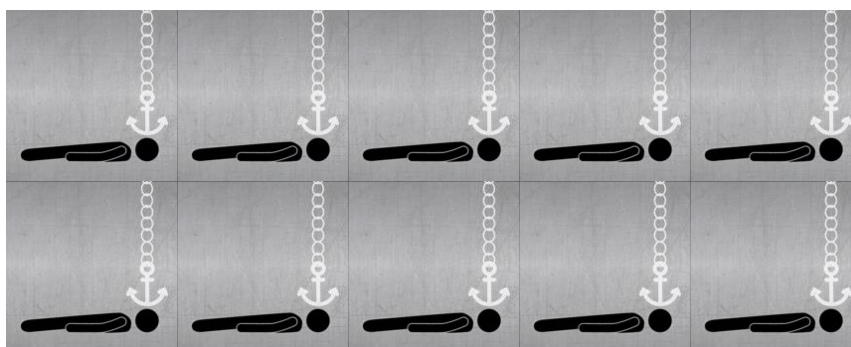
Shipbreaking

Bulletin of information and analysis on ship demolition

57, from July 1, to September 30, 2019

November 27, 2019

Shipbreaking kills



Shahidul Islam Mandal, 30, Rasel Matbor, 25, Nantu Hussain, 24, Chhobidul Haque, 30, Yousuf, 45, Aminul Islam, 50, Tushar Chakma, 27, Robiul Islam, 21, Masudul Islam, 22, Saiful Islam, 23.

Bangladesh, Chattogram ex Chittagong

Shipbreaking is a party

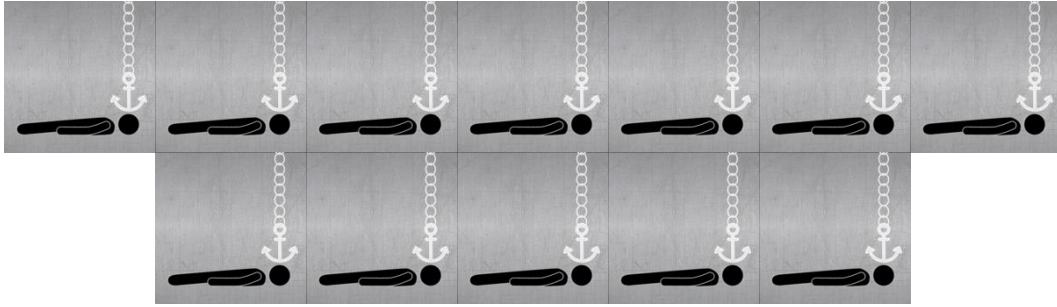


In front of the *Crystal Gold* wreck, Parki Beach, Bangladesh (p 65).

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Bloody summer



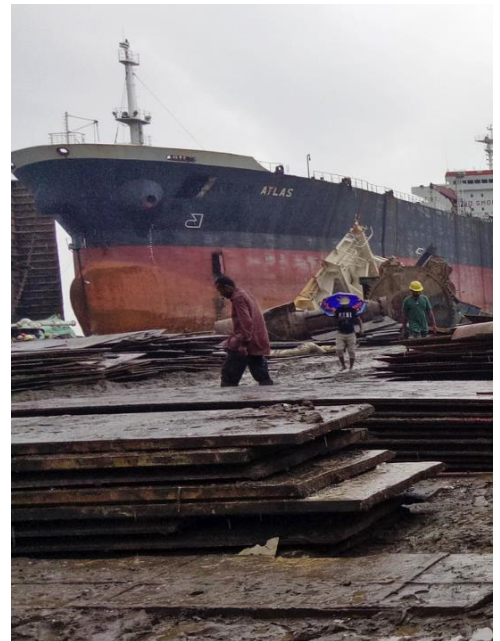
The summer of 2019 marked a respite for end-of-life ships. For shipbreaking workers it was bloody. Four European countries, Cyprus, France, Greece and the Netherlands, would deserve to be sued on different levels as shipowners, flag States or port States for having sold or let ships leave to substandard yards.

Bangladesh

Officially, 10 workers died on shipbreaking yards in Chattogram, Bangladesh, or in adjoining rolling mills, between July and October 2019. According to IndustriALL union, since the beginning of the year, the death toll has been 23.

- July 23, Kabir Steel Breaking yard. Shahidul Islam Mandal, 30, fell from a ship being scrapped and died. The investigation brought up poor safety conditions and various non-compliances with the regulation (Ship Recycling Rules 2011). The yard was suspended, it was banned from buying ships to be scrapped for a period of three months. According to Mr. Shamsul Arefin from the Ministry of Industry, it could be permanently closed if the requirements, in particular those relating to the organisation of traffic on the site, the availability of safety equipment and adequate training, are not met.

- July 31, MAK Corporation yard. Rasel Matbor, 25, Nantu Hussain, 24, and Chhobidul Haque, 30, were cutting pipes in the engine room of the Indonesian tanker *Medelin Atlas*. The 3 workers died of asphyxiation due to a gas leak, 3 others were intoxicated. According to their colleagues, they wore helmets but no masks. On the same day, at Nazia Re-rolling Mill, a rolling mill adjoining the shipbreaking yards, Yousuf, 45, was fatally injured by the fall of a piece of metal.



Medelin Atlas, MAK Corp yard
© IndustriALL

- August 31, Ziri Subedar Ship-Breaking yard. A wire rope collapsed on the workers while they were scrapping the ex container ship *CSL Virginia*. Aminul Islam, 50, and Tushar Chakma, 27, were killed. 13 other workers were injured, 3 were taken to hospital. At least 3 European Union member States should be held responsible in this incident. In October 2018, after colliding with the Tunisian ferry *Ulysses*, the French authorities allowed the Cyprus-flagged, Greek-owned *CSL Virginia*, to head for a repair yard in Romania, even though scrapping was the likely fate. After a stopover in Greece, some patching up works in Turkey, one renaming and two deflaggings, *CSL Virginia* ended up in Bangladesh. (See "[Shipbreaking](#)" # 54 p15.). Considering the differentials in purchase prices in Turkey and Bangladesh, the sale brought the Greek shipowner an additional US\$5 million. The death of the two Bangladeshi workers is not included in the balance sheet.

- October 7, HM Shipbreaking yard. It was past midnight. The night shift was at work. An iron sheet fell and hit the head of Robiul Islam, 21, At 6:20 am, he died in the hospital.

- October 12. In the night of Saturday to Sunday, Masudul Islam, 22, and Saiful Islam, 23, were cutting up a water tank on the former offshore service vessel *Vos Primrose*, beached as the anonymous *Sierra II* (see p 50). The two workers lost consciousness, were rushed to hospital but declared dead upon arrival at the Medical College Hospital in Chattogram. 15 workers were working on the ship, 3 others were intoxicated and taken to hospital but were able to leave two days later. The causes of death are not identified yet. According to an inspector from the Department of Explosives, the two workers were cutting a water tank that was not supposed to release toxic gases. An investigation is ongoing. The former *Vos Primrose* was owned by the Dutch company Vroon Offshore Services. She was beached on October 6.



The ex *Vos Primrose*, Chattogram beaching yard. © IndustriALL

- October 14, Sagorika Shipbreaking yard. Apu Marak Chakma, 28, and Tapan Marak Chakma, 30, were seriously injured by the explosion of a gas cylinder.

At a press conference on September 11, the Bangladeshi shipbreaking workers Trade Union reiterated demands with regard safety in the yards. Several points were raised such as providing personal protective equipment in all yards, ensuring clean-up and safety of ships prior scrapping, systematic post-accident investigation, charging the yard for negligence in case of fatal accident and oblige them to pay compensation to injured workers (1.5 million takas, 12,000 US\$) or families of the dead ones (1 million takas, 17,500 US\$).

India

In India, trade unions are not organized and supported by counsels as in Bangladesh. Two fatal accidents have been reported. Little information came out. Circumstances and eventual feedback are still undisclosed. The subject is all the more sensitive as local infrastructures are insufficient: severe injuries can only be treated in hospital, the nearest one is located in Bhavnagar, 55 km away from the shipbreaking yards.

- July 29th, Priya Blue shipbreaking yard. A piece of metal hit the head of Subash Vishwakarma, 50. He died on arrival at the hospital.

- September 3rd, Shree Ram shipbreaking yard. One worker was killed by an explosion during cutting operations, another was seriously injured.

These two yards applied to be included in the European Union-approved list of yards. The report published in January 2019 by Det Norske Veritas / Germanischer Lloyd following site inspections pointed out non-compliances with European standards, and particularly environmental protection, waste management and health monitoring. The lack of transparency on the circumstances of the latest accidents and the feedback to be withdrawn from them is another bad sign for workers' safety.

The ratification of the Hong Kong Convention by Indian has been expected for several months. The process is underway. A further step has just been taken. The Cabinet Committee on Economic Affairs chaired by the Prime Minister approved the ratification principle and the new Recycling of Ships Bill 2019. Prior official ratification, the bill has to be adopted by the Indian Union's parliament.

The Royal Navy anticipates Brexit

Ships broken up in the United Kingdom can be counted on the fingers of one hand. One remembers the Sir Percival L3036, Grey Rover A 269 (see "[Shipbreaking](#)" # 18) and *HMS Intrepid* L11 scrapped in Liverpool in 2009-2010 , then the frigate *HMS Cornwall* F99 scrapped in 2013 in Swansea (see "[Shipbreaking](#)" # 38). However, four United Kingdom yards are included in the the European Union-approved list of yards: Able UK (Hartlepool), Harland and Wolff (Belfast), Swansea Drydock Ltd (Swansea) and Dales Marine Services (Edinburgh).

In mid-August 2019, the Royal Navy replenishment tankers *Gold Rover* and *Black Rover* left Portsmouth under tow, bound for Aliaga (Turkey). This is nothing new. For financial reasons, the Defense Equipment Sales Authority (DESA ex DSA, Disposal Service Authority), the department of the British Ministry of Defence in charge of the disposal or sale of surplus military equipment, has developed a routine : sending Royal Navy retired vessels to the Turkish yard Leyal, a European Union-approved yard since November 30, 2018. In the past years, Leyal was delivered with the aircraft carriers *HMS Illustrious*, *HMS Invincible*, *HMS Ark Royal* and a number of destroyers and frigates. This time the British Ministry of Defence has anticipated Brexit and decided to turn its back on European regulations: the two old tankers are to be scrapped in a yard which was non-approved when the contract was awarded.

The *Black Rover* A 273 and *Gold Rover* A 271 belonged to the Rover class, a series of 5 Royal Navy replenishment tankers, the *Green Rover*, *Grey Rover*, *Blue Rover*, *Gold Rover* and *Black Rover*. These veterans were built in Wallsend by Swan Hunter between 1969 and 1974. Their duty was to provide the British fleet with fuel, miscellaneous ammunition and refrigerated goods during exercises, military operations or humanitarian missions. The single-hull Rover class vessels have been replaced by the double-hull Tide class vessels, built in South Korea by Daewoo.

Black Rover A 273. IMO 7329338. Length 140.60 m, 4,808 t. Built in 1973 in Wallsend (United Kingdom) by Swan Hunter. On August 11, 2019, she left Portsmouth under tow of the Maltese tug *Amber II* (IMO 9425423).

Gold Rover A 271. IMO 7306221. Built in 1974 in Walsend (United Kingdom) by Swan Hunter. Disarmed on March 6, 2017. On August 13, 2019, she left Portsmouth under tow of the Maltese tug *Opal* (IMO 9489479).



Gold Rover

and

Black Rover

© Ministry of Defence



Black Rover, 11 August 2019, departing Portsmouth, bound for Aliaga.
Screenshot Portsmouth Proud.

The British Ministry of Defence announced the demolition of the last two *Rovers* in August 2017. The call for tenders were issued in August 2018. The European Regulation entered into force on January 1, 2019. The *Black Rover* and *Gold Rover* were to be scrapped well after that date. At the end of 2018, the shipbreaking contract was awarded unconditionally to the Turkish yard Sök Denizcilik Tic. Ltd. This yard had applied for inclusion in the European Union-approved list of yards. On 17 and 18 October 2018, an inspection took place to check its compliancy with the European regulation. It could not be concluded that all requirements were fulfilled. The report by Det Norske Veritas / Germanischer Lloyd pointed out insufficiencies in the organisation of the yard, in particular the absence of an HSE (Health, Safety and Environment) manager, the impermeability of flooring in cutting and storage areas and the identification of hazardous substances included in equipment removed from ships and to be sold for reuse. The *Black Rover* and *Grey Rover* were built in the 70's. They contain hazardous substances. In its call for tenders, the Ministry of Defence mentioned in particular 60 t of asbestos.

Military vessels are excluded from the scope of the European Regulation. However, the dismantling of Royal Navy ships has at least to be carried out in accordance with the standards set by the British Government in 2007 (Ship Recycling Strategy 2007). Shortcomings reported in the practices of Sök yard showed that it did not comply with British standards at the time the dismantling contract was awarded.

The sale of the two ships brought in 1.5 million pounds, or US\$190 per ton, for the British Ministry of Defence.



Gold Rover and Black Rover, chantier Sök Denizcilik Tic. Ltd, Aliaga. © Selim San

The *Rio Tagus* slow-speed death

In Sète, the *Rio Tagus* serial has just entered its tenth season.

Arrived with a water ingress and a broken down engine in October 2010, abandoned by her Panama-based US shipowner, auctioned unsuccessfully from 2013 onward, finally acquired for €11,000 by the Spanish scrap dealer Varadero in October 2016, unseaworthy and prohibited from leaving the port in tow in 2018 considering her dilapidated condition, the *Rio Tagus* seemed to see the end of the tunnel after the port of Sète issued a call for tenders for her demolition on the spot in February 2019.

Today, the serial is getting insane. On November 5, 2019, the Administrative Court of Montpellier refused the Port of Sète (EPR Port Sud de France) permission to start shipbreaking operations within two months. For the Court there was no imminent risk of sinking if the electrical system of the pumps set to bail out the wreck was repaired. Based on an expert report dated September 2019 which anticipated a risk of sinking within two years, the court considered that there was thus no urgency and that shipbreaking can be deferred.

Endless, then insane, the show will soon turn into a nightmare. When the *Rio Tagus* will sink if pumps get definitively unavailable or after a particularly devastating rainstorm episode on the Mediterranean Arc, it will finally be urgent to scrap the wreck, after refloating it. The cost of emergency measures will of course be much higher than that of an anticipated and planned shipbreaking process.

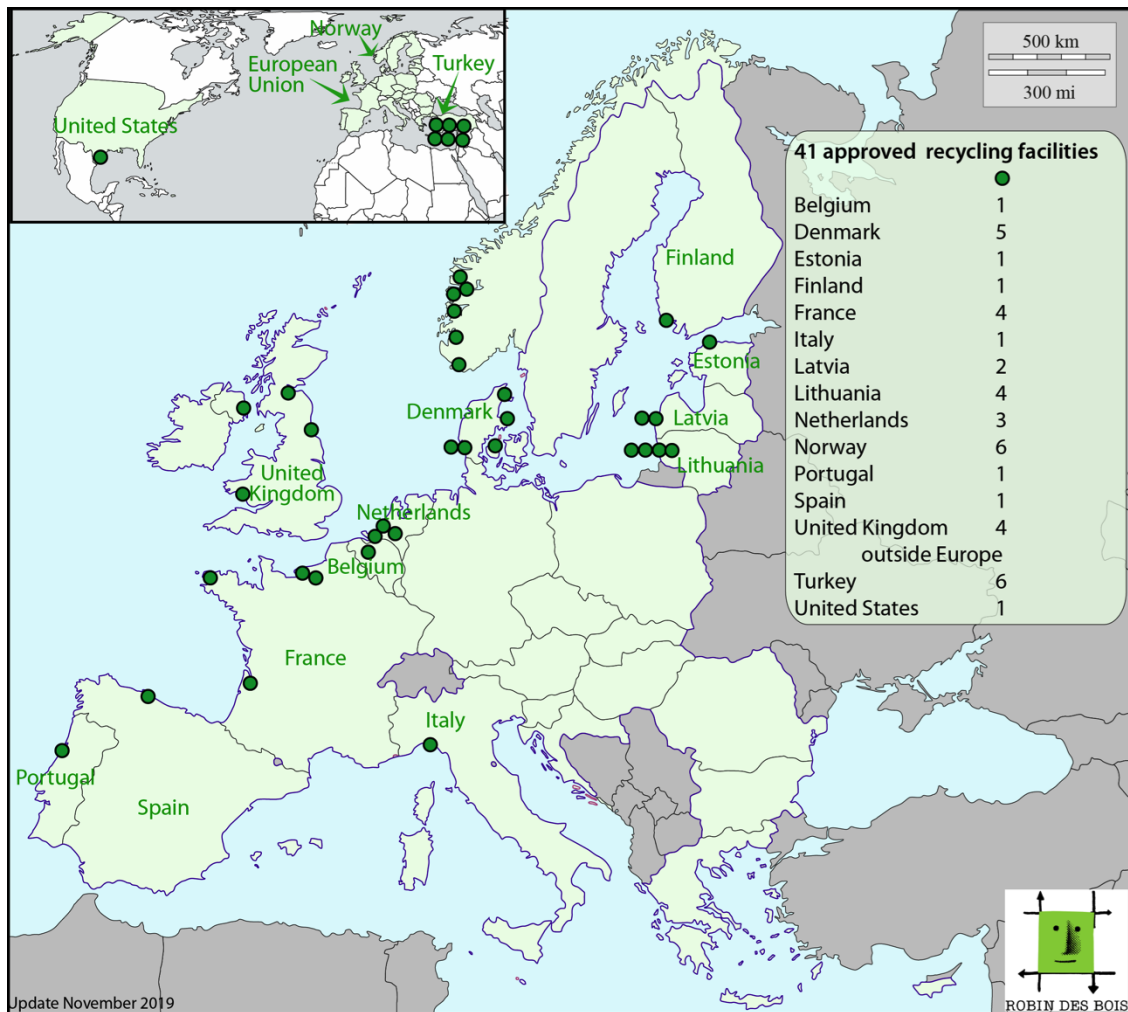
The Court gets marooned in controversies on the status of the *Rio Tagus* - waste or ship - or on the identity of her owner - the French State or the scrap dealer Varadero - and ruled out the damages to the environment subsequent to the sinking of a polluted wreck and to her scrapping in hardly controllable conditions.

Nevertheless, the Port of Sète will issue another call for tenders, in order to select a contractor and be ready if eventually the emergency is recognised before the *Rio Tagus* ends up on the canal bottom.



Rio Tagus, Paul Riquet wharf, Sète, June 2018. © Anthony Levrot

Enlargement of the European list



The list of European Union-approved ship recycling facilities keeps enlarging. The European Commission proposes to have it increase from 34 to 41. Four additional yards located in Latvia, Lithuania, Norway and Netherlands was authorized by the competent State authorities in accordance with the European regulation. The three Turkish yards Ege Celik San, Öge Gemi Söküm and Sök Denizcilik should be included in the next updated list. The report published after on-site inspections at Sök Denizcilik yard in 2018 pointed a number of necessary improvements to comply with the requirements of the EU regulation. These improvements were implemented in 2019. One year prior to be included in the EU-approved list, the yard was chosen by the Royal Navy to recycle two former replenishment tankers and their asbestos-contaminated waste (see p 4). United Kingdom shows the bad example to merchant fleet owners.

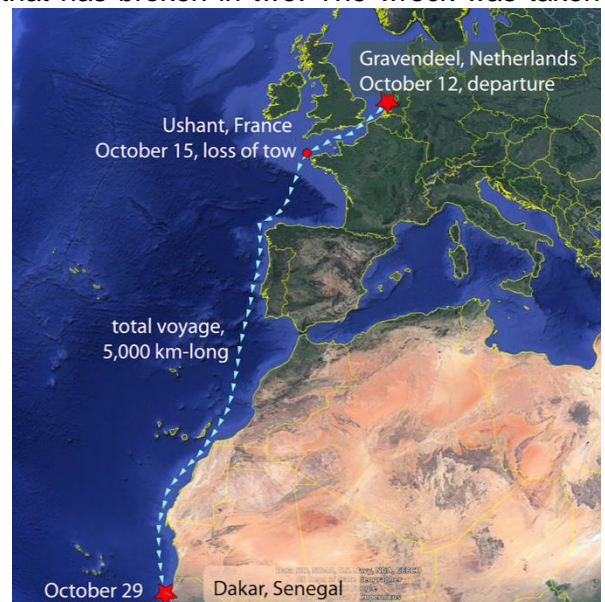
Simultaneously, the Commission opened EU infringement proceedings against 9 Member States for not fully implementing the European Union regulation 1257/2013 on ship recycling and fulfilling key obligations. Croatia, Cyprus, Germany, Greece, Italy, Portugal, Romania, Slovenia and Sweden are urged to fully comply with the regulation and in particular to designate competent authorities and define the applicable penalties. It should also be noted that there are still no EU-approved ship recycling facility in Germany and Greece, major suppliers of end-of-life ships.

Europe-Africa: the on-going traffic

In "Shipbreaking " # 33 published in November 2013, Robin des Bois alerted on the export of old inland tankers from Europe towards Africa. These inland tankers used to be operated on the Rhine River and Northern Europe canals. At the end of their lives, or when they do no more comply with the European environmental and safety standards, instead of being dismantled in appropriate facilities in the Netherlands or in Germany, they are routinely sent to Africa. Many of them do not reach their destination. The conditions of voyage of these convoys are poorly regulated, accidents are frequent. In order to produce profits costs in case of a shipwreck, it happens that tugs tow a pair of these river barges. Questioned by Robin des Bois, the French maritime authorities and the European Commission in their answers brought forward the international maritime regulation: it is not possible to forbid the transit of inland-waterways barges under tow in European waters.

