

ROBIN DES BOIS

Shipbreaking

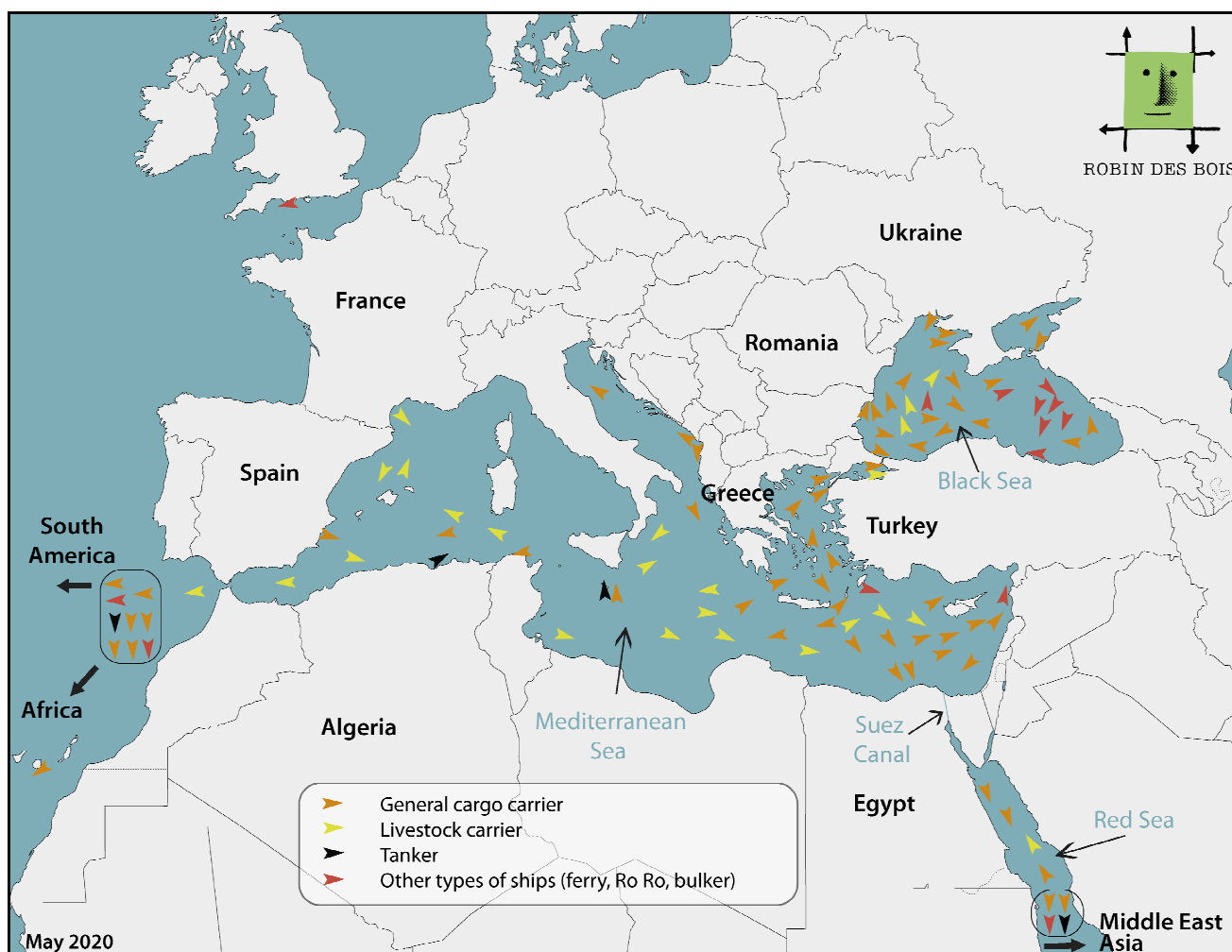
Bulletin of information and analysis on ship demolition

n° 59

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What becomes of the banished, the detention goers, the asbestos-stuffed, the plastered with tin, lead and PCBs, the sulphur and oil spreaders, the unhealthy, rusty and repainted ships who change flags every sunday and names more than the seasons, which house men with no return ticket and no money back, which run after freights like stray dogs after bones and are facing storms?

This special issue of "Shipbreaking" is going on the track of 106 of them. They sail at dusk, between the Black Sea and the Mediterranean, they are dodging the ports where they are too bad known or are on the sly in Asia, Africa or South America.



106 trash ships in their trading areas or at berth

Sources : MarineTraffic. December 2019-May 2020.

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106 derelict ships

They sometimes mask themselves under the marks of an European flag or a respectable classification society. They try to look good in some respects and they are sometimes carrying hashish and explosives and often confined to the live meat trade.

The targeting of these multi-risks ships was made from the standard ships' lists of the Paris Memorandum of Understanding and the Black Sea one. The *Safer* is an atypical case. This floating storage of crude oil in a fixed position off the coast of Yemen was taken into account because of the lack of maintenance she has been undergoing for several years and the threat of a big oil spill to the Red Sea.

MoU

Memorandums of Understanding are international agreements that are defining a specific rules for the improvement of maritime safety. Within this framework, port inspectors of the States Parties identify deficiencies relating to at sea safety, to the pollution control and to the living and working conditions of crews. Depending on the seriousness of the non-conformities, the inspectors require the necessary work to be planned or detain ships until the most urgent repairs are carried out. Substandard vessels find themselves over the months and years caught in a surveillance network and in most cases are pushed to demolition yards. Memorandums of Understanding have a real leverage effect in getting the nearly dead ships out of traffic and into scrapping yards.

The Paris Memorandum of Understanding signed in 1982 by 14 states now numbers 27, i.e. the European Union countries with a seafront (Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Romania, Slovenia, Spain, Sweden, the United Kingdom), plus Canada, Iceland, Norway and Russia. A ship is banned from the ports of the States Parties when she has been detained 3 times in 36 months, she has not reached the repair yard agreed with the authorities of the port of departure or when she has fled from it.

The Black Sea Memorandum was signed in 2000 by the 6 Black Sea littoral states (Bulgaria, Georgia, Romania, Russia, Ukraine, Turkey). A list of ships to be targeted as a priority by inspectors is published every month. It summarises the ships detained 3 or more times over the last 24 months.

Without claiming to be exhaustive, "Shipbreaking" has endeavoured to spot the rebels and the fugitives. Between them, they are totalling 791 detentions. The age of the 106 targeted ships varies from 15 to 62 years old. The average age is 40 years. Most of them (59%) are multi-purpose cargo ships, 23% are former cargo ships converted to livestock carriers. These old ones incorporate in their construction and equipment PCBs (Poly Chloro Biphenyls) in linoleum, hydraulic oils, paints, gaskets and sealants, capacitors and other electrical devices, toxic metals (cadmium, chromium, lead, tributyltin) in other paints and anodes, mercury in neon tubes, radioactive smoke detectors, and asbestos in multiple forms.

Technical deficiencies concern navigation safety, fire-fighting equipment and pollution prevention. Regulatory documentation is not available. Nautical charts are missing or not updated, radio communication means and electrical installations are defective, black boxes are missing, automatic identification systems, audible alarms, fire-fighting equipment are not operational or fire-fighting training is insufficient, personal protective equipment is unavailable, lifeboats are poorly maintained or disabled, doors are no more watertight, corrosion is pervasive, engine compartments are oilstained. The catalogue is endless and the troubles are irreversible. These slave ships must be removed from the worldwide ocean and demolished without delay and with care.

In these dilapidated living and working places, crews are exposed to physical and psychological health risks or even abandoned on board the discarded ships. In addition to the mistreatment of equipment, there is also the mistreatment of human resources.

Of the 106 substandard vessels targeted by "Shipbreaking", 20 belong to European shipowners established in Greece (7 vessels), Romania (4 vessels), Denmark (2 vessels), Germany, Bulgaria, Cyprus, Spain, Ireland, the Netherlands and the United Kingdom (1 vessel each).

The non-European shipowners operating the other sub-standard ships are mainly based in the States bordering the Mediterranean or Black Seas. Turkey (27 ships), Lebanon (24) and Ukraine (8) are at the top of the list. Most of them officially operate the only ship targeted by "Shipbreaking". A few operate a handful of ships registered under at-risk flags and with a similar profile. They are already picked out due to various deficiencies by MoU authorities. Only the Lebanese shipowner Faros Shipping operates 19 ships. They are flying the flags of Togo, Tanzania, Sierra Leone, Panama and Syria. 4 are livestock carriers and 7 are multipurpose cargo ships between 29 and 54 years of age. Its *Habiba M*, *Lady Caroline* and *Leader M* are among the vessels targeted by "Shipbreaking" n°59.

The main States hosting these substandard vessels are, Togo (19), Panama, Tanzania (15 each), Comoros (10), Moldova (8), Palau and Sierra Leone (7 each).

13 vessels now operate in remote waters in Africa, Asia or South America after having been banned from EU ports. To these migrants, we must add the 48-year-old Norwegian ferry *Jireh*, stopped in her scandalous transit to Africa by a mechanical breakdown and fortunately still immobilised in the British port of Portland (see [2008-2018, maritime and waterway passenger transport: more than 12,000 dead](#), February 4, 2019) and the *Evora*, banned from European ports in February 2020 for lack of repair in the agreed shipyard but nevertheless spotted in March in Las Palmas (Canary Islands, Spain).

For 6 ships, the classification society is unknown.

Classification societies are expert bodies or bodies designating themselves as such which should in all circumstances demonstrate independence, vigilance and prudence while considering in a reasonable degree the constraints of the owner. Thanks to their technical culture, the competence and mobility of their experts and analysts, and on the basis of the IMO international conventions, in particular the SOLAS Convention for the Safety of Life at Sea, each classification society is required to draw up technical rules concerning the hull, machinery and other vital parts of the ship.

The maritime sector was the first to call in the skills of external and enlightened eyes to assess the robustness of its tools, in this case ships, and their capacity to withstand operational hazards. It was at the end of the 18th century and it was only 200 years later that this pioneering initiative was extended to other industrial and logistics branches. If a ship for a given use complies with the requirements of the classification society, a class certificate is issued to the shipowner with a validity of 5 years. The availability of this certificate is one of the conditions for the free movement of the ship at sea and in ports. In the meantime, regular inspections requiring the cooperation of the shipowners and crews must be carried out to check the continued compliance of the ships and to plan the necessary repairs.

Of the 106 banned, multi-detained or abandoned vessels listed in this issue of "Shipbreaking", 19 have obtained a certificate from an IACS member company i. e. Det Norske Veritas/ Germanischer Lloyd (8), Russian Maritime Register of Shipping (3), Bureau Veritas, Croatian Register of Shipping and Indian Register of Shipping (2 each), Registro Italiano Navale and American Bureau of Shipping (1 vessel each).

IACS

The International Association of Classification Societies is presently composed of 12 classification societies. It was founded in 1968. It is dedicated to "safe ships and clean seas".

The main criteria for being part of this elite of classification societies are seniority, accumulation of knowledge, use of historic and updated documentation. The oldest society is dating back to 1861, the most recent to 1975. A classification society member of IACS may monitor the ship longitudinally from construction, sea trials, operation and must be informed of any incident that may affect the ship's performance and seaworthiness.

Annual surveys, a triennial survey, specific inspections of the tailshaft, the boilers, the steam generators, the hull must be carried out regularly, which requires the planned immobilization of the ship by the owner and is leading to operating losses for him. If the shipowner withdraws his ship from several of these surveys, the classification society is able (or obliged?) to withdraw its certificate or maintain it on a strictly provisional basis.

Unplanned inspections are carried out in the post-accident phase or in the most serious cases of non-compliance reported by inspectors of the States Parties to the MOUs.

IACS is extending its influence in areas which are not strictly within the scope of its obligations and which may, however, have a negative impact on the safety of ships and crews. The IACS document published on March 1, 2020 demonstrates with great pedagogical sense that the safety of bulk carriers on the high seas depends to a large extent on the loading and unloading arrangements at berth.

The 12 classification societies grouped within the IACS (American Bureau of Shipping, Korean Register of Shipping, Bureau Veritas, Lloyd's Register, China Classification Society, Nippon Kaiji Kyokai, Croatian Register of Shipping, Polish Register of Shipping, Det Norske Veritas/Germanischer Lloyd, Registro Italiano Navale, Indian Register of Shipping and Russian Maritime Register of Shipping) have 94% of merchant ships in their portfolios. They must be independent of all stakeholders in the maritime sector such as shipyards, shipping companies, insurers. They do not guarantee the competence of the crews, the legality of the cargoes or the operating conditions imposed on the ship by the owners or successive owners.

In the event of shipwreck, loss of human life or environmental damage, the criminal liability of classification societies may be engaged or sought after, following the example of the *Erika* or, more recently, the *Al Salam Boccaccio 98* (death and disappearance of 1031 passengers and crew members, February 3, 2006), if the courts consider that they have failed in their duty of vigilance with regard to the ageing of the vessel or substantial modifications.

The IACS on its official website consulted in May 2020 makes no reference to the end of life of ships.

Classification societies ranking second or third have issue a certificate to 81 of the 106 banned, multi-detained or abandoned vessels reported in this issue of "Shipbreaking". They are International Naval Surveys Bureau (12), Dromon Bureau of Shipping, Phoenix Register of Shipping (11 each), Turk Loydu, Ukraine Register of Shipping, Venezuelan Register of Shipping (5 each), Bulgarski Koraben Registrar, Maritime Lloyd Georgia (4 each), International Register of Shipping, Maritime Bureau of Shipping, Mediterranean Shipping Register (3 each), Columbus American Register, National Shipping Adjusters, Overseas Marine Certification Services (2 each), Albanian Register of Shipping, Conarina LLC, Cosmos Marine Bureau, Global Marine Bureau, Inter maritime Certification Services, International Register of Shipping, Macosnar Corp, Panama Maritime Documentation Services et Russian River Register (1 vessel each).

The trash ships are rooting thanks to the European Union

At the top of the tree are three classification societies based in the European Union: the International Naval Surveys Bureau and the Phoenix Register of Shipping in Athens (Greece), the Dromon Bureau of Shipping in Limassol (Cyprus). These three companies pride themselves on a global influence, but they are mainly represented in Mediterranean and Black Sea ports. They emphasise their flexibility and their widespread use of new technologies which, they say, would make them more efficient than the large and senior competitors. It seems that the E.U. trio is considering simplification as a new technology.

Founded in 1977, the International Naval Surveys Bureau focuses its communication on both the Greek maritime tradition and the agility of its operational structure. Headquartered in Piraeus, it aims to have a global network with 8 regional offices located in North-West Europe (Belgium), Northern Europe (Sweden), the United Kingdom, the United States, Lebanon, Nigeria, New Zealand, the Philippines and agencies in more than 50 countries. INSB is active in the classification of merchant ships, yachts, offshore installations. It claims to be approved by some 30 States to carry out surveys and deliver statutory certificates on their behalf. These are mainly Greece and States whose flags are on the Paris Memorandum of Understanding black lists, including Belize, Comoros, Moldova, Palau, Saint Kitts and Nevis and Togo. The International Naval Surveys Bureau claims the certification of more than 3,000 ships.

The Phoenix Register of Shipping founded in 2000 is also based in Piraeus. It has 25 offices and agents in Greece, Egypt, United Arab Emirates, Lebanon, Nigeria, Turkey and Ukraine. It claims to provide worldwide service 24 hours a day, 7 days a week. The Phoenix Register of Shipping is promoting the "paperless office" and praising its modern and "green" profile. Phoenix is approved to issue certificates to merchant ships and yachts, on behalf of some twenty States including Greece and black flags such as Belize, Cambodia, Comoros, Cook Islands, Moldova, Palau, Saint Kitts and Nevis, Sierra Leone and Togo.

The Dromon Bureau of Shipping founded in 2003 is based in Limassol. It claims 18 regional offices. Its motto is the reduction of administrative constraints. It prides itself to be swift. The procedures are dematerialized. It issues e-certificates and promotes online payment for its services. Dromon Bureau is approved to lead surveys and may issue certificates within 48h on behalf of Antigua and Barbuda, Belize, Cameroon, Comoros, Dominica, Cook Islands, Jordan, Lebanon, Liberia, Moldova, Niue, Panama, Sierra Leone, Sudan, Tanzania, Togo and Tuvalu.

General cargo carrier

Abo Alyssa (ex-*Ivan Bobrov*, ex-*Hans Lehmann*). IMO 7724019. 42 years old. Length 95 m. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Jumboized in 1988 and lengthened from 79 to 95 m. Detained in 2017 in Rijeka (Croatia), in 2018 in Zarzis (Tunisia) and Augusta (Italy) and in 2019 in Gabès (Tunisia) and La Goulette (Tunisia). Definitively banned from European ports in February 2019 for failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner. Discarded with her crew by her Greek owner Unimed Navigation SA in March 2019 in Nemrut (Turkey). Sold in April 2019 to Liberia-registered Martaqla Shipping Ltd.

Location, February 2020 : Benghazi (Libya).



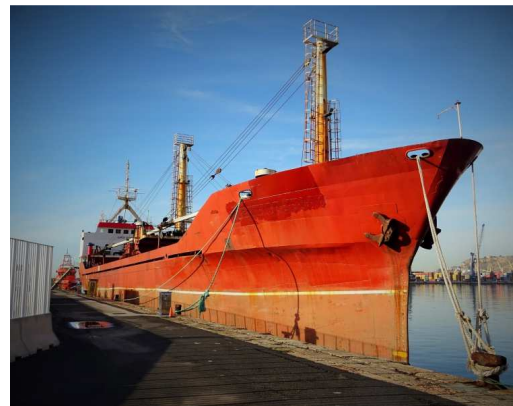
Koper (Slovenia), October 2018. © Kovcs Tibor

Adam K (ex-*Lady Boss*, ex-*Fatma Ana*, ex-*Fatma Ana 1*). IMO 7721964. 38 years old. Length 92 m. Togolese flag since November 2019. Classification society Macosnar Corp. Built in 1982 in Canakkale (Turkey) by Kiyi Gemi ; lengthened in 1990 from 82 to 92 m. Owned by Guvenyolu Gemicilik Insaat (Turkey). Detained in 1997 in Liverpool (United Kingdom), in 2000 in Sagunto (Spain) and Rotterdam (Netherlands), in 2004 in Setubal (Portugal), in 2005 in Casablanca (Morocco), in 2006 in Bayonne (France), in 2009 in Alexandria (Egypt), in 2011 in La Spezia (Italy), in 2015 in Santa Cruz de Ténériffe (Canary Islands, Spain), in 2016 in Marin (Spain) and in 2017 in Alicante (Spain). Banned from European ports in March 2017 for three months. In August 2017, the Comorian-flagged *Lady Boss* was arrested by the Spanish navy in the Alboran Sea with 16 tons of hashish and diverted to Almeria. In spring 2019, she was auctioned for 201,000 €. In February 2020, after repair works had been carried out, she left Spain heading for Alexandria (Egypt).

Location, April 2020 : Iskenderun (Turkey).



