Maritime acts like a wizard. Otherwise, how could a Renaissance, built in the ex Tchecoslovakia, committed to Tanzania, ambassador of the Italian and French culture, carrying carefully general cargo on the icy Russian waters, have ended up one year later, under the watch of an Ukrainian classification society, in a Turkish scrapyard to be recycled in saucepans or in containers?

### Content

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<th>Container ship</th>
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<th>Oil tanker</th>
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<td>40</td>
<td>42</td>
<td>44</td>
<td>55</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Received on June 29, 2020 from Hong Kong

(...) Our firm, (...) provides senior secured loans to shipowners across the globe. We are writing to enquire about vessel details in your shipbreaking publication #58 available online: http://robindesbois.org/wp-content/uploads/shipbreaking58.pdf. In particular we had questions on two vessels:

Despina Adrianna (Page 41)
- We understand it was renamed to ZARA and re-flagged to Comoros
- According to the Chittagong Port Authority (doc attached), it was sent for scrapping by local agent “MOSTAFA” at late November 2019
- The document also says the vessel was owned by “RED SNAPPER MARITIME”

Jacob (Page 28)
- We understand it was renamed to PAUL and re-flagged to Comoros
- According to the Chittagong Port Authority (doc attached), it was sent for scrapping by local agent “MOSTAFA” at late October / early November 2019
- The document does not say who owned the vessel at time of scrapping

We would like to check if your firm:
- Has any contacts in Bangladesh who can clarify the identity of “MOSTAFA”?
- Has any contacts in Bangladesh who can clarify the identity of “RED SNAPPER MARITIME”? 
- Knows anyone who may have photos of the beached ZARA or PAUL in Bangladesh?

Answer by Robin des Bois, July 1, 2020

We deduce from your request and from your duties that the ships you mentioned were sold for scrapping without any notice to you, whereas perhaps RAM lent money to the shipowners to buy them. We have been alerted about 2 or 3 similar cases since we published our bulletin. See on that matter "Shipbreaking" # 59, pp 47-48. Thank you for confirming our reading. For the moment, here is the information we have gathered.
To our knowledge, there has been no updates in official databases with regards ownerships of the vessel Despina Andrianna and Jacob.

The last known owner of the Despina Andrianna (IMO 9182667) since 2014 was Ballito Bay Shipping Inc registered in in Monrovia, Liberia, acting as a shell company for the Greek owner Proper In Management Inc. The ship was sanctionned by the US treasury in April 2019 for carrying oil from Venezuela. According to week 48 brokers' reports she was sold to undisclosed buyers in Bangladesh. According to the Equasis database, she was renamed Zara and deflagged to Comoros on November 1, 2019; her status became "to be broken up" on November 25, 2019 then "broken up" on December 13, 2019. She arrived in Chittagong on November 29 and was beached on December 13 as mentionned on the Chittagong Port Authority website.

We don't know of Red Snapper Maritime Ltd as a regular shipowner. We assume this is a shell company or a middleman for a cash buyer. From a quick research, it seems they recently had a dispute in India with SHITAL ISPAT PVT. LTD, a ship recycling company in Alang (https://indiankanoon.org/doc/63077680/). There is no precision on the adress or contact of "Red Snapper Maritime" though. It seems the company is located in The United Arab Emirates (https://www.rimeib.com/Main/19,1,283,0-11216172.aspx).

The last known owner of the Jacob (IMO 9300166) since June 2018 was Jacob Maritime Ltd-MAI registered in the Marshall Islands c/o Hermes Maritime Services pvt based in Mumbai, India. Hermes Maritime Services is an Indian company which presents itself as a ship manager but occasionally buys end-of-life ships prior to their last voyage. According to week 43 brokers' reports she was sold to undisclosed buyers in Bangladesh. Jacob was renamed Paul and deflagged to Comoros on October 1, 2019. She was beached in Chittagong on October 30, 2019.

Mostafa appears regularly as an agent for vessels to be broken up and in that case for both Zara and Paul. We have no directory of all the agents in Chittagong. You should contact Chittagong Port Authority on that matter. (…)

Rumours in shipping circles suggest the possibility that the Jacob/Paul was not scrapped and would continue trading under a new name and in unidentified traffic.
To clarify the situation we ask our readers to send us pictures of the beaching and scrapping of the Jacob/Paul and Despina Andrianna/Zara in Chattogram beaching yards or to send us any information on their possible further trading.
Adress: contact@robindesbois.org
Another river barge on the sea bottom (continuation of "Shipbreaking" # 33, p 4-6 and "Shipbreaking" # 57, p 8)

After the German tanker barge Therese Straub, broken in two off Brittany while she was conveyed under tow to Africa (Cf. "Shipbreaking # 57", p 8), another river barge, Dutch, reminds us the nonsense and danger of this type of traffic. On May 12, 2020, the Tunisian Navy spotted Marine the stern part of a vessel named Lady Sandra adrift 5 miles off Djerba Island. In a press release published on May 26, the Navy announced to have pumped 45 tons of gazole then to have towed the wreck in the international waters where she was scuttled in more than 60 m of water.

The Lady Sandra was the ex-Zaanstroom, a Dutch river tanker barge built in 1975, sold at the age of 40 for further trading far away from the Northern Europe rivers. The Zaanstroom left the Netherlands in 2015. She headed for Romania, was reflagged to her new home country but kept her name of origin. What she used for there is undisclosed.

In January 2019, she was allegedly sold to Panafric Ocean and Energy Ltd based in Nigeria. West Africa and Nigeria in particular, are favoured by unscrupulous owners as destinations of uncertain reconversion for Rhine barges. Though, it seems the sale failed as the ship did actually not leave Romania. In January 2020, the Zaanstroom was sold to Malta Islands Sea Cruise that pretended to use her as a bunkering tanker. In late January, she left Sulina, Romania. Prior to her departure, the ex-Zaanstroom became the Togolese-flagged Lady Sandra.

The Lady Sandra was spotted off Istanbul on February 6. In the evening of March 25, 2020, she issued a distress signal. She was 13 nautical miles northeast of Malta, broken in two and about to sink. The crew of 2 Egyptian and 1 Romanian sailors was salvaged by the Maltese Navy vessel Melita which arrived on site just in time: the lifeboat too was taking in water. The 2 pieces of barge were left on their own and should have sunk into oblivion and to the bottom of the Mediterranean, if the rear half-barge had not resurfaced in Tunisia.

Since January 2020, the Classification society of the Lady Sandra was the Maritime Bureau of Africa based in Capetown (South Africa). During her voyage from Romania, the Lady Sandra would have been reflagged again: since March 2020 she is registered by the IMO as UK-flagged. The homeport mentioned on the ship’s stern was however Lomé, Togo.

Lady Sandra (ex-Zaanstroom). IMO 8335449. Ex oil tanker barge registered as a chemical and product tanker. Length 89,80 m. Built in 1975 in Hedel (Netherlands) by Heermans & Zonen.
The VLOCs’ ex VLCCs Flop

In the late 2000s, the conversions of Very Large Crude Carriers (VLCC) to Very Large Ore Carriers (VLOC) was a good deal for shipowners. They enabled to extend the lifetime of single hull VLCC banned by the IMO on the world ocean from 2010 onwards as well as economies of scale for the transport of ore. The Brazilian conglomerate Vale, worried to gain competitiveness compared to its Australian rivals, closer to the Chinese market was quite active in this conversion doctrine.