In 2019, this export trade continues to strike. There has been no end or decrease in this traffic of substandard river boats representing a threat for maritime safety and for the environment during their transoceanic voyage and then later in their new trading area.

On October 15, 2019, a container ship reported a floating object northeast of Ushant Island. It was actually the stern part of the river tanker *Therese Straub* that has broken in two. The wreck was taken over and towed to Brest by the salvage tug *Abeille Bourbon* sent on site. The Moldova-flagged tug *Arion* did not report the accident to the coastal States. Nor did she signalled her transit with a "floating object" that was never designed to resist the ocean waves. With complete disregard with maritime safety, she continued sailing, "under surveillance" from the MRCC, still towing the forepart of the barge. The most basic prudence should have made her heading for the nearest port. She was spotted on October 18 sailing at a reduced speed - between 3,8 and 4,7 knots - off A Coruna (Spain). On October 20, she is off Portugal, at a 6,7 knot speed. Officially, she called no port where she could have got rid of the river tanker half part. She was on her way to Africa. She sailed along the African coastline at a service speed of 7-8 knots. Initially expected in Abidjan, (Côte d'Ivoire), she eventually stopped in Dakar (Senegal). Since October 29, she has been anchored in Bay of Gorée.



Therese Straub stern will have to be decontaminated and scrapped in Brest; she still carries oil residues and asbestos in the engine room.

The fate of the forepart - sunken, picked up by another tug off the Iberian Peninsula, towed to Dakar ? - is to date unknown.

Therese Straub (ex-*Inge*). River tanker. Length 109 m. Built in 1970 in Bodenwerder (Lower Saxony, Germany) by Arminiuswerft. Last known owner *Therese Straub Besitzges* (Würzburg, Germany).



Therese Straub, 1988. © Klaus Flemming



October 2019. © Marine Nationale

Cameroon : 45 ships flying a flag of convenience or flying a pirate flag?

Two Cameroon-flagged ships were sent to be scrapped this quarter: the *Aberdeen* (OMI 7800540), a Ro Ro arrested for drug trafficking in Italy and the *Sevastopol* (OMI 6523951) an ex ferry flying successively the flag of Ukraine and then Russia, operated in the Black Sea in Kerch Strait. Both were delivered to Turkish breakers. They are the first ships to be scrapped under this emerging funeral flag.



The question is to know whether these registrations have been officially approved by the Cameroonian authorities or they result partially or totally from usurpation practices made easier by the lack of vigilance of the Cameroonian administration. In both cases, the Government of Cameroon should not be considered as free from negligence or blame.

The International Maritime Organisation (OMI) alerted on fraudulent registrations and is investigating on the cases of fraudulent use of the registries of the Democratic Republic of Congo, Fiji, Maldives, Micronesia, Nauru, Samoa, Tanzania or Vanuatu.

The fear that the register of Cameroon might be as well contaminated by the virus of usurpation and corruption deserves to be dismissed.

According to the Equasis database, 117 ships with a "in service" status were Cameroon-flagged, of which 63 fishing ships. With regard 35% of them (that is 35 merchant ships and 11 fishing ships), they were registered to Cameroon less than a year ago; these ships are Cameroon-flagged or pretend to be Cameroon-flagged according to their AIS (Automatic Identification System) data whereas their ship owner is not established in Cameroon. Among this newly Cameroonian-registered ships, 18 from all categories are between 40 to 54 years of age.

Of the 35 merchant ships, 22 are general cargo carriers, 2 reefers, 2 bulk carriers and 2 tankers. Their average age is 34 years. The majority (19 ships) is trading in the Mediterranean or in the Black Sea. Their shipowners are mostly established in Ukraine (7), in Russia (5), in Turkey (4), in Lebanon (2) or in the United Arab Emirates (2).

The 11 Fishing ships belong to owners established in third countries but are operated on fishing grounds off West Africa, excepted for *Astan II*, *Elonga* and *Oriental 77*. 9 are massive factory ships built for the fleets of the Soviet Union and its allies :

Archimedes, 117.50 m in length, *Sprut*-type

Fredrikshamn, *Humpback Whale*, and *Trondheim*, 104,5 m in length, *Pulkovski Meridian*-type

Grey Whale, *Pilot Whale*, *Sei Whale* and *Vega*, 93.9 m in length, *Ivan Bochkov*-type

Elonga, 53.8 m in length, *Alpinist*-type

General cargo carrier

Agios Rafail (ex-*Louise*, ex-*Irmelin*, ex-*Westream*, ex-*Osteturm*). IMO 7118181. 48 years old. Owned by Vital Shipping Co (Albania). Cameroonian flag since July 26, 2019. Operated in the Mediterranean.

Dikili (Turkey), January 2014. © Ersin Aydoan



Aressa (ex-*Baltiskiy-103*). IMO 7612498. 41 years old. Owned by Baltrechtflot Ltd (Russia). Cameroonian flag since February 22, 2019. Operated in the Atlantic Ocean / North Sea.



Cerencan (ex-*Yuriy Kotsyubinskiy*). IMO 7644130. 42 years old. Owned by Ege Trade Inc (Turkey). Cameroonian flag since August 29, 2019. River and sea-going vessel. Operated in the Mediterranean / Black Sea.

Port of Bartin (Turkey), November 6, 2018. © Babur Halulu

Delphinus (ex-Volgo-Don 233). IMO 8871687. 40 years old. Owned by Kent Shipping & Chartering Ltd (Turkey). Cameroonian flag since July 1, 2019. River and sea-going vessel. Operated in the Mediterranean.

Evgenia Z (ex-Yevgeniya Z, ex-Evgenia Z, ex-Volgo-Don 5022). IMO 8955653. 49 years old. Owned by TBS Shipping Co LLC (Ukraine). Cameroonian flag since November 6, 2018. River and sea-going vessel. Operated in the Black Sea.



Rostov on Don, August 8, 2014 © Sychikov



Khalil 10 (ex-Goddess, ex-Cheng Gong No. 1, ex-Zhen Yu 3, ex-Umiji). IMO 8503125. 34 years old. Owned by Abdullah NGM (Koweit). Cameroonian flag since April 24, 2019 then Tanzania. Operated in the Persian Gulf. Acquired in August 2019, renamed *Senaz* flying the Tanzanian flag.

Dubai, September 22, 2019 © Reza

Leonid Khotkin (ex-Volzhskiy-27). IMO 8949434. 30 years old. Owned by Marine Safety Management Ltd (Ukraine). Cameroonian flag since September 16, 2019. River and sea-going vessel. Operated in the Mediterranean / Black Sea.

Lucas (ex-Merbey, ex-Omerbey 1, ex-Merbey, ex-Omerbey I). IMO 9075462. 25 years old. Owned by Barchester Holdings Ltd (Gibraltar). Cameroonian flag since March 24, 2018. Reported by IMO and Equasis as *Merbey*, *Lucas* according to AIS data. Operated in African waters.

Lutuf (ex-Miwa Maru, ex-Daikyo Maru No. 5, ex-Taishin Maru). IMO 9109653. 25 years old. Owned by Polar Movement Shipping & Trading (Marshall Islands). Cameroonian flag since January 1, 2019. Operated in the Mediterranean.



May 18, 2019, *Lutuf* at Alsancak Port, Izmir (Turkey) © Icozkan

Newlife (ex-Pavel Postyshev). IMO 8876510. 45 years old. Owned by Afdal Sharik Ltd (United Arab Emirates). Cameroonian flag since July 1, 2019. Operated in the Mediterranean / Black Sea.



Nezha (ex-Alianca, ex-Inkeri, ex-Draco, ex-Rhein Agent, ex-Gitta, ex-Sagitta I, ex-Sagitta). IMO 7392593. 46 years old. Owned by GMZ Shipmanagement SA (Lebanon). Cameroonian flag since July 13, 2019. Operated in the Mediterranean.

Rijeka, March 26, 2019. © Ribor



Colon, Panama, April 24, 2015. © **Pascal Breidel**

Niky (ex-Bryan Joseph I, ex-Pioneer Star I, ex-Pioneer Star, ex-Arawak Clipper, ex-Cavalier Clipper, ex-Fokion, ex-Gritt Clipper, ex-Jonny H, ex-Jonny Ritscher, ex-Bell Victor). IMO 6805165. 52 years old. Owned by Puello SRC (Panama). Cameroonian flag since August 1, 2019. Operated in Latin America.

Otto (ex-Ulfat, ex-Ulfet, ex-West Express, ex-Merchant Bravery, ex-Norwegian Crusader, ex-Jolly Giallo, ex-Stevi, ex-Norwegian Crusader). IMO 7724253. 41 years old. Owned by Care of Shega-Group SA (Albania). Cameroonian flag since January 26, 2019. Operated in the Mediterranean.

Palladiy (ex-Volgo-Don 5087). IMO 8856261. 35 years old. Owned by Yug-Dniprotrans Ltd (Ukraine). Cameroonian flag since January 8, 2019. River and sea-going vessel. Operated in the Mediterranean / Black Sea.

Pawell (ex-Pal Palych, ex-Emhani Ana, ex-Gotland 1, ex-Gotland, ex-Euklid, ex-Sena, ex-Maelo, ex-Zuiderzee). IMO 8315499. 35 years old. Owned by Rost Ship Service Ltd (Russia). Cameroonian flag since July 26, 2019. Operated in the Mediterranean / Black Sea.



Sea of Marmara, July 29, 2019.
© **Emre Celal Bozkurt**



Peresvet (ex-Roelof, ex-BBC Frisia, ex-Calypso, ex-Annegret). IMO 8919879. 27 years old. Owned by Anship LLC (Russia). Cameroonian flag since January 24, 2019. Operated in the Mediterranean / Black Sea.

Roelof, anchored off Santander (Spain), September 9, 2018. © **Nachete Muccio**

Polkovnik Fesenko (ex-Ivan Kudrya). IMO 7740491. 41 years old. Owned by World Line Ltd (Ukraine). Cameroonian flag since September 9, 2019. River and sea-going vessel. Operated in the Mediterranean / Black Sea.

Rani (ex-Ramzi, ex-Mary Rose, ex-Nargys, ex-Sofia, ex-Wilja, ex-Listerland, ex-Aros Force, ex-Norrland). IMO 7700207. IMO 42 years old. Owned by Safe Sea Services SARL (Lebanon). Cameroonian flag since September 27, 2019. Operated in the Mediterranean.



Ramzi, Piraeus (Greece), 28 April 2017. © **Sakis Antoniou**

Sheksna. IMO 8876572. 25 years old. Owned by Aspol-Baltic Corp LTD (Russia). Cameroonian flag since August 13, 2019. Operated between Africa, Mediterranean and Northern Europe.



Solka 2 (ex-Volgo-Balt 126). IMO 8230120. 49 years old. Owned by Seatron Shipping Ltd (Ukraine). Cameroonian flag since July 10, 2019. River and sea-going vessel. Reported by Equasis and IMO as Tanzanian-flagged, Cameroonian-flagged according to AIS data. Operated in the Mediterranean / Black Sea.

Solka 2, Bosphorus Strait, August 26, 2012.
© Marc Ottini

Sormovskij-122 (ex-Sormovo, ex-Sormovskiy 122, ex-Infinity, ex-Sormovskiy-122). IMO 8227410. 35 years old. Owned by Sormovo Gemi Kilamara ve Deniz (Turkey). Cameroonian flag since August 5, 2019. River and sea-going vessel. Operated in the Mediterranean / Black Sea.

Victoria (ex-Vera 777, ex-Xin Long Zhou 155). IMO 9365415. 12 years old. Owned by Samtex Alliance Ltd (Ukraine). Cameroonian flag since 27 September 2019. Reported by Equasis and IMO as Comorian-flagged; Cameroonian-flagged according to AIS data. Operated in the Black Sea.



Chernomorsk (Ukraine), September 19, 2019. © Lansckoy

Reefer



Sunny Lisa (ex-Igloo Lion, ex-Lindo). IMO 7359278. 44 years old. Owned by Shipdeal Corp. Owned by (Russia). Cameroonian flag since April 11, 2019. Operated between Africa and Northern Europe.

Sunny Lisa, Ijmuiden (Netherlands), July 15, 2017.
© Patrick Deenik

Uthaiwan (ex-Renown Reefer, ex-Honor, ex-Wisdom Sea Reefer, ex-Chaicharoen, ex-New Sea Reefer, ex-Raiatea, ex-Dakota, ex-Jan Mayen, ex-Jan Willem). IMO 7637527. 42 years old. Owned by Marine Honor SA (Belize). Cameroonian flag since September 10, 2019. Operated in Asia. Reported as unknown-flagged *Renown Reefer* by IMO, *Honor* by Equasis, Cameroonian-flagged *Uthaiwan* according to AIS data. She has been listed by the Indian Ocean Tuna Commission since May 2018 for illegal, unreported and unregulated fishing.



Wisdom Sea Reefer



Uthaiwan

© Trygg Mat Tracking

Bulker

New Orion (ex-*Liberty Prudencia*, ex-*New Orion*). IMO 9250141. 16 years old. Owned by Vercania Holdings Ltd (Cyprus). Cameroonian flag since January 1, 2019. Operated between China and the Middle East.

Taichung (Taiwan), September 6, 2018. © **Benson Lin**



Solanjo (ex-*Stako*). IMO 8028486. 38 years old. Unknown owned. Cameroonian flag since March 5, 2019. Operated in Africa.



May 1, 2013, in Boma (RDC). © **FeatureBox/vesseltracker**

Tanker

Morgana (ex-*Bder*, ex-*Bdin*, ex-*Badr*, ex-*Peak*). IMO 9356426. 11 years old. Dernier Owned by connu General National Maritime Transport Co (Libya). Cameroonian flag since August 6, 2019. Operated in the Black Sea. Reported by IMO and Equasis as the Libyan-flagged *Bder*, Cameroonian-flagged *Morgana* by AIS data.



Bosporus, September 19, 2017 © **Cengiz Tokgöz**



Trans Ocean (ex-*Trans Sea*, ex-*Geneve*). IMO 9039755. 27 years old. Owned by Safe Sea Services SARL (Lebanon). Cameroonian flag since August 12, 2019. Operated in the Middle East.

Sohar oil terminal (Oman), June 28, 2014.
© **Rik van Marle**

Ro Ro



Aberdeen (ex-SC *Aberdeen*, ex-*Tungenes*, ex-*Astrea*, ex-*Erik Jarl*). IMO 7800540. 40 years old. Cameroonian flag since September 1, 2019. Arrested for drug trafficking in Italy. Scrapped in Turkey (see p 74).

Aberdeen, Aliaga. © **Selim San**

Ferry



Sevastopol (ex-V *Admiral Klokachev*, ex-*Smorbukk*, ex-*Fenring*, ex-*Askoy*). IMO 6523951. 54 years old. Owned by Sevastopol Transport Systems (Ukraine). Cameroonian flag since August 7, 2019. Operated in the Black Sea. Scrapped in Turkey as *Marti* (see p 23).

Marti, ex *Sevastopol*, Aliaga. © **Selim San**

Tug.

Buddha 2 (ex-*Linge*). IMO 8613205. 32 years old. Owned by Deep Frontline Shippers Ltd (Nigeria). Cameroonian flag since September 24, 2019. Ex Dutch Navy vessel exported towards Africa in May 2019.

Linge, Slikkerveer, January 19, 2019. © **Gert Jan Kok**



Hani Sea. IMO 9616890. 8 years old. Owned by Kamal & Adel Sea Cargo LLC (Iran). Cameroonian flag since August 30, 2019. Reported by IMO and Equasis as Panamanian-flagged, Cameroonian-flagged according to AIS data. Operated in the Middle East.



Shark II, Dubai, 15 April 2012. © **Ibraim Nassoura**

Lusca (ex-*Shark 2*). IMO 7930199. 39 years old. Owned by Gulf Beaches for Petroleum (Iraq). Cameroonian flag since November 24, 2018. Operated in the Middle East.

Tugelite (ex-*Dranske Y 1658*, ex-*Kormoran Y 1658*). IMO 8922565. 30 years old. Ex German Democratic Republic Navy tug, then transferred to the Federal Republic of Germany Navy in 1990. In 2010 she was towed to Denmark for scrapping Denmark but she was resold and finally headed towards Nigeria. Owned by STT-Ships-Trading-Holding OU (Estonia). Cameroonian flag since June 1, 2018. Operated in the Afrique.



Y1658 *Dranske*, Frederikshavn ship recycling yard (Denmark), September 12, 2011.
© Göran Nilsson



November 2012, Las Palmas (Canary Islands, Spain), just prior departure for Nigeria. © Rick Vince

Fishing Support vessel

Light 1 (ex-*Explorer II*) IMO 9171644. 22 years old. Owned by Lighthouse Marine Service Co (Turkey). Cameroonian flag since December 4, 2018. Operated in Latin America.

Fishing vessel

Archimedes (ex-*Kovas*, ex-*Rytas*, ex-*Archimedes*, ex-*Arkhimed*). IMO 7610426. 40 years old. Owned by Baltic-Atlant Shipping Lithuania (Lithuania). Cameroonian flag since June 8, 2019. Operated in West Africa.



Kovas, off Nouadhibou, Mauritania, September 2, 2014. © Sergejus



Astan II (ex-*Atlas Khoramshahr*, ex-*Praia De Samil*). IMO 9306500, 16 years old. Owned by Tokayaka LTD (Sri Lanka). Cameroonian flag since April 16, 2019. Operated in the Indian Ocean.

Atlas Khoramshahr in the United Arab Emirates, July 25, 2017. © Atlas Seyd Kish

Cameroon

Elonga (ex-*Adexe Primero*, ex-*Shipunskiy*) IMO 8834823. 29 years old. Owned by Canarias Royal Fishing SL (Canary Islands, Spain). Cameroonian flag since November 19, 2018. Reported by IMO and Equasis as the Spanish-flagged *Adexe Primero*, Cameroonian-flagged *Elonga* according to AIS data. Operated in Northern Europe.

Elonga, Klaipeda (Lithuania), March 7, 2019. © Gena Anfimov



Fredrikshamn (ex-*King Ray*, ex-*Volga*, ex-*Motiejus Valancius*, ex-*Zaraysk*). IMO 8730132. 30 years old. Owned by Sundborn Management Ltd (Cyprus). Cameroonian flag since August 28, 2019. Operated in West Africa.

Kings Ray, Las Palmas, June 1, 2014. © Hans Hausmann

Grey Whale (ex-*Kazan*). IMO 7703962. 49 years old. Owned by Atlantic Whale Ltd (Russia). Cameroonian flag since April 18, 2019. Operated in West Africa.

Humpback Whale (ex-*Valeriy Kravchenko*, ex-*Strelets*, ex-*Kapitan Solyanik*). IMO 9120281. 25 years old. Owned by Alians Marin Ltd (Russia). Cameroonian flag since September 12, 2019. Operated in West Africa.



Las Palmas, December 10, 2012. © Claes

Oriental 77 (ex-*Oryong No. 705*, ex-*Haeng Bok No. 106*). IMO 8619338. 32 years old. Owned by DJ Oriental Shipping Co Ltd SA (Panama). Cameroonian flag since October 17, 2018. Operated in the Extrême-Orient pour le transport de poisson.



Oriental 77, Wakkanai, Japon, October 17, 2019. © Jong-nu kim

Pilot Whale (ex-Mikhail Verbitskiy, ex-Pilot Whale, ex-Mikhail Verbitskiy). IMO 7703986. 36 years old. Owned by Transco Co Ltd (Russe). Cameroonian flag since August 11, 2019. Operated in West Africa.

Las Palmas (Canary Islands, Spain), 23 October 2013.
© WG7000 Marine Traffic



Sei Whale (ex-Seyval, ex-Sei Whale, ex-Yefim Krivosheyev). IMO 7703950. 49 years old. Owned by Alians Marin Ltd (Russia). Cameroonian flag since May 7, 2019. Operated in West Africa.

Seyval, Las Palmas (Canary Islands, Spain), December 30 2018. © Rolf Bridde

Trondheim (ex-King Fisher, ex-Zaostrovye). IMO 8832112. 29 years old. Owned by Sundborn Management Ltd (Cyprus). Cameroonian flag since September 1, 2019. Operated in West Africa.



March 2018, Abidjan, Côte d'Ivoire. The Faroe Islands-flagged reefer *Scombrus* is unloading a cargo of mackerels caught by the *Trondheim* in West African waters, transshipped in Las Palmas, Canary Islands, European Union, then transported in outrageously unsanitary conditions to West Africa. © C. Nithart/Robin des Bois

Vega (ex-Skagen, ex-Gotland, ex-King Bass, ex-Sverdlovsk). IMO 8325353. 35 years old. Owned by Pescado Ltd (Saint Vincent and Grenadines). Cameroonian flag since September 1, 2019. Operated in West Africa.



Skagen, off Angola, October 25, 2017. © Vladimir Knyaz

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

conclusion

Part 1 was related to regulatory developments, the Hong Kong Convention, national regulations in India and Bangladesh, European regulation, Inventory of Hazardous Materials (see "[Shipbreaking](#)" # 55, p 8-12). Part 2 reported on some of the developments that had been implemented in practice by shipowners and shipyards as part of a "voluntary" approach (see "[Shipbreaking](#)" # 56, p. 9-15). Robin des Bois took part to this event.

Stakeholders have insisted on their objective to improve practices. Two paths have been explored: the implementation of regulations or stepping up to voluntary actions.

Regulatory or voluntary?