Lady Boss Marin (Spain), November 2016
© Victor H Lorenzo



Adam K, December 2019, Almeria (Spain).
© Det

Akasya I (ex-*Huseyin Kalayci*, ex-*Turanlar I*). IMO 8218380. 36 years old. Length 70 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1984 in Balat (Turkey) by Gunsin. Owned by Ades Shipping Ltd (Turkey). Detained in 2000 in Sète (France), in 2001 in Leghorn (Italy) and Messina

(Italy), in 2008 in Piombino (Italy), in 2011 in Alexandria (Egypt), in 2014 in Novorossiysk (Russia), in 2016 in Constanta (Romania), in 2018 in Constanta again then in Agigea (Romania), and in 2019 in Marina di Carrara (Italy) in April, Oristano (Italy) in May and Gabes (Tunisia) in November. Banned from European ports in May 2019. On November 14, 2019, the ITF reported the abandonment of the crew to the International Labour Organisation. The Indian, Turkish and Syrian seamen were owed 4 to 6 months wages. The *Akasya 1* was detained in Gabès on that ground and for various deficiencies with regard to the safety of navigation. Inspectors also reported violations to the MARPOL convention, the lack of qualification of the ship's cook and the insufficient quantity of supplies. The ship was released and headed for Casablanca, Morocco then for West Africa. In March 2020, she was anchored off Dakar (Senegal).

Location, April 2020 : Tuzla (Turkey).



Akasya 1, Split (Croatia), September 2012. © AIS-Split

Ali Bey (ex-*Suat Bey*, ex-*Nady*, ex-*Forest 1*, ex-*Fergana*). IMO 9070515. 27 years old. Length 86 m. Panamanian flag. Classification society Turk Loydu. Built in 1993 in Drobeta-T.S. (Romania) by Severnav. Owned by Team Chartering & Shipping Services Ltd (Turkey). Detained in 2002 in Vladivostok (Russia), in 2003 in Yokkaichi (Japan), in 2006 in Singapur and in Chioggia (Italy), in 2007 in Iskenderun (Turkey), Leghorn (Italy), and Emden (Germany), in 2012 in Tenes (Algeria), in 2013 in Cagliari (Italy) and Catania (Italy), in 2014 in Constanta (Romania), in 2016 in Kalymnos (Greece), in 2017 in Istanbul (Turkey), in 2019 in Samsun (Turkey) and in 2020 in Larnaca (Cyprus).

Location, February 2020 : Sidon (Lebanon).



Ali Bey, Istanbul (Turkey), January 2020. © Sefket Taskin

Andromeda (ex-*Lotta*, ex-*Glory*, ex-*Ladoga 17*). IMO 7614666. 41 years old. Length 81 m. Unknown flag. Classification society Maritime Bureau of Shipping. Built in 1979 in Uusikaupunki (Finland) by Rauma-Repola. Owned by Andromeda ship management SA (Greece). Detained in 2006 in Howdendyke (United Kingdom), in 2014 in Zeebrugge (Belgium) in 2015 in Tuzla (Turkey) and Heraklio (Greece), in 2016 in Sfax (Tunisia) and in 2017 in Beirut (Lebanon) and in Aspropygros (Greece). Banned from European ports in August 2017 for three months. On January 6, 2018, The Tanzanian-flagged *Andromeda* was arrested by the Greek navy off Crete on suspicion of arms trafficking. After a thorough search in Heraklio, 29 containers were found to be loaded with explosives and detonators. According to the bill of lading, the ship loaded at Mersin (Turkey) and was heading to Djibouti, her cargo

was reportedly destined to an Ethiopian mining company. According to the Greek investigators, other documents mentioned the ship intended to offload the 410 t explosives in Misrata (Libya) in violation of the UN weapons embargo to this country. The ship was seized. The crew of 5 Indians, 2 Ukrainians and 1 Albanese and the shipowner were held in pre trial detention. In March 2019, the 9 suspects were acquitted and released. The *Andromeda* resumed trading.

Location, March 2020 : Kiato (Greece).



Andromeda, Heraklio (Greece), September 2018. © Broders

Anka (ex-*Baltiyskiy-201*). IMO 9057240. 26 years old. Length 89 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 1994 in Volgograd (Russia) by Volgogradskiy SZ. Owned by Liberty Shipping Inc (Turkey). Detained in 2008 in Caen (France), in 2018 in Poti (Georgia) and Novorossiysk (Russia) and in 2019 in Novorossiysk again. She is on the watch list of The Black Sea Memorandum of Understanding due to multiple detentions.

Location, March 2020 : Rijeka (Croatia).



Baltiyskiy-201, Lübeck (Germany), March 2014. © Arno Brugmann

Banu S (ex-*Yakindogu*, ex-*Mehmet Sekerci*, ex-*Toroslar III*, ex-*Mustafa Topal*, ex-*Burcu*, ex-*Kamer*, ex-*Burcu*). IMO 8301060. 35 years old. Length 70 m. Turkish flag. Unknown classification society. Built in 1985 in Tuzla (Turkey) by Tuzla Gemi. Owned by Er-Em Denizcilik Sanayi (Turkey). Detained in 1999 in Leghorn (Italy), in 2001 in La Spezia (Italy), in 2002 in Thessaloniki (Greece) and Sète (France), in 2007 in Genova (Italy), in 2008 in Marsaxlokk (Malta), in 2009 in Catania (Italy) and Castellon de la Plana (Spain). Banned from European ports in September 2009.

Location, February 2020 : Rize (Turkey).



Banu S, Istanbul (Turkey), October 2016 © Christian Viaud

Bislan (ex-*Alvadi*, ex-*Reef*, ex-*Bless*, ex-*Shtil*, ex-*Alfa*, ex-*Volgo-Balt 39*). IMO 6919514. 51 years old. Length 114 m. Moldovan flag. Classification society Mediterranean Shipping Register. Built in 1969 in Astrakhan (Russia) by Astrakhan Kirova. Owned by Sea Star-Kherson (Ukraine). Detained in 1999 in Marina di Carrara (Italy), in 2002 in Ancona (Italy), in 2005 in Yeysk (Russia), Aliaga (Turkey) and twice in Novorossiysk (Russia), in 2006 in Gemlik (Turkey), in 2008 in Taganrog (Russia), Aliaga (Turkey) and again in Novorossiysk, in 2009 in Izmit (Turkey), in 2011 in Mikolayev (Ukraine) and Rostov on Don (Russia), in 2013 in Eregli (Turkey), in 2015 again in Rostov on Don and Aliaga then in Karabiga (Turkey), in 2016 in Istanbul (Turkey) and in Rostov on Don again, in 2017 again in Istanbul, Rostov on Don and Yeysk and in 2020 in Azov (Russia). Banned from European ports in March 2017 for three months then in August 2017 for one year and eventually in March 2020 for two years. Location, April 2020 : Izmit (Turkey).



Bislan, Kherson (Ukraine), December 2017.
© Alexander Petrenko

Cerencan (ex-*Yuriy Kotsyubinskiy*). IMO 7644130. 43 years old. Length 114 m. Cameroonian flag. Classification society Venezuelan Register of Shipping. Built in 1977 in Gorki (Russia) by Krasnoye Sormovo. Owned by Ege Trade Inc (Turkey). Detained in 2001 in Pescara (Italy), in 2014 in Izmir (Turkey) and Rostov on Don (Russia), in 2015 in Aliaga (Turkey), in 2017 in Temryuk (Russia) and in 2018 in Yeysk (Russia) and Azov (Russia). Banned from European ports in October 2018 for three months. Location, March 2020 : Bandirma (Turkey).



Yuri Kotsyubinsky, Istanbul, Sea of Marmara, November 2007. © Kinburn

Dina Queen (ex-*Alga*, ex-*Opal*, ex-*Baltimar Saturn*, ex-*Baltimar Comdiflate*, ex-*Aotea Link II*, ex-*Baltimar Comdiflate*). IMO 8812954. 29 years old. Length 91 m. Comorian flag. Classification society Dromon Bureau of Shipping. Built in 1991 in Shanghai (China) by Donghai. Owned by Dina Ship Trade Ltd (Greece). Detained in 1999 in Antwerp (Belgium), in 2010 in Thessaloniki (Greece), in 2017 in Oristano (Italy), in 2018 twice in Novorossiysk (Russia) and in 2019 in Setubal (Portugal) and Eregli (Turkey). She is on the watch list of The Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Vassiliko (Cyprus).



Alga baie d'Eleusis 11 December 2018.
© Babis Kouremetis

Ekram (ex-*Sara*, ex-*Loai IV*, ex-*Jolie Star*, ex-*Abdullah Muhieddin*, ex-*Ji Xiang Xing*, ex-*Atlantic Sky*, ex-*Dury*, ex-*Isla Panay*, ex-*Balsa 22*). IMO 8221911. 38 years old. Length 105 m. Panamanian flag. Classification society Maritime Bureau of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Egy Mar Co (Egypt). Detained in 2002 in Incheon (South Korea) and Yokohama (Japan) in 2004 in Vladivostok (Russia), in 2007 in Novorossiysk (Russia), Damietta (Egypt) and Alexandria (Egypt), in 2008 again in Novorossiysk, in 2009 in Novorossiysk encore then in Venice (Italy), in 2012 in Trieste (Italy) and in 2013 in Suez (Egypt). Banned from European ports in November 2019 for three months.

Location, March 2020 : Suez (Egypt).



Ekram, Port Sudan (Sudan), August 2019 © Vovashap

El Youssef (ex-*Haj Houryah*, ex-*Shnar K*, ex-*Chaar Sea*, ex-*Adnan H*, ex-*Altarek III*, ex-*Hege*, ex-*Koningshaven*, ex-*OPDR Rabat*, ex-*Rabatr*, ex-*Diana II*, ex-*Diana*). IMO 7422049. 45 years old. Length 94 m. Syrian flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Falcon Shipping Co (Syria). Detained in 2001 in Lisbon (Portugal) and Rotterdam (Netherlands), in 2003 in Bremen (Germany), in 2007 in Kaliningrad (Russia), in 2010 in Ashdod (Israel), in 2013 and 2015 in Thessaloniki (Greece) and in 2016 in Constanta (Romania). Banned from European ports in March 2016.

Location, March 2020 : Tartous (Syria).



Hege, January 2000. © JHT Fleetmon

Elg (ex-*Helga*, ex-*Kaf-D*, ex-*Quo Vadis*). IMO 8314287. 37 years old. Length 79 m. Moldovan flag until June 2019. Classification society Bulgarski Koraben Registar. Built in 1983 in Sliedrecht (Netherlands) by Santen. Owned by Adoken Shipping Ltd (Turkey). Detained in 2002 in Antwerp (Belgium), in 2006 in Le Légué (France), in 2007 in Aveiro (Portugal), in 2008 in Genova (Italy) and Valletta (Malta), in 2009 in Castellon de la Plana (Spain), in 2010 in Ashdod (Israel), in 2011 in Canakkale (Turkey), in 2012 and 2013 in Novorossiysk (Russia), in 2016 in Batumi (Georgia) then in Nea Moudhania (Greece), in 2018 in Trieste (Italy) and in 2019 in Gibraltar (United Kingdom). Banned from European ports in February 2019 for three months. On June 17, 2019, the *Elg* was arrested by the Spanish navy in the Mediterranean Sea and routed to Cartagena. She had left Oran (Algeria). 10 tons of hashish were discovered on board ; Location, March 2020 : Cartagena (Spain).



Elg, Escombreras (Spain), June 2019. © Salvador Garcia

Eren C (ex-Karadeniz M, ex-Jin Bai Hai 1). IMO 9344734. 16 years old. Length 128 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 2004 in Wenzhou (China) by Huanghua Shipyard. Owned by Canbaz Denizcilik (Turkey). Detained in 2006 in Istanbul (Turkey), in 2007 in Monfalcone (Italy), in 2008 in Iskenderun (Turkey), in 2011 in Naples (Italy), in 2015 in Gemlik (Turkey), twice in Novorossiysk (Russia) and in 2019 in Burgas (Bulgaria). She is on the watch list of The Black Sea Memorandum of Understanding due to multiple detentions.
Location, February 2020 : Aboukir (Egypt).



Eren C, April 2016, Istanbul (Turkey). © Cengiz Tokgöz

Evora (ex-Ivor B, ex-Guedel, ex-Charles A). IMO 7006041. 51 years old. Length 30 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1969 in Saint-Nazaire (France) by Ateliers Français de l'Ouest. Owned by Rossaveal Port Services Ltd (Ireland). Detained in 2019 in Galway (Ireland). Banned from European ports in February 2020 for failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner.
Location, March 2020 : Las Palmas (Canary Islands, Spain).



Evora, Kilronan (Aran Island, Ireland)
August 2018. © Axel Werner



Evora Las Palmas (Canary Islands, Spain)
February 2020 © Lars Stahl

Fatima A (ex-Sea Royal, ex-Alyssa, ex-Sarma 1, ex-Vega, ex-Sea Fox, ex-Tinka, ex-Taras, ex-Ikaria). IMO 7510676. 44 years old. Length 81 m. Comorian flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Belize-registered Amir A Maritime Co. Detained in 2010 in Aliaga (Turkey), in 2015 in Damietta (Egypt), in 2016 in Kocaeli (Turkey), in 2017 in Constanta (Romania) and again in Kocaeli, in 2018 in Tulcea (Romania) and in 2019 in Thessaloniki (Greece) with 53 deficiencies. Banned from European ports in May 2019 for three months.
Location, March 2020 : Aboukir (Egypt).



Sea Royal, September 2018, Dardanelles Strait (Turkey).
© Ersen Aktan

Forward (ex-*Aras 1*, ex-*Volgo-Balt 178*). IMO 8231007. 47 years old. Length 114 m. Tanzanian flag. Classification society Ukraine Shipping Register. Built in 1973 in Komarno (Slovakia) by ZTS. Owned by Fos Shipping Management (Russia). Detained in 2000 in Tolkkinen (Finland), in 2005 in Izmit (Turkey) and in Ereğli (Turkey), in 2007 in Ambarlı (Turkey), in 2009 in Izmit (Turkey), in 2012 in Mersin (Turkey), in 2017 in Azov (Russia) and Kocaeli (Turkey), and twice in 2018 then in 2019 in Rostov on Don (Russia). Banned from European ports in July 2018 for three months then in October 2019 for one year.

Location, March 2020 : Kherson (Ukraine).

Forward, Istanbul (Turkey), October 2008.
© Marine Traffic



General (ex-*Admiral*, ex-*Asya 1*, ex-*Lady Queen*, ex-*Miriam*, ex-*Conti Blu*, ex-*Kutina*, ex-*Super Scan*). IMO 7218400. 48 years old. Length 81 m. Syrian flag. Classification society International Register of Shipping. Built in 1972 in Busum (Germany) by Busumer. Owned by New Marine Co (Lebanon). Detained in 2000 in Rotterdam (Netherlands), in 2007 in Gulluk (Turkey), Alexandria (Egypt), Larnaca (Cyprus) and Damietta (Egypt), in 2008 in Iskenderun (Turkey), in 2009 in Izmit (Turkey), in 2010 in Tekirdag (Turkey), in 2012 in Beirut (Lebanon), in 2015 in Constanta (Romania), in 2016 in Burgas (Bulgaria), in 2018 in Novorossiysk (Russia) and in 2019 in Giresun (Turkey). Banned from European ports in October 2016.

Location, March 2020 : Sinop (Turkey).

General, June 2019, Istanbul (Turkey).
© Wolfgang Berthel



Habiba M (ex-*Abdul G*, ex-*Kapetanios*, ex-*Captain Omar*, ex-*Adrian*, ex-*Anita*, ex-*Junior*, ex-*Larissa Star*, ex-*Pafic*, ex-*Nova*, ex-*Junior Lotte*). IMO 7396654. 45 years old. Length 93 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1975 in Kootstertille (Netherlands) by Kramer & Booy. Owned by Global Management & Trading Co Ltd (Lebanon) ; ship manager Faros Shipping (Lebanon). Detained in 2000 in Lisbon (Portugal), in 2010 in Koper (Slovenia), in 2015 in Iskenderun (Turkey), in 2018 in Zyyi (Cyprus) and Vassiliko (Cyprus), in 2019 for 43 days in Thessaloniki (Greece) and in 2020 in Mersin (Turkey). Banned from European ports in June 2019 for failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner.

Location, March 2020 : Alexandria (Egypt).



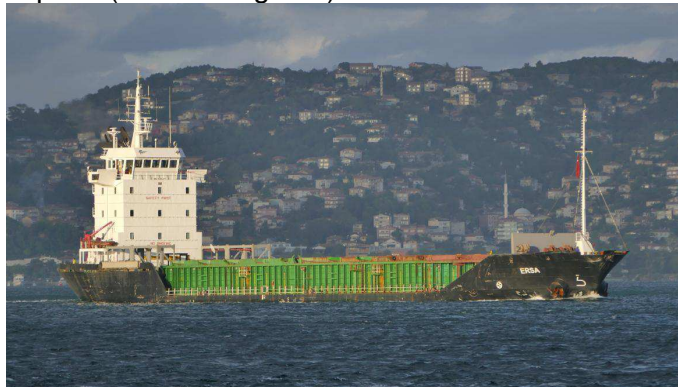
Habiba M, Istanbul (Turkey), September 2017. © Tony Hogwood

Habibe Ana (ex-Caspian Wind, ex-Ermak, ex-Lava). IMO 9133355. 25 years old. Length 96 m. Maltese flag. Classification society Polish Register of Shipping. Built in 1995 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Marshall Islands-registered Meric Wind Maritime & Trading. Detained in 1999 in Vejle (Denmark), in 2003 in Eleusis (Greece), in 2009 and 2010 in Constanta (Romania), in 2013 in Rijeka (Croatia), and twice in 2018 then in 2019 in Novorossiysk (Russia). She is on the watch list of The Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Medgidia, Roumanie.



Habibe Ana, February 2020, Messina Strait (Italy).
© Tomasello Letterio

Haci Semsettin Dundar (ex-Ersa, ex-Ada A, ex-Anna Gabrielle, ex-Ostrov). IMO 9045699. 25 years old. Length 113 m. Turkish flag. Classification society Turk Loydu. Built in 2000 in Braila (Romania) by Braila SN. Owned by Mega Denizcilik Tic Ltd (Turkey). Detained in 2011 in Venice (Italy), in 2013 in Cagliari (Italy), in 2014 in Ravenna (Italy), in 2017 in Novorossiysk (Russia), in 2018 in Kherson (Ukraine) and Batumi (Georgia) and in 2019 in Batumi again. Banned from European ports in April 2014 for failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner.. She is on the watch list of The Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Liverpool (United Kingdom).



Haci Semsettin Dundar, Istanbul, Bosphorus (Turkey), September 2018. © Schiff

Hak (ex-Haci Arif Kaptan, ex-Comity, ex-Quincy, ex-Monte Rosa). IMO 8214889. 37 years old. Length 130 m. Palau flag. Classification society Phoenix Register of Shipping. Built in 1983 in Akitsu (Japan) by Taihei Kogyo. Owned by Fer Shipping Ltd c/o Ocean Eagle Shipping & Trading Co (Turkey). Detained in 2000 in Novorossiysk (Russia), in 2004 in Venice (Italy), in 2005 in Cartagena (Spain), in 2015 in Saint Nicolas (Greece) and Tuapse (Russia), in 2016 in Novorossiysk again, in 2017 in Constanta (Romania), Mikolayev (Ukraine), Monfalcone (Italy), and Novorossiysk again and in 2019 in Constanta again. Banned from European ports in October 2019 for three months. In February 2020, a fire broke out in the *Hak's* engine room while she was crossing the Dardanelles Strait. She was brought under control by the crew. The *Hak* was sailing from Berdiansk (Ukraine) towards Haifa (Israel) with a cargo of barley. Location, March 2020 : Yalova (Turkey).