March 31, 2017, the Stellar Daisy, an ex-VLCC turned VLOC, sank in the middle of the South Atlantic Ocean. She was operated by the Korean Polaris Shipping Corp. 22 seamen were reported missing, 2 were miraculously saved. After the disaster, the safety of the converted VLOC was questioned. The investigation report published in April 2019 by the maritime authorities of the Marshall Islands, Stellar Daisy’s flagstate, confirmed the lack of strength of the hull. Ore transport and liquid hydrocarbons transport cause very different stresses on the ships’ various bulkheads. In 2017, Polaris Shipping Corp that was operated 18 converted VLOC committed itself to inspect them, consolidate them if necessary and replace them gradually by newbuilt ships.

The phase-out of Polaris ships came in a trickle: 4 ships in 3 years. On the 50 converted VLOC operated in 2017 by Polaris and other owners, about 15 were scrapped. As of January 1, 2020, there were still some 35 left. Their safety is more and more denied by experts and crews. As a VLCC, the Sunrise III could carry 310,000 m³ of crude oil, as an ore carrier the Stellar Daisy (ex-Sunrise III) could carry 260,000 tons of iron ore.

Arrival of the VLOC ex VLCC HBIS Sunrise in Pakistan. © Gadani Shipbreaking

Late April 2020, Vale announced it will stop using ex VLCC converted to VLOC to carry its ore. The death warrant was signed: Vale is the main charterer of this type of vessels. Phase-out ships are rushing: 6 converted ships were scrapped in the first quarter 2020. This issue of “Shipbreaking” # 60 identifies 9 other ones that was sent to the scrapyards in Bangladesh (7), India (1) or Pakistan (1) in the second quarter. A large wave is awaited in the coming months. 14 ships are laid up in the usual waiting room to scrapping, off Singapore (1) and north of Bornéo off Labuan (13). In spite of the decrease in prices offered by the yards since the Covid-19 crisis, the sale of the 9 ex-VLCC converted to VLOC brought in this quarter over 100 millions US$ to the shipowners and middlemen.

<table>
<thead>
<tr>
<th>Sold for scrapping in the 1st quarter 2020</th>
<th>see &quot;Shipbreaking&quot; n°59, p 54-55</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berge Elbruz (IMO 8902424); Berge Hua Shan (IMO 9035450); Ore Sudbury (IMO 9000986); Pacific Opal (IMO 9077410); Shagang Giant (IMO 9002738); Stellar Rio (IMO 9060338).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sold for scrapping in the 2nd quarter 2020</th>
<th>see pp 32-35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guoeng Enterprise (IMO 9053579); Handan Steel (IMO 9082312); HBIS Sunrise (IMO 9003122); Pacific Coral (IMO 9110224); Pacific Garnet (IMO 9075723); Pacific Ruby (IMO 9043720); Stellar Iris (IMO 9083093); Stellar Knight (IMO 9048134); Stellar Samba (IMO 9030967).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Laid up in Labuan or in Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berge Kibo (IMO 9036442); Janice N (IMO 9084190); Sinocarrier (IMO 9012252); Sinotrader (IMO 9038672); Stellar Eagle (IMO 9044229); Stellar Galaxy (IMO 9038438); Stellar Hermes (IMO 9060326); Stellar Liberty (IMO 9030955); Stellar Magic (IMO 9060314); Stellar Neptune (IMO 9030943); Stellar Ocean (IMO 9030979); Stellar Pioneer (IMO 9048110); Stellar Queen (IMO 9030981); Stellar Topaz (IMO 9048122).</td>
</tr>
</tbody>
</table>
Officially in service
Anangel Shagang (IMO 9004786); Berge Fuji (IMO 9122590); Berge Kangchenjunga (IMO 9073438); Berge Lhotse (IMO 9083964); Sinogloyr (IMO 9041198); Wugang Atlantic (IMO 9085352).

The Sinogloyr has been anchored off Rio de Janeiro since a few months. The Anangel Shagang is looping along the South African coast. As of late July, 4 ships are spotted in the Sea of China: the Berge Lhotse off the Malaysian Peninsula, the Berge Fuji and Berge Kangchenjunga north of Taiwan and the Wugang Atlantic in Zhanjiang, in Northern China.

The one that escaped scrapping
The Jesslyn Natuna is an ex tanker converted to a Floating Storage Offloading unit (FSO) in 2013. Owned by the Indonesian company Global Niaga Bersama PT, she was used on Udang oilfield in the South China Sea, between the Malaysian peninsula and the island of Borneo. In January 2018, she ceased operation. She was 35 years of age and bound for scrapping.

In August 2019, she was acquired by Somap registered in Hong Kong c/o Prayati Shipping, an Indian specialist in end-of-life ships. She was shortened to J Nat and deflagged to Palaoa, the most popular funeral flag lately. In spring 2020, the departure of the ex-Jesslyn Natuna is getting official. The Indonesian NGO Indonesian Environmental Care Committee file a complaint for illegal export of waste. The FSO has accumulated operational waste and was not decontaminated at the end of her operation. She is loaded with oily residues and sludge and 1500 t of waste with levels in mercury compounds reaching 395 mg/kg.

On April 18, 2020, the J. Nat leaves Batam (Indonesia) in Singapore Strait bound for Chattogram shipbreaking yards. She is under tow of the S Cas (IMO 8411047). On May 2, the ongoing press campaign forces the Bangladeshi government to ban the ship from the nation's waters. The Navy is on alert. Government agencies are ordered not to deliver the ship any certificate allowing scrapping, the members of the Bangladesh Ship Breakers and Recyclers Association (BSBRA) are informed as well. On May 11, the convoy is sailing in the edge of the Malacca Strait at 3,5 knots, reverses its course and returns to Singapore at the same reduced speed. The J Nat has temporarily escaped the torches.
Derelict ships (continued)

In "Shipbreaking # n°59", Robin des Bois published a report on 106 derelict ships mostly operated in the Mediterranean and the Black Sea and observed that the majority of these substandard ships (76%) were delivered a class certificate by a second rank classification society established in the European Union. The NGO wrote to the European Commission on this issue of substandard classification societies.

Mail by Robin des Bois, July 1, 2020

(...) We note that a number of classification societies which certify cargo vessels on behalf of States such as the Comoros, Moldova, Togo, Tanzania and others, are established in European Union member States and contribute through their activities to the further trading by substandard ships which have been temporarily or definitely banned from the European Union or detained on several occasions in countries that are signatories to the Paris and Black Sea Memorandums.

Among these classification societies based in Greece, Cyprus, Bulgaria and the United Kingdom we have identified Bulgarski Koraben Registar (Varna), Maritime Bureau of Shipping (Limassol), Mediterranean Shipping Register (London), Columbus American Register (Athens), International Naval Surveys Bureau (Athens), Phoenix Register of Shipping (Athens) and Dromon Bureau of Shipping (Limassol). The vessels they certify are operated by shipowners who are in debt, insolvent and unable for various reasons to carry out essential maintenance and refitting work and to bring them in compliance with the successive amendments to the international conventions.

These classification societies are not members of the IACS and claim to issue certificates essential for the navigation of ships within very short time limits and probably at knock-down prices.

We believe that the actions of these classification societies postpone the phase-out of these ships, which are dangerous to crews and the environment, and are in contradiction with the European Union's strategy for the improvement of maritime safety and for the development of the recycling of ships in approved yards.

Therefore, would you please let us know what initiatives the European Union intends to take to reduce or eliminate the detrimental effects of these companies.

To develop your knowledge on the subject if necessary, you may refer to the bulletin "Shipbreaking" #59 and to the press release "Nauseas" that Robin des Bois published on the occasion of the International Day of Seafarer on June 24, 2020. (...)

Answer by the DG Move, July 9, 2020

(...) I would like to thank you for your email and your questions. We share your concerns raised about the classification societies established in EU Member States and providing services only to third country flags. However, the current legal framework does not regulate the establishment and operation of classification societies in Europe but only the requirements that those classification societies entering into an authorization agreement with an EU Member State shall meet (Regulation (EC) No 391/2009 which stipulates the minimum requirements the classification societies have to meet and Directive 2009/15/EC which stipulates the obligations for the Member States).