National or international regulations apply to all. The European regulation adopted after years of negotiation entered into force on January 1, 2019. However, it can be bypassed through deflagging in the last months or days prior a ship is sent for scrapping. "[Shipbreaking](#)" noted that in 2018 at least 40% of European-owned ships changed the flag they were flying while trading for an ultimate funeral flag just prior scrapping. In their plea, shipowners argue that the yards included in the European list are unable to break up large ships: deflagging and beaching would therefore be an obligation. Actually, 6 yards in the EU list can accommodate "large ships" up to 290 m in length or even 556 m!

Shipowners prefer voluntary commitments from the inside to constraints from the outside. Shipping defines the standards to be achieved after balancing profitability, safety of yards' workers and environmental impact. The advantage of this approach is it can be implemented quickly, but it concerns only some of the stakeholders, those at the forefront, and it assumes in an excess of optimism that virtue will always prevail over spin-off benefits. It was said a number of times during the forum that for 90% of shipowners sending a ship to scrapping, the most important factor, if not the only one, was the purchase price per ton.

Ideally, the two regulatory and voluntary paths could converge but in reality they remain parallel or even divergent. Thus, Maersk and the European Union have each developed their own lists of approved yards. For the time being, the European Commission does not consider the yards compliant with Maersk's standards actually meet European requirements, nor do most of the yards that have been delivered a Statement of Compliance with the Hong Kong Convention by renowned classification societies.

Silence on social and environmental responsibility

Shipowners praise successive codes of good practice from the construction of ships to scrapping including operational life. These codes are commitments, they are not mandatory. During the forum, the issue of waste management and the safety of demolition operations was circumvented or even avoided.

Shipowners do not consider themselves to be waste producers and therefore do not wish to engage in the traceability process from cradle to grave. It was repeated that a ship is not waste and that the recycling rate could reach 98%, a rate never achieved with regard construction waste or ordinary household waste. On an annual basis of 10 million light tons and such a performance still leaves with 200,000 tons of waste to be managed while pathologies due to asbestos or metal trace elements occur from a few inhaled or ingested micrograms or milligrams. Pre-extraction of hazardous substances and their possible return for appropriate treatment in countries where hazardous waste disposal facilities are available were of course not considered. According to a survey carried out in early 2019 by the Bangladesh Ministry of Environment, most of the inspected yards had a dysfunctional waste management system (oil-water separator, incinerator, storage facilities, etc.). The errant shipbreaking yards were fined, ranging from 50,000 to 80,000 takas (590 to 945 US\$).

The Hong Kong Convention requires from shipbreaking yards operating to develop a Ship Recycling Facility Plan (SRPF) taking into account guidelines developed by the IMO, including in particular a system for monitoring the performance of ship recycling and a record-keeping system showing how ship recycling is carried out. The SRPF should outline procedures for retaining vital records associated with ship recycling and specifically all available data for each recycled ship including analytical results waste shipment records, shipping documents, records of possible accidents and injuries. It is recommended that records should be kept for at least 5 years. In other words, according to the SRPF, a detailed outturn of materials has to be recorded and be available for each ship. It is communicated to shipowners. It is regrettable that this information is not widely available to all stakeholders. The only shipowners to report it are military Navies. When thinking about it, one can say the owners of scrapped ships and the yards that do not include waste management costs in their purchase price have a common interest in remaining silent. The former to consolidate the doctrine that end-of-life ships are not waste, the latter to hide their deficiencies in hazardous waste management. If Asian yards included in the evaluation of each dismantling operation the costs of a waste management compliant with the standards in force in Western countries, they would have to propose lower purchase prices and would face competition from European and North American yards. Western shipowners and Asian shipbreaking yards have a common interest in pretending each transaction consists only in the sale and recycling of thousands of tons of metals while ignoring hundreds of tons of hazardous waste.

Another black mark concerns liability in the event of an accident. The last shipowner is never held liable even when fatal accidents are caused by insufficient gas freeing of tanks and other equipment or by the unexpected presence of dangerous substances. When questioned by Trade Winds, organiser of the forum, the Greek shipowner Polembros said not to be concerned by the death of two workers in February 2019 following an explosion during the demolition of the *Greek Warrior* on the grounds that the company no longer owned the ex tanker. Taking responsibility for an end-of-life tanker remains a taboo and a burden too heavy for shipowners to bear. The point is not to acquit the yard of its responsibilities with regard safety, but the last shipowner should in some cases recognize and take some responsibility as well.

The omission of the proximity principle

It would be absurd to require all ships operated in the Pacific and Indian Oceans by European shipowners to return to Europe to be scrapped. It is just as absurd to send to Asia merchant ships that used to be operated in the Arctic, in the Great Lakes of North America or between New Zealand and Australia, either sailing on their own power or under tow.

Similarly, ships discarded for various reasons must be scrapped in the ports where they lie and deteriorate or as close as possible. All unnecessary voyages constitute a risk of shipwreck for circumstance crews and avoidable risks for marine and coastal ecosystems. The shortest is the safest and it also avoids the unnecessary use of fossil fuels, that the entire maritime community unanimously recommends to save. Obviously, in Hong Kong, proximity was not an issue and the scrapping of ships has not escaped from unlimited globalization.

The wrecked ships did not survive

In the third quarter of 2019, 6 ships were scrapped after suffering casualties in the past months. The *Candy* and the *KMTC Hongkong* that suffered blazes were delivered along with their burnt residues to Aliaga and Chattogram yards. The *Vos Primrose*, to be discarded after a fire during a yard stay, fatally poisoned two shipbreaking workers in Bangladesh. The *Solomon Trader* that ran aground in the Solomon Islands and caused a disastrous oil spill was refloated and towed to Bangladesh, 12,000 km away from the casualty site. The *Yusuf Celal*, aground on the Turkish coast, and the *Framford*, crushed under a bridge in Norway, were both scrapped in nearby yards.

Fire



1

Candy, p 60, Black Sea → Turkey



2

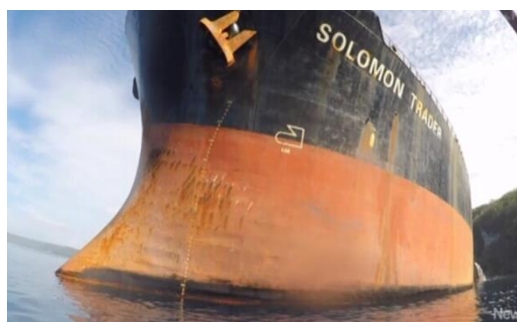
KMTC Hongkong, p 39, Thailand → Bangladesh



3

Vos Primrose, p 50, Singapore → Bangladesh

Grounding



4

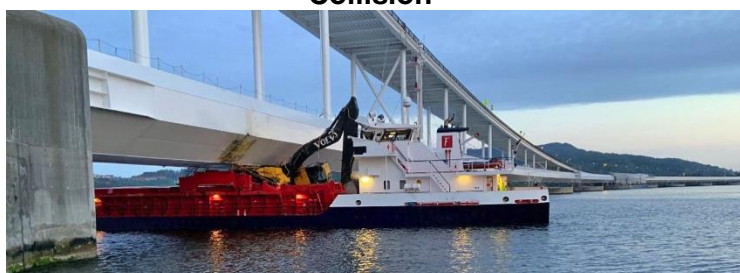
Solomon Trader, p 69, Solomon Islands → Bangladesh



5

Yusuf Celal, p 36, Turkey → Turkey

Collision

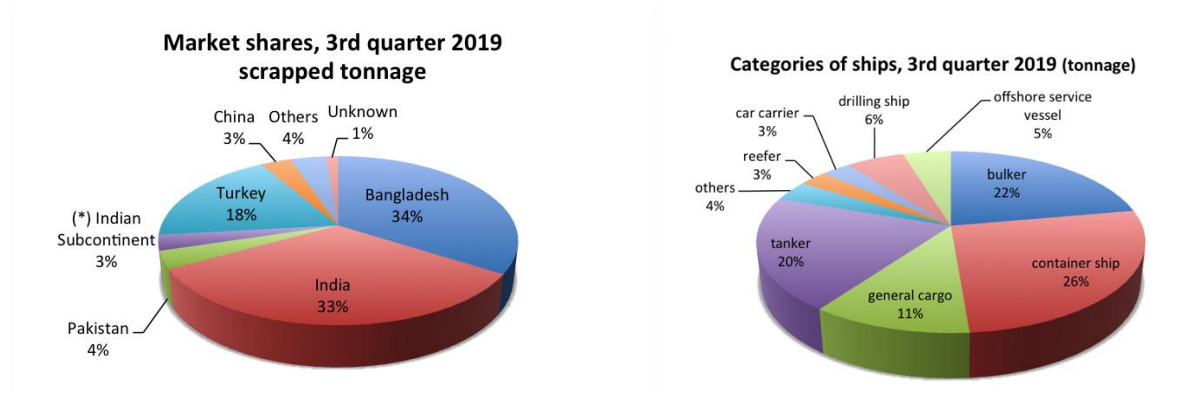


6

Framford, p 29, Norway → Norway

Crédits photos : 1 Euronews / 2 TNC / 3 Korabli.eu / 4 NewsHub / 5 Vira Haber / 6 RS Kristian Gerhard Jebsen

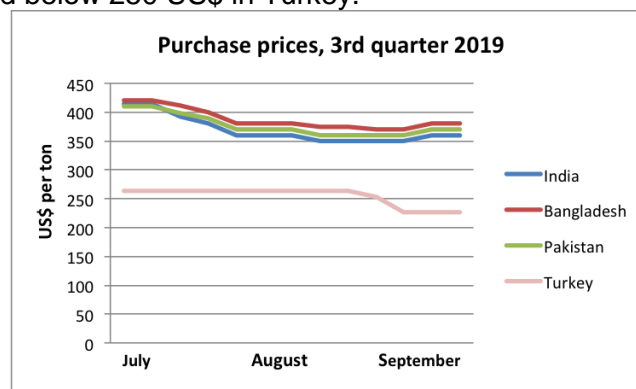
Overview 3rd quarter, July-August-September 2019



(*) Indian Subcontinent, exact destination exacte to date unknown

125 ships, less 26 %. 763,000 tons, less 42 % compared to the 2nd quarter 2019. Bangladesh (34%) and India (33%) are shoulder to shoulder. At the same time, Turkey, where the large Greek drilling ship *Ocean Rig Paros* (44,000 t) was delivered, reaches 17% of the recycled tonnage. Pakistan still is not much attractive. China only scraps Chinese ships.

The low level in purchase prices from the yards lead the ship owners to postpone the end of life of their ships. From July onward, prices started decreasing significantly, dropping below the 400 US\$ mark in the Indian Subcontinent and below 250 US\$ in Turkey.



113 ships scrapped in Asia, 95% of the global tonnage. 39 built in the European Union and in Norway and 29 owned by ship owner established in the European Union or the European Economic Area.

57 ships (46%) detained prior to be scrapped, among which the general cargo carriers *Rafif* (35 years old) built in Germany and *TK Rotterdam* (18 years old) built in Romania, 13 detentions each and scrapped in Turkey, *Gypsumco* (42 year old) built in United Kingdom, scrapped au Pakistan and *Ayatt* (47 year old) built in Germany, scrapped in Turkey, 11 detentions each.



May 2018, *TK Rotterdam*, Chios Strait, Aegean Sea. © Aegean Hawk



October 2011, *Cevahir*, future *Rafif*, Sochi (Russia). © Ralf Grabbert

17 container ships, 27% of tonnage, the number 1 catégoy this quarter ahead of bulkers, 22% of tonnage and tankers (20%).

16 km, the length of the convoy of ships to be scrapped.

The oldest one, the Canadian laker *Cedarglen*, 60 years old, built in Germany, beached in Turkey as the Sierra Leone-flagged *Eda* (p 64).

The youngest one, the offshore supply vessel *Vos Primrose*, 3 years old, built in China, Dutch-owned. She suffered a fire during a yard stay, and was beached in Bangladesh. Two workers died during shipbreaking operations. (p 3 and 50).

47 deflagged ships. 38% of ships to be scrapped were flying a funeral flag. Palau (10) is marking time, Comoros is catching up. Gabon appeared in the previous quarter and confirms rank # 3. 4 ships were deflagged to Gabon: 2 offshore service vessels owned by the US company Tidewater, the *John P Laborde* and *Wiggings Tide* (p 48 and 50) and the 2 Taiwanese container ships *Wan Hai 203* and *Wan Hai 205* (p 42).

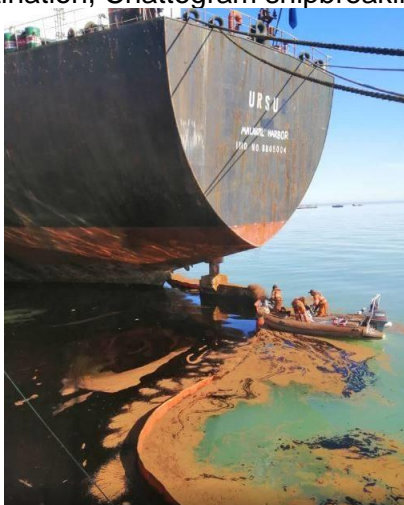
The tug *Herakles*, a former British coastguard vessel, was also deflagged to Gabon after she was acquired by a specialist in the purchase of end-of-life ships. Her status still is officially in service and the *Herakles* is assigned with the transport of the offshore drilling rig *GSF Rig 124* towards Alang. Will she also be beached in the coming weeks or months ? This is a most likely fate.
To be continued in the next edition.

Herakles (ex-*Anglian Prince*, ex-*Hispania*, ex-*Salvageman*). IMO 7725805. Length 69 m. Deflagged from Malta to Panama in July 2019 and finally Gabon. Known to have rescued the Canadian submarine *Chicoutimi*, ex British *Upholder*, in October 2004 and the Royal Navy nuclear-powered attack submarine *HMS Astute* in October 2010.

A new African flag appeared : that of Cameroon with 2 ships scrapped in Turkey, the ex Black Sea ferry *Sevastopol* (p 23) and drug trafficking Ro Ro *Aberdeen* (p 74). African flags are developing convenience, unless they are being usurped (see on this subject "Cameroon: 45 ships flying a flag of convenience or flying a pirate flag ?" p 9).

Some final news about the *Ursus*

"Shipbreaking" # 56 (p 47) had let the tanker *Ursus* (shortened to *Ursu*) in uncertainty. After spilling oil in Walvis Bay and on the Namibian shore due to the failure of a bearing seal on the ship's propellershaft, she left on her own power towards an undisclosed shipbreaking yard. She broke down, was saved from grounding at the last moment by South African salvage tug *SA Amandla* and took shelter in Capetown refuge (South Africa). One more time, *Ursus* resumed her voyage. By chance, this time she reached her destination, Chattogram shipbreaking yards, Bangladesh, where she was beached on October 6.



May 2019, oil spill in Walvis Bay
© Namib Times



October 2019, the *Ursu* beached in Chattogram. © Fai Sel

Ferry

Hai Chang. IMO 9060132. Length 40 m. Chinese flag. Classification society China Classification Society. High-speed catamaran built in 1993 in Fremantle (Australia) by Austal Ships Pty Ltd. She was operated at a 32.5 knot service-speed on the route between Hong Kong and Zhuhai ferry terminal on China's mainland and was able to accomodate 338 passengers. Owned by Zhuhai High Speed Passenger Co (China). Sold for demolition in Zoushan, China.



Screenshot



China Ferry Terminal, Kowloon, Hong Kong. © MK 2010 - CC BY-SA 3,0

Sevastopol (ex-*V Admiral Klokachev*, ex-*Smorbukk*, ex-*Askoy*). IMO 6523951. Length 52 m. Deflagged from Russia to Cameroon for her last voyage as *Marti*. Classification society International Register of Shipping. Built in 1965 in Leirvik (Norway) by Loland; lengthened in 1992 from 41 to 52 m.



Smorbukk, Norway. © GAD



Sevastopol, Crimée. © Ministryofmineralwater

In 2012 she arrived at Sevastopol, Crimea peninsula, to be operated under Ukrainian flag as *V Admiral Klokachev*, after Fedor Klokachev, the vice-admiral appointed by Empress Catherine II of Russia to command the Black Sea fleet. After annexation of Crimea by Russia, She was reflagged to Russia and renamed *Sevastopol* in July 2014. She was operated in Kerch Strait on the ferry service between Kerch on Crimea peninsula and Kavkaz. In May 2018 the opening of the Crimean Bridge linking Kerch, west of the strait and Taman peninsula, Krasnodar krai, east of the strait, made the obsolete ferry redundant.



Kerch Strait



Buliding of the Crimean Bridge

On August 29, 2019, the ex *Sevastopol* was beached in Aliaga at Ege Gemi Söküm shipyard as the Cameroonian *Marti*.

This is the first known case of a ship leaving to be broken up under the Cameroonian flag.

New funeral flag of convenience or fraudulent registration ? The question is to be considered. See also the chapter dedicated to the Cameroonian flag (p 9).

Marti in Aliaga. © Selim San

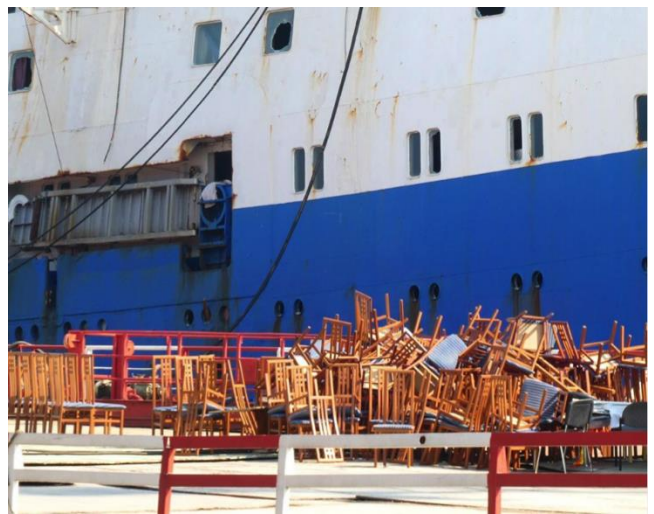


Passenger ship

Adriana (ex-*Adriana III*, ex-*Adriana*, ex-*Aquarius*). IMO 7118404. Length 104 m. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1972 in Perama (Greece) by United Sg Yard. Owned by Pacific Naval Register of London Ltd (United Kingdom). Detained in 2007 in Cadiz (Spain) and in Brindisi (Italy). Sold for demolition in Turkey.



Adriana, eastbound in Bosphorus Strait, August 29, 2014 © Marc Ottini August 2019, Aliaga. © Selim San



September 2019. Re use. © Selim San

Livestock carrier

Phoenix I (ex-Khalifeh Livestock, ex-Sea cross, ex-Alexandria Star, ex-Sun Wind, ex-Trade Wind, ex-Trade Link, ex-Atlantic Navigator, ex-Dania, ex-Ring). IMO 7026871. Ex general cargo carrier converted in 2000. Length 82 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1971 in Bilbao (Spain) by Astilleros del Cadagua.



As general cargo carrier. April 1998, Istanbul (Turkey).
© İlhan Kermen



As livestock carrier. January 2018, Cengiz Tokgöz
(Turkey). © Anadoluhisari

Owned by Bovicom I BV (Netherlands). Detained in 2001 in Sète (France), in 2005 in Koper (Slovenia), in 2006 in Las Palmas (Canary Islands, Spain), in 2010 and 2011 in Koper again, in 2015 in Midia (Romania), in 2017 in Haifa (Israel) and in 2018 in Midia again. Sold for demolition in Turkey.



Aliaga. 2019. © Selim San

Fishing vessel

Krasnoe Selo. IMO 8859902. Length 55 m, 834 t. Russian flag. Classification society Russian Maritime Register of Shipping. One of the 347 chalutiers du type *Vasiliy Yakovenko* type fishing trawlers or project 502 EM built by the Ukrainian yard Leninska Kuznya from 1971 to 2009. Built in 1992 in Kiev (Ukraine). Owned by Soyuz JSC (Russia). Her homeport was Murmansk (Russia). She was beached in Alang on September 11.

Krasnoe Selo, Suez (Egypt). ©



General cargo carrier

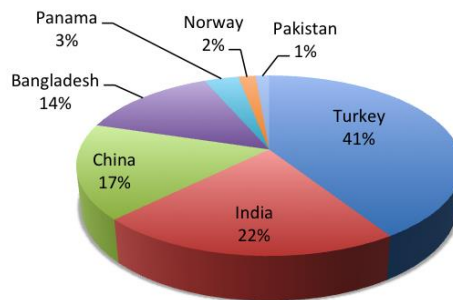
General cargo carriers, or multipurpose freighter, transport products or waste in bags, crates, drums, cardboard boxes usually palletized or bare loads, rolling crafts and logs. Some can also transport containers as additional cargoes.

June-July-August 2019

24 demolitions, 11% of the global tonnage. Stable in units, an increase of 9% in tonnage. Six ships over 150 m in length represent 60% of the tonnage.

13 ships, i.e. 41% of the tonnage tonnage: Turkey is the favourite destination of general cargo carriers. The others were scrapped in India (3 ships), China (2 ships), Bangladesh and Pakistan (1 ships each). Panama scrapped 2 vessels discarded since several years on its shoreline, Norway scrapped one that suffered a casualty in a Norwegian fjord.

General cargo ships scrapped in the 3rd quarter (tonnage)



34 years: the average age at the time of demolition. 9 general cargo carriers were over 40. The age stretches from 9 years for the *Vsevolod Beletskiy* built in China, trapped in a commercial dispute and bound for Bangladesh (p 33) and 48 years for the *Just Noran* built in Germany, detained for drug trafficking and beached in Turkey (p 75).

58% : the rate of general cargo carriers controlled by a classification society which does not belong to the IACS (International Association of Classification Societies). For all the ships scrapped this quarter, this rate is only 20%.