Hak, port of Odessa (Ukraine), August 2012.
© Vladimir T

Hamada S (ex-*Hakan Kalkavan*). IMO 7946643. Length 84 m. Togolese flag since December 2019. Classification society Conarina LLC. Built in 1977 in Izmir (Turkey) by Degas Izmir. Owned by Sayoss Shipping Ltd (Turkey). Detained in 2001 in Eleusis (Greece), in 2005 in Chalkis (Greece), in 2006 in Varna (Bulgaria) and twice in 2015 in Novorossiysk (Russia). Over 300 deficiencies have been reported by maritime security inspectors. It is the only ship owned by Sayoss Shipping. In June 2019, the *Hamada S* was involved in illegal cement plant equipment trafficking in Libya but has since resumed trading. On December 10, she was anchored off Bizerte, she dragged anchor and ran aground on Rimel beach. According to the latest informations, all attempts to free her have to date failed. See also « [Le cimetière de bateaux de Bizerte](#) », February 28, 2020 (in French language only).



Hamada S, Bizerte (Tunisia), December 2019. © Radio Med Tunisie

Ilse D (ex-*Freya*, ex-*Rebecca*). IMO 9239288. 19 years old. Length 143 m. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Mikolayiv (Ukraine) by Damen Okean. Owned by (Germany). Detained in 2014 in Port Elizabeth (South Africa), in 2015 in Bandar Khomeini (Iran), in 2016 in Rouen (France), in 2018 in Alexandria (Egypt) and in May 2019 in Szczecin (Poland). In the Polish port, the Antigua & Barbuda-flagged *Freya* has been detained for 121 days with 35 deficiencies. In addition to technical deficiencies related to the safety of navigation were reported various violations of the Maritime Labour Convention : insufficient or even rotten food supplies, signs of vermines, disastrous living and working conditions and unpaid wages. The abandonment of the ship was reported to the International Labour Organization on June 17, 2019. Wages were finally paid and the crew of 11 Romanian seamen was repatriated. In July 2019, despite her record, the ship was sold to the German shipowner Ilse D Schiffahrts GmbH & Co c/o Drevin Bereederungs GmbH & Co, became the Liberian *Ilse D* and resumed transoceanic trading. Location, March 2020 : Owendo (Gabon).



Freya, Lühe Grünendeich (Germany), April 2015. © Tobias Langer

Ivanka (ex-*Jupiter*, ex-*Ribal Cruise*, ex-*Katerini*, ex-*Ekaterini*, ex-*Urri*, ex-*Turiddu*, ex-*Bashayer*, ex-*Phuong Hong*, ex-*Oriental Jade*, ex-*Calm Way*, ex-*May Sky*). IMO 8004129. 40 years old. Length 96 m. Palau flag. Classification society Indian Register of Shipping. Built in 1980 in Hakata (Japan) by Hakata Zosen. Detained in 2003 in Waterford (Ireland), in 2005 in Aliaga (Turkey), in 2006 in Rotterdam (Netherlands), in 2007 in Grimsby (United Kingdom), Eregli (Turkey) and Baltimore (USA), in 2009 in Egypt then in Ashdod (Israel), in 2010 in Koper (Slovenia), in 2012 in Olbia (Italy), in 2015 in Limassol (Cyprus), in 2018 in Kavkaz (Russia), Batumi (Georgia) and Iskenderun (Turkey) and in 2019 in Thessaloniki and twice in Novorossiysk (Russia).

In October 2015, the Cook Islands-flagged *Jupiter* owned by the Greek shipowner RJA Group was arrested by the Italian navy and diverted towards Cagliari. On board, after a 18-day long thorough search, the finance police found more than 20 tons of hashish hidden inside ballast tanks. The master and the 9 Syrian seamen were arrested. In April 2017, the Court of Cagliari ordered the seizure and auction of the ship. She was acquired by Regal Shipping for Land & Maritime, & Logistic Services, an Egyptian shipowner. Since then, the ex-*Jupiter* renamed *Ivanka* has been detained 6 times in Mediterranean or Black Sea ports. She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.

Location, March 2020 : Pointe Noire (Congo).



Ekaterini, June 2006 outbound Rotterdam (Netherlands). © Michael Neidig



Jupiter, Cagliari, Sardinia (Italy). © Guardia di Finanza

Jaguar (ex-*Shark*, ex-*Scorpion 1*, ex-*Sherin*, ex-*Mari*, ex-*Anne*, ex-*Pentland*, ex-*Mara*, ex-*Trabant*). IMO 7726990. 42 years old. Length 80 m. Palau flag. Classification society International Register of Shipping. Built in 1978 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Blue Ocean Shipping (Egypt). Detained in 2002 in Saint-Malo (France), in 2012 in Sochi (Russia) and in 2018 in Kherson (Ukraine) then twice in Novorossiysk (Russia). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.

Location, March 2020 : Balchik (Bulgaria).



Sherin, Le Havre (France), October 2011. © Pascal Breidel

Leader M (ex-Sunshine, ex-Duyden 3, ex-Vikingfjord, ex-Fetish). IMO 7526699. 43 years old. Length 94 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Svendborg (Denmark) by Svendborg Skibs. Owned by Liliana Shipping c/o Faros Shipping (Lebanon). Detained in 2002 in Houston (USA) and Newcastle (United Kingdom), in 2003 in Szczecin (Poland), in 2010 in Aveiro (Portugal), in 2011 in Ashdod (Israel), in 2014 in Gemlik (Turkey), in 2016 in Varna (Bulgaria) and Larimna (Greece) and in 2018 in Kalymnos (Greece). Banned from European ports in April 2018 for three months.
Location, March 2020 : Alexandria (Egypt).



Duyden 3, June 2014, Sagunto (Spain). © Manuel Hernández Lafuente

Lime (ex-Volgobalt 1451, ex-Volgobalt 145). IMO 8857954. 49 years old. Length 114 m. Moldovan flag. Classification society Russian River Register. Built in 1971 in Komarno (Slovakia) by ZTS. Owned by Maloye Predpriyatiye 'Meridian' (Ukraine). Detained in 2002 in Alexandroupolis (Greece), in 2013 in Izmit (Turkey), in 2014 in Varna (Bulgaria) and Aliaga (Turkey), in 2015 in Karabiga (Turkey) and Midia (Romania), in 2016 in Istanbul (Turkey) and Rostov on Don and in 2017 in Varna again and in Istanbul again. In March 2006, a fire devastated the bridge deck. Banned from European ports in September 2016 for three months.
Location, March 2020 : Kherson (Ukraine).



Lime, in Kherson, after the fire, March 2006. © Li-Marine



Off Yenikoy (Turkey), June 2019 © Cengiz Tokgöz

Little Wind (ex-Volgo-Balt 194). IMO 8863018. 44 years old. Length 114 m. Tanzanian flag. Classification society Inter maritime Certification Services. Built in 1976 in Komarno (Slovakia) by ZTS. Owned by Anguilla-registered Windy Shipping Ltd. Detained in 2002 in Brunsbüttel (Germany), in 2005 in Iskenderun (Turkey), in 2010 in Tulcea (Romania), in 2015 in Mersin (Turkey), in 2016 in Tuzla (Turkey) and in Rostov on Don (Russia), in 2017 in Temryuk (Russia) and again in Rostov on Don, in 2018 in Yeysk (Russia) and in 2019 in Zonguldak (Turkey). Banned from European ports in November 2017 for three months then in July 2018 for one year.
Location, March 2020 : Temryuk (Russia).



Little Wind, Istanbul, Bosphorus (Turkey), April 2015. © Olaf K

Lizori (ex-Vytegra, ex-Strana Sovetov). IMO 7235070. 49 years old. Length 114 m. Ukraine flag. Classification society Ukraine Shipping Register. Built in 1972 in Rybinsk (Russia) by Volodarskogo. Owned by Argo Shipping Co (Ukraine). Detained in 2014 in Novorossiysk (Russia), in 2015 in Iskenderun (Turkey), in 2016 twice then in 2017 in Rostov on Don (Russia), in 2019 in Yeysk (Russia) and in 2020 in Eregli (Turkey). Banned from European ports in December 2017 for three months then in July 2019 for one year.

Location, March 2020 : Bandirma (Turkey).



Lizori, May 2006, Mariupol (Ukraine).

© Vadim / MarineTraffic

Maraya (ex-Med Patron, ex-Leca Nord). IMO 7514517. 44 years old. Length 50 m. Unknown flag. Classification society Columbus American Register. Built in 1976 in Risør (Norway) by Lindstøl. Detained in 2013 in Augusta (Italy), in 2014 for 154 days in Marsaxlokk (Malta), in 2018 for 21 days then in 2019 for 26 days in Valletta (Malta). In March 2016, the Togolese-flagged *Med Patron* owned by the Maltese Patron Group offloaded two trucks carried for an Italian-Hungarian company in the port of Misrata, Libya. The two trucks were transporting 64 horses, 19 of which were found dead. The ship was detained at the Libyan horse-dealer's request until a compensation of 100,000 € was paid. In December 2017, the ship was acquired by Alwefaq Ltd c/o United Grop Management (Cyprus) and has since then been allegedly flying the Samoa flag, a registration that proved to be false. On November 13, 2019, the abandonment of the crew off Malta was reported to the International Labour Convention ; the seamen were owed 2 months wages and lacked provisions. The 5 Indonesian sailors were allowed to land on Malta on November 20, then repatriated thanks to the ITF.

Location, December 2019 : Valletta (Malta).



Maraya, Valletta (Malta), September 2018. © Broders / Vessel Tracker

Meryem Kocabas (ex-Burakbey, ex-Alexander Gabriel, ex-Kerstin). IMO 8408428. 36 years old. Length 93 m. Turkish flag. Classification society Turk Loydu. Built in 1984 in Busum (Germany) by Busumer. Owned by Kaltur Shipping Co Ltd c/o Ersagun Denizcilik Turizm (Turkey). Detained in 2007 in Bilbao (Spain), in 2008 in Oran (Algeria) and Koper (Slovenia), in 2012 in Palma de Majorca (Spain), in 2016 in Takoradi (Ghana) and in 2019 in Dakar (Senegal).

Location, March 2020 : Cotonou, Benin.



Meryem Kocabas, Dakar (Senegal), January 2017.

© Huseyin Kocabas

Milton (ex-*Kim*, ex-*Imke*). IMO 7607467. 44 years old. Length 81 m. Albanian flag. Classification society Albanian Register of Shipping. Built in 1976 in Franeker (Netherlands) by Ton Bodewes. Owned by Rafaelo 2002 JSC (Albania). Detained in 2000 in Antwerp (Belgium), Lisbon (Portugal) and twice in Gallipoli (Italy), in 2002 in Patras (Greece) and in Volos (Greece), in 2003 in Thessaloniki (Greece), Nafplion (Greece) and Otranto (Italy), in 2004 three times in Otranto again, in 2007 in Izmit (Turkey), in 2009 in Split (Croatia), in 2011 in Otranto again, in 2012 in Aliaga (Turkey), in 2015 in Ravenna (Italy) and again in Otranto and in 2017 in Volos (Greece). Banned from European ports in March 2017 for three months.

Location, March 2020 : Shengjin (Albania).



Milton, Split (Croatia), February 2008. © Marine Traffic

Mohammed S (ex-*Albatross*, ex-*Letfallah III*, ex-*Rio Yaruni*, ex-*Corsair*, ex-*Cari Sky*, ex-*Corsar*, ex-*Ruth Borchard*, ex-*Corsar*, ex-*Kaethe Johanna*, ex-*Manchester Trader*, ex-*Kaethe Johanna*). IMO 7522203. 44 years old. Length 100 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1976 in Husum (Germany) by Husumer. Owned by Mediterranean Navigation Co (Lebanon). Detained in 2009 in Izmit (Turkey), in 2012 in Trieste (Italy), in 2013 in Monfalcone (Italy), in 2014 in

Rasa (Croatia), in 2016 in Pula (Croatia) and in 2018 in Damietta (Egypt). Banned from European ports in March 2014 for three months then in July 2016 for one year.

Location, March 2020 : Gulluk (Turkey).



Albatross, June 2016. © Konjhodzic

My Rose (ex-*Argonaut*, ex-*Sea Mermaid*, ex-*Argonaut*, ex-*Zim Novorossiysk*, ex-*Argonaut*, ex-*Randi*, ex-*Hamilton Trader*, ex-*Alex*, ex-*Lys Calypso*, ex-*Aros Calypso*, ex-*Fjordtrader*, ex-*Argos Calypso*, ex-*Aros Trader*, ex-*Argonaut*). IMO 7639642. 42 years old. Length 86 m. Tanzanian flag. Classification society Mediterranean Shipping Register. Built in 1978 in Matsuura (Japan) by Nitchitsu. Owned by Yksu Shipping Co c/o Zeb Denizcilik Tasimaciligi (Turkey). Detained in 1999 in Stavanger (Norway), in 2005 in Calais (France) for 44 days and Saint Petersburg (Russia) for 287 days, in 2007 in Constanta (Romania), in 2009 in Alicante (Spain), in 2011 in Izmit (Turkey), in 2012 in Beirut (Lebanon), Ashdod (Israel) and twice in Alexandria (Egypt), in 2015 in Trabzon (Turkey), in 2017 in Zonguldak (Turkey), and in 2018 in Samsun (Turkey) and twice again in Trabzon.

Location, March 2020 : Sochi (Russia).



Argonaut, June 2009, in the Mediterranean Sea, about to lose part of her deck a cargo.

© Capesize Versanet.de/Marine Traffic

Natalia (ex-*Mariam*, ex-*Pomor Trader*, ex-*Kergi*, ex-*Vergi*, ex-*Emil Nolde*, ex-*Mir*, ex-*Admiraal*, ex-*Sea Admiral*, ex-*Admiraal*). IMO 9005326. 29 years old. Length 109 m. Classification society Dromon Bureau of Shipping. Built in 1991 in Sliedrecht (Netherlands) by Lanser. Owned by Detained in 2013 in Hull (United Kingdom), in 2017 in Rotterdam (Netherlands) and in 2019 in Gabès (Tunisia). In January 2015, the Togolese-flagged *Pomor Trader* owned by the Estonian company Klip Marine Shipmanagement lost a cargo of 1000 m3 of wooden boards off Stavanger (Norway). In November 2017, she was arrested in the port of Rotterdam at the request of various creditors and of the seamen who are owed 2 months wages. The crew was repatriated. The ship was auctioned in March 2018, acquired by Trendy Shipping Co c/o Spania Trading Ltd (Romania) and renamed *Mariam* still flying the Togolese flag.

In November 2019, the ship was reported again abandoned, this time in Gabès, Tunisia. Some of the 5 Indian and 5 Syrian seamen were owed up to 12 months wages. The ship was reported sold and was renamed *Natalia*. In March 2020 she left Constanta (Romania) bound for Icdas (Turkey).

Location, March 2020 : Constanta (Romania).



Mariam, Istanbul (Turkey), October 1, 2018.
© Ahmet Ünlügil

Nika Fortune (ex-*Larix*, ex-*Apatin*). IMO 8933095. 34 years old. Length 89 m. Palau flag until September 2019. Classification society International Register of Shipping. Built in 1986 in Apatin (Serbia) by Boris Kidric/Danubius Team, Jumboized in 2006 in length and depth. Owned by Nika Fortune Shipping SA (Russia). Detained in 2012 in Mangalia (Romania), in 2014 in Mersin (Turkey), in 2015 in Gemlik (Turkey) and Taganrog (Turkey), in 2016 in Novorossiysk (Russia) and in 2017 then in November 2018 in Rostov on Don (Russia). In the Russian port, the *Nika Fortune* was detained for 28 technical and documentary deficiencies as well as for unpaid wages to the Russian and Ukrainian seamen. She left Rostov though this latter issue was not solved and called at Varna (Bulgaria) where she was immediately arrested by port authorities. An agreement was found between the ITF representative and the shipowner in order to pay the due wages totalling more than 130,000 US\$. 37,000 US\$ were paid in January 2019. Some of the crew left the ship, 3 men remained on board, the ship was kept anchored outside the port. The shipowner occasionally transferred some money in order to buy food but stopped them in the summer of 2019. Port authorities supplied occasionally the 3 seamen with basic amenities. The insurance company refused to assume repatriation costs and a partial payment of wages. In December 2019, the 3 marseamen were still on board. With the support of the ITF, they requested the seizure and sale of the ship. Eventually they would have to share the outcome with a long list of creditors.

Location, December 2019 : Varna (Bulgaria).



Nika Fortune, May 2016
© Nika Vesselfinder



Nika Fortune Istanbul, Bosphorus, September 2017
© Olaf K / Vessel Tracker

Nizar (ex-*Jana*, ex-*Apia*, ex-*Robert*, ex-*CTE Istanbul*, ex-*Robert*, ex-*Rhein Partner*, ex-*Robert*, ex-*ECL Commander*, ex-*Robert*, ex-*Akak Success*, ex-*Gracechurch Crown*, ex-*Robert*). IMO 8324751. 37 years old. Length 99 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Neuenfelde (Germany) by JJ Sletas Schiffswerft; lengthened in 1991 from 84 to 99 m. Owned by High Seas Maritime Inc (Lebanon). Detained in 2007 in Trieste (Italy), in 2014 in La Spezia (Italy) and Rostock (Germany), in January and September 2015 in Constanta (Romania), in 2016 in Novorossiysk (Russia) and in 2017 in Poti (Georgia) and again in Novorossiysk. Banned from European ports in January 2015 for three months then in October 2015 for one year.
Location, March 2020 : Tuzla (Turkey).



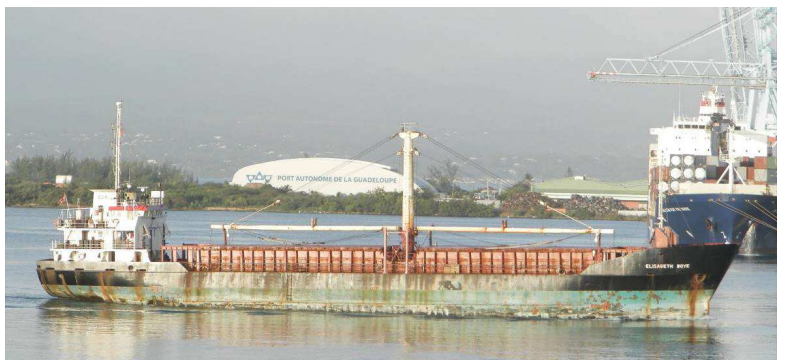
Nizar, January 2018, Kherson (Ukraine), on the Dniepr River.
© Alexander Petrenko

Oltenitsa. IMO 8888874. 32 years old. Length 135 m. Ukraine flag. Classification society Ukraine Shipping Register. Built in 1988 in Oltenitsa (Romania) by Şantierul Naval Oltenitsa. Owned by Don-2 Shipping Ltd c/o Ukrrihflot JSC (Ukraine). Detained in 2003 in Eleusis (Greece), in 2006 in Izmir (Turkey), in 2014 in Burgas (Bulgaria), in 2016 in Eleusis again, in 2017 in Burgas again and in 2019 in Thessaloniki (Greece). Banned from European ports in March 2019 for three months.
Location, December 2019 : Kherson (Ukraine).