In other words, it is up to the EU Member States to stipulate any legal requirements for the establishment and operation of classification societies in their territory, if such societies do provide services only to ships flagged under a third country flag. I would suggest in this regard that you address those member States.

That being said, the quality of the work of such classification societies which work with third country flags is checked as part of the Port State Control inspections taking place at the EU level provided for by Directive 2009/16/EC. The aim of this Directive is to act as a second layer of control and level playing field between EU Member States’ flags and third countries’ flags. In accordance with Article 11 of the Ship Recycling Regulation (EU) No 1257/2013, Port state control inspections check that either an inventory certificate or a ready for recycling certificate is kept on board. (...)

Robin des Bois  - 7 -  Shipbreaking # 60 – August 2020
112 ships, 1.5 million tons. This is more than the 2019 quarterly average. After the Covid-19 locked-down weeks, the authorities under pressure of the yards accepted the resumption of the activities. Ships that had been kept waiting were allowed beaching. Conditions imposed on foreign crew have been eased; crews are now allowed to stay in quarantine in hotels ashore. There are still concerns about another possible lockdown in shipbreaking yards in India and Pakistan.

India (34%) and Bangladesh (32%) are neck and neck. They precede Turkey (18%). Pakistan (7%) is back in the game. The Aces ex-Federal 1 disaster in November 2016 (officially 28 fatalities and dozens of injured) had been followed by the interruption of shipbreaking operations for several months. Since then, only small size vessels had been scrapped in Gadani. Shift of gears, this quarter Pakistani yards were delivered two vessels over 300 m in length and the large ore carrier HBIS Sunrise with a weight of 38,000 tons.

The Covid-19 pandemic drastically disrupts trends and leads idle cruise ships to be phased out. In tonnage, with 11%, cruise ships take the 3rd place behind bulkers (31%) and container ships (26%) but ahead of car carriers (9%) and tankers (9%). With cruise ships flying a European flag, Turkey welcomes a new market with open arms.

In the 1st quarter 2020, market uncertainties had led to an erosion of the yards’ purchase prices then from mid-march onward to the interruption of transactions and estimates. They resumed in mid-May. Yards are overloaded with the unusual flow of quarantined ships and the routine post-covid flow. At the same time, demand for steel remains weak. Price erosion continued and finally stabilized slightly above 300 US$ per ton in Bangladesh and Pakistan and slightly below in India. In Turkey, at the end of the quarter, prices offered by the yards are about 175 US$ per ton.

91 ships scrapped in the Indian subcontinent, in China and in Turkey, 94% of the global tonnage.

### tonnage recycled

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage (t)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>505,000</td>
<td>34%</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>475,000</td>
<td>22%</td>
</tr>
<tr>
<td>Turkey</td>
<td>265,000</td>
<td>18%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>107,000</td>
<td>7%</td>
</tr>
</tbody>
</table>

### ships

<table>
<thead>
<tr>
<th>Country</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>35</td>
<td>31%</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>23</td>
<td>21%</td>
</tr>
<tr>
<td>Turkey</td>
<td>22</td>
<td>21%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>8</td>
<td>7%</td>
</tr>
</tbody>
</table>

### tonnage recycled

<table>
<thead>
<tr>
<th>Type</th>
<th>Tonnage (t)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulker</td>
<td>452,000</td>
<td>31%</td>
</tr>
<tr>
<td>Container ship</td>
<td>381,000</td>
<td>26%</td>
</tr>
<tr>
<td>Cruise ship</td>
<td>167,000</td>
<td>11%</td>
</tr>
<tr>
<td>Car carrier</td>
<td>133,000</td>
<td>9%</td>
</tr>
<tr>
<td>Tanker</td>
<td>126,000</td>
<td>9%</td>
</tr>
</tbody>
</table>

### ships

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container ship</td>
<td>25</td>
<td>22%</td>
</tr>
<tr>
<td>General cargo carrier</td>
<td>18</td>
<td>16%</td>
</tr>
<tr>
<td>Bulker</td>
<td>17</td>
<td>15%</td>
</tr>
<tr>
<td>Tanker</td>
<td>11</td>
<td>10%</td>
</tr>
<tr>
<td>Car carrier</td>
<td>10</td>
<td>9%</td>
</tr>
</tbody>
</table>

### Purchase prices, 2nd quarter 2020

- India
- Bangladesh
- Pakistan
- Turkey

- 0 to 350 US$ per ton
- janvier, février, mars
55 ships (49%) belong to shipowners established in the European Union or in the European Economic Area and 52 (46%) were built in the European Union or in Norway.

49 years. This is the age of the two veterans, the small Russian tanker Icha built in Ukraine, which left Vladivostok to be scrapped in Bangladesh (p 28), and the river and sea-going vessel Renaissance, built in Slovakia and scrapped in Turkey (p 15).

Icha, Peter the Great Bay, Sea of Japan (Primorsky krai, Russia), April 2011. © Igor Gl

The average age over all categories is 27 years.

The youngest one is a casualty ship, the Indian chemical tanker Nu-Shi Nalini, 8 years of age, built in China, which suffered a fire off the Indian coast, then a grounding while she was awaiting a decision on her cargo's fate and was finally towed for demolition in Pakistan (p 31).

46 ships (41%) have been detained prior to scrapping. 3 general cargo carriers scrapped in Turkey take all the places on the substandard ships podium: the Daylight (42 years old) and the Arslan (38 years old), 9 detentions each, and the casualty ship Suzzy (30 years old), 7 detentions (Cf. p 12, 13 and 16).

26 ships were deflagged. 23% of ships to be scrapped were flying a funeral flag for their last voyage. Saint Kitts and Nevis (8) precedes Liberia (7), Comoross (3) and Palaos (2).

20.5 km, the length of the convoy of ships to be broken up.
38 ships are less than in 150 m in length, 39 between 150 and 200 m and 35 over 200 m, among which 13 ships over 300 m. The longest one is the container ship Sine Maersk, 347 m, scrapped in Turkey.

Sine Maersk, 347 m, capacity 9578 teu. Kaohsiung (Taiwan), September 2013. © Hsu Hao-En
Ferry


*Vitsentzos Kornaros* (ex-Pride of Winchester, ex-Viking Viscount). IMO 7358327. Length 129 m, 5,100 t. Deflagged from Greece to Comoros for her last voyage. Classification society Registro Italiano Navale since November 2019. Built in 1976 in Aalborg (Denmark) by Aalborg Vaerft for Townsend Thoresen European Ferries based in Dover (United Kingdom). She could accomodate 1200 passengers and 275 cars and completed her maiden voyage on May 18, 1976 from Felixtowe (United Kingdom) to Zeebrugge (Belgium). She was operated on several routes between the English ports and the continent and became the *Pride of Winchester* in 1989.

In 1991, she was sold to Howill Shipping and chartered bareboat to P&O European Ferries. She sailed on her last Channel crossing between Portsmouth and Cherbourg in July 1994 and then left Northern Europe heading for Greece after she was acquired by Lassithiotiki Shipping SA. She was renamed *Vitsentzos Kornaros*, after the Cretan poet (1553-1613). She was decommissioned in 2017 in Salamina after suffering mechanical failures too expensive to be repaired. In April 2020, she left Piraeus (Greece) under tow of *Christos XI*, bound for Aliaga shipbreaking yards.
Cruise ship

See the chapter The END, "Have your handkerchiefs ready", p 44-54.