79% : the detention prior to scrapping. Four general cargo carriers step on the podium of substandard ships, *TK Rotterdam* and *Rafif* (13 detentions each) scrapped in Turkey, and *Gypsumco* scrapped in Pakistan and *Ayatt* scrapped in Turkey (11 detentions each).

Abd Alkarim (ex-Farouk J, ex-North Sea, ex-Elise, ex-Sylvia Beta). IMO 7702918. Length 82 m. Tanzanian flag. Classification society Guardian Bureau of Shipping. Built in 1978 in Delfzijl (Netherlands) by Appingedam Niestern. Owned by Transocean Marine Ltd (United Kingdom). Detained in 2006 in Izmit (Turkey), in 2008 and 2010 in Pula (Croatia), in 2011 in Alexandria (Egypt), in 2014 in Damietta (Egypt) and in 2016 in Damietta again then in Iskenderun (Turkey). Sold for demolition in Turkey.

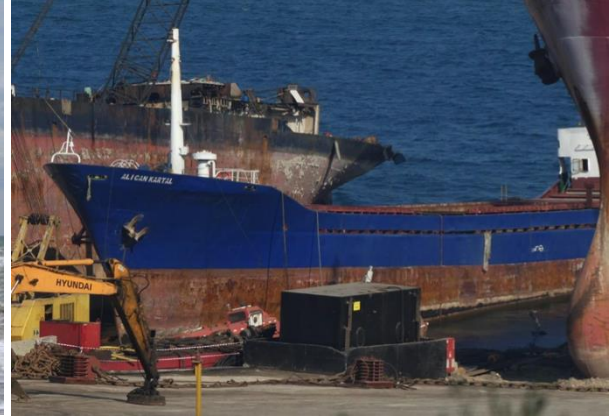


Abd Alkarim anchored in Alexandria (Egypt), October 19, 2011. © Ralf Grabbert

Alican Kartal (ex-*Sea Falcon*, ex-*Sea Bird*, ex-*Koymenler 1*, ex-*Rifki Naiboglu*, ex-*Naiboglu IV*). IMO 7702748. Length 73 m. Togolese flag since December 2018. Classification society Turk Loydu. Built in 1979 in Izmir (Turkey) by Gultekin; lengthened in 1985 from 61 to 73 m. Owned by Tuzla Gemicilik Insaat Sanayi (Turkey). Detained in 2001 in Setubal (Portugal) and Novorossiysk (Russia), in 2004 in Leghorn (Italy), in 2005 and 2006 in Casablanca (Morocco), in 2011 in Eleusis (Greece) and in 2016 in Burgas (Bulgaria). On January 13, 2015, the Bolivian-flagged *Sea Bird* was anchored off Antalya. She dragged anchor in bad weather and finally ran aground. She resumed trading, was resold, deflagged successively to Mongolia, Tanzania and eventually Togo. She was beached for demolition in Aliaga on August 21, 2019.



January 2015, *Sea Bird*. © Deniz Haber



August 2019, *Alican Kartal*. © Selim San

Amr R (ex-*Pioner Yakutii*). IMO 7646750. Length 130 m, 3,940 t. Tanzanian flag. Classification society Polish Register of Shipping. Built in 1977 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Romalex Marine SAE (Egypt). Detained in 2006 in Tyne (United Kingdom), in 2010 in Aliaga (Turkey) and Alexandria (Egypt), in 2011 again in Alexandria, in 2012 in Sochi (Russia), in 2014 and 2015 in Damietta (Egypt) and in 2017 in Novorossiysk (Russia). Sold for demolition in Turkey.



Pioner Yakutii, Antwerp (Belgium),
July 14, 2000. © Steve



Amr R, wetbound in the Bosphorus, 26 August 2014.
© Marc Ottini

Arctic Pearl (ex-*Falcon Arrow*, ex-*Norsul Europa*, ex-*Westwood Belinda*). IMO 8512956. Length 200 m, 11,100 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by SMT Shipping Ltd (Poland). Sold for demolition in India. 387 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Terneuzen (Netherlands), June 17, 2015
© Steve Greenwood



Arkadas (ex-*Moryak*, ex-Alexey Tarasaov, ex-Samur 11, ex-Konstantin Kabanov, ex-ST-1302). IMO 8881266. Length 87 m. Palau flag. Classification society International Register of Shipping. Built in Rybinsk (Russia) by Volodarskogo. Owned by Open Air Global Ltd (Belize). Detained in 2015 in Ambarli (Turkey) and in Zonguldak (Turkey) and in 2017 in Novorossiysk (Russia). Sold for demolition in Turkey.



ST-1302 under construction. Collection Rayko Yury

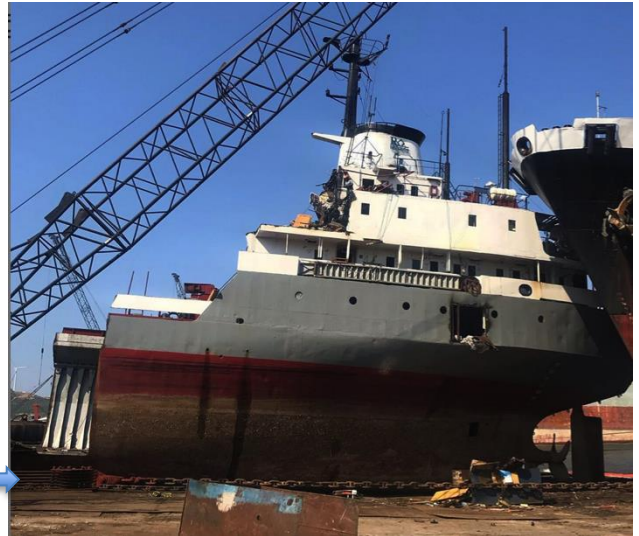


In Sebastopol, December 16, 2014. © Yevgeniy B

Ayatt (ex-*Radeberg*). IMO 7229552. Length 105 m. Tanzanian flag. Unknown classification society. Built in 1972 in Rostock (Germany) by Neptun VEB. Owned by Romalex Marine SAE (Egypt). Bronze medalist of substandard ships this quarter with 11 detentions in 2008 in Novorossiysk (Russia), in 2009 in Damietta (Egypt) and Alexandria (Egypt), in 2010 in Alexandria again, in 2014 in Damietta again then in Novorossiysk, in 2015 in Alexandria and Novorossiysk again, in 2016 in Kalymnos (Greece) and in 2019 in Novorossiysk again then in Tuapse (Russia). She was beached for demolition in Turkey on August 9.



Istanbul, February 19, 2016. © Alper Boler



September 9, 2019, one month after beaching. © Selim San

Bangsaphan (ex-Kinabalu Enambelas). IMO 8103339. Length 114 m, 2,394 t. Thai flag. No classification society according to her latest Port State control in Subic Bay (Philippines). Built in Kochi (Japan) by Kochi Jyuko. Owned by Wong Samut Navigation Co Ltd (Thailand). Detained in 2007 in Ho Chi Minh City (Vietnam) and in 2010 and 2011 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh.



Irrawaddy Delta (Burma), January 15, 2015.
© Wallace Cray

general cargo carrier

Carol V (ex-*Seaway Star*, ex-*Mary D*, ex-*Kells*, ex-*Gotaland*). IMO 7622182. Length 79 m, 1,590 t. Panamanian flag. Unknown classification society. Built in 1977 in Setoda (Japan) by Rinkai. After a European career, the venerable vessel (32 years of age) was acquired in 2009 by the Panamanian company Enridan Management SA. She was deflagged from Cyprus to Panama and headed for the Americas. Detained in 2014 in Nuevitas (Cuba). Sold in 2016 to Transporte Y Logistica Maritima SA (Colombia). Since February 2017, she had been discarded off Colon (Panama). In 2019, Panama Maritime Authority issued an interim permit allowing PAMERSA (Panama Metal Recycling SA), a local scrap dealer, to demolish her alongside in the port of Colon d.



November 2017, Colon (Panama). © Roni Schneider



July 2019, Colon (Panama). © Mo Roy

Framfjord (ex-*Ritske*, ex-*Hanse*, ex-*Hanse Contor*, ex-*Elena*). IMO 8913473. Length 80 m. Saint Kitts and Nevis flag. Unknown classification society. Built in 1990 in Oldersum (Germany) by Diedrich. Owned by Fonnes Offshore AS (Norway).



Framfjord © Ole Jacob Dingen



Nordhordland bridge. © Samfoto/H. Sunde

In the night of June 6, 2019, the *Framfjord* crashed into the Nordhordland bridge. Opened in 1994, the bridge is a pontoon and cable-stayed bridge across Salhus fjord and links Kordvik and Flatøy. Its total length is 1610 m, the free-floating bridge section is 1246 m long. Ships have to sail under the cable-stayed bridge portion but the *Framfjord* crashed into the pontoon portion where maximum clearance is only 5.5 m. She reached Steinestø on her own power but was declared a total loss. She is to be broken up in a local yard.



© RS Kristian Gerhard Jebsen

Gypsumco (ex-*Nizar M*, ex-*Salim K*, ex-*Sinbad*, ex-*Friendship*, ex-*Zois*, ex-*Gauss F*, ex-*Gallic Fjord*). IMO 7614707. Length 91 m, 1,148 t. Tanzanian flag. Classification society Inclamar. Built in 1977 in Appledore (United Kingdom) by Appledore Shipbuilders Ltd. Owned by Tala Maritime Corp (Qatar). Bronze medalist of substandard ships this quarter along with the *Ayatt* and with 11 detentions in 1998 in Villagarcía de Arosa (Spain), in 2001 in Antwerp (Belgium), in 2002 in Sevilla (Spain), in 2004 in Koper (Slovenia) and in Bushire (Iran) in 2011, 2012, 2013, 2014, twice in 2016 and finally in 2017. Sold for demolition in Pakistan.



July 2006. Versatility: second-hand cars on planks. © **Thalatta Management**



September 2019. Awaiting beaching. © **Gadani Shipbreaking**.

Just Noran (ex-*Just Mariiam*, ex-*Tege*, ex-*North Armac*, ex-*Atlantic Sprinter*, ex-*Atlas Scan*). IMO 7047344. Length 71 m. Deflagged from Togo to Sierra Leone for her last voyage as *Lal*. Classification society International Naval Surveys Bureau. Built in 1971 in Büsum (Germany) by Büsumer. Detained in 2013 in Bodo (Norway) and in 2014 in Lorient (France). Distressed off Brittany in February 2014, arrested for drug trafficking in Italian waters in June 2014. See the chapter "The END" (p 75) on the miserable end-of-life of the over 40-something vessel. Scrapped in Turkey.



April 5, 2011, *Tege* in Bodo (Norway) © **Kristian Markus Pedersen**

Le Chang. IMO 9177533. Length 169 m, 7,379 t. Chinese flag. Classification society China Classification Society. Built in 1999 in Dalian (China) by Dalian Shipbuilding Industry. Owned by COSCO (China). Sold for demolition by Civet Guandong yard in Xinhui, China.



Le Chang, Port Kelang (Malaysia), August 2008. © **Ivan Meshkov**

Le Shan (ex-*Le Shan*). IMO 9183752. Length 169 m. Chinese flag. Classification society China Classification Society. Built in 1999 in Guangzhou (China) by Guangzhou Wenchong. Owned by COSCO Shipping (China). Detained in 2004 in Houston (Texas, USA). In the night of January 20, 2012, *Le Shan* carrying dumper trucks, iron rods and general cargo missed the navigational entrance channel of the port of Tema (Ghana) and ran aground on a rock near the fishing harbour. According to Ghanaian authorities, the master refused a local pilot to board and lead the ship safely to port and the crew was



reportedly celebrating the Chinese New Year (3 days ahead). *Le Shan* was finally refloated on February 14 by a Smit Salvage team after lightering. In September 2019, renamed *Le Shan*, she was sold for demolition in China and arrived soon after at Jiangyin shipbreaking yard.

Le Shan, April 16, 2016. © Ushaka

Luka (ex-*Ella*, ex-*Niledutch Portugal*, ex-*MSC Canada*, ex-*Rio Rubio*, ex-*Maruba Fitz Roy*, ex-*Rio Rubio*, ex-*Johann Oldendorff*). IMO 9186742. Length 153 m, 5,307 t. Deflagged from Liberia to Belize for her last voyage renamed *Mermaid*. Classification society DNV-GL. Built in 1999 in Flensburg (Germany) by Flensburger Schiffbau GmbH & Co Kg. Detained in 2007 in Lisbon (Portugal) and in 2012 in Mersin (Turkey). Owned by Eurodevelopment Management SA (Greece). Sold as is at Piraeus (Greece) to Turkey-based Unifleet Management Co SA prior to leave for demolition in India. 328 US\$ per ton.



Luka, anchored off Piraeus, May 3, 2013. © Marc Ottini

Megalochari (ex-*SHT Huseykin Akil*, ex-*Ephesus*, ex-*Orka*, ex-*Ork*, ex-*Orka*, ex-*Storm*, ex-*Maas*, ex-*Stern*, ex-*Maas*). IMO 8211801. Length 74 m. Tanzanian flag. Classification society Bulgarski Koraben Registrar. Built in Heusden (Netherlands) by Vervako; lengthened in 1988 from 63 to 74 m. Owned by Geomar Shipmanagement SA (Greece). Detained in 2006 in Bremen (Germany), in 2007 in Aviles (Spain), in 2009 in Brunsbüttel (Germany) and Varna (Bulgaria), in 2012 in Constanta (Romania) and Novorossiysk (Russia), in 2013 in Novorossiysk again, in 2017 in Beirut (Lebanon), in 2018 in Yeysk (Russia) and in 2019 in Gabes (Tunisia). Sold for demolition in Turkey.



Europoort (Netherlands), April 14, 2009. © Ludwigson

Mekhanik Semakov. IMO 8904393. Length 85 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Korneuburg (Austria) by Österreichische. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.



Mekhanik Semakov, Montoir (France), January 19, 2008. © Erwan Guéguénat



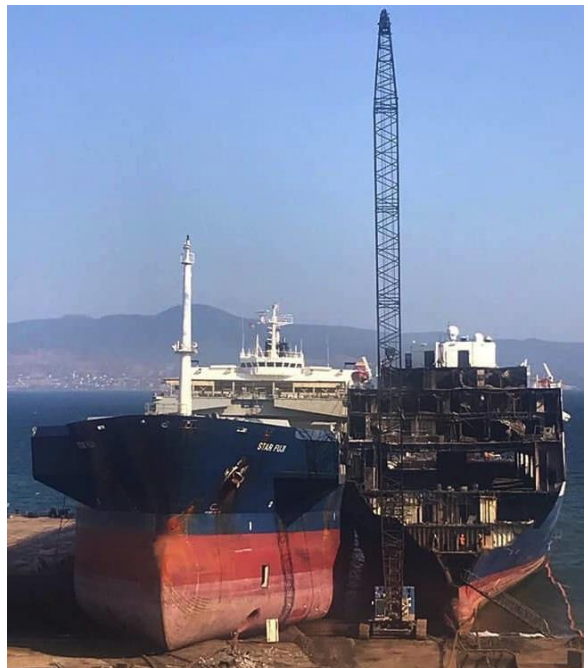
Mekhanik Semakov, on Schelde River, June 22, 2017. © Marc Ottini

Rafif (ex-Lady Safia I, ex-Gulf Project, ex-Cevahir, ex-Southern Pearl NZ, ex-Southern Pearl, ex-Thor Simba, ex-Helvetia, ex-CPC Helvetia, ex-Global Express n°3, ex-CPC Helvetia, ex-Conti Helvetia). IMO 8308757. Length 100 m, 2,845 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Neuenfelde (Germany) by J.J. Sietas KG Schiffswerft GmbH & Co. Owned by Salizar Group Ltd (Lebanon). Gold medalist of substandard ships this quarter along with the *TK Rotterdam* and with 13 detentions in 2000 in Hamburg (Germany), in 2001 in Guangzhou (China) and Nanao (Japan), in 2002 in Dampier (Australia), in 2003 in Antwerp (Belgium), in 2006 in Auckland (New Zealand), in 2009 in Izmit (Turkey), in 2014 in Alicante (Spain), in 2015 in Koper (Slovenia), in 2016 in Alexandria (Egypt), in 2017 in Alexandria again then in Mersin (Turkey) and in 2018 in Alexandria again. Sold for demolition in Turkey.

Star Fuji. IMO 8309830. Length 187 m. Norwegian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1985 in Ulsan (South Korea) by Hyundai. Replaced in the fleet of the Norwegian shipowner Grieg Star AS by the 2012-built *Star Damon*, the *Star Fuji* was beached in Turkey on August 21. She arrived after *Star Gran* at Leyal, one of the few yards in Aliaga included in the list of European Union-approved facilities.



Star Fuji, Bremerhaven (Germany), September 15, 2013
© bassheiner



Aliaga, on the left, the *Star Fuji*. © Selim San

TK Rotterdam (ex-*Aras*, ex-*TK Rotterdam*, ex-*Gaiesti*). IMO 9045613. Length 131 m, 3,398 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 2001 in Braila (Romania) by Braila SN. Owned by Pasifik Gemi Isletmeciligi (Turkey).



TK Rotterdam, October 13, 2017, Montoir (France).
© Erwan Guéguénat



TK Rotterdam, off Canakkale (Turkey),
October 5, 2014. © Marc Ottini

Gold medalist of substandard ships this quarter along with *Rafif* and with 13 detentions in 2003 in Antwerp (Belgium) and Sorel (Canada), in 2005 in Novorossiysk (Russia), in 2006 in Antwerp again then in Douarnenez (France), in 2007 in Gijon (Spain) and twice in Taranto (Italy), in 2008 in Iskenderun (Turkey), in 2010 in Szczecin (Poland), in 2016 in Achladi (Greece) and in 2018 in January in Ghent (Belgium) then in March in Oristano (Sardinia, Italy).

At Oristano, the inspection was carried out following the injury of a crewman : 24 deficiencies were reported. *TK Rotterdam* resumed her hectic year. On October 9, 2018, she collided in the Sea of Marmara with another Turkish vessel, the bulkier *Bosphorus King*. The *TK Rotterdam* that departed from Haifa (Israel) was heading for Kavkaz (Russia), the *Bosphorus King* was en route from Reni (Ukraine) to Castellon de la Plana (Spain). After inspection of the hull damages, both vessels resumed trading. A few months later, in July 2019, *TK Rotterdam* was at last sold for demolition and beached in Aliaga.



Detention in Oristano, March 2018. © Unione Sarde



Demolition in Aliaga, August 2019. © Selim San

Vsevolod Beletskiy (ex-*Christoffer Oldendorff*, ex-*Lucy Snug*). IMO 9530307. Length 179 m, 9,450 t. Russian flag. Classification society Registro Italiano Navale. Built in 2010 in Jiangdu (China) by Yangzhou Ryuwa. Owned by Murmansk Shipping Co (Russia). On November 16, 2017, the *Vsevolod Beletskiy* that departed from Rio Grande (Brazil) docked at the port of Haldia (West Bengal, India) loaded with 20,035 tons of calcinated petroleum coke used to produce anods for steel and aluminium industries. Rigveda Maritime Ltd, charterer for the voyage, claimed the ship owner damages worth 442,490 US\$ on account on the failure to comply with the obligations of the charter party. Rigveda Maritime Ltd, for fear the *Vsevolod Beletskiy* would sail away, asked for an order of arrest of the ship; the order was issued on November 24. At the same time, the ship was detained after 22 technical

deficiencies were reported by maritime security inspectors. Over time, other creditors filed complaints for unpaid bills that have added up, port fees, fuel and supplies as long as crewmen remained on board (in December 2018, an order of the Court still mentioned 13 seamen). The legal procedure seemed endless, especially because the Murmansk Shipping Co was facing bankruptcy and was unable to pay the ship's bail.

In July 2019, the High Court of Kolkata granted Kolkata Port Trust, operator of Haldia Port Complex, permission to sell the ship in order to recover dues.

The ship was auctioned and sold for 3.7 million US\$, i.e. 396 US\$ per ton. The final destination is to date undisclosed but Haldia Port is located on the Gulf of Bengal and close to Chattogram.



Istanbul (Turkey), October 13, 2016. © Minthi

Wisdom (ex-Petrel, ex-Side, ex-Swallow, ex-Hlndian, ex-Vaermaland II, ex-Vaermaland). IMO 7626877. Length 79 m, 1,342 t. Panamanian flag. Unknown classification society. Built in 1977 in Imabari (Japan) by Nishi Zosen. Detained in 2000 in Novorossiysk (Russia), in 2001 in Lisbon (Portugal), in 2005 in Sevilla (Spain), in 2007 in Cagliari (Italy) and in 2011 in Mariel (Cuba). After trading in Europe, mainly operated by German and Dutch ship owners, the ship was sold at the age of 30 and headed for Central America. Her last owner was the Panama-based Enridan Management SA. She was discarded in Samba Bonita, near Colon (Panama) since 2015. Like the *Carol V*, she is to be scrapped afloat in Colon by PAMERSA.



Rio Haina (Domenican Republic), February 1, 2012. © Marine Traffic



December 5, 2015



February 10, 2018

Yara J (ex-*Tarik Emir*, ex-*S Naz*, ex-*Naftobulk IV*, ex-*Yellow Blue*, ex-*Apollonia Naiad*, ex-*Aditya Rashmi*, ex-*Helene*, ex-*Eighteen Venture*). IMO 8001517. Length 106 m, 2,037 t. Syrian flag. Classification society Guardian Bureau of Shipping. Built in 1980 in Iwagi (Japan) by Iwagi Zosen. Owned by Zeina Maritime Company SA (Belize). Detained in 2001 in Hamburg (Germany), in 2006 in Bordeaux (France) and in Mersin (Turkey), in 2007 in Izmir (Turkey), in 2008 in Foynes (Ireland), in 2014 in Zonguldak (Turkey) and in 2016 and 2019 in Novorossiysk (Russia). Sold for demolition in Turkey.