Oltenitsa, on the Dniepr River, Kherson, September 2014. © Felix21

Onda (ex-*Trader*, ex-*Kuki Boy*, ex-*Elisabeth Boye*). IMO 8912467. 30 years old. Length 77 m. Unknown flag since 2018. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Soby (Denmark) by Soby M&S. Owned by Amin Shipping Co c/o AMJ Marine Services (Lebanon). Detained in 2001 in Grundartangi (Iceland), in 2002 in Aveiro (Portugal) and Glasgow (Scotland, United Kingdom), in 2004 in Novorossiysk (Russia), in 2014 in La Rochelle (France) and Setubal (Portugal), in 2015 twice in Novorossiysk again, in 2016 in Chanea (Greece) and in 2019 in Tin Can Island (Nigeria). Banned from European ports in March 2016 for three months.
Location, January 2020 : Douala (Cameroon).



Elisabeth Boye, Pointe-à-Pitre (Guadeloupe, France), February 2013 © Bertrand Gréaux

Oskar I (ex-Byblos, ex-Ortona Bey, ex-Byblos, ex-Lady Safia, ex-Bayramoglu III, ex-Mil-Ten-I, Iyidere-K, ex-Akca II, ex-Kamil Kolotoglu). IMO 7922934. 39 years old. Length 85 m. Togolese flag. Classification society Columbus American Register. Built in 1981 in Tuzla (Turkey) by Deniz Endustrisi. Owned by ISM Group (Lebanon). Detained in 1999 in Volos (Greece) and Chioggia (Italy), in 2000à Split (Croatia) and Sevilla (Spain), in 2001 in Taranto (Italy), in 2002 in Palermo (Italy) and Setubal (Portugal), in 2012 in Alexandria (Egypt), in 2013 and 2014 in Mersin (Turkey), in 2015 in Mesolongion (Greece), in 2016 in Genova (Italy), in 2017 in Nea Moudhania (Greece) and Bizerte (Tunisia) and in 2018 in Zarzis (Tunisia). Banned from European ports in January 2017 for three months.

Location, March 2020 : Antalya (Turkey).



Byblos, Kandilli (Turkey), October 2016. @ Cengiz Tokgoz

Phoenix (ex-Kanutta, ex-Stalvard, ex-Kanutta, ex-Euro Bulk, ex-Bulkmar, ex-Stalvard, ex-Lise Maleen, ex-Tres-Uno, ex-Ann Elisabeth, ex-Elisabeth, ex-Vanko, ex-Ringhav, ex-Stalvard, ex-Kanutta). IMO 5181457. 62 years old. Length 44 m. Saint Vincent & the Grenadines flag. Classification society Maritime Bureau of Shipping. Built in 1958 in Sonderborg (Denmark) by Alssund. Detained in 2008 in Haugesund (Norway), in 2017 in Mosjoen (Norway) and in 2018 in Finneid (Norway). Banned from European ports in August 2019 for jumping detention in Norway. The *Kanutta* was sold in December 2019, renamed *Phoenix* and is today trading in South America. The owner's name is undisclosed.

Location, March 2020 : Georgetown (Guyana). Caribbean.



Kanutta, July 2012
© Snaphaan



October 2018, grounding in Norway
© Avis Nordland

Princess Maria (ex-Olympic-A, ex-Touareg, ex-Rose S, ex-Tali Mar, ex-Godewind, ex-UB Panther, ex-Geranta, ex-Gracechurch Star, ex-Geranta, ex-Karen Oltmann, ex-Neerlandia, ex-Karen Oltman). IMO 7528556. 43 years old. Length 97 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1977 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Al Maria Maritime Co Ltd (Lebanon). Detained in 1999 twice in Hamburg (Germany) then in Glückstadt, in 2000 in Hamburg again, in 2002 in Szczecin (Poland), in 2005 in Ipswich (United Kingdom), Marina di Carrara (Italy) and Eemshaven (Netherlands) and twice in Mersin (Turkey), in 2006 in Valencia (Spain), in 2007 in Koper (Slovenia), in 2008 in Castellon de la Plana (Spain), in 2009 in Koper again, in 2012 in Antalya (Turkey) and Damietta (Egypt), in 2015 in Drepanou Riou (Greece) and Crotone (Italy) and in 2016 in Constanta (Romania). Banned from European ports in July 2016 for three months.

Location, March 2020 : Damietta (Egypt).



Princess Maria, Makri Gialos (Crete, Greece), December 2015.
© Brian Shipman

Rafaello (ex-Bounder, ex-Borsteler Berg, ex-Hetlo, ex-Borsteler Berg). IMO 8611192. 36 years old. Length 89 m. Albanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Slidrecht (Netherlands) by IHC Holland Beaver. Owned by Rafaello 2002 JSC (Albania). Detained in

2015 in Nantes (France), in 2018 in Ravenna (Italy) and Split (Croatia) and in 2020 again in Ravenna. Banned from European ports in January 2020 for three months. Location, February 2020 : Shengjin (Albania).



Bounder in Kiel Canal (Germany).
© Peter Ronken

Rafaello I (ex-Koravi, ex-Edarte, ex-Elke, ex-Kirsten, ex-Fast Wal, ex-Sabine). IMO 8402591. 35 years old. Length 79 m. Albanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Slidrecht (Netherlands) by Van Eijk. Owned by Rafaello 2002 JSC (Albania). Detained in 2009 in Holbaek (Denmark), in 2013 in Otranto (Italy) and Ravenna (Italy), in 2016 in Ravenna again, in 2018 in Vassiliki (Greece) and in 2019 again in Ravenna twice. Banned from European ports in December 2019 for three months.

Location, December 2019 : Shengjin (Albania).



Rafaello I, Ravenna (Italy), October 2019. © Maurizio Zaccheroni

Rainbow (ex-Vera, ex-Volgo-Balt 192). IMO 8230297. 44 years old. Length 114 m. Palau flag. Classification society Ukraine Shipping Register. Built in 1976 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstvo. Owned by Rainbow Shipping Ltd c/o Tesoro Marine LLC (Ukraine). Detained in 1998 and 2001 in Oslo (Norway), in 2004 in Vasto (Italy) and Szczecin (Poland), in 2005 in Izmit (Turkey), in 2010 in Rostov on Don (Russia), in 2014 in Mariupol (Ukraine), in 2015 in Iskenderun (Turkey), in 2016 again in Rostov on Don, in 2018 in Midia (Romania) and Batumi (Georgia) and in 2020 in Poti (Georgia). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.

Location, March 2020 : Varna (Bulgaria).



Rainbow, July 2016, on the Don River, Rostov Oblast (Russia). © Pavel Emelyanov

Reggae (ex-*Petra F*). IMO 8500408. 35 years old. Length 81 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1985 in Bodenwerder (Germany) by Arminius. Owned by Star Shipping c/o Voda Denizcilik (Turkey). Detained in 2001 in Southampton (United Kingdom), in 2007 in Waterford (Ireland), in 2008 in Pasajes (Spain), in 2015 in Eleusis (Greece), in 2017 in Rijeka (Croatia), Lisbon (Portugal) and for 128 days in Leith (United Kingdom) and in 2019 in Split (Croatia), Heraklio (Greece) for 57 days then in Chioggia (Italy). Banned from European ports in October 2019 for three months. In February 2020, the abandonment of the *Reggae* in Sfax, Tunisia is reported to the International Labour Organization. The master is sick and needs urgent care. The crew lacks water, provisions and fuel. The 8 crewmen from Georgia; India and Turkey are owed 2 to 4 months wages. They ask for repatriation and their unpaid wages.
Location, April 2020 : Istanbul (Turkey).



Reggae, September 2019, Durrës (Albania). © Edi Gjata

Rina (ex-*Meliza*, ex-*Mount Athos*, ex-*Silver Wind*, ex-*Chung Am*, ex-*Balsa 39*). IMO 8511811. 34 years old. Length 105 m. Togolese flag. Classification society Turk Loydu. Built in 1986 in Hashihama (Japan) by Taihei Kogyo. Owned by Jendico Shipping Sa (Lebanon). Detained in 2000 in Hong Kong, in 2007 in Odessa (Ukraine) and Casablanca (Morocco), in 2009 in Antwerp (Belgium), in 2011 in Antalya (Turkey), in 2012 and 2014 in Tenes (Algeria) and Catania (Italy), in 2016 in Porto Nogaro (Italy) and in 2017 in Marina di Carrara (Italy). Banned from European ports in February 2017 for three months.
Location, March 2020 : Suez (Egypt).

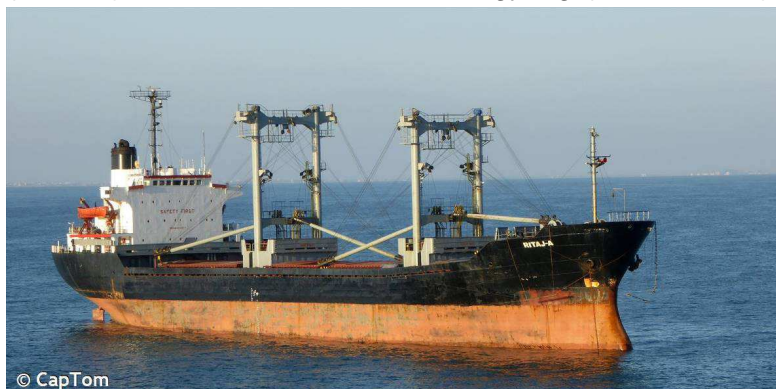


Mount Athos, Leixões (Portugal), June 2010. © Micha 2010 Vessel Tracker

Ritaj-A (ex-Royal Garnet, ex-Tan Binh 20, ex-Joint Grace, ex-Rainbow Sky, ex-Maya No. 6, ex-Ho Ming No. 6). IMO 8214877. 38 years old. Length 120 m. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by IMS Greece Co (Greece). Detained in 2000 in Gwangyang (South Korea), in 2008 in Kandla (India), in 2010 in Gaeta

(Italy), in 2013 in Alexandria (Egypt), in 2014 in Istanbul (Turkey) and Piraeus (Greece), in 2016 twice in Constanta (Romania) and in 2017 in Odessa (Ukraine). Banned from European ports in October 2016 for three months.

Location, March 2020 : Al Mukkala (Yemen).

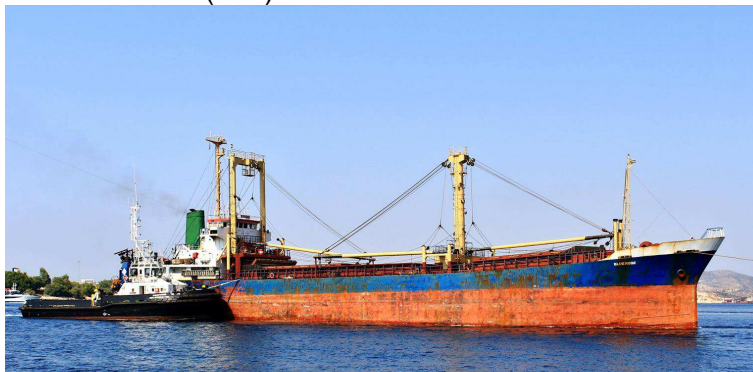


Ritaj A, Damietta (Egypt), April 2017.

© Capt Tom

Rula (ex-Blue Rose, ex-Jalal, ex-Stream, ex-Manta, ex-Century Team, ex-Ty Hope, ex-Bizan, ex-Wakakisan Maru). IMO 8122311. 38 years old. Length 86 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Hakata (Japan) by Kinoura. Owned by Barhoum Maritime Co (Lebanon). Detained in 2003 in Osaka (Japan), in 2006 in Kawasaki (Japan), in 2008 in Mumbai (India), in 2009 in Larnaca (Cyprus) and Porto Nogaro (Italy), in 2013 in Aliaga (Turkey) and Novorossiysk (Russia), in 2014 in Valletta (Malta), Milos (Greece) and Piraeus (Greece) and in 2018 in Bandar Khomeini (Iran). Banned from European ports in September 2014 for three months.

Location, March 2020 : Bandar Abbas (Iran).



Piraeus (Greece), July 2014. © Thanasis Sallas

Safi (ex-Josefine, ex-Mathilde, ex-Traverway Spirit, ex-Anden, ex-Masa, ex-Tainio, ex-Anna Knupfel). IMO 7108899. 49 years old. Length 93 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Husum (Germany) by Husumer. Owned by Global Management & Trading Co Ltd (Lebanon). Detained in 1998 in Bremen (Germany), in 1999 in Saint Petersburg (Russia) and Hargshamn (Germany), in 2000 in Sundsvall (Sweden), in 2004 in Constanta (Romania), in 2007 in Volos (Greece), in 2008 in Larnaca (Cyprus) and Izmit (Turkey), in 2012 in Damietta (Egypt) and in 2013 in Catania (Italy) with 67 deficiencies. Banned from European ports in March 2013 for failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner.

Location, March 2020 : Mersin (Turkey).

Safi, May 2011, Keratsini (Greece).

© Manoudakis Michael



Sara (ex-*Thekla*, ex-*Suryawati*). IMO 9259020. 17 years old. Length 132 m. Palau flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Foxhol (Netherlands) by Bodewes Volharding. Owned by Sio Shipping Ltd (Azerbaijan). Detained in 2007 in Algiers (Algeria) and in Cartagena (Spain), in 2015 in Grundartangi (Iceland), in 2018 in Rouen (France), and in 2019 in Larnaca (Cyprus) and Manfredonia (Italy). Banned from European ports in September 2019 for three months. Location, March 2020 : Yuznyi (Ukraine).



Thekla, Cuxhaven (Germany), March 2012
© J Huismann



Sara, November 2019 Kandili (Turkey)
© Cengiz Tokgöz

Sea Music (ex-*Achment*, ex-*Civra*). IMO 9212773. 15 years old. Length 116 m. Moldovan flag. Classification society Venezuelan Register of Shipping. Built in 2005 in Tuzla (Turkey) by Selah Makina. Detained in 2009 in Rouen (France) and Douarnenez (France), in 2012 in Damietta (Egypt), in 2017 in Kalilimenes (Greece) and in 2019 in Oristano (Italy). Banned from European ports in November 2019 for three months. In December 2009, the *Civra* is Turkish-flagged and owned by the Turkish company Surmene Denizcilik. She called at Gijón, Spain, to refuel bunker fuel and was seized for non payment of a 60,000 € fine. The 19 Turkish crew claimed for unpaid wages and had to remain on board supplied by the Red Cross and Seamen's associations. The *Civra* remained discarded in Gijón, was finally sold to a Lebanese shipowner and resumed trading. Her latest known owner is since August 2019 the Liberia-registered Spanish Trading & Navigation. Location, March 2020 : Alexandria (Egypt).



Civra, November 2010, Gijon (Spain)©
Seanews



Sea Music, March 2015 Damietta (Egypt).
© Hassan M Kaddourah

Sea Queen (ex-*Burcin*, ex-*Adam S*, ex-*St. Dennis*, ex-*Mex*, ex-*Solar*, ex-*Luna*, ex-*Dimitris S*, ex-*Isla Cebu*, ex-*Katapatan*). IMO 7915591. 39 years old. Length 88 m. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1981 in Mariveles (Philippines) by Philippine Dockyard. Owned officially since June 2014 by Belize-registered Skyline Marine Co. Detained in 2001 in Norfolk (Virginia, USA), Leixoes (Portugal) and Kalamata (Greece), in 2002 in Venice (Italy), in 2004 in Ploce (Croatia), in 2005 in Reggio de Calabre (Italy), and Koper (Slovenia), in 2007 in Port Said (Egypt) then in Alexandria (Egypt), in 2008 in Manfredonia (Italy), in 2009 Piraeus (Greece), in 2012 in Nea Moudhania (Greece) and in 2013 in Antalya (Turkey), Piraeus again then in Vasiliko (Cyprus). Still registered by the IMO as

the Togolese *Burcin*, but *Sea Queen*. According to her AIS data. Banned from European ports in September 2013 for three months.

Location, March 2020 : Bengazi (Libya).



Sea Queen, Turkey, June 2019. © Osman Abdo

Semela (ex-*Pancaldo*). IMO 9226695. 20 years old. Length 118 m. Comorian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2000 in Wolgast (Germany) by Peene-Werft. Owned by Bulcom Ltd (Bulgaria). Detained in 2016 in Civitavecchia (Italy), in 2018 in Tulcea (Romania) and in 2019 in Las Palmas (Canary Islands, Spain). Banned from European ports in August 2019 for three months.

Location, October 2019 : Varna (Bulgaria).



Semela, Monfalcone (Italy), May 2015 © Claudio Ritossa

Sky Hope (ex-*Lady Maga*, ex-*Lady Rea*, ex-*Ortrud*, ex-*Carib Sun*, ex-*Reggeland*, ex-*Sylvia Delta*). IMO 7702920. 42 years old. Length 82 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1978 in Foxhol (Netherlands) by Bijlholt. Owned by Uni-marine Management Co (Lebanon). Detained in 2001 in Rijeka (Croatia), in 2004 in Constanta (Romania), in 2008 and 2009 in Chioggia (Italy), in 2010 in Alexandria (Egypt), in 2011 in Damietta (Egypt), Naples (Italy) and Koper (Slovenia), in 2013 in Alexandria again, in 2014 in Rethimnon (Greece), in 2015 in Iskenderun (Turkey) and in 2019 in Beirut (Lebanon). Banned from European ports in June 2014 for three months.

Location, March 2020 : Port Harcourt (Nigeria).



Carib Sun, June 1988, Delfzijl (Netherlands)
© Frits Olinga



Sky Hope, October 2013, Zadar, (Croatia).
© Marinko

Sormovskiy-32. IMO 7329144. 46 years old. Length 114 m. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Gorki (Russia) by Krasnoye Sormovo. Owned by JSC Sredne-Volzhskaya Sudokhodnaya Kompaniya (Russia). Detained in 2008 in Alexandria (Egypt), in 2011 in Ashdod (Israel), in 2013 in Manfredonia (Italy) and Preveza (Greece), in 2015 in Aliaga (Turkey), in 2016 in Mersin (Turkey) and Temryuk (Russia), in 2017 in Rostov on Don (Russia), in 2018 again in Rostov on Don then in Samsun (Turkey) and in 2019 in Poti (Georgia), Taganrog (Russia) and Batumi (Georgia). Banned from European ports in August 2018 for three months then in September 2019 for one year.

Location, March 2020 : Bosphorus (Turkey).