The first post-Covid-19 cruise ship scrappings were quick to start. 6 ships are announced as "to be broken up" or have already reached Aliaga shipbreaking yards in the second quarter 2020. They represent 11% of the tonnage to be scrapped and rank as the 3rd category of the quarter, behind bulkers and container ships, ahead of tankers.

_Costa Victoria_ waiting in Piombino next to the sponsons used to refloat the _Costa Concordia_.
© Corriere Maritimo

_Carnival Fantasy_ (ex-Fantasy). IMO 8700773.

_Carnival Inspiration_ (ex-Inspiration). IMO 9087489.

_Costa Victoria_. IMO 9109031.


_Monarch_ (ex-Monarch of the Seas). IMO 8819500.

_Sovereign_ (ex-Sovereign of the Seas). IMO 8512281.
General cargo carrier


Clavigo. IMO 9014688. Length 88 m, 1,178 t. Antigua & Barbuda flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Komarno (Slovakia) by Slovenske Lodenice. Owned by Wessels Reederei GmbH & Co KG (Germany). Detained in 2009 in Las Palmas (Canary Islands, Spain), in 2012 in Chatham (United Kingdom) and in 2013 in Burgas (Bulgaria). On February 27, 2020, the Clavigo was anchored off Tuzla in the Sea of Marmara. Sea conditions were rough, she dragged anchors and ran aground on the breakwaters after hitting the Dede, another anchored vessel. The crews of both ships were evacuated. Clavigo was declared a total loss and towed to Aliaga on May 20.
general cargo carrier

*Daylight* (ex-*Volgo-Balt 207*). IMO 8230352. Length 114 m. Panamanian flag. Classification society Intermarine Certification services. Built in 1978 in Komarno (Slovakia) by Zavody Tazkeho Strojarstvo yard. Owned by Daylight Shipping & Trading (Turkey). Detained in 2008 in Mykolayev (Ukraine), in 2009 in Izmit (Turkey), in 2011 in Bilhorod-Dnistrovskyi (Ukraine) and Gemlik (Turkey), in 2015 in Kocaeli (Turkey), in 2016 and 2017 in Azov (Russia), in 2018 in Yeysk (Russia) and in 2019 in Azov again. Beached for demolition in Turkey.

*Daylight*, in a beautiful livery hiding misery, southbound in the Bosporus le 27 August 2014. © Marc Ottini


On March, 21 2020, the *Kaami* left Drogheda port on the eastern coast of Ireland bound for Slite (Sweden). She was carrying a cargo of 1920 t of Refused Derived Fuel pellets (RDF, made of plastic, wood, paper waste considered as non recyclable under current conditions). In the early hours of March 23, she hit a reef and ran aground heurte un récif et s’échoue between the Isles of Skye and Lewis (Scotland, United Kingdom). The 8 crewmen were airlifted to Stornoway on the Isle of Lewis. The *Kaami* also had 63 t of bunkers on board. According to Resolve Marine salvage team, 28 m3 of diesel were spilled at sea. An exclusion zone of 500 m remained in place around the wreck throughout the pumping and lightering operations. On April 30, the last tons of RDF were removed. The ship was refloated and towed Kishorn port. She has been scrapped in the drydock recently brought back into use to deal with...
the decommissioned North Sea offshore oil platforms.


Renaissance (ex-Seaduchess, ex-Sea Shuttle, ex-Krasnoyarsk, ex-350-Let Goroda Krasnoyarskogo, ex-Volgo-Balt 143). IMO 8857875. Length 114 m, 970 t. Tanzanian flag. Classification society Ukraine Shipping Register. Built in 1971 in Komarno (Slovakia) by ZTS Yard. Volgo-Balt 2-95A type river and sea-going ship designed to carry coal, grain, salt, wood and general cargo including containers; 470 units were built between 1969 and 1974. Owned by Fos Shipping Management Ltd (Russia). Detained in 2000 in Taganrog (Russia), in 2017 in Mikolayev (Ukraine) and in 2019 in Azov (Russia). Sold for demolition in Turkey.

general cargo carrier

Suzzy (ex-Sun Pollux, ex-Oona Cristina, ex-Ergul, ex-Banu Genc, ex-Histria). IMO 9017800. Length 86 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Drobeta (Romania) by Drobeta TS. Owned by Genkapitan Denizcilik (Turkey). Detained in 2001 in Ravenna (Italy), in 2011 in Scunthorpe (United Kingdom), in 2015 in Eleusis (Greece), in 2016 twice in Haifa (Israel), in 2018 in Damietta (Egypt) and in 2019 in Novorossiysk (Russia). On February 16, maintenance works were carried out on the Suzzy at Tuzla shipyard (Turkey). A fire spread in the accommodation block and bridge castle. Considering her age and her condition, the ship was sold and towed for demolition in Aliaga in early June.

Zeaborn founded in 2013 in Bremen (Germany) had become one of the main multipurpose and heavy lift vessels owner after the acquisition of Rickmers Linie, E.R. Schifffahrt and Intermarine. In severe financial problems, the German owner has to restructure its fleet. The 5 sisterships Zea Anvers, Zea Hamburg, Zea Jakarta, Zea Shanghai and Zea Tokyo were all deflagged and renamed prior to head for Alang yards. According to specialized sources, The terms of the sales include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention. Zeaborn also sent to scrapping a series of container ships previously part of E.R. Schifffahrt’s fleet (see pp 20-21, E.R. Amsterdam, E.R. Pusan and E.R. Seoul).

Zea Antwerp (ex-Rickmers Antwerp). IMO 9253143. Length 193 m, 12,323 t. Deflagged from Marshall Islands to Liberia for her last voyage renamed Lily Mumbai. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Xiamen (China) by Xiamen SB Industry Co. Sold as is in Mumbai (India) for demolition in India. 302 US$ per ton.

Zea Hamburg (ex-Rickmers Hamburg). IMO 9238818. Length 193 m, 12,254 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to Hamburg. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Nanjing (China) by Jinling Shipyard. Detained in 2018 in Savannah (Georgia, USA) and in 2019 in Guangzhou (China). Sold as is in Mumbai (India) for demolition in India. 300 US$ per ton including 150 t of bunkers.

© Korhan Birol

September 11, 2019, Kovanagzi (Turkey). © Korhan Birol

© Maritme Bulletin

© HHSpotter

© Marc Ottini
**Zeja Jakarta (ex-Rickmers Jakarta).** IMO 9292010. Length 193 m, 12,723 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to Jakarta. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Xiamen (China) by Xiamen Shipbuilding Industry Co. Detained in 2019 in Qingdao (China). Sold as is in Mumbai (India) to NKD Maritime Ltd based in the United Kingdom prior to her departure for demolition in India. 300 US$ per ton including 150 t of bunkers.

*Zeja Jakarta, passant devant Terneuzen (Netherlands), 12 mai 2010. © Pascal Bredel*

**Zeja Shanghai (ex-Rickmers Shanghai).** IMO 9244544. Length 193 m, 12,140 t. Deflagged from Marshall Islands to, Saint Kitts and Nevis for her last voyage shortened to Zea. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Shanghai (China) by Shanghai Shipyard. Sold as is in Mumbai (India) to Best Beyond Investment registered in the British Virgin Islands c/o Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition in Alang.

**Zeja Tokyo (ex-Rickmers Tokyo).** IMO 9235995. Length 193 m, 12,408 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to Kyo. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Xiamen (China) by Xiamen SB Industry Co. Sold as is in Mumbai (India) for demolition in India. 301 US$ per ton.

*Zeja Tokyo, passing off Walsoorden (Netherlands), October 15, 2009. © Pascal Bredel*
**Container ship**

**April-May-June 2020**
25 demolitions, 380,000 tons to recycle. Their 5,5 km-long convoy could have carried more than 80,000 teu. 16 have a capacity of less than 2500 teu, 9 a capacity of over 4000.