Novorossiysk (Russia), June 26, 2017. © Yevgeniy B

Yas (ex-*Shinline 5*, ex-*Sanjose Ace*, ex-*Pacific Tiger*). IMO 8514801. Length 98 m, 2,251 t. Deflagged from Panama to Palau for her last voyage and renamed *Oasis III*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Detained in June 2016 in Bintulu (Malaysia). Disabled and adrift in the Gulf of Bengal in October 2016, she was towed to Colombo (Sri Lanka) prior to be able to sail back to Yemen, where her owner was established.

According to Equasis database, the *Yas* was declared a total loss on October 22, 2016. She has not been spotted in any port since. In 2019 though, she left Yemen on her own power. During the voyage, there was a fight between the cook Abdul Hakim Mohsin, 54 years old, and seaman Masel Mohammad Quaid, 41 years old, both Yemen nationals. The cook was stabbed to death. The murdered was declared upon the ship's arrival in Alang. The Yemen embassy was informed.

The *Yas* was acquired in February 2019 by United Arab Emirates-based Oasis Global Marine Services prior to her departure for demolition in India.



Shinline 5, Kanmon Strait (Japan), January 24, 2012.

© Vladimir Tonic

Yusuf Celal (ex-*Osman Eksioglu*). IMO 7937874. Length 66 m. Turkish flag. Classification society Bureau Veritas. Built in 1978 in Tuzla (Turkey) by Desan Tersanesi; lengthened in 1982 from 55 to 66 m. Owned by OF Shipping & Trading Co (Turkey). Detained in 2007 in Alexandria (Egypt) and in 2012 in Novorossiysk (Russia).



Osman Eksoglu, Bosphorus, June 9, 2006. With masts and derricks. © **Marc Ottini**



Yusuf Celal, at berth in Bartin (Turkey).
© **Babur Halulu**

On March 13, 2019, the *Yusuf Celal* loaded with gravel ran aground about 50 off Marmara Island. The ship suffered a breach to her hull, a massive water ingress and eventually sank. The crew of six was rescued by a coastguard vessel and fishermen.



Sinking. © **Vlra Haber**

The site of the casualty was marked and anti pollution booms were laid out. The ship was declared a total loss. It was a major danger for maritime security in the Sea of Marmara, anteroom to Bosphorus Strait. After lightering, the *Yusuf Celal* was refloated on June 27 and beached in Aliaga on July 9.



Refloating. © **DHA**

Container ship

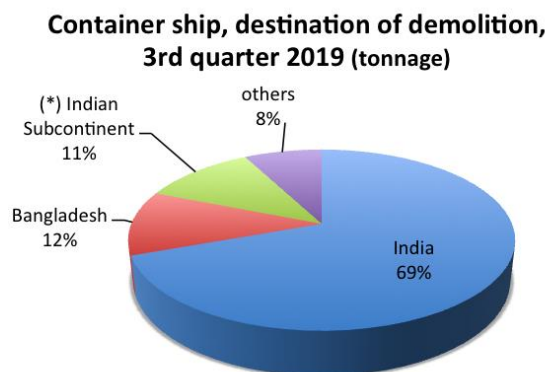
July-August-September 2019

17 demolitions. A cumulated tonnage of 202,000 t or 27% of the global tonnage. Down by -20% compared to the 2nd quarter but the global decline reached -43%. Thus, container ships recovered rank #1.

Most (12, 70%) are "small" container ships of less than 2500 boxes. The total capacity of container ships scrapped this quarter is 40,459 teu, either only the equivalent of two ultra large container ships.

The average age of the category at the time of demolition is 25 years. Its detention rate is 24%.

India received 69% of container ships to be scrapped and in particular those sold with a clause requiring the selected yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



(*) Indian Subcontinent, exact destination to date unknown

The *KMTC Hongkong* devastated by a blaze in Thailand on May 25, 2019 was beached in Chattogram on September 2. The final destination of the US container ship *Matson Producer* remains a mystery; all information about it is welcome.

APL Korea. IMO 9074535. 4850 teu. Length 276 m, 24,132 t. Maltese flag until July 2018, then Liberia until December 2018 and finally Palau for her last voyage shortened to *Korea*. Classification society American Bureau of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by APL, a CMA CGM subsidiary (France). Sold as is in Colombo (Sri Lanka) to United Kingdom-based cash buyer NKD Maritime Ltd prior to her departure for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention from Nippon Kaiji Kyokai.



Port of Yokohama (Japan), September 2009. © Umikuma

APL Singapore. IMO 9074547. 4850 teu. Length 276 m, 24,132 t. Maltese flag until July 2018, then Liberia until December 2018 and finally Palau for her last voyage shortened to *Singapore*. Classification society American Bureau of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by APL, a CMA CGM subsidiary (France). Sold as is in Colombo (Sri Lanka) to United Kingdom-based cash buyer NKD Maritime Ltd prior to her departure for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention from Nippon Kaiji Kyokai.



Port of Busan (South Korea), May 7, 2014.
© MSC_Michi

Asia Ipsa (ex-Sally, ex-Saylemoon Rickmers, ex-CMA CGM Oman, ex-Saylemoon Rickmers, ex-APL Mumbai, ex-Saylemoon Rickmers). IMO 9270816. 1858 teu. Length 196 m, 10,599 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Ipsa I*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by Fairmont Shipping (Canada). Sold as is in Singapore for demolition in Bangladesh.

Kanmon Strait (Japan), June 4, 2017.
© Vladimir Tonic



Ever Delight. IMO 9142162. 4211 teu. Length 294 m, 21,820 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Detained in 2013 in Shenzhen (China). Sold as is in Colombo (Sri Lanka) for demolition in India. 372 US\$ per ton.



Ever Delight, entering Le Havre (France), June 4, 2018. © Pascal Bredel

Ever Unique. IMO 9116606. 5364 teu. Length 285 m, 24,018 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1997 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Ningbo (China) for demolition in India. 372 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Ever Unison. IMO 9116591. 5364 teu. Length 285 m, 24,018 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1996 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Hong Kong for demolition in India. 372 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Ever Unison outbound Hong Kong, December 17, 2018. © Marc Ottini

KMTC Hongkong. IMO 9157753. 1585 teu. Length 169 m, 7,119 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1998 in Geoje (South Korea) by Samsung. Owned by Korea Marine Transport Co Ltd (South Korea).



Arriving at Kwangyang (South Korea), May 27, 2017. © Vladimir Tonic

On May 25, 2019, *KMTC Hongkong* was docked at terminal A2 in Laem Chabang (Thailand). 443 of the 676 containers on board upon arrival have been unloaded. At 6:45 a.m. local time, a container exploded on the foredeck. The ship set ablaze, toxic black smoke covered the port terminal and adjacent areas. 3 quays were evacuated. At least 228 personnes had to be taken to hospitals: they were suffering eye and skin irritation and wounds and burns caused by container debris. Others were less severely injured but according to the Port Authority director the total number of victims reached 1225. Firefighters were mobilized for 18 hours to bring the fire under control.



Screenshot TNC



© Bangkok Post

Initially, port authorities minimized the accident, quickly saying the containers were loaded with toys and dolls. Though, they declared a 15 km-radius around the terminal a red zone. Rapidly, it came out that the container ship was carrying undeclared hazardous substances among which 13 containers loaded with 325 tons of calcium hypochlorite. Misdeclaration by shippers as well as the lack or inadequacy of control by shipowners were questioned.

In July 2019, the *KMTC Hongkong* was sold for demolition in Bangladesh. 425 US\$ per ton including 390 t of bunkers. She was beached in Chattogram on August 27.

See also on this subject "[Container ships are bombs](#)", May 29, 2019.

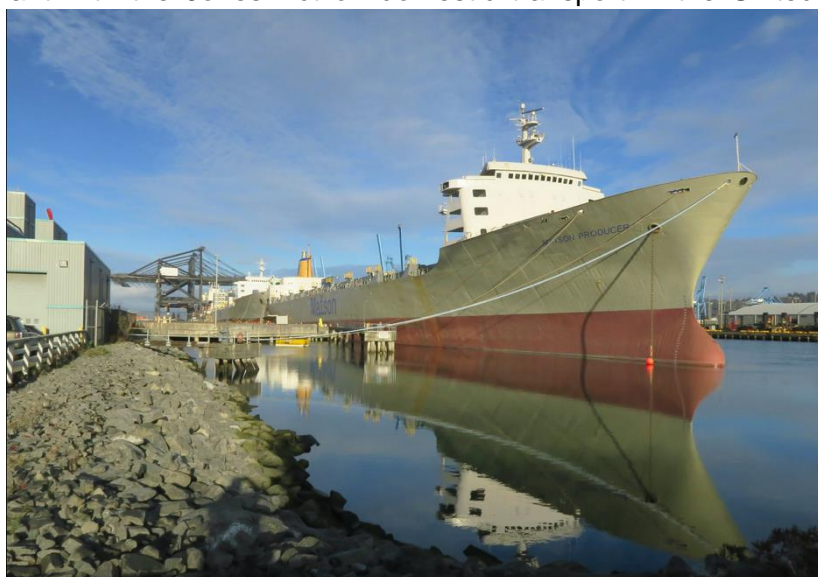
Lily Queen (ex-*Caecilia Schulte*, ex-*Ridege*, ex-*Caecilia Schulte*, ex-*CGM Cayenne*, ex-*Caecilia Schulte*, ex-*Atika Delmas*, ex-*CMBT Antarctica*, ex-*Caecilia Schulte*). IMO 9111462. 1162 teu. Length 163 m, 5,695 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Chelsea Ship Pte Ltd (Singapore). Detained in 2004 in La Spezia (Italy), in 2012 in Durban (South Africa) and in 2015 and 2018 in Kolkata (India). Sold for demolition in Bangladesh. 380 US\$ per ton.



CGM Cayenne, entering Le Havre (France), October 5, 2000. © Pascal Brede!

Matson Producer (ex-*Horizon Producer*, ex-*CSX Producer*, ex-*Sea-Land Producer*, ex-*New Zealand Bear*). IMO 7366312. 1526 teu. Length 220 m, 12,387 t. United States flag. Classification society États-Unis. Built in 1974 in Sparrows Point (USA) by Bethlehem Steel Corp.

The *Matson Producer* was a ship compliant with the Jones Act on domestic transport in the United States: US-built, US-flagged, owned by US-residents or nationals, manned by a US crew. Since 2007, the container ship had been deployed on the direct transit between Houston (Texas) and San Juan (Porto Rico) on a 14-day roundtrip sailing schedule. In May 2015, after her owner Horizon Lines was acquired by Matson Navigation, she was sent to the US West Coast. She was renamed *Matson Producer* and had been decommissioned since December 2015 in Tacoma (Washington State, USA). Her final destination is to date unknown.



Matson Producer, December 2, 2016, decommissioned in Tacoma. © sonofmidnight@att.net

Meratus Ambon (ex-*Unicorn Brave*, ex-*Angola*, ex-*Melfi Canada*, ex-*Secil Angola*). IMO 9012549, 650 teu. Length 124 m, 3,334 t. Indonesian flag. Classification society Bureau Veritas. Built in 1992 in Singapore by Atlantis. Owned by Meratus Line PT (Indonesia). Detained in 2006 in Port Said (Egypt), in 2008 in Singapore and in 2011 in Ho Chi Minh City (Vietnam). Sold as is in Singapore for demolition in the Indian subcontinent. 370 US\$ per ton including 175 t of bunkers. According to her last known location, she was spotted in Surabaya (Indonesia).



Mouth of the Barito River, South Kalimantan (Borneo, Indonesia), April 12, 2018.
© Iwan Afwan

MSC Sierra II (ex-Maersk Maryland, ex-Endurance, ex-Ibn Jubayr, ex-CMB Dolphin). IMO 9007829. 1928 teu. Length 181 m, 8,309 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 418 US\$ per ton.

Oleander III (ex-Oleander). IMO 8901406. Ro Ro container ship. Length 119 m, 3,257 t. Deflagged from Marshall to Panama for her last voyage renamed *Wonder I*. Classification society Lloyd's Register of Shipping. Built in 1990 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de-Noord. For 27 years the *Oleander* has been operated by Bermuda Container Lines (BCL) on her weekly service hebdomadaire between Port Elizabeth (New Jersey) and Hamilton, Bermuda. She could carry 360 containers and, inside the garage deck, 44 vehicules. In March 2017, BCL announced to have ordered a new *Oleander* to the Chinese yard Jiangsu Newyangzi Shipbuilding. In 2018, in order to avoid confusion, the *Oleander* was renamed *Oleander III*. On March 18, 2019, she called for the last time at Hamilton and met her successor that arrived from China three days earlier via the Panama Canal.

The old *Oleander* was sold in April 2019 to Transport Projects Ltd registered in Turkey, a single ship owner. She was beached in Aliaga on September 17.



The old *Oleander*. © Royal Gazette



and her successor. © Bernews

The two container ship owned by the South Korean company SM Line Corp were sold for demolition in July 2019. The terms of sale mentionned a "late delivery". Renamed Bangkok and Lila Hochiminh, they sailed on their ultimate trading routes, in particular towards Chattogram. Their final destination is to date unknown. To the latest news, both ships were spotted in Singapore speculative waiting area where the last owner may seek out for months the best deal from a Bangladeshi, Indian or Pakistani yard. Their status is still "to be broken up".

SM Bangkok (ex-Spirit of Bangkok, ex-Sean Rickmers ex-Delmas Zambia, ex-Sean Rickmers, ex-Kindia, ex-Indiamex Kindia, ex-Kindia). IMO 9197349. 1620 teu. Length 168 m, 7,296 t. Deflagged from South Korea to Panama in July 2019. Classification society Korean Register of Shipping. Built in 1999 in Ulsan (South Korea) by Hanjin HI Co. Owned by SM Line Corp (South Korea). Acquired by Victoria Oceanway Ltd (Greece) in July 2019, shortened to *Bangkok*, her status in the Equasis database became then "to be broken up". 445 US\$ per ton.



At Laem Chabang (Thailand), February 25, 2019. © Pattaya

SM Hochiminh (ex-*Hansa Centurion*, ex-*Tiger Far*, ex-*Hansa Centurion*, ex-*Maersk Athens*, ex-*Hansa Centurion*, ex-*CMA Kobe*, ex-*Hansa Centurion*). IMO 9152600. 1601 teu. Length 160 m, 6,989 t. Deflagged from South Korea to Liberia in September 2019. Classification society Korean Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hanjin HI Co. Owned by SM Line Corp (South Korea). Sold in September 2019 to Singapore-based Asian-Alliance Ship Management, she was deflagged and renamed *Lila Hochiminh*. She made several deliveries in Chattogram in the recent months but has departed. 445 US\$ per ton.



Hansa Centurion, quai de l'Europe, Le Havre (France) December 24, 2008. © **Pascal Brede**

Uni-Ample. IMO 9143336. 1164 teu. Length 165 m, 5,129 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Tanjung Pelapas (Malaysia) for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Tanjung Pelepas, Malaysia, July 24, 2019. © **SMP/Marine Traffic**

Wan Hai 203. IMO 8914013. 1183 teu. Length 174 m, 7,071 t. Deflagged from Hong Kong to Gabon for her last voyage renamed *Wan Chai 2*. Classification society China Classification Society. Built in 1990 in Setoda (Japan) by Naikai. Detained in 2002 in Hong Kong (China). Owned by Wan Hai Lines Ltd (Taiwan). Sold as is in Taiwan en bloc with *Wan Hai 205* for demolition in India. 355 US\$ per ton.

Keelung Taiwan, October 28, 2015.
© **Chun-Hsi**



Wan Hai 205. IMO 8914025. 1183 teu. Length 174 m, 7,124 t. Singapore flag. Classification society China Classification Society. Built in 1990 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines Ltd (Taiwan). Sold as is in Singapore. 355 US\$ per ton. In September, *Wan Hai 205* was anchored off Hong Kong: she was renamed *Wan Chai 1* and deflagged to Gabon, the new popular funeral flag. This was a prelude to her departure for scrapping though the container ship's official status was still "in service". After some last calls in China and Japan she was finally beached in Alang.



Wan Hai 205, outbound Hong Kong, June 4, 2008. © Marc Ottini

Car carrier

Hojin. IMO 8916267. Length 200 m, 15,194 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned from Nippon Yusen KK, NYK Line (Japan). Detained in 2001 in Savona (Italy) and in 2003 in Tokuyama (Japan). Sold for demolition in India. 410 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention from Nippon Kaiji Kyokai.



September 9, 2019. © Vishnu Kumar Gupta



© Anish Gupta

Miyako Maru (ex-*Yamato Maru*). IMO 9154048. Length 157 m, 6,127 t. Deflagged from Japan to Belize for her last voyage shortened to *Akomar*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Setoda (Japan) by Naikai. Sold by her Japanese MOL Ferries to Marshall Islands-based Ocean Exim Trading Ltd prior to her departure for demolition in Bangladesh.

Reefer

Avelona Star (ex-*Tundra Queen*, ex-*Del Monte Quality*). IMO 8816168. Length 158 m, 7,012 t. Deflagged from the Bahamas to Comoros for her last voyage shortened to *Velona*. Classification society Bureau Veritas. Built in 1991 in Sevilla (Spain) by AESA. Owned by Siem Shipping UK Ltd (United Kingdom). Detained in 1999 in Rotterdam (Netherlands), in 2005 in Savona (Italy) and in 2008 in Antwerp (Belgium). Sold for demolition in India.



Avelona Star, March 12, 2018 Kiel Canal (Germany). © insel

Gripo (ex-*Taisetsu*, ex-*Taisetsu Maru*). IMO 8603133. Length 92 m, 2,027 t. Kiribati flag. Classification society Polish Register of Shipping. Built in 1986 in Kochi (Japan) by Kochi. Owned by Fairport Shipping Ltd (Greece). Detained in 2007 in Shanghai (China), in 2009 in Villagarcía de Arosa (Spain) and in 2011 in Las Palmas (Canary Islands, Spain). In December 2011, *Taisetsu* having departed Mauritania was seized by port authorities in Port Harcourt (Nigeria) with a cargo of rotten mackerels. Wharf workers were repelled by the stench released from one of the reefer's hatch. Sold for demolition in India. 351 US\$ per ton.



Walvis Bay (Namibie), 17 November 2017. © Graham Curran



Alang, August 2019. © Yuvrajsinh Zala

Hai Feng 898 (ex-*Nova Liguria*, ex-*Ligurian Reefer*, ex-*Ligurian Universal*). IMO 8420751. Length 109 m, 3,190 t. Saint Kitts and Nevis flag until 2018 then false Samoan flag then in 2019 successively Gabon then Palau for her last voyage shortened to *Feng 9*. Classification society China Classification Society. Built in 1985 in Hachinohe (Japan) by Kitanihon. In 2007, she was acquired by the Chinese company chinoise China National Fisheries Corporation and operated as a fish carrier under Panamanian flag then from 2013 onwards under Saint Kitts and Nevis flag. In June 2018, she was sold to another

Chinese company, Zhongyu Global Seafood Corp. She was reportedly registered to Samoa, a registration that proved to be fraudulent. Finally sold to Scandi Navigation Pte Ltd registered in the British Virgin Islands prior to her departure for demolition in India.



Hai Feng 898, Takoradi, Ghana, September 30, 2011.
© **PG McCardle**

Platte Reefer (ex-Royal Reefer, ex-Diamond Reefer, ex-Frost Cetus, ex-Frost Delphi, ex-Frigo Asia). IMO 7812098. Length 103 m, 2,410 t. Panamanian flag. Classification society Bureau Veritas. Built in 1980 in Sevilla (Spain) by Astilleros Espanoles. Owned by Albafrigo SA (Spain). Sold for demolition in India.



A berth in Ceuta (Spanish enclave along the Moroccan coast), August 23, 2015. © **Benjamin Marfil**

Swan Chacabuco (ex-Chacabuco). IMO 8907876. Length 152 m, 7,032 t. Bahamian flag. Classification society Bureau Veritas. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in Pakistan.



Swan Chacabuco, entering Le Havre (France), October 16, 1998. © **Pascal Brede**

Seismic research vessel

Geo Gangasagar (ex-*Sagar Sandhani*). IMO 8416970. Length 70 m, 1,930 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Singapore by Southern Ocean Shipbuilding. Owned by Hind Offshore Pvt Ltd (India). Decommissioned since December 2013. Beached for demolition in Mumbai, India.

Photo Hind Offshore



Munin Explorer (ex-*Newfoundland*, ex-*Newfoundland Otter*). IMO 8915782. Ex fishing trawler converted in 2007. Length 60 m, 1,405 t. Cyprus flag. Classification society DNV-GL. Built in 1990 in Stavanger (Norway) by Kvaerner Rosenberg. Owned by Ocean Venture AS (Norway). Decommissioned since May 2018 after SeaBird, which was facing financial difficulties, terminated her chartering after agreement. Sold for demolition in Esbjerg (Denmark).

Teknik Perdana (ex-*Hakurei Maru*). IMO 7353999. Length 87 m, 2,027 t. Deflagged from Panama to Palau for her last voyage shortened to *S Perdana*. Classification society Nippon Kaiji Kyokai. Built in 1974 in Shimonoseki (Japan) by Mitsubishi. Owned by TL Geo Hydrographics SDN BHD (Singapore). Detained in 2012 in Tanjung Priok (Indonesia). Acquired by Singapore-based SOMAP International prior to her departure for demolition in Bangladesh.