On the Don River (Russia),
August 2013 © **Vladislav Ponomarev**



Sormovskiy 32

Rostov Oblast (Russia), June 2017
© **Evgueni 10**

Soy (ex-*Gulf Harvest*, ex-*Mike*, ex-*Orion*, ex-*Ariel*, ex-*Vita Nova*). IMO 8421731. 35 years old. Length 70 m. Comorian flag. Classification society Venezuelan Register of Shipping. Built in 1985 in Kampen (Netherlands) by Peters-Ijsselmeer. Owned by Mini Project Shipping Ltd (United Kingdom). Detained in 2002 in Beverwijk (Netherlands), in 2013 in Rotterdam (Netherlands), in 2016 in Tulcea (Romania) and Temryuk (Russia), in 2017 in Thessaloniki (Greece) and Bilhorod-Dnistrovskiy (Ukraine) and in 2019 in Marina di Carrara (Italy). Banned from European ports in October 2009 for three months then in March 2017 and in September 2019 for one year.

Location, March 2020 : Tuzla (Turkey).



Mike, Cuxhaven, Germany, May 2009.
© **Klaus Frühauf**



Gulf Harvest, January 2016, Eleusis (Greece).
© **Babis Kouremetis**

Streamline (ex-*Omskiy-98*). IMO 8866711. 42 years old. Length 108 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1978 in Oltenita (Romania) by Santierul Naval Oltenita. Owned by Seaman Investition c/o Vals Marine Ltd (Russia). Detained in 2007 in Izmir (Turkey), in 2011 in Mikolayev (Ukraine) and Poti (Georgia), in 2014 in Ancona (Italy), in 2015 in Bandirma (Turkey) and in Samsun (Turkey) in 2016 in Chornomorsk (Ukraine), in 2017 in Braila (Romania) and in 2018 in Rostov on Don (Russia) and Yeysk (Russia). Banned from European ports in June 2018 for three months.

Mistreatment aboard the *Streamline* is recurring. In October 2013, the ITF reported to the International Labour Organization the abandonment of the crew in the port of Ancona, Italy. The confined seamen were being supplied by the seamen's associations. They were eventually repatriated and paid a total of 150,000 US\$ owed wages. The shipowner alleged the delay was due to unexpected engine repair costs.

On June 17, 2018, the ship was again arrested in Istanbul because of a commercial dispute between the Russian owner and Alpex, a Turkish company that claimed to be the vessel's charterer. In November 2018, 9 Russian crew and the Ukrainian cook were still on board. They had stopped a hunger strike after getting supplies and a guarantee from the shipowner to receive 90,000 US\$ unpaid wages. Two seamen returned to Russia by their own means, with no money for one of them, a third of his due wages for the other one. In March 2019, the *Streamline* was still anchored off Istanbul. The crew started another hunger strike. It seems they were repatriated but in early 2020 the ship was still discarded off Istanbul.

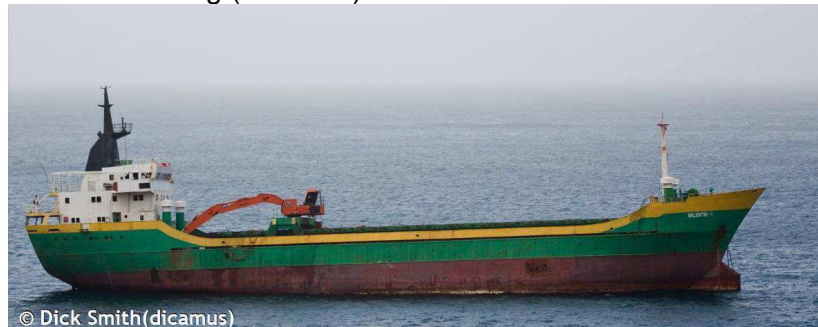
Location, March 2020 : Sea of Marmara (Turkey).

Streamline, 24 January 2020, Istanbul, Sea of Marmara (Turkey). © Pavel Emelyanov



Valentin I (ex-Tri Box, ex-Louise, ex-Louise Smits, ex-Tobias Lonborg). IMO 7333896. 47 years old. Length 84 m. Unknown flag since July 2019. Unknown classification society. Built in 1973 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Meloyro Shipping c/o Granince SA (Canary Islands, Spain). Detained in 2006 in Agadir (Morocco), in 2007 in Las Palmas (Canary Islands, Spain) and again in Agadir. Banned from European ports in March 2007 for failing to hold a valid ISM certification (International Safety Management).

Location, April 2020 : Laem Chabang (Thailand).



© Dick Smith(dicamus)

Valentin 1, Mindelo (Cabo Verde), February 2011. © Dick Smith

Vasiliy Tatischev (ex-Volgo-Don 209). IMO 8885157. 43 years old. Length 138 m. Tanzanian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Navashino (Russia) by Navashinskiy Oka. Owned by Saluta Shipping Ltd (Ukraine). Detained in 2002 in Eleusis (Greece), in 2004 in Constanta (Romania), in 2015 in Novorossiysk (Russia), in 2016 in Istanbul (Turkey), Taganrog (Russia) and twice in Azov (Russia), in 2017 in Rostov on Don (Russia) and in 2018 in Azov again then in Istanbul. Banned from European ports in April 2017 for three months then in June 2018 for one year.

Location, May 2019 : Mikolayev (Ukraine).

Vasiliy Tatischev on the Don River, Rostov (Russia), March 2016. © Nautic/ Fleet photo ru



Volgo-Don 5066 (ex-*Spiridon*, ex-*Gozde*, ex-*Wella*, ex-*Mekhanik Cherkasov*, ex-*Gredis*, ex-*Volgo-Don 5066*). IMO 8873752. 43 years old. Length 137 m. Comorian flag. Classification society Ukraine Shipping Register. Built in 1977 in Oltenita (Romania) by Santierul Naval Oltenita. Owned by Vikaria SA c/o Private Enterprise Valship (Ukraine). Detained in 2003 in Eleusis (Greece), in 2009 in Gemlik (Turkey), in 2011 and 2012 in Trabzon (Turkey), in 2013 in Varna (Bulgaria), in 2015 in Tekirdag (Turkey) and Rostov on Don (Russia), in 2016 in Zonguldak (Turkey), Novorossiysk (Russia) and in Rostov on Don again, in 2018 in Azov (Russia) and in 2019 in Rostov on Don again. Banned from European ports in February 2019 for three months.
Location, April 2020 : Kherson (Ukraine).



Volgo-Don 5066, Rostov on Don (Russia), November 2017. © **Pavel Emelyanov**

Youssef M (ex-*Venezia*, ex-*Kenan I*, ex-*Alioth*, ex-*Estefox*, ex-*Felix*, ex-*Leveche*, ex-*Pacifico*, ex-*Eve Pacific*, ex-*Svea Pacific*, ex-*Burro Bulk*, ex-*Burro*, ex-*Astillero*, ex-*Cabados* ex-*Duro Ocho*). IMO 7726093. 40 years old. Length 86 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1980 in Gijon (Spain) by Duro Felguera. Owned by Manessa Maritime c/o Global Management & Trading Co Ltd (Lebanon). Seized as the Cyprus-flagged *Pacifico* in 1994 by Canadian authorities off Capbreton (Nova Scotia) for drug trafficking then sold and renamed *Leveche*. Detained in 2004 in Cartagena (Spain), in 2005 in Gaeta (Italy), in 2007 in Aliaga (Turkey), in 2009 in Sevilla (Spain) and Trieste (Italy), in 2010 in Mersin (Turkey), in 2011 and 2012 again in Trieste and in 2013 in Marina di Carrara (Italy). Banned from European ports in October 2013 for three months.
Location, March 2020 : Alexandria (Egypt).



Youssef M, Beirut (Lebanon), December 2014. © **Muhsen Hussein**

Ferry

Jireh (ex-*Strandebarm*). IMO 7112204. 49 years old. Length 44 m. Nigerian flag. Unknown classification society. Built in 1971 in Leirvik (Norway) by Leirvik Sveis. Owned by Herald Marine & Energy Ltd (Nigeria). In November 2019, the 48-year old ship was sold by her Norwegian shipowner Norled AS for further trading in Nigeria. During her transoceanic transfer voyage, she suffered some mechanical troubles, asked to berth in Jersey then in Guernsey and finally reached Portland (United Kingdom) to be repaired. She was detained for 97 days with 29 various deficiencies. The 9 stranded Russian crewmen were supplied with food by the coastguard and eventually repatriated in December 2019 after outstanding wages were paid. On January 8, 2020, the *Jireh* was released but remains to date stuck in Portland.



Strandebarn, Hardangerfjord (Norway),
June 1990 © Pieter Inpyen



Jireh, January 20, 2020 Portland
(United Kingdom). © Nick Reynolds

Lady Caroline (ex-*Med Dream*, ex-*Just Mariam*, ex-*Uthlande*). IMO 7909619. 40 years old. Length 68 m. Syrian flag. Unknown classification society. Built in 1980 in Husum (Germany) by Husumer. Lengthened in 1986 from 58 to 67 m. Owned by Faros Shipping Co Sarl (Lebanon). On February 17, 2014, the *Just Mariam* had been controlled by the French Customs in Le Havre anchorage area while she was on her way to Tripoli (Lebanon) after a 34 year-long career in Northern Europe. At the time, the ship had just been acquired by Faros Shipping also owner of the *Just Mariam* (with 2 « i ») in casualty off Brittany a week earlier on February 11, 2014 and arrested for drug trafficking in June 2014. The *Just Mariam* renamed *Med Dream* was detained in 2014 in Mersin (Turkey) then in 2015 in Tasucu (Turkey). In May 2019, the International Labour Organization was informed of the abandonment of the ship and her crew in Latakia, Syria. The crew of 13 Egyptian, Syrian, Lebanese and Indian nationals claimed for 9-month unpaid wages, lacked provisions and got supplies from seamen's association. The shipowner ignored all calls for negotiation. The ITF covered the costs for the repatriation of the crew and support the seamen's claim for their owed wages.



Just Mariam Le Havre (France),
February 2014 © Pascal Bredel



Med Dream, Beirut (Lebanon).
© Samer Fayoumi

Ro Ro

Avrasya (ex-*Seaboard Venture*, ex-*Motupe*, ex-*Railro*, ex-*Panama City*, ex-*Costa Rica*). IMO 7704617. 42 years old. Length 113 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1978 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by Asya RoRo Turizm Nakliyat (Turkey). Detained 4 times in 2018 in Novorossiysk (Russia). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Tuapse (Russia).



Avrasya, November 2017, Novorossiysk (Russia). © Yevgeniy B

Cirkin (ex-*Victoria VI*, ex-*Victoria*, ex-*Nor Hav*, ex-*Nordhav*, ex-*Cres*). IMO 7728699. 40 years old. Length 103 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1980 in Kraljevica (Croatia) by Titovo. Owned by Avrasya Shipping Co Ltd (Turkey). Detained in 1998 in Hull (United Kingdom), in 2005 in Casablanca (Morocco), in 2007 in Cork (Ireland) then for 37 days in Piraeus (Greece), in 2008 in Setubal (Portugal), in 2014 in Novorossiysk (Russia), in 2015 in Novorossiysk again then in Samsun (Turkey), in 2017 in Novorossiysk, in 2018 in Novorossiysk and in Tuapse (Russia) and in 2019 in Samsun then Tuapse again. She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Novorossiysk (Russia).



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

Leopard (ex-*Lider Ibrahim*, ex-*Monarch Empress*, ex-*Sunshine Spirit*, ex-*Luz B*, ex-*Isla Colombina*, ex-*Stud*, ex-*Lux Highway*, ex-*Guadalhorce*). IMO 7615347. 40 years old. Length 101 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1980 in Rios (Spain) by Astilleros Construcciones AS. Owned by CLK Shipping (Turkey). Detained in 2007 and 2008 in San Juan (Porto Rico), in 2012 and 2013 in Palm Beach (Florida, USA), in 2014, 2015, 2016 and 2017 in Novorossiysk (Russia) and twice in 2018 then in 2019 and 2020 in Tuapse (Russia). In July 2013, the Panamanian-flagged *Monarch Empress* owned by the US shipowner Monarch Shipping was charged by the US coast guard for spilling oily bilge water about 30 times since May 2011 while she was chartered to carry cars and food aid to Haiti. The ship was released after payment of a 500,000 US\$ bond. In 2014, she was acquired by Avrasya Shipping Co Ltd, then in October 2018 by CLK Shipping, both Turkish shipowners. She has since then been trading in the Black Sea. She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions. Location, March 2020 : Samsun (Turkey).



Monarch Empress, Palm Beach (USA).
© Gannett / USA Today Network.



Lider Ibrahim, March 2017 Novorossiysk (Russia). Yevgeniy B

Lion A (ex-*Lidon B*, ex-*Isla de Cartuja*, ex-*Stallion*, ex-*Lux Causeway*, ex-*Guadalmedina*). IMO 7615359. 40 years old. Length 102 m. Panamanian flag. Classification society National Shipping Adjusters. Built in 1980 in Rios (Spain) by Astilleros Construcciones AS. Owned by Novruz Shipping (Turkey). Detained in 2018 then twice in 2019 in Tuapse (Russia). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.
Location, February 2020 : Samsun (Turkey).



Lidon-B Algeciras (Spain), September 2009
© Benjamin Marfil



Lion A, September 2014, Samsun (Turkey).
© Ian Greenwood

Nadezhda (ex-*Amazon*, ex-*Samsun Express*, ex-*Jigawa II*, ex-*Lucia B*, ex-*Cala Fustan*, ex-*South Coast*, ex-*Eyrarfoss*, ex-*Mercandian Importer II*). IMO 7702657. 43 years old. Length 106 m. Mongolian flag. Classification society Turk Loydu. Built in 1978 in Frederikshavns (Spain) by Frederikshavns Vft ; Jumboized in 1984 and lengthened from 106 to 119 m. Detained in 2002 in Salerno (Italy), in 2009 in Cork (Ireland) and Sheerness (United Kingdom), in 2013 in Ereğli (Turkey), in 2014, 2017 and twice in 2018 in Novorossiysk (Russia), in 2019 twice in Tuapse (Russia) then in Samsun (Turkey). In May 2019, the Moldovan-flagged *Amazon* owned by the Turkish company Akdeniz Roro Deniztasima left Samsun (Turkey) to deliver weapons and Turkish-made armoured vehicles BMC Kirpi to Libyan military groups supporting the Government of National Accord. Since 2011, Libya has been under a UN ban on weapons. Moldova withdrew the smuggling ship's flag. In June 2019, the *Amazon* was reflagged to Togo and left for Tuapse (Russia). In October 2019, sold to another Turkish shipowner in un, *Nadezhda* Roro Inc, and deflagged to Mongolia. Today, she is still trading between Samsun and Tuapse. She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.
Location, February 2020 : Samsun (Turkey).



Amazon, July 2017, Novorossiysk (Russia). © Yevgeniy B

Tanker

Freedom (ex-*Promiss*, ex-*Privilege*, ex-*Stela*, ex-*Marina Seconda*, ex-*Slunj*, ex-*Marina*). IMO 8943533. 60 years old. Length 42 m. Togolese flag until June 2019. Unknown classification society. Built in 1960 in Ravenna (Italy) by Rosetti. Last known owner since 2009 Privilege Shipmanagement SA (Greece). Detained in 2003 in Rijeka (Croatia) and in 2006 in Eleusis (Greece). The vintage tanker has been located since more than 10 years in Greece. In May 2012, she became the *Promiss* and underwent some beauty tricks at Spanopoulos shipyard in Salamina. Her AIS last emission dates back to October 2012 in Piraeus (Greece). In April 2018, the ship was inspected in the Greek port. 7 deficiencies were reported with regard violations of the MARPOL convention for the prevention of pollution, the lack of training about fire safety procedures, poor working and living conditions or missing nautical charts. The ship was not detained. Her newly appointed classification society is the International Register of Shipping, her official shipowner is Amigo Maritime Co registered in the Marshall Islands, she flies the flag of Togo, she has been renamed *Freedom*. Her AIS is still turned off.

In September 2019, the ITF reported to the International Labour Organization about the abandonment of the *Freedom* and her crew in Bejaia, Algeria. Unpaid wages to the international crew of 6 from Ghana, Togo, Ukraine, Serbia and Montenegro range from 5 to 11 months.

Location, September 2019 : Bejaia (Algeria).



Promiss, June 2012, Spanopoulos yard
Salamine (Greece). © **George Givisi**



Freedom, November 2014, Eleusis Bay
(Greece). © **Giorgos Mertis**

Safer (ex-*Esso Japan*). OMI 7376472. 44 ans. Length 362 m. Yemen flag. Classification society American Bureau of Shipping. Built in 1976 in Ariake (Japan) par Hitachi. Ex VLCC (Very Large Crude Carrier) converted in 1987 to FSO unit (Floating Storage and Offloading unit). Her last official owner since 1986 was Yemen Exploration Co Ltd based in Dallas (Texas, USA). She was operated off Ras Isa terminal, Yemen until the Houthi rebellion took control of the area in March 2015. The *Safer* had no maintenance since and remained moored with an estimated cargo of 1.14 million barrels of light crude oil (150,000 tons).

Since 2018, the FSO has been a matter of concern to the international community. Her corrosion, the risk of explosion of gases that may have accumulated in the tanks citernes constitute a disastrous oil spill threat in the Red Sea. The NGO Conflict and Environment Observatory sounded the alert. Ras Isa terminal is located next to Kamaran island whose mangroves, coral reefs and exceptional aquatic biodiversity make the area a natural candidate for inclusion in the list of marine protected areas in the Red Sea and the Gulf of Aden. In July 2019, the Houthi militia denied access to the ship of a UN mission which aimed to conduct an inspection and offer recommendations to restore safety. New talks would be ongoing since then. Location, April 2020 : Ras Isa (Yemen).



Tokuwa Maru is off-loading oil into the FSO *Safer* (right), April 1988. **Collection Auke Visser**

Sky 1 (ex-*Elitank 25*, ex-*Almandin*). IMO 8672952. 61 years old. Ex tanker barge used to trade on the Rhine River and registered since 2014 by the IMO as water tanker. Length 110 m. Panamanian flag. Classification society National Shipping Adjusters. Built in 1959 in Walsum (Germany) by Gutehoffnungshütte. Owned by Thundersea Maritime SA (Panama). Detained in 2014 in Preveza/Lefkas (Greece). Definitively banned from European ports in October 2014 for jumping detention and failing to carry out repairs in the yard agreed between the authorities at the port of departure and the shipowner.

Location, August 2019 : Cotonou (Benin).



Sky-1, May 2012. © Henri Huppel

Tazihiri (ex-*Sifana*, ex-*Reem 1*, ex-*Royal Queen*, ex-*Kannon Maru*). IMO 9046758. 29 years old. Length 58 m. Unknown flag. Unknown classification society. Built in 1991 in Higashino (Japan) by Matsuura Tekko. Detained in 2009 in Mumbai (India) then in Chennai (India). In October 2019, the ITF reported the abandonment of the ship and crew in Valletta (Malta). 6 Indian seamen and one Egyptian were on board with no wages since 14 months ; they lacked provisions. The *Tazihiri* was allegedly flying the flag of Samoa, a false registration according to Samoan authorities. Her previous flag was that of Tanzania, also said to be a forged registration. Her last known owner since September 2017 was Reem Shipping Inc registered in Panama.