Container ships are back and in particular the big ones. When they were announced to be broken up, the 3 sisterships *Kokura*, *Kure* and *Maersk Kawasaki*, built in Denmark for the Danish shipowner Maersk, were the biggest container ships ever to be scrapped. 318 m in length, a capacity of 6400 teu. A few weeks later, the record was beaten: the *Sine Maersk*, 347 m, 9500 teu, arrived at Aliaga yards. The last owner of *Kokura*, *Kure* and *Maersk Kawasaki* was Costamare, a Greek company; the ships were Liberian-flagged and were beached in Alang. For its *Sine Maersk*, the Danish shipowner chose a Turkish yard included in the EU-approved list of yards. For its part, the French shipowner CMA CGM also selected an approved Turkish yard for its two owned vessels, the *APL China* and *CMA CGM Okapi*. On the contrary, the *GSL Matisse* and *Utrillo* owned by Global Ship Lease in which CMA CGM is a minority shareholder were beached in India.

Of 25 ships, 17 belonged to shipowners established in the European Union. Apart from the 3 aforementioned Maersk and CMA CGM vessels, they all headed for the Indian subcontinent.

The average age of container ships at the time of demolition is 23 years. The detention rate of the category is 60%. 15 headed for India, the others for Turkey, Bangladesh and Pakistan. The *Kauai* built in the USA should be scrapped in the USA.


*APL China*, in Los Angeles (California, USA), February 2020. © Evan/Vesselfinder


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container ship

CMA CGM Utrillo. IMO 9192430. 2272 teu. Length 196 m, 11,676 t. Deflagged from Cyprus to Liberia for her last voyage shortened to Utrillo. Classification society Bureau Veritas. Built in 1999 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Global Ship Lease 39 c/o Conchart Commercial Inc (Greece). Ship chartered by the French company CMA CGM; the charter party was completed in the first quarter of 2020. Sold as is in the United Arab Emirates for demolition in India. 330 US$ per ton.


E.R. Pusan (ex-OOCL Los Angeles, ex-E.R. Pusan). IMO 9211169. 5762 teu. Length 277 m, 24,702 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Forty seventh Phoenix Shipping enregistré au Liberia c/o Zeaborn Ship Management GmbH & Cie KG (Germany). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.
container ship

**E.R. Seoul** (ex-CSAV Houston, ex-E.R. Seoul, ex-OOCL Malaysia, ex-E.R. Seoul). IMO 9208021. 5782 teu. Length 277 m, 24,717 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Zeaborn Ship Management GmbH & Cie KG (Germany). Detained in 2008 in Shenzhen (China) and in 2009 in Cagliari (Italy). On departing Antwerp on February 14, 2020, the *E.R. Seoul* hit Berendrecht locks. She was repaired and resumed trading. A few months later, she was sold for demolition in India. 303 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

![E.R. Seoul, March 2020, on the Elbe river (Germany). © Nordwelle/Vesseltracker](image)

**Forum Samoa 4** (ex-Micronesian Chief, ex-Papuan Chief, ex-Capitaine Tasman, ex-Papuan Chief). IMO 8901705. 981 teu. Length 158 m, 5,719 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Shimizu (Japan) by Miho; lengthened in 2005 from 130 to 158 m. Owned by China Navigation Co (Singapore). Detained in 2003 and 2011 in Melbourne (Australia) and in 2016 in Sydney (Australia). Sold for demolition in India. 270 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

![Melbourne (Australia), June 9, 2018. © Dave Wallace](image)


![Torshavn (Faroe Islands), April 2019 © Martin Wennerstrom](image)

GSL Matisse (ex-CMA CGM Matisse). IMO 9192428. 2272 teu. Length 196 m, 11,676 t. Deflagged from Cyprus to Liberia in January 2020. Classification society Registro Italiano Navale. Built in 1999 in Keelung (Taiwan) by China Shipbuilding Corp for CMA CGM and operated on the "Round the World" service of the French company. She then called at ports in France, the USA, Panama, Tahiti, New Caledonia, Australia, New Zealand, England and the Netherlands. Sold in 2007 to Global Ship Lease (GSL) founded in 2007 by CMA CGM which is today a minority shareholder. GSL is registered in the Marshall Islands, traded on the New York stock exchange since 2008 with administrative offices in London. In 2020, the company claimed on her internet site to own 45 container ships. Detained in 2011 and 2015 in Melbourne (Australia). GSL Matisse was reported to be owned since February 2020 by Global Ship Lease 37 LLC c/o Concart Commercial Inc (Greece). Sold as is in the United Arab Emirates for demolition in India. 330 US$ per ton. She was beached in Alang on July 7.

Kauai. IMO 7802718. 1750 teu. Length 220 m, 12,394 t. United States flag. Classification society American Bureau of Shipping. Built in 1980 in Chester (Pennsylvania, USA) by Sun Shipbuilding Corp. Owned by Matson Navigation Co Navigation Co (USA). Her official status is "broken up" since May 25, 2020. She has been decommissioned in Alameda (California, USA) in the former US Naval Air Station closed in April 1997, next to the USS Hornet (CV-12), an aircraft carrier completed in 1943 and open to the public as USS Hornet Museum in 1998.

Maersk Kokura, off Terneuzen (The Netherlands), August 5, 2015. © Marc Ottini

Kokura, beached in Alang. © Rohit Agarwal


Kota Juta, in Malacca Strait, June 25, 2008. © Marc Ottini

Kure (ex-Maersk Kure, ex-Regina Maersk). IMO 9085522. 6418 teu. Length 318 m, 33,100 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Lindo (Denmark) by Odense Stalskib. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 318 US$ per ton. She was announced “to be broken up” on June 6; late July, she was located in the China sea, heading to Hong Kong.

Maersk Kure, passing off Terneuzen, September 7, 2015. © Marc Ottini
container ship

Laxfoss (ex-Dettifoss, ex-Maersk Santiago, ex-Maersk Durban, ex-TRSL Tenacious, ex-Helene Sif), IMO 9086801. 1457 teu. Length 166 m, 7,199 t. Deflagged from Faroe Islands (Denmark) to Liberia for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Eimskip (Iceland). Detained in 2018 in Bremerhaven (Germany). Sold to Melinda Maritime Ltd registered in Liberia prior to her departure for demolition in India. She left Reykjavik (Iceland) on May 1, called at Port Said (Egypt) on May 20, sailed down Suez Canal and finally was beached in Alang on June 8.


Maersk Kawasaki (ex-Kisten Maersk), IMO 9107887. 6418 teu. Length 318 m, 34,318 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Lindo (Denmark) by Odense Stalskibs. Owned by Costamare Shipping Co SA (Greece). Detained in 2013 in Shenzhen (China). The Maersk Kawasaki was shortened to Kawasaki for her last voyage. Sold for demolition in India. 318 US$/per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.


Wan Hai 212 (ex-Wan Hai 209). IMO 9048586. 1329 teu. Length 175 m, 6,923 t. DSeflagged from Singapore to Palaos for her last voyage renamed Wahan. Classification society China Classification Society. Built in 1993 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines (Singapore). Sold for demolition in India. 245 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.
Ro Ro


Feruz, loaded with railway freight cars, Azov Sea (Russia), September 13, 2012. © Pavel Emelyanov

BFI-1, cut in Aliaga, July 2020. © Selim San


Eurocargo Trieste in the Adriatic sea, September 25, 2017. © Marc Ottini

Detained in 2007 and 2008 in Nantes (France), in 2016 in Patras Greece) and in November 2019 in Leghorn (Italy) after suffering a major fire. In the night of November 20 to 21, 2019, a fire broke out in the engine room of the Eurocargo Trieste shortly after she departed Leghorn. She was carrying 278 trucks, some of which loaded with batteries containing hazardous substances. The 25 crewmen on board were fighting the fire while salvage vessels sent on the site were cooling the hull. In the late afternoon, the ship was towed and allowed to dock in Leghorn. She has been detained in Leghorn for 37 days and was then moved on January 8, 2020 to Piombino further south on the Tuscany coast. She was declared a total loss and finally towed to Turkey in May 2020.