Teknik Perdana off Chaguaramas (Trinidad), February 26, 2014. © G.C. Dijkdrenth

Drilling ship

Ocean Rig Paros (ex-*Cerrado*). IMO 9541198. Length 228 m, 44,202 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2011 in Geoje (South Korea) by Samsung. In 2016, the ex-*Cerrado* was acquired for 65 millions US\$ by Ocean Rig UDW Inc, a semi-submersible rigs and drilling ships operator controlled by the Greek ship owner George Economou: the auction was following the bankruptcy of the *Cerrado*'s Brazilian owner. In December 2018, Ocean Rig UDW also faced bankruptcy and was acquired by Switzerland-based Transocean. In spite of her age, 8 years, the *Ocean Rig Paros*, is in bad condition according to her new owner. She remained decommissioned in Eleusis (Greece). Transocean reported a net loss of 379 millions US\$ in the first half of 2019; in the wake, the drill ship was sold to Panama-registered Rota Shipping for demolition in Turkey. 230 US\$ per ton, that is over 10 million US\$. The semi-submersible rig *Eirik Raude*, also previously owned by Ocean Rig UDW was beached in Aliaga in early July.



At Piraeus (Greece), 26 July 2016. © Pireas Piraeus

Offshore supply vessel

Al Dalow (ex-*Barton Tide*). IMO 8115928. Length 55 m, 887 t. United Arab Emirates flag. Classification society Polish Register of Shipping. Built in 1982 in New Iberia (USA) by McDermott. Detained in 2008, 2009, 2012, 2013 and 2017 in Khark Island (Iran). Owned by Inter Gulf Marine LLC (United Arab Emirates). Acquired in August 2019 by United Arab Emirates-based Whitesea Shipping & Supply prior to her departure for demolition in India.



Hamriyah oil terminal (United Arab Emirates),
March 24, 2012. © Vladimir Knyaz

Al Haml (ex-*Gulf Fleet n°66*). IMO 8301125. Length 58 m, 721 t. United Arab Emirates flag. Classification society Polish Register of Shipping. Built in 1983 in Saint Louis (USA) by Pott Industries Inc. Owned by Inter Gulf Marine LLC (United Arab Emirates). Acquired in August 2019 by United Arab Emirates-based Whitesea Shipping & Supply prior to her departure for demolition in India.

ASD Jaguar (ex-*los Jaguar*, ex-*Sea Jaguar*, ex-*Mutiara*, ex-*Seabulk Giant*, ex-*Gmmos Giant*, ex-*Scan Purveyor*, ex-*Sea Discoverer*, ex-*Sea Panther*). IMO 7423861. Length 63 m, 1,667 t. Tanzanian flag. Classification society International Maritime Bureau. Built in 1975 in Singapore by Singapore Slipway. Owned by All Seas Gold Services Co Inc (United Arab Emirates). Detained in 2017 in Khark Island (Iran). Towed for demolition in India.



© Ati Sazan Persia Company

Challenger (ex-*Awalco 4*, ex-*Charger 2*, ex-*Anglian Knight*, ex-*Union One*). IMO 7403483. Length 44 m, 795 t. Deflagged from Bahrain to Comoros for her last voyage. Classification society American Bureau of Shipping. Built in 1975 in Hendrik-Ido-Ambacht (Netherlands) by Jonker & Stans. Owned by Awal Contracting & Trading Co (Bahrain). Detained in 2006 and 2011 in Bushire (Iran). Sold for demolition in Pakistan.



Dolphin Princess (ex-*Dolphin Queen*, ex-*Gulf Fleet n°46*). IMO 8107995. Length 53 m, 775 t. Saint Kitts and Nevis flag. Classification society American Bureau of Shipping. Built in 1981 in Houma (USA) by Quality Shipyard. Owned by Industrial Tools International (United Arab Emirates). Detained in 2016 in Lavan (Iran). Sold for demolition in Pakistan.

© Gadani Shipbreaking

Gerard Jordan. IMO 9163348. Length 78 m, 2,896 t. United States flag. Classification society American Bureau of Shipping. Built in 1998 in Moss Point (USA) by Halter Marine. Owned by Seacor Offshore LLC (USA). Sold for an undisclosed destination of demolition. According to her last location, she was lately spotted in Amelia (Louisiana, USA).



Port Fourchon, Louisiana. © John Lee

Hurricane III (ex-Salvaree). IMO 9206360. Length 48 m, 910 t. Saint Kitts and Nevis flag. Classification society Bureau Veritas. Built in 2000 in Singapore by President Marine. Owned by since 2017 Hermes Maritime Services Pvt Ltd (India). Sold for demolition in India.

Dubai, December 29, 2017. © Rolf Bridde



Ima Atisi (ex-Maersk Rider). IMO 8108119. Length 67 m, 2,474 t. Deflagged from Panama to Palau for her last voyage renamed *Oasis IV*. Classification society Lloyd's Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Staalskibs. Owned by Halani International Ltd (India). Sold in May 2019 to United Arab Emirates-based Oasis Global Marine Services, renamed and deflagged prior to her departure for demolition in India.



Ima Atisi, April 10, 2014, Onne, Nigeria
© featurebox

John P Laborde. IMO 9259771. Length 86 m, 5,144 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to *John*. Classification society American Bureau of Shipping. Built in 2004 in Yantai (China) by Yantai Raffles. Owned by Tidewater Marine Inc (USA). Detained in 2016 in Port Said (Egypt). Sold for demolition in India.

Red Sea Diamond (ex-*Sea Diamond IX*, ex-*Gulf Fleet n°36*). IMO 7914597. Length 53 m. Panamanian flag. Classification society American Bureau of Shipping. Built in Houma (USA) by Quality Equipment. Owned by Red Sea International (Egypt). Detained in 2014 in Port Said (Egypt). Sold for demolition. The final destination is to date unknown.



Anchored offn Suez (Egypt), March 13, 2017. © Alexander Demin

Sarku Santubong (ex-*Cable Installer*, ex-*Star Hercules*). IMO 7803566. Ex offshore supply vessel converted to cable layer in 1995 then reconverted to offshore supply vessel in 2003. Length 89 m, 2,586 t. Deflagged from Malaysia to Palau for her last voyage shortened to *S Santu*. Classification society Lloyd's Register of Shipping. Built in 1980 in Appledore (United Kingdom) by Appledore SB. Owned by Sapura Marine Ventures (Malaysia). Acquired by Singapore-based SOMAP International prior to her departure for demolition in Bangladesh.



Star Hercules, on the Medway (United Kingdom).
© Alan Beattie



Sarku Santubong. © Sapura Energy

Seacor Vanguard. IMO 9163336. Length 78 m, 3,370 t. United States flag. Classification society American Bureau of Shipping. Built in Moss Point (USA) by Halter Marine. Owned by Seacor Offshore Llc (USA). In 2010, The *Seacor Vanguard* was contracted to test oil response equipment during the Gulf of Mexico oil spill that followed the explosion of the platform *Deepwater Horizon* on April 22, 2010. In August 2019, the *Seacor Vanguard's* status is "to be broken up". The final destination is to date unknown. She was lately spotted in Amelia (Louisiana, USA).



Seacor Vanguard, "skimming" operations in the Gulf of Mexico. © US Navy

Sheng Li 261. IMO 8831027. Length 59 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Wuhan (China) by Wuchang Shipyard. Owned by Sinopec Shengli Oilfield Co (China). Sold for demolition in China.

Valkyrien (ex-*Far Senior*, ex-*Stad Senior*). IMO 8008541. Length 68 m, 2,388 t. Norwegian flag. Unknown classification society. Built in 1981 in Ulsteinvik (Norway) by Ulstein Hatlo. Initially operated as a civilian offshore supply vessel, she was acquired in 1993 by the Norwegian Navy and used as logistics vessel *Valkyrien A 535*. Sold for demolition in Norway.



© Bjorn Owe Hjelle

Vos Primrose. IMO 9697519. Length 80 m, 2,731 t. Deflagged from Gibraltar to Niue for her last voyage renamed *Sierra* under tow of *Masindra 15* (OMI 8022561). Classification society Lloyd's Register of Shipping. Built in 2016 in Fuzhou (China) by Fujian Southeast Shipyard. She was the 3rd in a series of 8 supply vessels ordered by Vroon Offshore Services Ltd (Netherlands). In April 2019, the *Vos Primrose* entered ST Engineering shipyard in Singapore. She was to be modified prior to start a new contract in the Middle East. In the evening of May 3, a fire broke out in the engine room. The fire was put out the following morning. No casualties were reported. The ship remained in Singapore pending the investigation. the *Vos Primrose* is only 3 years old, but her Dutch owner evaluated she was beyond repair. In August 2019, she was sold to India-based Check In Enterprises Pvt Ltd and left for demolition in Bangladesh under tow of *Masindra 15* (OMI 5022561). A disastrous decision. The ex *Vos Primrose* was beached on October 6. On October 12, two workers died of asphyxiation during scrapping operations. (See p 3).



Launching of the *Vos Primrose*. © setcorp.ru



Otaru (Japan), June 4, 2017. © Minkara

Wiggins Tide (ex-*DMS Conquest*). IMO 9263978. Length 60 m, 1,732 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to *Wiggins*. Classification society American Bureau of Shipping. Built in 2002 in Taizhou (China) by Kouan SB Industry Co. Owned by Tidewater (USA). Acquired by India-based Hermes Maritime Services Pvt Ltd prior to her departure for demolition in India.

Diving support vessel

Mystic Viking (ex-*Bergen Viking* ex-*Veslik Viking*, ex-*Highland Challenger*, ex-*Offshore Challenger*, ex-*Balder Challenger*). IMO 8209377. Ex supply converted in 1993 to diving offshore construction support vessel. Length 72 m, 2,424 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1983 in Marystown (Newfoundland, Canada) by Marystown Shipyard. Detained in 2006 in New Orleans (USA).



Bergen Viking. © Frank Iversen



Mystic Viking. © David C Martin

Decommissioned in October 2015 in Berwick (Louisiana, USA). Put up for sale by her US owner Everest Hill Marine Ltd in a condition stated from fair to poor in December 2016. The report of the accredited marine surveyor bureau Pope Marine Inc reported in particular the poor condition of the deck and superstructure and their corrosion as no or little maintenance has been performed on the laid-up vessel. Officially acquired by Deepcor Marine Inc then by Marshall Islands-based NMS Viking Inc. There is no evidence though that the vessel resumed sailing. In August 2019, the *Mystic Viking* is said to be "sold for recycling" vendu for demolition. The final destination is to date unknown.



Photos Pope Marine Inc.



Starboard sideshell



Main deck aft

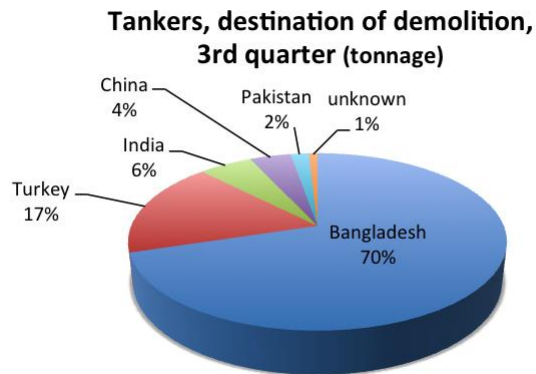
Tanker

July-August-September 2019

29 demolitions. 23% of ships, 20 % of tonnage. The number of scrapped tankers is stable compared to the previous quarter. The tonnage has plummeted: it has been more than halved.

Bangladesh received three quarters of the scrapped tankers. Turkey ranks 2nd. No tanker was scrapped in Europe.

The average age at the time of demolition is 32 years; it is 27 years for chemical tankers, 30 years for gas carriers, 34 years for oil tankers.



Oil tanker

20 demolitions. More than two thirds of tankers. At least 11 (55%) were deflagged prior departure for scrapping.

No VLCC (Very Large Crude Carrier) was scrapped this quarter. Only two ships had a deadweight between 80,000 and 200,000 t. All the others were "small" oil tankers of less than 80,000 dwt.

The 6 oil tankers owned European ship owners or States were scrapped in Turkey of which only 2 (the *Dan Eagle* and *Eko 3*) by Leyal ship recycling yard which is included in the EU-approved list of facilities. Red card for the United Kingdom that sent two former Royal navy replenishment tankers in an unapproved yard (cf. p 4).

The age of oil tankers at the time of demolition goes from 55 years for the bitumen tanker *Jaguar*, built in Germany (p 56) to 20 years for the Norwegian shuttle tanker *Dan Eagle* (p 55). They were both scrapped in Turkey. The average age is 34 years.

Agiri (ex-Astro Sirius). IMO 9120932. Double hull. Length 248 m, 16,984 t. Deflagged from Panama to Comoros for her last voyage renamed *Iris*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Pentacontinent DMCC (United Arab Emirates). Detained in 2010 in Kurnell (New South Wales, Australia). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 401 US\$ per ton.



Bassorah oil terminal (Iraq),
February 28, 2017. © Sukhpal Singh



On Chattogram beach.
© Arman Hossen

Akrotiri (ex-Torm ASia). IMO 9007752. Double hull. Length 180 m, 8,703 t. Deflagged from Singapore to Comoros for her last voyage renamed *Krok*. Classification society Lloyd's Register of Shipping. Built in 1994 in Dalian (China) by Dalian Shipyard. Owned by World Tankers Management Pte Ltd (Singapore). Sold for demolition in Bangladesh.



© Fazlur Rahman

Alizea (ex-Maersk Cassandra, ex-Bro Alexandre, ex-Port Alexandre). IMO 9079183. Double hull. Length 183 m, 9,107 t. Deflagged from Liberia to Comoros in September 2018. Classification society Bureau Veritas. Built in 1995 in Incheon (South Korea) by Halla. Owned by Olimpex Nigeria (Nigeria). Detained in 2010 in Rotterdam (Netherlands) and in Zhuhai (China). *Alizea* left Lagos (Nigeria) on July 15, announced to be heading for Gadani and was finally beached in Chattogram on September 11. 420 US\$ per ton.



Maersk Cassandra, Rotterdam (Netherlands), April 22, 2012. © IIndiabrielle



Alizea, Chattogram, September 2019.
© Mohammad Islam

An Yun. IMO 8914532. Length 191 m, 9,793 t. Deflagged from Taiwan to Comoros for her last voyage renamed *Yumi*. Classification society American Bureau of Shipping. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by CPC Corp Taiwan (Taiwan). Sold as is in Taiwan for demolition in Bangladesh. 377 US\$ per ton. The ship is sold gas free for man entry only but not for hot works. Risk of explosion?



Keelung (Taiwan), April 17, 2012. © Chun-Hsi



Chattogram. © Fazlur Rahman

Ankleshwar. IMO 9074860. Double hull. Length 274 m, 22,257 t. Deflagged from India to Saint Kitts and Nevis for her last voyage shortened to *Ank*. Classification society Indian Register of Shipping. Built in 1994 in Geoje (South Korea) by Samsung. Owned by Shipping Corporation of India (India). On August 2, 2019, the ship was sold as is in Colombo (Sri Lanka) for scrapping or further trading through MSTC (Metal Scrap Trade Corporation Limited) e-auction. MSTC was founded in 1964 to deal with the export of ferrous scrap. The Indian State has 64,75% share holding in the company. MTSC emerged as a pioneer in e-auction providing services to administrations or Government controlled entities wishing to sell scraps, old plant and machineries, minerals, agricultural produce, land parcels etc...

The e-auction was conducted on August 14. The ship was acquired for 368 US\$ per ton. She was beached in Bangladesh on October 8.



October 2012. © Adinda Petillion

Bonnie B (ex-Bonnie, ex-Aptity, ex-Achatina, ex-SHell Craftsman, ex-Ardrossan). IMO 6810055. Length 84 m. Deflagged from Cyprus to Tanzania for her last voyage shortened to *Bon*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1968 in Aberdeen (Scotland, United Kingdom) by Hall Russel; jumboized in 1991 and lengthened from 76 to 84 m. Owned by Doha Oils & Gas Ltd (Malta). Beached for demolition at Bereket Gemi Söküm yard, that has not applied to be included in the list of EU-approved facilities.



At Limassol (Cyprus), February 17, 2013. © John Pitcher



Aliaga. © Selim San

BPP 21 (ex-Nam Sun n°7, ex-Cosmo Maru). IMO 8503319. Length 88 m, 1,578 t. Thai flag. Unknown classification society. Built in 1985 in Nandan (Japan) by Teraoka. Owned by BPP Supply Co Ltd (Thailand). Sold for demolition in Bangladesh.

BS Marmara-1 (ex-Dnestr, ex-BSEC-Marmara 1, ex-Bunkerovshchik 3). IMO 8328692. Length 78 m. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Rousse (Bulgaria) by Ivan Dimitrov Shipyard. Owned by Yuzhny Port Authority (Ukraine). Sold for demolition in Turkey.



Izmit (Turkey), July 25, 2013. © Big Edison

Bum Jin n°3 (ex-Mee Yang). IMO 8873142. Length 86 m, 1,200 t. Deflagged from South Korea to Mongolia for her last voyage. Classification society Korean Register of Shipping. Built in 1993 in Yeosu (South Korea) by Shinyoung SB Industry Co. Owned by Bum Jin Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.



Ulsan, (South Korea), May 1, 2017. © Seongwoo Seo

Dan Eagle (ex-Freja Pacific, ex-Soundlessex-Hellas Serenity). IMO 9183609. Double hull. Length 183 m, 9,582 t. Danish flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Knot Shuttle Tankers 22 AS (Norway). Sold for demolition by Leyal Ship Recycling yard, one of the few yards in Aliaga included in the list of EU-approved facilities.



Brest (France), May 18, 2014. © Erwan Guéguénat



Aliaga. © Marko Elstner

Eko 3 (ex-Athina, ex-Castor). IMO 8813130. Length 89 m, 1,351 t. Deflagged from Greece to Togo for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1989 in Fukuoka (Japan) by Fukuoka Zosen. Detained in 2008 in Barcelona (Spain). Owned by Kinetic Shipping Co (Greece). Acquired by Liberia-registered Dido Steel Corp SA prior to her departure for demolition in Turkey by Leyal Ship Recycling Yard.



Piraeus (Greece), December 23, 2018.
© Sakis Antoniou



September 2019, arriving at Aliaga.
© Selim San

Fateh 1 (ex-*Almar*, ex-*Birgit Jurgens*). IMO 8002729. Ex general cargo carrier converted in 2001 to vegetable oil tanker. Length 86 m, 1,139 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1980 in Neuenfelde (Germany) by J.J. Sietas KG Schiffswerft GmbH & Co. Owned by Blue Sea Oasis General Trading LLC (United Arab Emirates). Detained in 2001 in Rotterdam (Netherlands) pendant 359 jours, in 2009 in Hamburg (Germany), in 2011 in Asaluyeh (Iran), in 2013 in Chah Bahar (Iran), in 2015 in Bushire (Iran), in 2016 in Bandar Khomeini (Iran) and in 2017 in Bushire again. Sold for demolition in India.



As general cargo ship. Berthed at Llandulas (Wales, United Kingdom), 90's. © **Glyn Jones**



As tanker. April 2009, Europoort, Rotterdam, (Netherlands). © **Patrick Hill**

Jaguar (ex-*Galaxy X*, ex-*Helexon I*, ex-*Vassiliki*, ex-*Ionion*, ex-*Bitumenjo*, ex-*Spiekeroog*). IMO 6417748. Bitumen tanker. Length 74 m. Deflagged from Togo to Tanzania for her last voyage shortened to *Jag*. Classification society Columbus American Register. Built in 1964 in Rendsburg (Germany) by Nobiskrug. Owned by Daha Oils & Gas Ltd (Malta). Detained in 2014 in Eleusis (Greece). Sold for demolition in Turkey by Bereket Gemi Söküm, a yard that has not applied to be included in the list of EU-approved facilities

Helexon I, anchored in Eleusis Bay (Greece), October 6, 2012. © **Marc Ottini**



Pelita Bangsa (ex-*Ocean Venture*, ex-*Mary Ann*, ex-*Joyce*). IMO 8308795. Converted in 2011 to FSO unit (Floating, Storage, Offloading). Length 229 m, 12,573 t. Deflagged from Indonesia to Saint Kitts and Nevis for her last voyage renamed *Light*. Classification society Lloyd's Register of Shipping. Built in Ariake (Japan) by Hitachi. Owned by PT Trada Maritime (Indonesia). Sold as is in Indonesia for demolition in Bangladesh. 340 US\$ per ton. The ship will have to be towed and is not delivered gas free for man entry and for hot works. In September 2019, the *Pelita Bangsa* became the Saint Kitts and Nevis flagged *Light*. She was beached in Chattogram on November 13.



Pelita Bangsa. © **Trada Alam Minera**

Reem 5 (ex-*Bhagavaty*, ex-*Asphalt Merchant*, ex-*Bitumen Glory*, ex-*Arabian Glory*, ex-*Green Maru n°5*). IMO 8300767. Transporteur de bitume. Length 76 m, 1,128 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Aurum Ship Management FZC (United Arab Emirates). Detained in 2002 in Durban (South Africa) and in 2019 in Port Qaboos (Oman). Sold for demolition in Pakistan.

Sea Adventurer (ex-*Hilda Knutsen*). IMO 8716863. Length 142 m, 5,516 t. Deflagged from Nigeria to Palau for her last voyage shortened to *Adventurer*. Classification society Bureau Veritas. Built in 1989 in Gijon (Spain) by Juliana Gijonesa. Owned by Sea Transport Services (Nigeria). Acquired by United Kingdom-based Aquamarine & Trading Services Ltd prior to her departure for demolition in Bangladesh.