Location, March 2020 : Valletta (Malta).



Tazihiri, January 2020, Valletta (Malta).
© Emmanuel L

Chemical tanker

Distya Pushti (ex-*Cape Blanc*). IMO 9179127. 22 years old. Length m. Indian flag. Classification society Indian Register of Shipping. Built in 1998 in Saint Pétersbourg (Russia) by Admiralty. Owned by P&Y Enterprises Ltd c/o Midas Shipping Ventures Pvt Ltd (India). Detained in 2017 in Zyyi (Cyprus), Tarragona (Spain) for 20 days and Limassol (Cyprus) for 142 days. Banned from European ports in April 2018 for three months.

Location, March 2020 : Hamriya (United Arab Emirates).

Cape Blanc, February 2013, Cartagena (Spain).
© Diego Velasquez Silva



Livestock carrier

Abdulrahman King (ex-Alexandra, ex-Alexandra S, ex-Alexandra, ex-Westerbroek). IMO 7211907. 48 years old. Ex general cargo carrier converted in 2015. Length 77 m. Togolese flag. Classification society Global Marine Bureau. Built in 1972 in Hoogezand (Netherlands) by Bodewes J. Owned by Abdulrahman Group (Turkey). Detained in 2011 in Damietta (Egypt), in 2013 in Alexandria (Egypt), in 2017 in Sète (France) and in 2018 in Tarragona (Spain).

Location, March 2020 : Koper (Slovenia).



May 2011, Alexandria, Egypt ©
MarineTraffic



April 2016, Souda Bay, Crete (Greece).
© Philip Gibson

Alondra (ex-Transnjord, ex-Maryam, ex-Alrek, ex-Julia Lehmann). IMO 9113719. 25 years old. Ex general cargo carrier converted in 2016-17 by Nauta Shipyard (Gdynia, Poland). Length 98 m. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Corral Line ApS (Denmark). Detained in 2009 in Safi (Morocco).

Location, March 2020 : Sines (Portugal).



Kiel Canal, March 2012. © Nils Jung



Denmark, June 2017. © Tobias Krogh

Barhom (ex-Dennis, ex-Dennis Danielsen, ex-Otto Danielsen, ex-Atlantic Cape, ex-Flex Fortuna, ex-Amigo Fortuna). IMO 7614848. 42 years old. Ex general cargo carrier converted in 2011. Length 80 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Foxhol (Netherlands) by Suurmeijer. Owned by Glory Sun Seaways Ltd (Liberia); ship manager Altair Shipping & Trading Corp (Greece). Detained in 1998 in Ostende (Belgium), in 1999 in Moerdijk (Netherlands), in 2006 in Mersin (Turkey) and Larnaca (Cyprus), in 2007 Iskenderun (Turkey), in 2009 in Larnaca again and in 2014 in Tarragona (Spain).

Location, March 2020 : Cartagena (Spain).



Heraklion (Greece), July 1995.
© Nektarios Papadakis



Sulina (Romania), February 2012.
© DMG/MarineTraffic

Barhom II (ex-Omar M., ex-Editor, ex-Amitie, ex-Hajeh Azizeh, ex-Baltic Horizon, ex-Marion Bosma). IMO 7607429. 43 years old. Ex general cargo carrier converted in 2012. Length 83 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Foxhol (Netherlands) by Suurmeijer. Owned by Altair Shipping & Trading Corp (Greece). Detained in 2003 in Eleusis (Greece), in 2004 in Volos (Greece), in 2005 in Ambarli (Turkey), in 2007 in Koper (Slovenia) and Cagliari (Italy) and in 2009 in Antalya (Turkey).

Location, March 2020 : Oran (Algeria).



Omar M, March 2010
© Adi Man



Barhom II, April 2014
© Yevgeniy B

Blue Moon I (ex-Blue Moon, ex-Kaptan Husamettin, ex-First Bloom, ex-Ocean Fleet 1, ex-Ocean Fleet, ex-Karen Danielsen). IMO 7396630. 45 years old. Ex general cargo carrier converted in 2012. Length 83 m. Togolese flag since 2017 after flying successively since 2003 the flags of Cambodia, Georgia, Sierra Leone, Cambodia again and then falsely registered to the Congo Democratic Republic. Classification society Cosmos Marine Bureau Inc. Built in 1975 in Westerbroek (Netherlands) by EJ Smit. Owned by Rania Marina Sarl (Lebanon). Detained in 2003 in Hakata (Japan), in 2004 in Kawasaki (Japan), in 2008 in Mikolayev (Ukraine), in 2009 in Mersin (Turkey), in 2010 in Pula (Croatia), in 2011 in Kavala (Greece), in 2017 in Sète (France) and in 2018 in Koper (Slovenia) and for 55 days in Siteia (Greece). Banned from European ports in April 2018 for three months. She served her sentence and has since resumed her routine.

Location, March 2020 : Casablanca (Morocco).



Bosporus, 2010.
© Henk Kouwenhoven



Algeria, 2014
© Yevgeniy B

Britta K (ex-Kvitsoy, ex-Smedesund). IMO 7368815. 46 years old. Ex general cargo carrier converted in 2006. Length 112 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1974 in Haugesund (Norway) by Lothe. Owned by Rabunion Maritime Agency Sarl (Lebanon). Detained in 1998 and in 2001 in Sète (France). On 2 September 2018, she suffered an engine failure off the coast of Corsica. She loaded 810 cows and 263 sheep at Sète (France) destined for Beirut. She is towed and sheltered in the Gulf of Ajaccio. She cannot make repairs at sea. The Maritime Prefecture of Toulon

authorises her to go to a repair yard in Lebanon after a health inspection and on condition that she is restocked with animal feed. She set out again in tow and then at low speed. The trip will last about ten days. The *Britta K*, 46 years old, has never been detained though she is chronically deficient : 50 deficiencies reported in 4 years between 2016 and 2019.

Location, March 2020 : Aqaba (Jordan).



Kvitsoy, Haugesund (Norway), February 1983
© Capt Jan Melchers



Britta K, October 2018, Dardanelles
(Turkey). © Ersen Aktan

Bruna (ex-*Youzarsif II*, ex-*Darya*, ex-*Blue Sky S*, ex-*Altarek II*, ex-*Sandra*, ex-*Gerlin*, ex-*Susan Borchard*, ex-*Orion*). IMO 7601073. 43 years old. Ex general cargo carrier converted in 2013. Length 81 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hamburg (Germany) by Norderwerft and JJ Sietas Schiffswerft. Owned by IMS Istanbul Ltd (Turkey). Detained in 2002 in Leixoes (Portugal), in 2011 in Port Said (Egypt) and Gemlik (Turkey) and in 2018 in Cartagena (Spain).

Location, March 2020 : Algiers (Algeria).



Sulina (Romania), June 2012.
© Sirotencu Liviu



Cartagena (Spain), October 2018
© Stara Zientara

Equality (ex-*Zaher V*, ex-*Afroditi*, ex-*Fastock*, ex-*Livestock*, ex-*Purcell Livestock*, ex-*Somerset*). IMO 6703343. 54 years old. Ex Ro Ro converted in 1981. Length 124 m. Lebanese flag. Classification society Croatian Register of Shipping. Built in 1966 in Elseneur (Denmark) by Helsingor Verft; lengthened in 1972 from 112 to 124 m. Owned by Mary Marine Ltd (Lebanon). Detained in 1999 in Greenore (Ireland). Location, March 2020 : Cartagena (Spain).



Somerset, Hamburg, (Germany).
© Andreas Hope



Spanish enclave of Ceuta, March 2016 © F Rull

Etab (ex-*Warde*, ex-*Al Hajj Moustafa 2*, ex-*Al Hajj Moustafa*, ex-*El Ternero*, ex-*Siba Vione*, ex-*Marite*, ex-*Roche-Maurice*). IMO 6609779. 54 years old. Ex cargo converted in 1980. Length 74 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1966 in Le Havre (France) by La Société Nouvelle des Ateliers and Chantiers du Havre. Owned by ADCO SAL (Lebanon). Detained in 1999 in Sète (France) and London (United Kingdom), in 2003 in Trieste (Italy) and Koper (Slovenia), twice in 2004 then in 2005 in Trieste again, in 2006 and 2007 in Sète again, in 2010 in Agadir (Morocco), in 2012 in Sète again, in 2013 in Koper (Slovenia), in 2014 and 2019 in Tarragona (Spain) and in 2020 one more time in Sète. In Tarragona and Sète, grounds for detention – respectively for 2 and 7 days - include in particular inoperative radio communications equipment, Automatic Identification System (AIS), firefighting equipment and non-payment of wages.

Location, March 2020 : Sète, France.



Roche Maurice collection Yvon Perchoc



Etab, Tarragona (Spain), March 2017 © F Rull

Fidelity (ex-*Regal*, ex-*Pollux*, ex-*Benwalid*, ex-*Ville d'Orient*, ex-*Manchester Vigour*, ex-*Cargo Vigour*, ex-*Manchester Vigour*). IMO 7310507. 47 years old. Converted in 1985. Length 112 m. Lebanese flag. Classification society Croatian Register of Shipping. Built in 1973 in Appledore (United Kingdom) by Appledore SB. Owned by Mary Marine Ltd (Lebanon). Detained in 2004 in Fremantle (Australia), in 2011 in Vila do Conde (Brazil), in 2015 in Tarragona (Spain) and in 2016 in Cartagena (Spain).

Location, March 2020 : Cartagena (Spain).



Manchester Vigour. © PWR



Fidelity, October 2017. © Asbjorn Aamaas

FM Spiridon (ex-*Vera Mukhina*). IMO 7300992. 47 years old. Ex general cargo carrier converted in 2009. Length 98 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1973 in Rauma (Finland) by Hollming. Owned by FM Shipping SA c/o Murr Shipping SA (Honduras). Detained in 2000 in Saint-Malo (France), in 2005 in Varna (Bulgaria), in 2006 in Bordeaux (France), in 2008 in Vasteras (Sweden), in 2009 in Kerch (Ukraine) and in 2014 in Chalkis (Greece).

Location, March 2020 : Tarragona (Spain).



Vera Mukhina, 2006. © rw68



FM Spiridon, October 2017. © F Ybancos

Freedom (ex-Zaher III, ex-Bismillah, ex-Oruda, ex-Bismillah). IMO 7104972. 49 years old. Ex general cargo carrier converted in 1998. Length 87 m. Lebanese flag. Classification society Bureau Veritas. Built in 1971 in Ulstein (Norway) by Ulsteinvik. Owned by Ania Marine Ltd (Lebanon). Detained in 1999 in Bilbao (Spain), in 2003 in Cork (Ireland) and in 2011 in Cartagena (Spain).

Location, March 2020 : Damietta (Egypt).



Bismillah, 80's. © Pieter Melissen



Freedom, 2016 © Saleh/Vesselfinder

Gamma Star (ex-Captain Badr, ex-Coronel, ex-Lys Coronel, ex-Coronel, ex-Christel). IMO 7703259. 42 years old. Ex general cargo carrier, lengthened in 1986 from 80 to 87 m and converted in 2017. Length 87 m. Sierra Leone flag. Classification society Det Norske Veritas-Germanischer Lloyd. Built in 1978 in Wewelsfleth (Germany) by Hugo Peters. Owned by Gamma Livestock c/o Karazi Shipping Co Ltd (Roumanie). Detained in 2003 in Liverpool (United Kingdom) and in 2015 in Dublin (Ireland).

Location, March 2020 : Midia (Romania).



2016, Venice (Italy).
© Tony Capa



2017, Piraeus (Greece)
© Arados Hellas Maritime

Hannoud O (ex-Sahiwal Express, ex-Lis E, ex-Elisabeth, ex-Elsborg, ex-Elisabeth). IMO 8813037. 30 years old. Ex roulier converted in 1999. Length 91,50 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Dynamic for Shipping Off Shore c/o Altair Shipping & Trading Corp (Greece). Detained in 2003 in Freemantle (Western Australia, Australia) and in 2013 in Portland (Victoria, Australia). Inspections of the *Hannoud O* regularly report deficiencies with regard maintenance, fire safety, living conditions, food and catering.

Location, March 2020 : Beirut (Lebanon).



Tarragona (Spain), 20 August 2018
© Joan-Enric Miquel-Pallasso Enrico

Karazi (ex-*Jaohar Discovery*, ex-*Huelin Endeavour*, ex-*Coastal Wave*, ex-*Pellworm*, ex-*Neptunus*, ex-*Craigantlet*). IMO 8215807. 37 years old. Ex general cargo carrier converted in 2013. Length 78 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Karazi Shipping (Roumanie). Detained in 2010 in Southampton (United Kingdom) and in 2019 in Midia (Romania). Location, March 2020 : Aqaba (Jordan).



Cardiff (United Kingdom), January 2013.
© Rainer Petzold



Red Sea, April 2016.
© Achim Egenolf

Lady Maria (ex-*Lady Azza*, ex-*Captain Amin*, ex-*Tartous*, ex-*Marina Grazia*, ex-*Mercantic*, ex-*Victorious*, ex-*Edelgard*). IMO 6518425. 55 years old. Ex general cargo carrier converted in 2010. Length 72 m. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft. Owned by Mina Group Shipping Ltd (Lebanon). Detained in 2003 twice in Constanta (Romania), in 2005 in Mersin (Turkey) and in 2015 in Limassol (Cyprus). Location, March 2020 : Djeddah (Saudi Arabia).



Lady Azza, March 2007, Alexandria (Egypt).
© Gianpaolo Pesarini



Lady Azza, September 2014, Istanbul (Turkey). © Frank Behrends

Nabolsi I (ex-*Norvantes*, ex-*Aruna*, ex-*Waalmond*, ex-*Svendborg Globe*, ex-*Else Th*, ex-*Oceania*, ex-*Moss Maroc*, ex-*Oceania*). IMO 7128760. 48 years old. Ex general cargo carrier converted in 1996. Length 75 m. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1972 in Svendborg (Denmark) by Svendborg Skibs. Owned by RJA Group SA (Greece). Detained in 2007 in Fremantle (Australia) and in 2012 in Izmir (Turkey). Location, March 2020 : Tenes (Algeria).



Else, Eemshaven (Netherlands), March 1989
© Frits Olinga



Nabolsi I, November 2018 Koper (Slovenia).
© Marjan Stropnik

Nader A (ex-*Youzarsif H*, ex-*Uni K*, ex-*Vima Alfa*, ex-*Lem Alfa*, ex-*Duke*, ex-*Dana Iberia*, ex-*Commodore Clipper*, ex-*Hamburg*, ex-*Jan Kahrs*). IMO 7611547. 43 years old. Ex general cargo carrier converted in 2013. Length 81 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hamburg (Germany) by Norderwerft. Owned by AMJ Marine Services (Lebanon). Detained in 2015 and 2016 in Sète (France) and in 2017 in Midia (Romania). Banned from European ports in May 2017 for three months.

Location, March 2020 : Sète (France).



May 2010, Durres (Albania). © Edi Gjata



September 2015, Sète. © Christian Ferrer

Omega Star (ex-*Basel S6*, ex-*Pallas River*, ex-*Tingo*, ex-*Christina*). IMO 8917742. 29 years old. Ex general cargo carrier. Length 103 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1991 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Karazi Shipping Co Ltd (Romania). Detained in 2004 in Terneuzen (Netherlands), in 2008 in Rotterdam (Netherlands), in 2013 in Ashdod (Israel) and in 2016 in Ravenna (Italy).

Location, March 2020 : Djeddah (Saudi Arabia).



Klaipeda (Lithuania), May 2015.
© Gena Amfimov



Cartagena (Spain), September 2018
© Tony Lane

Phoenix III (ex-*Abou Karim IV*, ex-*Letfallah 1*, ex-*Atherton Ice*, ex-*Oulmes*). IMO 7711866. 42 years old. Length 96 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1978 in (Neuenfelde) by JJ Sietas Schiffswerft. Ex reefer converted in 2011. Detained in 1999 twice in Bilbao (Spain), in 2001 in Lisbon (Portugal), again in Bilbao then in Southampton (United Kingdom), in 2007 in Izmit (Turkey), in 2008 in Rijeka (Croatia) and in 2015 in Galveston (Texas, USA).



The reefer *Letfallah 1*, Istanbul (Turkey),
January 2008. © Olaf Kuhnke



The livestock carrier *Abou Karim IV*,
Cartagena (Spain), July 2015.
© SG/Vesselfinder



December 2003, Baltic Sea
© Seanews

In December 2013, as *Abou Karim IV* owned by the Lebanese owner Khalifeh Shipping Lines, she was suspected to have dumped dead cows in the Baltic Sea. The animals had their legs previously tied up, their stomach ripped open and one ear cut to remove identification marks. 14 carcasses washed up on the Swedish and Danish beaches. The *Abou Karim IV* had left the USA and was bound for Ust-Luga (Leningrad Oblast, Russia) then for Klaipeda (Lithuania). She encountered rough sea conditions in the Gulf of Biscay; the number of cows that died and were thrown overboard following this episode was unknown. In January 2016, the *Abou Karim IV* was acquired by the Dutch shipowner Bovicom Holding BV.

Location, March 2020 : Sines (Portugal).

Sarah M (ex-*Sarah*, ex-*Nordkyn*). IMO 7808463. 41 years old. Ex reefer converted in 2014. Length 78 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 1979 in Fevag (Norway) by Fosen MV. Owned by DMS Line SA (Lebanon). Detained in 2003 in Ijmuiden (Netherlands) and in 2019 in Piraeus (Greece).

Location, March 2020 : Sète (France).



Nordkyn © Trond Refsnes



Sarah, February 2019. © Antoniou Sakis

Suha Queen II (ex-*Ko Lanta*, ex-*Alaa-1*, ex-*-Reem*, ex-*Nina*, ex-*Minka C*, ex-*Victory*). IMO 7406772. 45 years old. Ex general cargo carrier converted in 2011. Length 78 m. Togolese flag. Classification society International Register of Shipping. Built in 1975 in Foxhal (Netherlands) by Bodewaes Gruno. Owned by Arwad Trading FZE (United Arab Emirates). Detained in 2002 in Dublin (Ireland), in 2007 in Iskenderun (Turkey), in 2013 and twice in 2015 in Cartagena (Spain), in 2016 in Cartagena again then in Batumi (Georgia) and in 2019 and 2020 in Tarragona (Spain).

Location, March 2020 : Beirut (Lebanon).



2004 © Waterweg Photos



2016 © Wafi Oustah

Uranus II (ex-*Elif*, ex-*Trader*, ex-*Yulia*, ex-*Kapitan Kabardukov*, ex-*Seacross*, ex-*Kometa*, ex-*Lieke*, ex-*Alma Ata*). IMO 9057214. 28 years old. Ex cargo converted. Length 86 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1992 in Drobeta (Romania) by Severnav. Owned by Uranus Shipping & Transport Co (Turkey). Detained in 1999 for 360 days in Rotterdam (Netherlands), in 2005 for 43 days in Drogheda (Ireland), in 2006 in Lisbon (Portugal), in 2008 for 15 days in Antwerp (Belgium) then for 30 days in Bayonne (France), in 2010 for 32 days in Chalkis (Greece) then in Ancona (Italy), in 2012 in Damietta (Egypt), in 2013 in Alanya (Turkey), in 2014 in Salamis (Greece), in 2018 in Novorossiysk (Russia) and Trieste (Italy), in 2019 in Sines (Portugal) and in

2020 in Midia (Romania). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions. Banned from European ports in January 2020 for three months.
Location, March 2020 : Yalova (Turkey).