November 2019. © Leghorn Firefighters

May 2020, Aliaga. © Selim San
**ro ro / heavy load carrier**

**Petrovsk (ex-Slavutich-6).** IMO 8841474. Length 108 m, 1,565 t. Deflagged from Russia to Palauos for her last voyage renamed Trove. Classification society Russian Maritime Register of Shipping. Built in 1986 in Kiev (Ukraine) by Leninskaya Kuznitsa SSZ. Designed to carry 24 railway cars and general cargo. Owned by Anship LLC (Russia). She left Kavkaz, on the Black Sea, and was beached in Aliaga.

![Petrovsk](Image)

In the Sea of Azov, October 6, 2017. © Borodulin I.V.

Port Caucasian, (Krasnodar krai, Russia), May 5 2016. © Zamaleev Maxim

**Shin Oh Maru.** IMO 9213832. Length 162 m, 6,778 t. Deflagged from Japan to Saint Kitts and Nevis for her last voyage shortened to Shin. Classification society Nippon Kaiji Kyokai. Built in 1999 in Ishinomaki (Japan) by Yamanishi. Owned by Japan Railway/Kuribayashi (Japan). Sold to Almanac Ship Management LLC based in the United Arab Emirates prior to her departure for demolition in Bangladesh.

Shin Oh Maru, Tokyo (Japan), July 10, 2017. © TS London

**Heavy load carrier**

**Agat (ex-Agata M, ex-Thor Spirit, ex-Beluga Spirit, ex-BBC Egypt, ex-Beluga Spirit, ex-Ariana).** IMO 8710687. Length 115 m, 3,837 t. Deflagged from Comoros to Cameroon for her last voyage. Classification society Panama Maritime Documentation Services. Built in 1988 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 in Houston (Texas, USA), in 2010 in Naples (Italy), in 2013 in Callao (Peru) and Dégrad Des Cannes (Guyana, France), in 2015 in Rotterdam (Netherlands) and in March 2017 in Las Palmas (Canary Islands, Spain). Owned since 2017 by Capital Marina Shipping registered in Panama c/o Agat Ship Management Inc (United Arab Emirates). She left South America and was arrested in October 2017 by the Portuguese Navy for drug trafficking. 1130 kg of cocaine were discovered on board. She has since then been discarded in Lisbon (Portugal). In June 2020, she was towed for demolition in Turkey.

![Agat](Image)

© Euronews

Lisbon (Portugal), April 18, 2018 © Bergedorf
Tanker

April-May-June 2020
Respite for tankers.
11 demolitions. 9 % of the global tonnage. 127,000 tons, of which 60,000 t for the two LNG carriers Fortune FSU and Lucky FSU. Bangladesh and India share 85% of a small cake.

Oil tanker

Icha. IMO 7119458. Length 84 m, 1,254 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1971 in Kerch (Ukraine) by Zaliv. Owned by Portnefteservis LLC (Russia). Sold to Hong Kong-based Trade Bridge Inc Ltd prior to her departure for demolition. She left Vladivostok in the Russian Far East on April 1, 2020 and was beached in Bangladesh on May 19.


Mu Lan Wan. IMO 9360403. Bitumen tanker. Length 107 m, 3,244 t. Deflagged from Hong Kong to Comoros for her last voyage shortened to Lan Wan. Classification society Lloyd's Register of Shipping. Built in 2007 in Ningbo (China) by Zhejiang SB Co. Owned by COSCO Shipping (China). Acquired by Hermes Maritime Services based in Navi Mumbai (India) prior to her departure for demolition in India.

Petrojarl Cidade de Rio Das Ostras (ex-Che Guevara, ex-St. Michaelis). IMO 7920508. Converted to a Floating Production Storage and Offloading unit (FPSO) in 2008. Length 183 m, 13,611 t. Deflagged from the Bahamas to Panama for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1981 in Bremen (Germany) by Weser. Owned by TPO SIRI LLC, Marshall Islands-registered subsidiary of the Norwegian shipowner Teekay Corp. Sold as is in Brazil to Saint Kitts and Nevis-registered Karatal Shipping c/o Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition under tow. She was beached in Alang on May 9, 2020.

Seatac Dreams (ex-Surya Kuber, ex-Pratibha Koyna, ex-Sovereign, ex-Presnya). IMO 8913617. Length 183 m, 8,744 t. Deflagged to Saint Kitts and Nevis for her last voyage as Sun. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Incheon (South Korea) by Halla Engineering HI. In November 2014, the Mongolian-flagged Surya Kuber was detained in the port of Khalifa Bin Samlan (Bahrain) for an unpaid claim. Her Singaporean owner, 7 Seas Ship Management Pte, owed 200,000 US$ to Arab Shipbuilding & Repair Yard. The Surya Kuber and her crew were abandoned. The 17 Filipino, Indian and Burmese seamen, have not been paid and had to live for 6 months on rice and lentils. They were repatriated in May 2015 but their wages were not paid off. The ship was acquired in 2015 by another Singaporean owner, Seatac Holdings Pte Ltd and renamed. In 2020, she was purchased successively by Last Voyage DMCC registered in the United Arab Emirates in February 2020 then by Indian-based Machtrans Ship Management Pvt Ltd in May 2020. She left Sharjah (United Arab Emirates) on May 24 and was beached for demolition in Alang on June 9, 2020.

Gas carrier

Two twin LNG carriers built in Dunkirk (France) arrived under tow for demolition in Bangladesh. They belonged to a series of 5 vessels with a capacity of 130,000 m³ built for the Malaysian owner MISC (Malaysia International Shipping Corporation). They have been chartered from 1984 to 2004 by Malaysia LNG, a subsidiary of the Malaysian State-company Petronas developed with Shell tankers and Mitsubishi to supply Japan with natural gas. They were later converted to floating storage units. The Tenaga Satu, also built in Dunkirk is still in service. The Tenaga Empat, still in service and the Tenaga Lima were built in La Seyne-sur-Mer. The Tenaga Lima was scrapped in 2018 in Bangladesh as the Comorian-flagged Lima; she was then sold for 453 US$ per ton (Cf. "Shipbreaking # n°54", p 33). In 2020, the price is only 245 US$ per ton.


tanker: gas carrier / chemical tanker

**Melina (ex-Ledagas).** IMO 8411243. Length 115 m. Deflagged from Greece to Togo in March 2020. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Kiel (Germany) by Lindenau. Owned by Hellenic Petroleum Posidon Shipping Co (Greece). Sold in March 2020 to Liberian-registered Dido Steel Corp SA. The destination of demolition is undisclosed. She was lately spotted in Eleusis Bay (Greece). Her deflagging may one assert she was towed to Turkey.

**Chemical tanker**


June 8, 2018. The **Nu-Shi Nalini** left Mundra (State of Gujarat) northwest of India with 2500 t of naphta cargo bound for Colombo (Sri Lanka). Shortly after departure, the crew noticed a leak in one of the tanks. Naphta was spilling in the pump room and engine rooms. The ship stopped her voyage and was anchored of Cochin (State of Kerala) in so,uthern India in order to transfer the naphta from the damaged tank to an empty one.