September 1, 2019, the tanker *Adventurer*, ex-*Sea Adventurer* anchored off Port Louis (Mauritius) on her last voyage towards Bangladesh. © Bhavik Naginlal Modi

SW 1 (ex-*Hai Soon 16*, ex-*Hua Fu*, ex-*Kyrnikos*, ex-*Eastern Navigator*, ex-*Pacific Glory n°1*, ex-*Pacific Glory*). IMO 7903287. Length 108 m, 2,053 t. Mongolian flag. Classification society International Register of Shipping. Built in 1979 in Yawatahama (Japan) by Kurinoura. Owned by Jin Hao Ship Management Co Lt (Taiwan). Sold for demolition in Bangladesh.



Keelung (Taiwan), November 20, 2017. © Wei Jen Liang

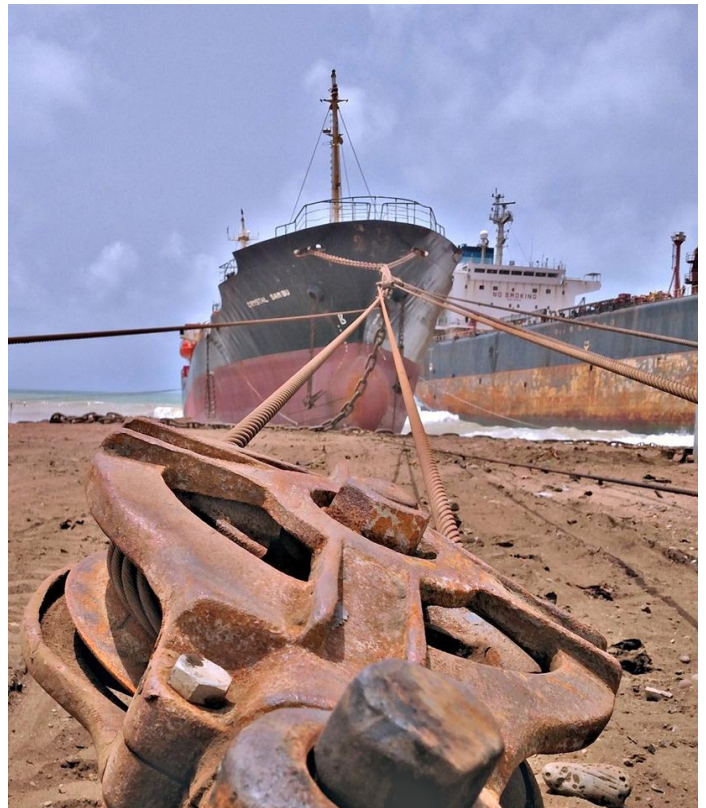
Zhong Gang Yong He (ex-*Da Qing 437*). IMO 9063093. Length 159 m, 6,451 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Dalian (China) by Dalian Shipyard Co. Owned by Nanjing Zhonggang Shipping Co (China). Sold for demolition in Jiangyin, China.

Chemical tanker

Crystal Sambu (ex-*Chun Kyung*). IMO 8717908. Ex general cargo carrier converted in the 1993. Length 98 m, 1,727 t. Comorian flag. Classification society Korean Register of Shipping. Built in 1989 in Busan (South Korea) by Dae Sun SB & E Co. Owned by Etihad Engineering & Marine (United Arab Emirates). Detained in 2015 in Bushire (Iran). Sold for demolition in Pakistan.



United Arab Emirates, February 24, 2016.
© Capt Arshad Bhat



Crystal Sambu Plot No 60, 20 August 2019.
© Gadani Ship Breaking

Indradi (ex-*Jipro Sky*). IMO 9043744. Length 132 m, 3,848 t. Indonesian flag. Classification society Registro Italiano Navale. Built in 1993 in Akitsu (Japan) by Shin Kurushima. Owned by PT Berlian Laju Tanker (Indonesia). Detained in 2018 in Gunsan (South Korea). Sold for demolition in India. 536 US\$ per ton including 800 t of stainless steel, the highest price this quarter.

Ocean Pride (ex-*TMT Pinyamas*, ex-*Sichem Dali*, ex-*Dali*, ex-*Rava*). OMI 8520989. Length 120 m, 3,437 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *VH-29*. Classification society DNV-GL. Built in 1988 in Pula (Croatia) by Uljanik. Detained in 2006 in Bandar Khomeini (Iran). Acquired by India-based BBN Shipmanagement Pvt Ltd prior to her departure for demolition in India.



Rava © Rivanj / Navi e Armatori

Sea Grace (ex-*Torill Knutsen*, ex-*Vinga Knutsen*. IMO 8806682. Double hull. Length 142 m, 5,561t. Palau flag for her last voyage shortened to *Grace*. Classification society DNV-GL. Built in 1990 in Gijon (Spain) by Juliana Gijonesa. Detained in 2009 dans le Canal Welland (Canada). Owned by Sea Transport Services Ltd (Nigeria). Sold to Anguilla-registered Electra Maritime Ltd prior to her departure for demolition. She left Lome (Togo) on July10, called at Port-Louis (MAuritius) and was beached in Chattogram on September 30.



Torill Knutsen, upstream to Rouen (France) changing pilot, October 3, 2008.
© **Pascal Brede**

Sulphur Glory. IMO 9072862. Length 93 m, 1,592 t. Deflagged from Panama to Belize for her last voyage renamed *JB-88*. Classification society Nippon Kaiji Kyokai. Built in 1993 in Hashihama (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). Detained in 2013 in Changzhou (China). Sold for demolition in Bangladesh.

Theresa Success (ex-*Tambov*). IMO 9112753. Double hull. Length 181 m, 9,453 t. Tuvalu flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Split (Croatia) by Brodosplit. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2003 in St Croix (US Virgin Islands). The *Theresa Success* is inescapably attracted by land.

On January 13, 2017, she left San Lorenzo, Argentina, bound for India then Malaysia. She ran aground at km 361 upstream the mouth of Parana River. She was quickly freed but ran aground again a few days later prior reaching the Rio de la Plata, in a section where the river, divided in several branches is more narrow; the traffic was blocked for a number of days pending the *Theresa Sucess* was able to resume her voyage with her cargo of glycerin and soy oil.

On February 17, 2019, the *Theresa Success* ran aground one more time, this time near Istanbul, during a bunker supply operation. After a damage survey was carried out, she resumed trading.

On September 28, 2019, this time she was definitively beached in Bangladesh.



June 11, 2016, San Lorenzo (Argentina).
© **Nicolas Ubeda**



Grounding in Turkey, February 2019.
© **Seaneus**.

Gas carrier

Alpha Gas. IMO 8910811. Length 99 m, 2,109 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Hakata (Japan) by Murakami Hide. Owned by Vietnam Gas & Chemicals (Vietnam). Detained in 2000 in Nankin (China). Sold for demolition in Bangladesh.



On Yangze River, December 3, 2009. © balalay

Candy (ex-Venice, ex-Green Energy, ex-Ocean Primus, ex-Gerda Kosan, ex-Tarquin Mariner). IMO 9005479. Length 99 m. Tanzanian flag. Classification society Lloyd's Register of Shipping until October 2015. Built in 1992 in Hessle (United Kingdom) by Dunston. Owned since 2015 by Milano Shipping Ltd registered in Anguilla. Detained in 2005 in Rotterdam (Netherlands), in 2016 in Temryuk (Russia) and in 2017 in Kalymnos (Greece).



April 23, 1995, *Tarquin Mariner*, upstream Seine River, bound for Port Jérôme (France). © Pascal Brede

January 21, 2019. On the previous evening, the *Candy* and her crew of 9 Turkish and 8 Indian sailors left the port of Temryuk (Russia) in the Azov Sea after loading LPG. The *Candy* crossed Kerch Strait at night and dropped anchored around 1:45 a.m. 12 nautical miles off the coast in the area authorized for transshipment operations. She was to transfer her cargo to the *Maestro* (IMO 8810700), another LPG tanker ship with 7 Turkish, 7 Indians sailors and one Libyan apprentice on board. The two vessels were owned respectively by Milano Shipping Ltd and Maestro Shipping Ltd, two companies that share the same PO Box 727 in Anguilla, a British overseas territory in the Caribbean. Milano Shipping Ltd and Maestro Shipping Ltd would reportedly be used as shell companies by the Turkish company Milenyum Denizcilik Gemi, which was sanctioned by the US



Treasury Department in 2015 for illegally transporting LPG to areas controlled by the Syrian government. Both the *Candy* and the *Maestro* flew the Tanzanian flag, but according to the IMO, it appeared later that *Maestro's* registration was fraudulent. Both vessels had turned off their automatic identification systems (AIS), the *Maestro's* last available location dated back to January 11 while sailing in the Mediterranean off Turkey.



Screenshot Euronews



© Social media / Maritime Executive



Screenshot Euronews

The transshipment operation started at 12:30 local time, it was expected to take 10 hours. By 4:30 pm, 800 tons of LPG had been transferred from *Candy* to *Maestro*. At 5pm, an explosion occurred, the fire spread to both ships. The death toll was high. Of the 32 sailors, only 12 were rescued by Russian salvage vessels arrived at the scene of the incident. For fear of further explosions, it was decided to let the LPG cargo consume so that the blaze would burn out. Initially, the Russian salvage vessel *Spasatel Demidov* remained on the scene for monitoring. Subsequently, another firefighting vessel has been watering the hulls in order to cool them. At the end of February, 44 days after the initial explosion, the last hot spots on board the two ships were declared to have burnt out. The *Candy* and *Maestro* had to be towed to investigate the causes of the explosion. According to survivors' statements, a failed earthing system and sparks from transfer pump motors were potential causes for the disaster.

Both vessels were declared a total loss. The *Candy* was allowed to be towed. She was beached in Aliaga on 31 July 31, 2019. The fate of the *Maestro* is to date unknown.



Transiting in Bosphorus Strait. © Denishaber



Aliaga, August 2019. © Selim San

gas carrier

Pacific Ethylene. IMO 8413007. Length 74 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by Uyeno Transtech Ltd (Japan).



Kurushima west Strait, Imabari, (Japan), February 21, 2017. © **Kenro Oshita**

Her destination of demolition was undisclosed. In September, the status of the *Pacific Ethylene* in the Equasis database was changed to "broken up". According to her last location, she was spotted in Kudamatsu (Japan), in an area equipped with a crane barge and a slipway that could possibly be used to scrap a ship of this size. It is thus possible the *Pacific Ethylene* was broken up in Japan.



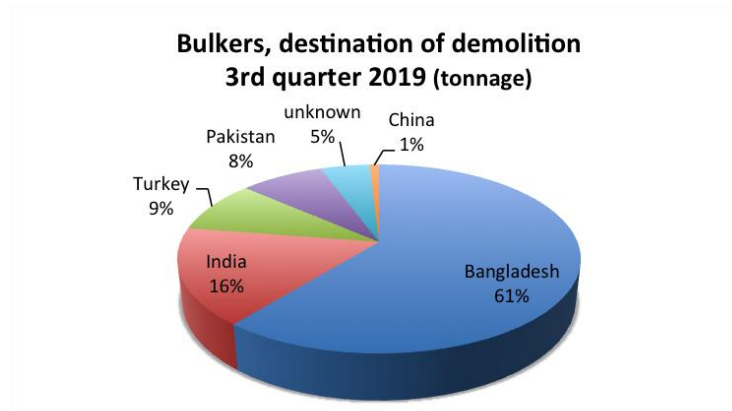
Last location of the *Pacific Ethylene*, June 29, 2019. **Marine Traffic**

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.

June-July-August 2019

15 demolitions. 169,000 tons, a tonnage more thahalved compared to the second quarter. With 22% of the tonnage, bulkers are however the 2nd category this quarter.



Bangladesh took 61 % of tonnage. The 2 VLOC (Very Large Ore Carrier) of the quarter, *Anangel Haili* and *Atlantic Merchant* were sold to Bangladeshi yards. The global part of the Indian Subcontinent is 85%. The average age at the time of demolition is 30 years. The youngest one was the *Qing An*, 15 years old, built in China, the oldest one is the Canadian laker *Cedarglen*, 60 years old, towed to Turkey.

The Hong Kong-flagged *Solomon Trader*, that caused a major oil spill in the Solomon Islands after grounding on Rennel Islands was towed to Bangladesh.

Anangel Haili (ex-Astro Luna, ex-Tango, ex-Diamond Iris). IMO 9082350. Ex VLCC converted in 2009 to VLOC. Length 322 m, 31,817 t. Deflagged from Greece to Liberia and finally Comoros. Classification society Lloyd's Register of Shipping. Built in 1995 in Nagasaki (Japan) by Mitsubishi. Owned by Anangel Maritime Services Inc (Greece). Sold as is in Singapore to Liberia-registered Lyra Trading. In September 2019, already shortened to *Haili* and Liberia-flagged, she became the Comorian *Hulk*. Her departure for scrapping is imminent. Though the final destination finale is undisclosed, the three vessels of the Greek ship owner scrapped this year (*Anangel Destiny*, *Anangel Destiny* and *Anangel Zhongte*) were all beached in Bangladesh. 427 US\$ per ton including 800 t of bunkers.



As tanker, the *Astro Luna* anchored off Khor Fakkan (United Arab Emirates), January 2007.
© Françoise Massard



As ore carrier, the *Anangel Haili* at Ponta da Madeira terminal (Brazil), March 2013.
© Attelco 21

Atlantic Merchant (ex-*General*, ex-*Hebei General*, ex-*Shinyo Clipper*, ex-*Astro Lynx*, ex-*Cosmo Pleiades*). IMO 9002673. Ex VLCC converted to VLOC in 2009. Length 324 m, 36,280 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1992 in Ariake (Japan) by Hitachi. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 405 US\$ per ton including 1285 t of bunkers.

Cedarglen (ex-*Cartierdoc*, ex-*Montcliffe Hall*, ex-*Ems Ore*). IMO 5103974. Length 222 m, 7,770 t. Deflagged from Canada to Sierra Leone for her last voyage shortened to *Eda*. Classification society Lloyd's Register of Shipping. Built in 1959 in Hamburg (Germany) by Schlieker. Originally, she was a 166-meter long ore carrier built for a subsidiary of US Steel to transport iron ore from Venezuela to Europe. She was one in a series of 8 ships. In 1976, the *Ems Ore* was acquired en bloc with 2 of her sisterships, the *Rhine Ore* and *Ruhr Ore*, by Quebec-based Hall Corporation Shipping Ltd. She is to be used to carry iron ore from Labrador to the steel mills of Hamilton (Ontario, Canada). At first, she was jumboized by Davie Shipbuilding yard established in Lauzon (Quebec, Canada). The forepart was replaced, the midcastle was moved to the stern. the ship was lengthened from 166 to 222 m, an optimized size for the upgraded St. Lawrence Seaway. In November 1977, the original forepart was towed for demolition in Brownsville (Texas, USA); she escaped two days after departure, was finally recovered but upon arrival in December collided with a beacon light in Brownsville Channel.



Ems Ore.
Collection Stan Ditcham



Lock 3, Canal Welland, Canada.
April 12, 2016. © Shipphotos/Fleetmon

The ex-*Ems Ore* started her laker career in February 1979 as *Montcliffe Hall*. She was acquired by N. M. Paterson & Sons in 1988 and became the *Cartierdoc* then by Canada Steamship Lines (CSL) in 2002 and renamed *Cedarglen*. The 60 year old *Cedarglen* did not resume trading after her winter lay-up in Toledo in December 2018. In May 2019, she moved to Montreal in the "section of the dying ones". There, she has been waiting for the nearly unavoidable *VB Hispania* (OMI 9476018), the specialist in long haul towage of ships to be scrapped (among others *Peter R Cresswell* - "[Shipbreaking](#)" # 44, *Modern Express* - "[Shipbreaking](#)" # 45, *Obva* - "[Shipbreaking](#)" # 47, *John B Aird* - "[Shipbreaking](#)" # 48, *Algoma Olympic* - "[Shipbreaking](#)" # 52). The convoy left Montreal on July 21 and arrived in Aliaga on August 26.



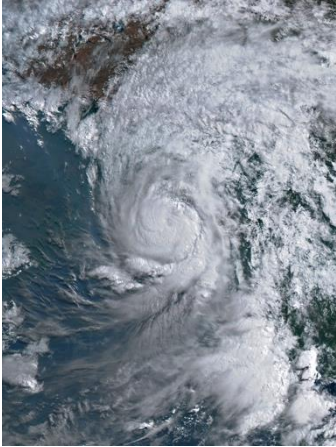
VB Hispania, Quebec (Canada), July 18, 2019.
© Marc Boucher



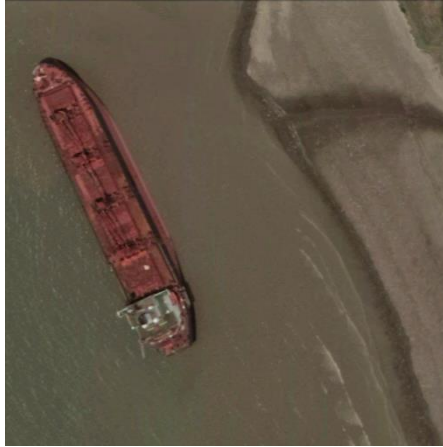
Aliaga, August 2019, in the middle the "*Eda*".
© Selim San

Crystal Gold (ex-*Vanessa A*, ex-*Kavo Alexandros II*, ex-*Baltic Bulker*, ex-*Vilos*, ex-*First Lady*, ex-*Sanko Pobity*). IMO 8400244. Length 168 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1986 in Tamano (Japan) by Mitsui. Owned by Crystal Navigations Ltd (Bangladesh). Detained in 2003 in Cagliari (Italy), in 2011 in Vishakhapatnam (India), in 2012 in Quangninh (Vietnam) and Chennai (India), in 2013 in Bandar Abbas (Iran) and in 2014 in Zhenjiang (China).

In March 2014, the *Crystal Gold* was in the front page of the Bangladeshi newspapers after surviving a chase by Somali pirates in the Arabian Sea. Thanks to unexpected manoeuvres including a sharp turnaround to head at full speed towards Pakistan, she was able to find help from the Pakistani Navy.



Mora prior reaching the Bangladeshi coastline. © Japan Meteorology Agency



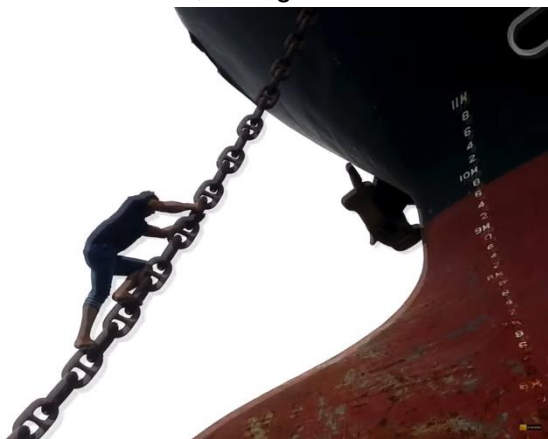
August 4, 2017



January 18, 2019

Screenshots Google Earth

In May 2017, category 1 cyclon Mora developed in the Gulf of Bengal. After devastating Sri Lanka and the Indian islands Andaman and Nicobar, it reached Bangladesh on May 30, 5 fatalities were reported and dozens of thousands of houses were damaged. The *Crystal Gold* was among the victims. While in Chattogram outer anchorage area, she dragged anchor and finally ran aground south of the mouth of Karnaphuli Niver, near Parki beach. The wreck is declared a total loss. Over the months, pushed by winds and currents, she got stuck in the sand.



Screenshot "A day at Parki Beach" - Yeasin Tanim



Tourism at Parki Beach. © Daily Sun

The ship owner Crystal Group sold the ex bulker to Four Star Enterprise, a shipbreaking yard established in Chattogram. On October 25, 2018, the High Court ordered the ship to be broken up : as is, it represents a threat to the environment. Four Stars started scrapping on the spot in December. The company did not ask a permit from Chattogram Department of Environment (DoE). On January 7, 2019, the DoE fined the company 20,000,000 takas (240,000 US\$) after an inspection reported 6000 m2 of beach and upper areas were polluted by shipbreaking operations. The Ministry of Industry confirmed not to have been informed of the scrapping process in an area not designated for shipbreaking and asked the company to take all steps to comply with the current regulation (Bangladesh Ship Recycling Act 2018).

On January 16, 2019, the Supreme Court stayed the High Court previous order. Four Stars allegedly purchased the ship on auction to scrap it on the spot as it was impossible to be moved.



Screenshots "A day at Parki Beach" - Yeasin Tanim

Opinions are divided, even contradictory. For some, the wreck which deteriorates is a threat for the environment and the safety of beach visitors: she should be urgently broken up. For others shipbreaking on the spot is a health and environmental hazard: she should be towed towards a shipbreaking yard. For others, the *Crystal Gold* could become an attraction and boost the local tourist economy.



Screenshot "A day at Parki Beach" - Yeasin Tanim

On April 10, 2019, the DoE recommends to issue a clearance permit in order to resume shipbreaking operations. 31 mandatory conditions are attached to the permit and are supposed to ensure protection of the environment. In mid-June, Four Star Corporation dismantling plan was approved by the DoE. The green light is imminent. A delegate from the DoE should be on the spot round-the-clock to ensure the conditions are effectively fulfilled.



© Miui Photography Team

Eastern View (ex-Sagarkiran, ex-Spar Vega, ex-Doric Herald). IMO 9075682. Length 225 m, 10,642 t. Deflagged from Panama to Togo for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Carina Shipping (United Arab Emirates). Detained in 2008 in Gladstone (Queensland, Australia) and in 2019 in Chennai (India). *Eastern View* arrived on April 22, 2019 in Chennai to be repaired. Following a routine inspection on May 2, she was detained by port authorities for various deficiencies regarding maritime safety and working conditions; in addition, the crew of 21 has not received their salaries for 2 months. The ship will not be repaired. In July, she was sold for demolition and beached in Bangladesh. 415 US\$ per ton.