Eleusis (Greece), 25 April 2018.
© **Babis Kouremetis**



Setubal (Portugal), 21 April 2019
© **Alan Smillie**

Uranus L (ex-Feyza, ex-Som, ex-Pamir Ozgul, ex-Polar, ex-Tormes, ex-Pena Labra). IMO 8129254. 38 years old. Ex general cargo carrier converted in 2016. Length 77 m. Sierra Leone flag. Classification society Overseas Marine Certification Services. Built in 1982 in Santander (Spain) by Atlantico. Owned by Uranus Shipping & Transport Co (Turkey). Detained in 1998 in A Coruna (Spain), in 2002 in Genova (Italy), in 2005 in Bilbao (Spain) and Castellon de la Plana (Spain), in 2012 in (Egypt), in 2013 in (Turkey), in 2017 in Haifa (Israel), in 2018 in Setubal (Portugal) and in 2019 in Haifa again.



Feyza, Sanlucar de Barrameda (Spain),
June 2013. © **Juandofer**



Uranus L, June 2018 Setubal (Portugal)
© **Alan Smillie**

Heavy load carrier

Lider Ilyas (ex-Aivik I, ex-Aivik, ex-Unilifter, ex-Aivik, ex-Mont Ventoux). IMO 7908445. 40 years old. Length 110 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1980 at Le Havre (France) by La Société Nouvelle des Ateliers et Chantiers du Havre. Owned by Avrasya Shipping Co Ltd (Turkey). Detained in 2018 twice in Novorossiysk (Russia) and in Tuapse (Russia) and in 2019 in Tuapse again.

Location, March 2020 : Samsun (Turkey).



Aivik, October 2010, Quebec City (Canada).

© Marc Boucher



Lider Ilyas December 2016

Novorossiysk (Russia). © Yevgeniy B

Aggregates carrier

Atlantic (ex-Skulte, ex-Libra, ex-Allgard, ex-Melton Challenger). IMO 8002731. 40 years old. Ex general cargo carrier registered since 2012 as aggregate carrier. Length 80 m. Saint Kitts & Nevis flag. Classification society Registro Italiano Navale. Built in 1980 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by JMB Bjerrum & Jensen ApS (Denmark). Detained in 2005 in Venice (Italy) and in Teeside (United Kingdom), in 2017 in Oskarshamn (Sweden) and in 2018 in Ronne (Denmark) and Sheerness (United Kingdom). In the evening of April 17, 2018, the *Atlantic* coming from Kaliningrad (Russia) ran aground at the entrance of Ronne port. According to the Swedish investigation report, the master was alone on the bridge and got asleep after he shut down the alarm system. The report also pointed out the improper lookout on board due to the understaffed crew. Two months later, the *Atlantic* was detained for 17 days for deficiencies with regard maritime safety and many violations of the Maritime Labour Convention. She was then banned from European ports for three months. She is now trading in South America.

Location, March 2020 : St George, Grenade. Caribbean.



Atlantic, January 2019, Bridgetown, La Barbade. © Mladen Krce

Car carrier

Jigawa (ex-Feedercrew, ex-Hallstavik). IMO 7218106. 48 years old. Length 88 m. Moldovan flag. Classification society Mediterranean Shipping Register. Built in 1972 in Emden (Germany) by Schulte & Bruns. Owned by Vival Marine Ltd (Ukraine). Detained in 2006 in Dublin (Ireland) and twice in Eemshaven (Germany), in 2009 in Koper (Slovenia) and Izmir (Turkey), in 2012 in Leghorn (Italy) and in Zonguldak (Turkey), in 2014 in Savona (Italy) and twice in Genova (Italy) and in 2017 in Zonguldak again. Banned from European ports in August 2016.

Location, February 2020 : Odessa (Ukraine).



Jigawa, Eemshaven (Netherlands), July 2007. © **Ruud Mulder**

Bulker

Discover (ex-Sider Discovery, ex-Eco Discovery, ex-Pine Hurst). IMO 9209087. 21 years old. Length 177 m. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1999 in Hakodate (Japan) by Hakodate Dock. Owned by Med Star Shipping Trading Ltd c/o Aknur Denizcilik (Turkey). Detained in 2011 in Port Kembla (Australia), in 2012 in Rizhao (China), in 2018 in Lisbon (Portugal) and Rouen (France) and in 2019 in Rotterdam (Netherlands). Banned from European ports in July 2019 for three months.

Location, March 2020 : Tuticorin (India).



Eco Discovery, March 2012, Victoria (British Columbia, Canada). © **Patrick Lawson**

Golden Bird (ex-Orchid Sea, ex-Rugia, ex-Clipper Pioneer). IMO 8517580. 34 years old. Length 122 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by El Reedy Shipping Agency (Egypt). Detained in 2003 in Hull (United Kingdom), in 2014 in Iskenderun (Turkey) and Damietta (Egypt) and in 2016, 2017 then three times in 2018 in Novorossiysk (Russia). She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions.

Location, December 2019 : Alexandria (Egypt).



Golden Bird, Eleusis Bay (Greece), December 2017.
© **babiskouremetis**

Lady Moon (ex-*Ana M*, ex-*Hanjin Penang*). IMO 9128154. 23 years old. Length 167 m. Liberian flag. Classification society Bureau Veritas. Built in 1997 in Ulsan (South Korea) by Hanjin HI Co. Owned by Emek Deniz Nakliyat Sanayi (Turkey). Detained in 2015 in Taizhou (China), in 2016 in Mormugao (India) and in 2017 in Avonmouth (United Kingdom). In May 2019, the International Labour Organization was alerted of a dispute between the Turkish shipowner Emek Deniz Nakliyat Sanayi ve Ticaret AS and the crew. The seamen have not received any wages for 4 months. The vessel was detained in the port of Aviera (Portugal) for 7 seven months. After negotiations, the shipowner's insurer arranged to repatriate the 21 seamen to Azerbaijan and Turkey in mid-June, and then to pay the owed wages. The *Ana-M* was renamed *Lady Moon* in October 2019 and resumed her activities with a new coat of paint. In March 2020, she was trading between Africa and South America. Location, March 2020 : Abidjan, Côte d'Ivoire.



July 2019, *Ana M*. © Justo M Prieto.



October 2019, *Lady Moon*. © Adnan Yerebakan

Maraki (ex-*Maraki K*, ex-*Maraki*, ex-*Rubin Pearl*). IMO 9104158. 26 years old. Length 169 m. Moldovan flag. Classification society Polish Register of Shipping. Built in 1994 in Imabari (Japan) by Imabari Zosen. Owned by Aknur Denizcilik (Turkey). Detained in 2017 in Constanta (Romania), in 2018 in Rouen (France), in Gabès (Tunisia) and Novorossiysk (Russia) and in 2019 in Tuapse (Russia), Monfalcone (Italy) and Novorossiysk again. On October 25, 2019, she collided off Constanta (Romania) with the German-flagged heavy load carrier *Maria*. She is on the watch list of the Black Sea Memorandum of Understanding due to multiple detentions. Banned from European ports in November 2019 for three months.

Location, March 2020 : Novorossiysk (Russia).



Rubin Pearl outbound Lyttelton (New Zealand), March 2007. © Wayne A Court

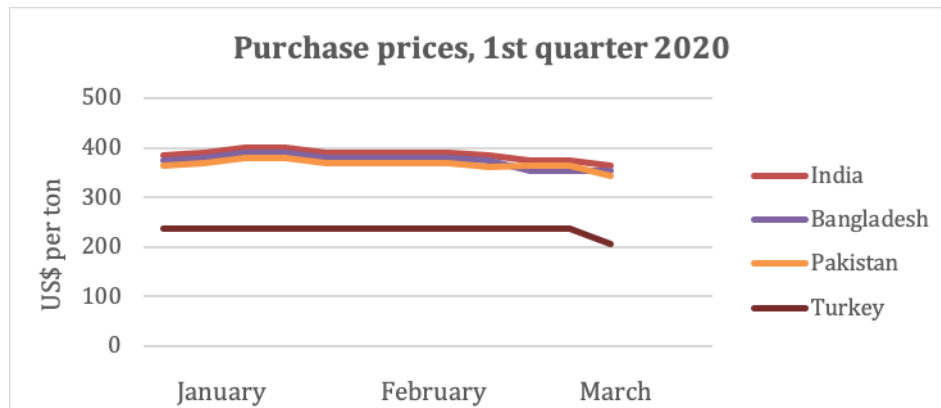


Maraki_K, Istanbul (Turkey), 2017.
© Aladdin Karabacak

Summary of the demolition market between January and March 2020

154 vessels sold for demolition, including 43 bulkers, 32 oil, chemical or gas tankers and 26 container ships. At the beginning of 2020, the shipbreaking market seemed likely to recover after year 2019, which was the worst year of the decade with 48 ships scrapped per month. 56 ships were sold in January 2020, 61 in February and 35 in March (including 29 in the first fortnight).

Yard purchase prices remained stable at around US\$ 400 per ton. Since mid-March, market uncertainties have interrupted transactions and estimates.



In Pakistan and Bangladesh, the joint effects of the Covid-19 health crisis (see p. 59) and Ramadan have put the market into hibernation and purchase prices everywhere at the end of May are now at their lowest, around 300 US\$/tonne of metal in India, 290 US\$ in Bangladesh, 280 US\$ in Pakistan and 165 US\$ in Turkey.

Two cash buyers in troubled waters

Cash buyers are very active on the international market, always ready to buy large ships in cash from all corners of the worldwide ocean and make their way towards the scrapping yards on the Indian subcontinent - Bangladesh, India and Pakistan - which are the highest bidders. Unfortunately, they are not in a hurry to buy the crippled and indebted fleet which is scavenging in the Black Sea and the Mediterranean. These dying ships are destined for Turkish or EU yards and there is not much profit to be made from them.

In the ship scrapping ring, cash buyers use to act as a bridge between ship owners and the yards. Ship owners are paid by the cash buyer several months or even years before the scrapping. They offer them a purchase price per tonne with positive variables such as spare propellers on board, stainless steel tanks or a large volume of residual fuel (regardless of their qualities). Cash buyers do not take into account negative variables such as asbestos in the engine compartment or radioactive scales in the tanker fleet pipes. Shipowners are satisfied to get buyers who pay them cash at the price of metals and incidental values while omitting the costs of clean-up.

After buying the end-of-life vessel from the shipowner, the cash buyer changes her flag, secures the services of an expeditious classification society which will produce an international certificate for the last journey and enlist a crew paid according to the social conditions of the new flag State. De-flagging allows European, American and Asian shipowners to wash their hands of their responsibilities after making a nice bit of dollars. A standard 10,000 tons ship, about 20 years old, normally brings in 3 to 4 million US\$.

Owners and cash buyers are taking advantage of the statutory mist to open up the Indian subcontinent as a destination for end-of-life ships but occasionally some frictions in this well oiled funeral system are happening:

- Wirana Shipping, a Singapore-based cash buyer, was fined 7 million Norwegian kroner (770,000 US\$) in October 2019 for falsely claiming that the *Tide Carrier* purchased by its subsidiary Julia Shipping in 2015 from the Norwegian shipowner Georg Eide, then renamed *Harrier*, would be put back into

operation in Alaska when in fact she had joined a demolition yard in Pakistan. The Norwegian Coast Guard had found an insurance policy on board the *Harrier* exclusively guaranteeing the last journey to the Gadani scrapping shipyards in Pakistan.

- The Dubai Trading Agency (Saudi Arabia), run for 37 years by the Lakhani family, is mired in a dispute with the investor Yieldstreet based in the United States of America. Yieldstreet has lent 89.2 million US\$ to the Lakhani family to buy 13 ships for scrapping. The loan was secured by mortgages on all the ships. From September 2019, the cash buyer hid behind the stagnation and reversal of the scrapping market to justify the loan repayment defaults, which did not convince the US investors. During the investigation, it turned out that the 13 ships had already been sold to scrapping yards in Pakistan and Bangladesh through falsification of ownership documents. Other papers supposed to be forged would have been hand over to some flag States. The Lakhani clan subsequently used the Covid-19 crisis to justify their financial embarrassment. Moreover, the US investor discovered that during this period, the Lakhani family had obtained from a court in Saint Kitts and Nevis the liquidation "due to financial insolvency" of its NS Holdings registered in the micro-state of the Caribbean zone.

Ferry

Ionian Sky (ex-*Blue Sky*, ex-*Ionian Victory*, ex-*Sun Flower Apporo*, ex-*Sapporo Maru*). IMO 7377567. Length 164 m, 10,346 t. Palau flag. Classification society Polish Register of Shipping. Ex Japanese ferry built in 1995 in Shimonoseki (Japan) by Hayashikane Shipbuilding for Nihon Enkai Ferry. In 1998, she arrived in Greece after she was acquired by Strintzis Lines. She was renamed *Ionian Victory* and started operation on the Igoumenitsa-Corfu-Ancona-Venice service. She was later purchased by a number of Greek shipowners among which Blue Lines Ferries and Agoudimos Lines. Detained in 2009 in Igoumenitsa (Greece), in 2010 in Piraeus (Greece), in 2012 in Brindisi (Italy) and in 2013 in Mytilene (Greece). Discarded since September 2013 in Salamina (Greece) after her last ship manager Nel Lines went bankrupt. In 2018, her sale to a Portuguese shipowner that planned to operate her between Setubal and Funchal (Madeira) failed. In October 2019, she suffered a water ingress at berth. On January 21, 2020, she was finally towed for demolition to Aliaga.



Ionian Victory. © Strintzis Lines



February 2020, Aliaga. © Selim San

Theofilos. IMO 7362108.

Container ship

APL Thailand. IMO 9077123.

Armada Papua. IMO 9063964.

Ever Dynamic. IMO 9142198. 4211 teu. Length 294 m, 21,820 t. Deflagged from Panama to Comoros for her last voyage shortened to *Dynamic*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). 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. Beached in Alang on February 25.

Black Eagle. IMO 8124371.

Ever Develop. IMO 9142174.



Dynamic, February 2020, Alang. © Durgesh Varma-

Ganta Bhum. IMO 9110937.

Gdansk Trader. IMO 9149902.

Hunsa Bhum. IMO 9110949.

Lily Star. IMO 9111474.

Manolis P. IMO 9101493.

Melanesian Pride. IMO . 8809189.

Neapolis. IMO 9202479.

Purki. IMO 9004217.

RT Odin. IMO 9221061.

Sawasdee Laemchabang. IMO 9046253.

Sinokor Ulsan. IMO 9000261.

Sinokor Yokohama. IMO 9192052.

SM Tacoma. IMO 9189366.

Star of Luck. IMO 9148659.

Strait Mas. IMO 9104134.
TG Aphrodite. IMO 9194878.
Wan Hai 207. IMO 9039561.
West Scent. IMO 9132703.

X-Press Brahmaputra. IMO 9152911.
YM Bamboo. IMO 9203629.
YM Cypress. IMO 9224489.

General cargo carrier

Ali B. IMO 8418253
Amur. IMO 9133173.
Booli Moog. IMO 8613061.
Dallas. IMO 7723986.
Ibrahim Simsek. IMO 7504653.
Jinan. IMO 8322844.

Kweilin. IMO . 9103104.
Lady Massa. IMO 8215780.
Le Jin. IMO 9183764.
Le Ye. IMO 9175432.
Queen-Zein. IMO 8519447.
Santiago Pearl. IMO 8309713.

Savannah Pearl (ex-*Wren Arrow*, ex-*Charles L.D.*). IMO 8316699. Length 187 m, 10,979 t. Bahamian flag. Classification society DNV GL. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by SMT Shipping (Chypre). In February 2020, she was reported sold for demolition in India in a yard stated as compliant with the standards of the Hong Kong Convention. 386 US\$ per ton. She left Mina Saqr (United Arab Emirates) on February 25. Due to beaching restrictions and the lockdown of shipbreaking yards in India, the *Savannah Pearl* was diverted and anchored off Colombo (Sri Lanka) on March 26.



Savannah Pearl, October 2018, Bayside (New Brunswick, Canada). © André Castonguay

Supertramp. IMO 9216602.

Factory ship

Danko. IMO 6929337. Length 85 m, 2,340 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Nikolayev South (Ukraine) by Chernomorskiy SZ. One of the 226 *Mayakovskiy*-type (or project 394) factory ships built for the Soviet fishing fleet by the Nikolayev (Ukraine) and Klaipeda (Lithuania) shipbuilding yards from 1958 to 1969. The *Mayakovskiy*-type ships were designed for pelagic and ground fishing. They were equipped for processing frozen fish (30 t per day), fish meal (20 t per day of raw fish) and fish-liver oil (4 t per day of raw fish) and canned fish-liver (6000 cans per day). Owned by Koryakmoreprodukt (Russia). Her homeport was Petropavlosk-Kamtchatskiy (Kamtchatka krai, Russia) in the Russian Far-East. She arrived off Alang on March 5, 2020 and was beached on March 29.



Danko, October 2015, Vladivostok (Russia). © Sergei Skriabin

Vladimir Brodyuk. IMO 8116295.

Reefer

Lake Success. IMO 8702630.

Samskip Frost. IMO 8412687.

Sea Mark (ex-Cool Lady, ex-San Diego, ex-Reefer Dragon). IMO 8317423. Length 126 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Shandong Zhonglu Fishery Shipping Co (China). Detained in 1999 in San Diego (California, USA) and in 2007 Ho Chi Minh City (Vietnam) and twice in Bangkok (Thailand). She suffered a fire on December 18 2019 in the Sea of Philippines, 180 nautical miles east of the Japanese island of Iwo Jima. The crew was evacuated and picked up by the tanker *Golden Aspirant* that has diverted. The *Sea Mark* was towed to Busan (South Korea) to be broken up.



Sea Mark, Solomon Islands, 2007. © Lys



Sea Mark, January 2020, Busan. © V Tonic.

Tamara. IMO 8880523.

Oil tanker

Al Marzoqah (ex-*Champion Power*). IMO 9165762. Length 243 m, 17,092 t. Deflagged from Saudi Arabia to Comoros for her last voyage renamed *Mordius*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Al Mubarakah International c/o Red Sea Marine Services (United Arab Emirates). In May 2019, the *Al Marzoqah* was one of the 4 tankers reported to have suffered an unidentified attack off Fujairah (United Arab Emirates). The *Amjad*, *Andrea Victory* and *A Michel* (renamed *Galene*) have resumed trading. The *Al Marzoqah* was sold for scrapping at 348 US\$ per ton, a price which does not include gas freeing costs and thus not guarantee the absence of risk with regard gas explosion.