June 13, 2018. Naphta fumes caught fire and exploded in the engine room. A crewman was badly injured and died in hospital. The rest of the crew were evacuated. The **Nu-Shi Nalini** remained at the outer anchorage with her cargo. Transfer operations were cancelled as the salvage companies have not been paid. The saga continued. One year later, the High Court of Kerala ordered the ship to be moved to a safe place. On July 15, 2019 the **Nu-Shi Nalini** was towed to the port of Mormugao/Goa norther on the Indian coast, where her cargo was to be transshipped. Buyers were reluctant to buy the naphta considering the possible contamination of the product and the import duty taxes claimed by the Customs Department (The cargo came from Pakistan); the application for the transfer operation was delayed. On October 25, 2019, before it could be carried out, the **Nu-Shi Nalini** dragged anchors and ran aground on a reef near Dona Paula beach. This time there is an urgent need to act. the ship had a double bottom but the hull was damaged. Divers carried out regular surveys. In late November, the Dutch company Marine Master BV was awarded the contract for the refloating of the ship and removal of cargo. Operations were completed in mid December. The ship was auctioned early 2020. She was towed and beached in Gadani, Pakistan, on June 6, 2020 as Silver Stone.
Bulker

April-May-June 2020

17 demolitions, over de 450,00 tons. 15% of ships but almost a third of the tonnage to be scrapped. The big ones are back, and particularly the VLOC (Very Large Ore Carrier) over 200,000 tons deadweight. 9 ex-VLCC (Very Large Crude Carrier) converted to VLOC (Cf. p 5) are to be scrapped. In tons, they represent about 75%.

Bulkers are the number 1 category this quarter. With 70% of the tonnage, Bangladesh remains their favourite destination. The average age at the time of demolition is 25 years.


*Guofeng Enterprise (ex-Silver Jewel, ex-Grand Mountain, ex-Mitsumine).* IMO 9053579. Converted in 2010. Length 330 m, 36,385 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Chiba (Japan) by Mitsui. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in India. 278 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.


Hope (ex-Hope I, ex-Cape Hope II, ex-Cape Hope). IMO 9218117. Length 299 m, 21,995 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Nippon Kajii Kyokai. Built in 2000 in Mihara (Japan) by Koyo Dock Co. Owned by Maritime Enterprise (Greece). Detained in 2008 in Gladstone (Australia), in 2014 in Newcastle (Australia), in 2016 in Newcastle again then in Guangzhou (China) and in 2019 in Zhuhai (China). Acquired by BBN Shipmanagement Pvt Ltd based in Mumbai, India, prior to her departure for demolition in Bangladesh. 398 US$ per ton.


New Athens, beached in Gadani, plot 37, June 2020. © Gadani Ship Breaking Yard


July 2008, Amsterdam (Netherlands). © Snaphaan/Vesseltracker  
July 2020, Pakistan. © Gadani Shipbreaking


June 2020, arrival at Ferdous Steel Corporation yard, Chattogram. © Ar Rabby


Stellar Samba (ex-Ore Fazendao, ex-Al Bali Star). IMO 9030967. Converted in 2010. Length 332 m, 46,934 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Polaris Shipping Co Ltd (South Korea). On May 26, 2018, a fire broke out in the engine room while the ship was 150 nautical miles off Brazil where she was to load iron ore. The crew was able to extinguish the fire. After repair, the Stellar Samba resumed trading between Brazil and China. Sold for demolition in Bangladesh. 295 US$ per ton.

Car carrier

Aegean Leader (ex-Ocean Beluga, ex-Mercury Diamond). IMO 9054119. Length 180 m, 15,160 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Kobe (Japan) by Mitsubishi. Owned by Nippon Yusen KK [NYK Line] (Japan). Sold for demolition in India. 285 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.


Cougar Ace. IMO 9051375. Length 200 m, 13,768 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Toyohashi (Japan) by Kanasashi. Owned by Mitsui OSK Lines Ltd (Japan). July 19, 2006. The Cougar Ace left Yokohama (Japan) bound for Vancouver (Canada), Tacoma (Washington, USA) and Hueneme (California, USA). In her 14 garage decks, she was carrying a cargo of 4703 new Mazda cars and 109 Isuzu vehicles. On July 24, she was carrying out ballast water exchange operations to avoid invasive marine species transfer in the Canadian and US waters. The planning and execution of ballast water exchange were improper and within 10 minutes the ship developed a 80° portside list. The Cougar Ace transmitted a distress signal. The crew of 23 - 2 Singapore nationals, 8 Burmese and 13 Filipinos - were airlifted the following day by the US coast guard helicopters. On July 30, a team of Titan Salvage arrived on the site to carry out the salvage and towage operation. A naval architect slipped and died while leaving the ship. The car carrier was towed and arrived at Unalaska Island, one of the Aleutian Islands, on August 8. She was brought fully upright. She was later repaired in Portland (Oregon, USA) and resumes trading still for Mitsui Osk Lines.
The cars apparently had sustained only minor damages but were finally scrapped though Mazda initially considered to sell them as second hand cars. In 2020, the *Cougar Ace* was sold for demolition in India. 300 US$ per ton

*Cougar Ace*, anchored off Barcelona (Spain), October 2016. © Pascal Bredel

*Euro Spirit*. IMO 9153551; Length 188 m, 12,739 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Shitanoe (Japan) by Minami-Nippon. Owned by issan Motor Car Carrier Co Ltd (Japan). Sold for demolition in India. 285 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

*Fides*. IMO 9030852. Length 178 m, 10,790 t. Maltese flag. Classification society Registro Italiano Navale. Built in 1993 in Lubeck-Siems (Germany) by Flender. Owned by Malta Motorways of the Sea Ltd (Malta), a subsidiary of the Italian shipowner Grimaldi Group, and operated on its “motorways of the sea” network in the Mediterranean. She left Valetta (Malta) in mid June and was beached in Aliaga. 182 US$ per ton.

*Volos* (Greece), 2008. © Mouratidis

*Aliaga, 2020. © Selim San*
Glovis Phoenix (ex-Asian Sun). IMO 9114165. Length 185 m, 14,447 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Detained in 2001 in Los Angeles (California, USA). Sold as is in Singapore for demolition in Bangladesh. 314 US$ per ton including 500 t of bunkers.

Glovis Phoenix off Terneuzen, bound for Antwerp, October 14, 2017. © Marc Ottini

Glovis Prime (ex-Asian Venture). IMO 9114177. Length 185 m, 14,498 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 314 US$ per ton including 500 t of bunkers.

Jingu (ex-Jingu Maru). IMO 9021423. Length 196 m, 11,404 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Toyohashi (Japan) by Kanasashi. Owned by NYK Line (Japan). Detained in 2007 in Jacksonville (Florida, USA). Sold for demolition in India. 285 US$ per ton including 500 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.

Jingu (ex-Jingu Maru), February 2012. © Jari Uitto

Pegasus Highway. IMO 9078830. Length 180 m, 12,738 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oshima (Japan) by Oshima SB. Owned by Fukunaga Kaiun Co Ltd (Japan). Detained in 2012 in Incheon (South Korea) and in 2015 in Seattle (Washington State, USA). Sold for demolition in India. 287 US$ per ton including 800 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Keelung (Taiwan), April 2013. © Chun-Hsi
Dredger


![Dredger Odin R](image1)

Port of Grenaa (Denmark), April 2010. © Kim Pedersen

At Grenaa shipbreaking yard. © Leif Hansen

Stone carrier


![Stone carrier Jan Steen](image2)

*Jan Steen*, being broken up by Galloo in Ghent, June 27, 2020. © Marc Ottini
### Offshore

**Offshore service vessel - supply**


![Art Carlson](image1.png)

After rejuvenation in Las Palmas (Canary Islands, Spain), June 2013. © **Hans Hausmann**

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A series of 5 vessels owned by Tidewater Marine UK, the British subsidiary of the US offshore service provider Tidewater Inc, have been announced sold as is for demolition. All of them have been stationed in Sunderland (United Kingdom) since 2 to 5 years. The destination of demolition is undisclosed as of late July. The selling price is 125 US$ per ton.