Detained in Chennai. © New Indian Express

HTK Hope (ex-Hai Phong 06, ex-Polar Star, ex-Flying Hawk, ex-Mindoro Sampaguitta, ex-Atlantic Star). IMO 8323654. Length 160 m, 5,740 t. Vietnam flag. Classification society Vietnam Register of Shipping. Built in 1984 in Onishi (Japan) by Shin Kurushima. Owned by HTK Shipping & Import Export (Vietnam). In August 2019, she left Vietnam on her own power and was beached in Bangladesh at the beginning of October. 385 US\$ per ton.



HTK Hope, from anchorage in Halong Bay (Vietnam) ... © Blue Coast Co Ltd
... to Chattogram shipbreaking yards (Bangladesh). © Salah Uddin



Jaohar UK. IMO 8005721. Length 135 m, 3,249 t. Togolese flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Shimoda (Japan) by Shimoda DY Co. Owned by Diamond Maritime DMCC (United Arab Emirates). Detained in 2018 in Asaluyeb (Iran). On August 17, 2019, *Jaohar UK* left Bosaso port in Sudan, heading for Alang.

Jupiter (ex-Daishin Maru). IMO 9136917. Woodchip carrier. Length 195 m, 7,972 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Onishi (Japan) by Shin Kurushima. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in Pakistan. 375 US\$ per ton.



Singapore, April 13, 2016. A woodchip carrier... also carrying logs. © John Regan



Jupiter, plot no 13. © Gadani Ship Breaking

Meridian. IMO 9140360. Woodchip carrier. Length 209 m, 9,164 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oshima (Japan) by Oshima. Owned by Mitsui OSK Lines Ltd, MOL (Japan). Sold for demolition in India. 387 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Omar B (ex-Riomare, ex-Riomar, ex-Lux Creator, ex-Prion). IMO 8012243. Length 136 m, 5,241 t. Saint Vincent and Grenadines flag. Classification society Polish Register of Shipping. Built in 1983 in Gijon (Spain) by Juliana Gijonese. Owned by Bayazid Shipping Co (Lebanon). Detained in 2000 in Port Arthur (Texas, USA), in 2001 in Hamburg (Germany) and in 2014 in Mersin (Turkey). Sold for demolition in Pakistan. 375 US\$ per ton.



Port de Caen-Ouistreham (France). © Xavier Leroy



Plage de Gadani, parcelle 64. © Gadani Shipbreaking

Ore Moatize (ex-Penelope, ex-Mineral Columbia). IMO 9120803. Length 273 m, 18,403 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Sakaide (Japan) by Kawasaki. Owned by Vale Shipping (Brazil). Detained in 2002 in Dunkirk (France), in 2009 in Dampier (Australia) and in 2014 in Rotterdam (Netherlands). Sold for demolition in India. 425 US\$ per ton including 618 tons of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Ptolemeos (ex-*Azure Sky*, ex-*Shipping-Land 6*, ex-*VOC Iris*, ex-*Grand Iris*). IMO 9104081. Length 186 m, 7,809 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1995 in Tadotsu (Japan) by Hashihama Zosen. Owned by Probulk Shipping & Trading SA (Greece). Detained in 2002 in Yantai (China), in 2015 in Tianjin (China) and in 2018 in Bandar Khomeini (Iran). Sold as is in Djibouti. The destination of demolition is to date unknown. 290 US\$ per ton.

Qing An. IMO 9327126. Length 80 m. Belize flag. Classification society China Classification Society. Built in 2004 in Jiaonan (China) by Qingdao Lingshan. Owned by Yantai Golden Ocean Shipping Co Ltd (China). Announced to be sold for recycling in July 2019. The destination of demolition is not known yet. She is trading overtime in the Far East.

Vladivostok, 26 May 26, 2018. © Sergei Skriabin



Solomon Trader (ex-*Ocean Amber*, ex-*Noble Union*, ex-*Nueva Union*, ex-*Doric Chariot*). IMO 9075670. Length 225 m, 10,642 t. Deflagged from Hong Kong to Palau for her last voyage shortened to *Solo*. 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 (Queensland, Australia) and in 2012 in Paradip (India).



Doric Chariot. DR

In the night of 4 to 5 February 2019, the *Solomon Trader* loaded with bauxite ore ran aground on a reef on Rennell Island (Solomon Islands), on the edge of a Unesco World Heritage site. Fuel was spilled at sea and polluted the shoreline and fishing grounds.



© Tehakatuu Tribe Association



Kangava Bay. © Australian High Commission



Captures d'écran Newshub

After lightering, the *Solomon Trader* was refloated in mid-May. She remained: a 25 m long crack has to be patched and strengthened prior to complete the removal of the cargo and dewatering of the flooded holds.

In the summer of 2019, 6 months after grounding, the ship left Solomon Islands heading for Chattogram shipbreaking yards under tow of *Lanpan 27* (OMI 9663556).



Le Solo, échoué in Chattogram. © Md Sala Uddin

The *Solomon Trader* had a heavy accident record. 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 20, 2013, one Indian seaman was killed by the explosion of the port anchor windlass motor while the ship, then called *Ocean Amber*, was anchored in Richards Bay (South Africa).

With regard the conditions of bauxite ore mining and transport, they are a permanent and criminal threat for Rennel island. For lack of a terminal or facility to accomodate ships safely, bauxite ore is loaded on barges and transshipped in the bay. On July 5, 2019, a barge loaded with 5000 tons of bauxite sank and polluted Kangava Bay.



Loading bauxite on a barge.
Social media



After black comes red. Kangava Bay, July 2019.
© Derek Pongi

About the *Solomon Trader* see also "[Oil spill caused by bauxite](#)", April 30, 2019
"[Shipbreaking](#)" # 55, p 3.

Stadacona (ex-CSL Yarra, ex-River Yarra, ex-Audax, ex-Star Kanda, ex-Ocean Trader). IMO 8010934. Length 183 m, 7,182 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kawajiri (Japan) by Kanda Zosensho. Self unloading bulkers owned by the Australian subsidiary of Canada Steamship Lines. Sold for demolition in Turkey.



In Brisbane (Queensland, Australia), March 27, 2006. © AIS-Split



Aliaga. © Selim San

Limestone carrier

Iolkos II. IMO 9034901. Length 83 m. Greek flag. Classification society American Bureau of Shipping. Built in 1992 in Perama (Greece) by Nafs Shipyards Philippou Brothers. Owned by Heracles General Cement Co SA (Greece). Sold for demolition in Turkey where she was beached as *Almyros II*.



Iolkos II. © MarineTraffic



Almyros II, arrivée in Aliaga. © Selim San

Aggregate carrier

Hoyo Maru. IMO 8811077. Length 91 m, 1,752 t. Deflagged from Japan to Tuvalu for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1988 in Iwagi (Japan) by Iwagi Zosen. Sold by her Japanese owner Sanyo Kaiun Kk to Thailand-based PK Shipping & Agency Co Ltd prior to her departure for demolition. She left Kasado (Japan) on June 26 and was beached in Bangladesh on July 15.



Oita (Japan), August 21, 2018. © Katuragi Minato

Cement carrier

Ocean Sparkle (ex-*Bulk Arrow*, ex-*Liyan*, ex-*Nakaoki Maru*). IMO 6916201. Length 161 m. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1969 in Kudamatsu (Japan) by Kasado Dockyard. Detained in 2006 in Novorossiysk (Russia), in 2010 in Suez (Egypt) and in 2014 in Malaga (Spain).



Malaga September 16, 2014. © Santiago Mena Saez

On March 25, 2015, the *Ocean Sparkle* arrived at the port of d'Algeciras (Spain). Her ship owner was Jordanian, her ship manager Greek. The master was a Filipino national, the crewmen were Filipino (20), Indonesian (8), Pakistani (2), Georgian (1), Greek (1) and Polish (1). The *Ocean Sparkle* was arrested by an order of the Court of Cadiz for non compliance with the Maritime Labour Convention (MLC). The unpaid salaries of the 33 sailors and the master totalled 646,858 US\$. The ship and her crew were abandoned; the Red Cross and the association Caritas took over the delivery of supplies to the crew, the ITF (International transport Workers' Federation) negotiated to repatriate the seamen to their respective home country. 20 of them left between August 7 and August 13, 2015, the last 13 ones on September 4. Salaries were still unpaid, the legal procedure had to go on. On May 31, 2019, the *Ocean Sparkle* was auctioned and sold for 450,000 €. On August 17, 2019, she left Algeciras flying the Comorian flag. Considering her age and condition, she was sold for demolition but is allegedly expected at Piraeus. Actually, she is heading for Aliaga under tow of *Christos XXII* (OMI 7230135), an old comrade. Built in 1972, *Christos XXII* was noticed for her failing towage (cf. "[Christos XXII](#), the salvage tug which brings bad luck"). Though, she keeps delivering end-of-life ships to the Turkish shipbreaking yards: *Ocean Countess* (ex *Cunard Countess*, "[Shipbreaking](#)" # 35 p 60, *European Express* "[Shipbreaking](#)" # 55 p 16. The *Ocean Sparkle* was sold by the Spanish authorities to Ersay Gemi Geri Dönüşüm, a ship breaking yard that has not to date applied to be included in the list of EU-approved ship recycling facilities.



Ocean Sparkle, August 2019, departure for Aliaga. © El Estrecho



Beached in Aliaga. © Selim San

Dredger

CMS Seahawk (ex-*Ogmore*). IMO 6620010. Grab hopper dredger. Hopper capacity 440 m³. Length 47 m. Deflagged from Sierra Leone to Tanzania for her last voyage shortened to *Hawk*. Unknown classification society. Built in 1967 in Hull (United Kingdom) by Drypool Engineering & Dry Dock for British Dredging Co Ltd. Owned by Cassar Marine Services (Malta). Sold for demolition in Turkey by Bereket Gemi Söküm a ship breaking yard that has not to date applied to be included in the list of EU-approved ship recycling facilities.



Ogmore. © Dredgepoint.org



CMS Seahawk, Jorf Lasfar (Morocco), 25 April 2008. © Lubo

Omkara Prem. IMO 9521576. Hopper capacity, 4500 m³. Length 100 m, 3,401 t. Indian flag. Classification society Indian Register of Shipping. Built in 2008 in Daishan County (China) by Zhejiang Fusen. Owned by Mercator Ltd (India). In June 2019, the *Omkara Prem* was at berth in Portbandar, (Gujarat, India). Inspectors from Jamnagar MMD (Mercantile Marine Department) reported the bad condition of the vessel and of its life-saving equipment, the failures of navigational instruments and repetitive blackouts, the shortage of fuel and food. The ship was considered unseaworthy, the authorities disallowed her to leave. The master issued an "abandon ship" notice and ordered the evacuation of the 32 sailors. They had not received their salaries since April, though as no replacement crew was available they had to board the ship once again.

The ship owner Mercator, in financial troubles, has already sold 2 ships as part of its "fleet restructuring". In September 2019, the *Omkara Prem* was sold for demolition. She left Portbandar on her own power on September 23, followed the Gujarati coastline and was beached in Alang on September 30.



Omkara Prem. © DNA India

Ro Ro

Ro-Ro vessels load or unload through ramps or doors wheeled cargoes including trucks or trailers but also crates and loads transferred with trolleys and stored on a garage deck. Handling is said to be horizontal by opposition to traditional vertical handling using cranes or gantries. This type of vessel is known as Ro-Ro (Roll On/Roll Off).

Aberdeen (ex-SC *Aberdeen*, ex-*Tungenes*, ex-*Astrea*, ex-*Erik Jarl*). IMO 7800540. Length 109 m, 2,182 t. Togolese flag, puis Cameroon for her last voyage. Classification society International Naval Surveys Bureau. Built in 1980 in Kragero (Norway) by Tangen Verft. Owned since May 2014 by Just Mariiam Shipping Inc registered in Washington DC (USA). The *Aberdeen* is one of the drug trafficking ships cited by Robin des Bois in "Shipbreaking" # 50, p 88-94, "The cocaine and cannabis ships". She was arrested on June 23, 2014 by the Italian Navy off Pantelleria island, located between Tunisia and Sicily, while she was trying to avoid their control by reaching the international waters. On board, a deck container was holding 42 tons and 672 kg of haschich. The crew of 4 Lebanese men and 12 Indians sailors was jailed, condemned to 4 years imprisonment in first instance then acquitted on appeal in June 2016. The *Aberdeen* was towed to Trapani. The Sicilian port, which already held the tug *Abu Cherif*, became a detention centre for drug traffickers with the arrival of the *Just Noran* a few days later.

After a number of attempted sales, the *Aberdeen* and *Just Noran* were sold for demolition and towed to Turkey. (See p 75 the chapter The END on *Just Noran*).



SC Aberdeen 5 August 2006. © Ianjohn



14 July 2016, Trapani. © Marc Ottini

Summer 2019. The *Aberdeen* was deflagged to Cameroon. On September 4, 2019 the ship was inspected in Trapani. Two preliminary moves to her voyage under tow to the shipbreaking yards. The 2 reported deficiencies were not serious enough to detain the ship. On September 5, the tugboat *World Tug 1* (OMI 7000724) left the Sicilian port. She is a last voyage specialist (Cf. "Shipbreaking" # 51, *Puma* p 14 and *Resolve Blizzard* p 29 and "Shipbreaking" # 52 *Panagia Parou* p 57). She sailed towards Aliaga under "restricted maneuverability" conditions, that is, in charge of the *Aberdeen's* last voyage.



September 2019, Aliaga. © Selim San

Shaker 1 (ex-*Ajman Maya*, ex-*Maya I*, ex-*Marco V*, ex-*Mario*). IMO 7929102. Length 111 m, 2,385 t. Deflagged from Togo to Comoros in June 2018. Classification society Pacific Marine Services. Built in 1981 in Porto Viro (Italy) by Visentini. Owned by Hom Management Consultancy (United Arab Emirates). Detained in 2009 and 2012 in Suez (Egypt). In June 2018, the ship was announced sold for demolition, shortened to *Aker* and deflagged. On July 17, 2019, one year after the sale, she was finally beached in Alang.

The END *Just Noran*

July 13 2019. The general cargo carrier *Lal* had just been beached for demolition in Aliaga yards. She was 48 years old, she was flying the Sierra Leone flag, she left Italy under tow. She was one among so many small ships, worn out and finally exported outside Europe to earn a few more money\$.

Lal is a last minut alias name. The ship was built in 1971 on the North Sea, in Büsum, a German city in the Land of Schleswig-Holstein, for the Danish ship owner Rederi K/S Unit Tramp. In her early years, her name was *Atlas Scan*, her homeport was Aarhus (Danemark) but she occasionally sailed up to Canada on the St Lawrence Seaway. She was ice-strengthened.



Atlas Scan.
collection Yvon Perchoc



November 1973, entering Welland Canal (Canada).
© Al Sagon-King, collection J. Cameron

In 1978, she was sold to Maya Marine Ltd, became the Cyprus-flagged *Atlantic Sprinter* then in 1982 the Liberian *North Armac*. In 1984, she returned to a Scandinavian flag, that of Norway. She was converted in 1985 by Yantar, a Russian yard located on the Baltic Sea shores, to transport general cargo and 77 containers, including 66 reefer points. As *Tege* and under the blazing yellow and green Toll Post Globe colours, she has been operated by the Norwegian transport company for 29 years along the Scandinavian coasts.



Tege before conversion. Photo from the book by Torkel Lien & Fred B Nielsen on the history of Toll Post Globe



After conversion, May 19, 2011, Hadsselfjorden in the Norwegian Arctic. © Harlov/MarineTraffic

In 2013, she was 42 years old. She needed renovation and upgrading works. Too expensive for Toll Post Globe that decided to have its old cargo ship replaced by trucks. The *Tege* would have deserved a well-earned retirement, it was the beginning of her decay. In November, she was acquired by a Lebanese ship owner, the Just Mariam Inc, domiciled in Beirut courtesy of Faros Shipping Company, ship manager. She became the *Just Mariam*, homeport Giugiuilesti, Moldova. Prior to her departure from Norway in December 2013, she was detained in Bodo with 17 deficiencies with regard, among others, crew certificates and training, fire-fighting equipment and various non compliancies with the MARPOL Convention for the prevention of pollution from ships.



décembre 28, 2012, Hornafjörður (Iceland). © Sverrir Adalsteinsson

In the night of 10 to 11 February 2014, the *Just Mariam* suffered a blackout off Belle-Île (Britanny, France). She had departed Reykjavik (Iceland) with a crew of 8 and was bound for Tripoli, Lebanon. She was carrying a cargo of scrap and on her deck, cars and public work machinery about to fall at sea.

The ship was rescued by the salvage and assistance tug *Abeille Bourbon* that was prepositioned near Ushant Island and arrived on site at 9 am. After difficulties due to deteriorating sea conditions, the *Just Mariam* was finally towed to the port of Lorient where she docked the next day, February 12, at 11:30 am. The atmosphere on board was tense. the master and the chief engineer were Lebanese, the other seamen Romanian. 5 of them asked to be replaced considering the bad working and safety conditions on board. After inspection at Lorient, the old ship was detained for various deficiencies related to the safety of navigation and living and working conditions. Despite her age and condition, she was allowed to leave the Breton port on March 8, 2014 after a few basic repair works were carried out and the crew was replaced. As soon as April 2014, she was renamed *Just Noran* and reflagged to Togo. At the time she would have reportedly been sold, but this new owner was not precisely known by Equasis database.

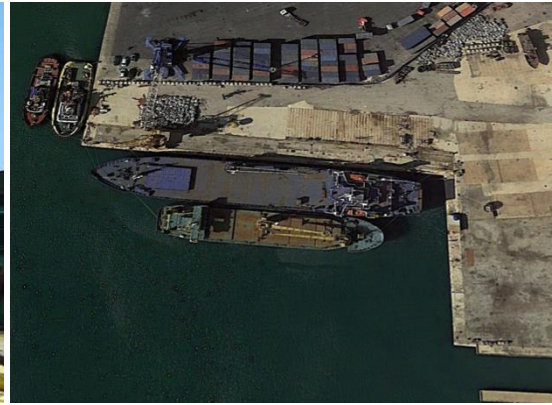


Distressed, February 11, 2014. © Douane Française-Marine Nationale

The career of this hulk was suddenly interrupted - we dare say at last - on June 29, 2014. She was arrested south of Pantelleria Island, located in the Mediterranean between Siciy and the Tunisian coast. She had left Alexandria, Egypt, a few days earlier. The Italian finance brigade discovered 28 tons of haschich on board. The crew of 6 Indian and 4 Syrian seamen was arrested, condemned and jailed for 2 years prior to be acquitted on appeal in June 2016. The *Just Noran* was towed to Trapani, Sicily, already accomodating other drug trafficking ships arrested in the Mediterranean in the past months: the *Abou Cherif*, arrested in February 2014 and the *Aberdeen* on June 23, 2014.



Trapani, June 29, 2014, search on board the *Just Noran*. © Ornella Fulco



August 13, 2014, *Aberdeen* (above, in blue) and *Just Noran*. Screenshot Google Earth

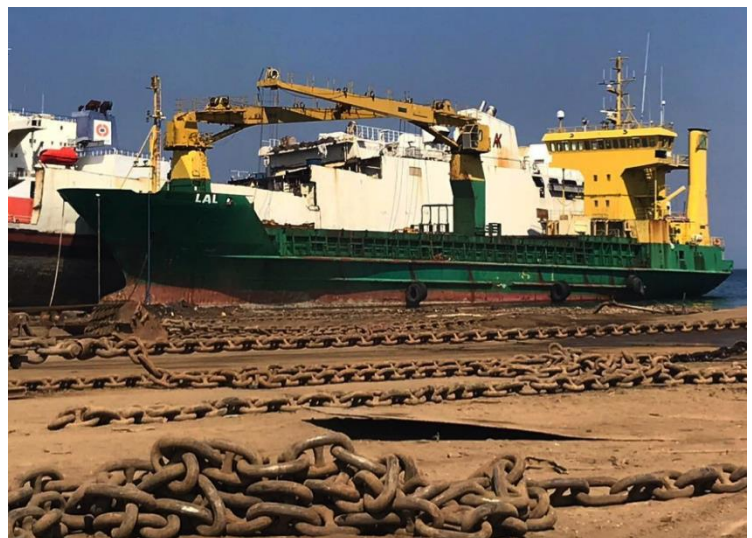
September 2017. A court ordered the three ships to be auctioned. Auction starting prices for *Aberdeen*, *Just Noran* and *Abou Cherif* are set at 1 million €, 720,000 € and 35,000 €. On December 12, 2017, the first sale failed. According to the judicial procedure, there will be a new trial with starting prices down by 20%.



September 17, 2016. © Comis / Nave e Armatori

March 2018. There was still no buyer for the three ships. A new sale is organized with prices down to 692,000 €, 460,800 € and 22,400 €. If needed, three other dates were set to complete the sale. Neither the number of attempts necessary to the Italian authorities to get rid of the three convicts nor the final prices were known.

In July 2019, the *Just Noran* was beached in Aliaga as *Lal* flying the Sierra Leone flag. According to information collected by Robin des Bois, the *Just Noran*, though under responsibility of the Italian State, was not sold to a yard included in the list of EU-approved yards. In September, she was joined by the *Aberdeen* (Cf. p 74). The fate of the *Abou Cherif* is not known.



Lal in Aliaga. © Selim San

Sources:

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