On February 19, 2020, the tanker arrived off the Gujarati shores unde tow. The *Al Marzoqah* had been renamed *Mordius* and reflagged to Comoros. She was towed by the *Allianz Titanium* heading for Alang. A fishing boat approached the *Mordius*, 2 perpetrators boarded the dead vessel. The master of the tug reported the incident to the Indian Coast Guard who rushed to the site and arrested the 9 perpetrators. The *Mordius* ex-*Al Marzoqah* was beached in the shipbreaking yards on February 25.



Al Marzoqah, Fujairah, May 2019. © Skynews Arabia

Al Rehman. IMO 9057812.

Al Rooh. IMO 9015395.

Attair. IMO 9036911.

Balsam. IMO 9120944.

Balwa. IMO 8619443.

Berezovneft. IMO 7109336.

Blossom Lotus. IMO 8418904.

Cavalier. IMO 9108647.

Dawn Shirdi. IMO 9018684.

Denas. IMO 7726201.

Diva. IMO 7801697.

Fewell. IMO 7821013.

Hong Ching. IMO 9062348.

Ji Tai No 8. IMO 8210039.

Leo River. IMO 9002609.

Lien Li 57. IMO 8025018.

Navion Hispania. IMO 9168922.

Neusa. IMO 7801764.

Ocean Prestige. IMO 7638868.

Prato. IMO 9113551.

VE 2. IMO 8712257.

VL 5. IMO 8805250.

Chemical tanker

Aspam 1 (ex-GP T1, ex-Ocean Crystal I, ex-Samundra I, ex-Bolero, ex-Bolero I). IMO 9116371. Length 183 m, 9,825 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1996 in Incheon (South Korea) by Halla. Owned by Celestial Ship Management Pte Ltd (Singapore). Detained in 2017 in Cochin (India). Beached in Alang on January 30, 2020.

Aspam 1, Fujairah, December 2019. © Zamzahir Abu Bakar



Eternal Bloom. IMO 9011882.

Hua Wei 7. IMO 8416580.

NCC Riyad. IMO 9047506.

Gas carrier

Caspian Gas. IMO 8822143.

GCL (ex-*LNG Libra*). IMO 7413232. Length 285 m, 28,525 t. Deflagged from the Marshall Islands to Palau for her last voyage shortened to GC. Classification society American Bureau of Shipping. Built in 1979 in Quincy (Massachusetts, USA) by General Dynamics Corp. Owned by Golden Concord Holdings Ltd (Hong Kong, China). Towed for demolition in India.



LNG Libra. © Hoegh LNG



GC, Alang, February 2020. © Arjun Chauhan

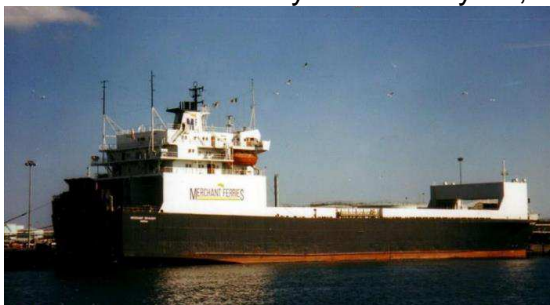
Graju. IMO 8506426.

Maharshi Dattatreya. IMO 8128975.

Parna Berlian 2. IMO 8902747.

Ro Ro

Otto (ex-*Ulfat*, ex-*Ulfet*, ex-*West Express*, ex-*Merchant Bravery*, ex-*Norwegian Crusader*, ex-*Jolly Giallo*, ex-*Stevi*, ex-*Norwegian Crusader*). IMO 7724253. Length 135 m, 3,605 t. Cameroonian flag. Unknown classification society. Built in 1978 in Oslo (Norway) by Nylands Verksted. Owned by Shega-Group SA (Albania). Detained in 2006 in Belfast (Northern Ireland, United Kingdom), in 2009 in Dublin (Ireland), in 2013 in Samsun (Turkey), in 2015 and 2016 in Kavkaz (Russia), in 2017 and 2018 in Poti (Georgia) and in 2019 twice in Ravenna (Italy). Beached for demolition in Turkey on January 31, 2020.



Ulfat, Dublin (Ireland), September 2008
© Robbie Cox



Otto, February 2020.
© Selim San

Bulker

ABML Grace. IMO 9224738.

Alice. IMO 9127124.

Ariso. IMO 9145683.

Berge Elbrus (ex-BW Nile, ex-Nile, ex-Argo Pallas). IMO 8902424. Ex VLCC (Very Large Crude Carrier) converted in 2009 to VLOC (Very Large Ore Carrier). Length 327 m, 37,782 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Beached in Bangladesh on February 13, 2020. 406 US\$ per ton including 670 t of bunkers.

Berge Aoraki. IMO 9223590.

Berge Eiger. IMO 9201695.



Berge Elbrus, March 10, 2020, Chattogram. © MH Anna

Berge Enterprise. IMO 9112090.

Berge Hua Shan. IMO 9035450.

Blue Island 8. IMO 9209922.

Cape Stefanie. IMO 9176113.

Captain George K. IMO 9155315

Crassier. IMO 9217761.

Crateus. IMO 9056399.

F Star. IMO 9104471.

Fuxing. IMO 8915732.

Ganbei. IMO 9206437.

Hope I. IMO 9218117.

Pacific Opal (ex-C Planner, ex-Yukong Planner). IMO 9077410. Ex single hull VLCC converted in 2011 to VLOC. Length 329 m, 37,399 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Samsung. Owned by Cido Shipping Co Ltd (Hong Kong, China). Beached in Bangladesh on March 11, 2020. 394 US\$ per ton.

Isa Glory. IMO 8217324.

Jia Xin. IMO 9124172.

Jin Xing. IMO 8500460.

Lisa II. IMO 9087295.

Maria A Angelicoussis. IMO 9233703.

Navigator B. IMO 8914245.

Navios Kypros. IMO 9254721.

Norfolk. IMO 9225809.

NPS Century. IMO 9187289.

Occitan Star. IMO 9255191.

Ore Sud. IMO 9000986.



The VLCC *Yukong Planner*.
© SK Shipping Co



The VLOC *Pacific Opal*, Chattogram. © Fazlur Rahman

Pantanassa. IMO 9086538.

Sea Shark. IMO 8316338.

Shagang Giant. IMO 9002738.
Solar Breeze. IMO 9237266.
Stellar Rio. IMO 9060338.
Tachibana. IMO 9213167.
Ula. IMO 8102414.
Uni Glory. IMO 8914051.

Unity. IMO 9138630.
Universal Green. IMO 9238583.
Usolie. IMO :8800315.
Uni Harvest. IMO 9004712.
Victory. IMO 9111917.
Yu Hua. IMO 9086966.

Car carrier

Serasi II (ex-*Shinpo Maru*, ex-*Hoshin Maru*). IMO 8701325. Length 108 m. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Numakuma (Japan) by Kambara. Owned by Toyofuji Serasi Indonesia (Indonesia). Sold for a to date undisclosed destination of demolition.



Serasi II, 2007, Surabaya (Indonesia). © Ivan Meshkov.

Cable layer

Bold Endurance (ex-*Astana*, ex-*Fastov*, ex-*Stakhanovets Petrash*). IMO 7616781. Length 139 m, 5,839 t. Belize flag. Classification society Indian Register of Shipping. Built in 1979 in Rauma (Finland) by Hollming for the Soviet Black Sea Shipping Co as a heavy load carrier. Converted in 1999 in South Korea by Hyundai Heavy Industries. Owned by Trinity Offshore Ltd (Singapore). Acquired by Trinitas Ship Management Pvt Ltd based in India prior to her departure for demolition. Beached on January 27, 2020 in Bangladesh. Her 2 sisterships were also converted. The ex-*Stakhanovets Kotov* became the cable layer *Agile* and was scrapped in Alang in 2016 (Cf. « [Shipbreaking](#) » # 45, p 58). The ex-*Stakhanovets Yermolenko* is still operated as the trenching support vessel *Calamity Jane*.



September 1990, Vanino (Khabarovsk krai, Russia). © Senna/Fleetphoto.ru



Bold Endurance, March 2014, Singapore. © John Regan

Offshore service vessel

Supply

Aaditya 1 (ex-*Poya*, ex-*Dopet IV*, ex-*Nico Karama*, ex-*Viking Sirri*, ex-*Hogue Tide*). IMO 7390662. Length 53 m, 636 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1974 in New Orleans (Louisiana, USA) by American Marine Corp. Owned by Elite Marine Services In (United Arab Emirates). Detained twice in 2011 then in 2012 and 2014 in Khark Island (Iran). She was reportedly beached in Alang on April 23, 2020.



Poya.
© Kardooni/VesselTracker



Aaditya 1, Alang, April 2020.
© Mukesh Kumar

Burin Sea. IMO 8131233.
Capricorn. IMO 8411683.
Go Phoenix. IMO 9495208.
Iron Man. IMO 8401949.
Mard. IMO 7404138
Trinity London. IMO 7349443.

Trinity Sea. IMO 8225486.
Zamil 12. IMO 9367085.
Zamil 14. IMO 9371488.
Zamil 19. IMO 9439187.
Zamil 50. IMO 9452892.
Zamil 60. IMO 9540508.

Diving support vessel

Barracuda. IMO 8129137. Length 58 m, 1,258 t. United Arab Emirates flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Singapore by Singapore Slipway. Owned by Las Oil Trading (United Arab Emirates). Beached for demolition in Pakistan.

NMS 401. IMO 7931545. Length 55 m, 959 t. United Arab Emirates flag. Classification society American Bureau of Shipping. Built in 1980 in Singapore by Promet. Owned by ADNOC Logistics & Services (United Arab Emirates). Beached for demolition in Pakistan.



NMS 401 and *Barracuda*, Gadani.
© Facebook Shipbreaking Group

Offshore support vessel

Safaniya 4. IMO 7625366.

Safaniya 6. IMO 8205395. Length 61 m, 580 t. Deflagged from Saudi Arabia to Gabon for her last voyage as *Fan 6*. Classification society American Bureau of Shipping. Built in 1983 in Hendrik-Ido-Ambacht (Netherlands) by Jonker & Stans. Owned by Saudi Aramco (Saudi Arabia). Sold for demolition in India.

Safaniya 6, Zuluf oilfield (Saudi Arabia), September 2018. © **Andrey Zhurylo**



Dredger

Fort Alexander (ex-*Daeyang Ho*, ex-*Kaiho Maru*). IMO 6400939. Hopper capacity 2052 m³. Length 91 m, 2,874 t. Deflagged from Malaysia to Saint Kitts & Nevis for her last voyage shortened to *Fort Alex*. Unknown classification society. Built in 1964 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Malaysian Maritime Dredging Corporation (Malaysia). Acquired by the India-based Prayati Shipping Pvt Ltd prior to her departure for demolition in Bangladesh.



Fort Alexander. © **Lodonkie**

Fort Langley. IMO 5118125.
Sand Swan. IMO 6913510.

Uma Prem. IMO 8650423.

Research vessel

Discoverer. IMO 7623928.

Falcon. IMO 9437373.

Sigma. IMO 7207463

Trinity Explorer (ex-*Fairfield Explorer*, ex-*Digicon Explorer*). IMO 7908160. Length 57 m, 959 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 1980 in Houma (USA) by Modern Marine Power. Owned by Trinity Offshore Inc (Singapore). Detained in 2012 in Vungtau (Vietnam). Acquired by Singapore-based Ace Ship Recycling Ltd prior to her departure for demolition in Bangladesh.

Trinity Explorer, March 2015, Singapore.
© **Michael Klingsick**



Training ship

Hanbada (ex-*Hanbando*). IMO 7513721. Length 100 m, 2,061 t. Deflagged from South Korea to Saint Kitts & Nevis for her last voyage. Classification society Korean Register of Shipping. Built in 1975 in Usuki (Japan) by Usuki Tekkosho. Owned by Korea Maritime University (South Korea). Acquired by Marshall Islands-registered Sharva Shipping Inc prior to her departure for demolition. She was beached in Bangladesh on March 10, 2020.



Hanbando, July 2017, Dong Hae (South Korea).
© Dae Sung Choi



Hanbada, Chattogram, March 2020.
© Groupe Facebook Shipbreaking

Tug

Kambar. IMO 9205251.

Ocean Crest (ex-*Narita Maru*). IMO 8217568. Length 36 m, 466 t. Deflagged from India to Tuvalu for her last voyage. Classification society Indian Register of Shipping. Built in 1983 in Yokosuka (Japan) by Sagami Shipbuilding. Owned by Ocean Sparkle Ltd (India). Sold for demolition in Bangladesh.

Effects of the Covid-19 pandemic on the shipbreaking industry

In 5 months, the shipbreaking market in the Indian sub-continent got gradually concerned, contracted, cracking apart and finally collapsed prior getting up and lurching between the end of April and the beginning of May.

Several dozen ships sold for scrapping in yards of the Indian subcontinent at the end of 2019 were stuck in ports of departure, notably in Brazil, the Caribbean and Singapore, due to the suspension of flight connections and the inability of crews hired for the last voyage to reach their assignments. Other vessels on their own power or tug and dead vessel convoys remained moored in foreign ports' waiting areas, including Colombo Sri Lanka, pending the official resumption of operations in Indian, Pakistani and Bangladeshi scrapping yards.

Some yards were willing to reopen cautiously but they could be hindered by a lack of work force. Many have returned home far away and are under the stay at home order.

Aboard some ships to be demolished and moored off the yards, the crews were in distress. They had to wait the beaching time for 2 months and more.

Bangladesh.

The *Uni Harvest* had left the Chinese port of Weifang on January 20, bound for the Sitakunda shipbreaking yards in Chattogram district (formerly Chittagong). She was ordered to be anchored off the coast of Bangladesh on February 12. The crew consisted of 17 Chinese seamen. They remained confined on board for 5 days while Covid-19 tests were conducted. They proved negative. The ship was allowed to be beached and the crew returned home thanks to an agreement between the national authorities and the Chinese embassy in Bangladesh. Five other ships to be broken up, which came from China and South Korea, along with their crews, a total of 100 men, suffered the same fate in February.

Beaching was prohibited from March 23 to April 7. On the beaches, scrapping works were suspended from Monday April 6. The Ministry of Industry, concerned about a possible shortage of rebars essential for public works and building construction, approved the reopening of the yards following a meeting held on Sunday April 12. The President of the Bangladesh Shipbreakers and Recyclers Association (BSBA) wrote to all its affiliates on Wednesday to inform them that the light was changing from red to green. By the next day, Thursday April 16, most of the 5,000 workers who had been unable to return home due to the lack of transport after the lockout restarted work. For his part, Abu Taher, the director of the BSBA, justifies this hasty resumption by the state of necessity of the employees. "It was the workers who urged to restart work. "They can no longer provide for their daily needs". He adds in the same breath that the companies have to pay off loans and that theft in the yards and on board ships must be prevented. Anonymous voices are raising among this forced-exiled workforce. "I've been working in the yards for about ten years," he says. "We're used to working without protective equipment and now with this coronavirus story, it's going to be even worse". On April 28, 45-year-old foreman Mohamed Khalil had been seriously injured when a hatch cover fell on him at one of the yards that had resumed routine.

Nevertheless, the BSBA and the Ministry of Industry are reassuring and argue that all precautions are being taken, that the yards have received health guidelines issued by the government, that masks are available, that physical distance between workers will be possible and maintained for as long as necessary, and that basic hygiene rules will be enforced through the compulsory use of disinfectant.

India.

In Alang Bay, State of Gujarat, as early as mid-February provisional measures had barred vessels that had called China after January 15, 2020 and vessels with crews from South Korea, Japan, Italy, Iran, China and the Philippines from entering territorial waters. From March 4 onward, beaching was prohibited. The official lockdown of the 130 yards was declared on March 24. Sixty yards were allowed to resume part of their activity from April 23 on the condition that metal cutting operations were carried out "at a slow pace and in a responsible manner". The *Sea Frost* towed from South Africa launched the resumption, followed by the *Aditya 1*, the *West Scent*, the *Lan Wan*, the *Melanesian Pride*, the *Kweilin* and the *Manolis P*. During lockdown, thousands of workers were confined to their shanty villages up on the beaches. They remained at the disposal of their bosses pending reopening. There was contradictory

information about the fact that they were paid during these weeks and months of forced unemployment. GMS (Global Marketing System), which often acts as an intermediary between ship owners and yards, and the Ship Recycling Industries Association (SRIA) say that no workers were laid off and that wages during the lockdown were paid, but employees have another point of view. Many complain about the lack of financial resources. The discrepancy may be due to the social distance between skilled workers such as welders or crane operators and the unskilled labourers employed on a day-to-day basis as a fill-in workforce and porters. Anyways, the Bhavnagar district administration, with the help of local charities, has distributed more than 10,000 food rations and trains have been chartered by the state of Gujarat to ease the return of workers to their families at their request.

A leopard in a French ex-tanker

Taking advantage of the slowdown in human activities due to Covid-19, a leopard got into the half-cut hull of the *King Kong 1*, formerly *Conkouati*, a tanker converted into a 325 m long Floating Production Storage and Offloading (FPSO). The leopard was spotted by a security guard from the yard No. 153 on the night of Saturday 25 April. Forest officers from the Rajkot district placed a cage with bait in a passageway on its presumed route but the cat was not interested. "The place where it has settled is very dark and our team cannot enter without taking risks," said Sandeep Kumar, forest conservator. On Thursday the 30th, he had still not been caught. Finally, on Friday, May 1, after 6 days of hide-and-seek, he was made asleep with a hypodermic syringe. Forest officers found several dogs remains inside the compartment that had been used as a den. According to the rescuers' findings, the leopard had been in the *King Kong 1* for 2 to 3 weeks. He had been ashore hunting stray dogs lurking on the 15 km of beaches and in adjacent farms and returning "home" at the end of the night. It was high time to stop the intruder's comings and goings as the reopening of the yards was imminent. The forestry officers followed the catching protocol in cold blood and did everything possible to spare the life of the feline.



© Rohit Agarwal



The leopard didn't pick just any wreck. The *King Kong 1* belonged to Perenco, a French shipowner specialised in the oil market. Perenco still uses Asian demolition yards to dispose of its end-of-life ships at a good price. The *King Kong 1* was sold for US\$8 million to Indian scrap merchants. The ex-*Conkouati* was used as a Floating Production Storage and Offloading (FPSO) off Pointe Noire (Republic of Congo). In April 2019, Paris-based Perenco SA sold it to one of its subsidiaries, Veslin Holdings Inc. registered

in the Bahamas. Prior to her beaching in Alang, the *Conkouati* flying the flag of Saint Vincent and the Grenadines had been renamed *King Kong 1* and put under the flag of the Comoros. She was launched as an oil tanker in 1973 as the *Kollbjorg* and was converted to floating storage in 1991. Its scrapping exposes Indian workers to contact and inhalation of sludge and hydrocarbon vapours, and to the health risks of asbestos and PCBs (PolyChlorobiphenyls). The *King Kong 1* arrived in Alang under tow in August 2019. She was beached at the Navyug yard, which is considered by the Italian classification society Rina as compatible with the standards of the Hong Kong Convention for the safe and environmentally sound recycling of ships.

Perenco had already been spotted in May 2008 by Robin Hood in issue 12 of "Shipbreaking", the information and analysis bulletin on end-of-life ships, and was the subject of [a press release](#).

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