![Highland Bugler and Highland Valour](image2.png)

Trinidad, **Highland Valour** and the offshore platform **Ocean Lexington**, July 2014. © **Callum Pottinger**
offshore service vessel / offshore support vessel / standby safety vessel


Offshore support vessel

Standby safety vessel
Seismic research vessel


Polar Express being broken up at Norscrap yard.

© Rikard Persson


The END
Have your handkerchiefs ready!

A procession of white vessels is heading for the scrapyards. Yesterday, they were seen as heaven, today they are stuck with a reputation of hospital ship, prison and floating morgue. Most of them bear lyrical, romantic and cosmic names and fly exotic flags. Newlyweds, retirees and lonely people looking for an affair lived there wild days often overshadowed by epidemic gastroenteritis or unexpected quarantines due to the suspicion of H1N1. The systematic manner in which all host countries, welcoming in normal times, have become hostile to passengers and crews will leave its mark and stigma. For many, the phobia of an escape at sea will remain ingrained. The masks have fallen off.

Most of those ships to be scrapped are small pawns on the mass cruise industry chessboard. They could accommodate from 1500 to 2700 passengers and 520 to 920 crewmembers, nothing to do with the overcrowded ones of today. The Symphony of the Seas, commissioned in 2018, can accommodate up to 6300 passengers and 2394 crew members.

The convoy keeps lengthening. Already 1520 m of cruise ships are being scrapped or remain near to the scrapyards’ entrance, particularly the Turkish ones. The queue is long, they will have to wait. By the end of July, Turkish yards offer a purchase price of 150 US$ per ton for a cruise ship. This is a notable decline but that is at least something for hard-pressed shipowners or liquidators. Maintenance and laid-up costs of an idle cruise ship amount to 1 to 3 million US$ per month.

The demolition of the 6 cruise ships Costa Victoria, Monarch, Sovereign, Horizon, Carnival Fantasy et Carnival Inspiration will put 4690 Indien, Filipino and cosmopolitan crewmembers out of work.

Costa Cruises

On June 23, the Costa Victoria owned by Costa Cruises was the first cruise ship to be officially announced as to be broken up. Her arrival in the port of Piombino, Tuscany, suggested initially that the ship might be scrapped in Italy. Piombino quays were among the possible candidates with regard the destruction of the Costa Concordia. In fact, Piombino Industry Maritime (PIM) will carry out preparatory works. Piombino is located 200 km south of Genova. PIM is a subsidiary of San Giorgio del Porto which operated in Genova the only Italian EU-approved shipbreaking yard. It has performed the Costa Concordia shipbreaking operations. The Genovese yard is busy with the construction of two cruise ships. It is not available at the moment to accommodate the Costa Victoria. The latter may indeed actually be doomed for scrapping in one of the 6 EU-approved yards of Aliaga.
Pullmantur

In March 2020, Pullmantur, a Spanish subsidiary of Royal Caribbean Cruise Lines (RCCL), cancelled its cruise until November 15. The *Monarch, Sovereign and Horizon*, were initially laid-up. The company filed for bankruptcy in late June. The status of the ships officially was updated as “to be broken up” in the Eququis database. The *Monarch* and *Sovereign* were in Naples in mid-June. Furniture, ornamental features, navigation equipment were removed. Then, the two cruise ships left Naples to be anchored off Malta, waiting for orders. The *Monarch* was the first one to learn her fate: she left Malta and arrived off Aliaga shipbreaking yards on July 13.

*Monarch (ex-Monarch of the Seas)*. IMO 8819500. 29 years old. Length 268 m, 28,800 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1991 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Prior to the Covid-19 pandemic, she was put up for sale and further cruising for 125 millions US$. She could not find a buyer. The sale for demolition to the Turkish yard brought in Pullmantur about 4.2 millions US$.

October 1991, prior delivery, heading for Montoir (France). © © Christophe Dedieu

March 15, 2010, Bahamas. © Oliver Bremer

February 24, 2014, Sanya cruise terminal (Hainan Island, China). © Joseph K.K. Lee

May 7, 2017, Vladivostok (Russia). © Sergei Skriabin

Costa Victoria, June 2020, Piombino. © Corriere Marittimo

Robin des Bois
Sovereign (ex-Sovereign of the Seas). IMO 8512281. 33 years old. Length 268 m, 28,797 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1987 in Saint-Nazaire (France) by Chantiers de l’Atlantique. Detained in 2011 Naples (Italy) and in Alicante (Spain). She has joined her sistership Monarch in Aliaga.
June 21, 2020, the two sisterships Monarch and Sovereign, passenger terminal, Naples (Italy). © Ivo Joni Botica

Horizon (ex-Pacific Dream, ex-Island Star, ex-Horizon). IMO 8807088. 30 years old. Length 208 m, 21,459 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1990 in Papenburg (Germany) by Jos L. Meyer. Refitted in 2009. Detained in 2016 in Fort de France (Martinique, France). Prior to the Covid-19 pandemic, she was put up for sale and further cruising for 65 millions US$. She could not find a buyer. In March 2020, after her cruises were cancelled due to Covid-19, the Horizon docked in Port Rashid (Dubai). In April, 150 crew members of the 250 still on board tested positive for the virus. The ship was kept in quarantine. In June, the Horizon was used to repatriate RCCL Indian crew members to Mumbai and then returned to Port Rashid. She left Dubai and arrived at Piraeus (Greece) on July 6, 2020. Her scrapping in Aliaga seems as inevitable as she flies the Maltese flag and must according to the EU regulation be broken up in an approved yard. To date there are no EU-approved yard in India, in Bangladesh, in Pakistan. The sale of the Horizon for demolition to a Turkish yard would bring in Pullmantur about 3.2 millions US$.

May 1990, the Horizon in Southampton (United Kingdom). © Brian Fisher

December 1, 2005, 1st call at Rio de Janeiro (Brazil). © Daniel R Carneiro

Calling at Calais (France). © Jean-Pierre Brunet /Voix du Nord

Mykonos (Greece), July 2018. © Ioanna Samiotaki

Carnival
The Carnival group, the cruise industry number 1, has already announced its intention to dispose of 13 ships, without making clear whether they will be sold to other companies for further cruising or whether they will be scrapped.
The first Carnival vessels to be phased-out were the Carnival Fantasy and Carnival Insoiration. They
quickly were directed to the port de Willemstad (Curaçao). Their official status was then still "in service". They were stripped of various equipment prior leaving the Caribbean and headed for Izmir, a Turkish port neighbour to Aliaga shipbreaking yards.

**Carnival Fantasy** (ex-Fantasy). IMO 8700773. 30 years old. Length 261 m, 29,072 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Helsinki (Finland) by Masa Yards. Owned by Carnival Corp (USA). In the evening of July 13, the *Carnaval Fantasy* left Willemstad. She arrived off Aliaga on July 28.

December 23, 2006, *Fantasy and Ecstasy* in Cozumel (Mexico). © Ralf Grabbert

October 5, 2009, in Progresso, Mexico © MarineTraffic

**Carnival Inspiration** (ex-Inspiration). IMO 9087489. 24 years old. Length 262 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Helsinki (Finland) by Kvaerner Masa Yards. Owned by Carnival Corp (USA). On July 17, she left Willemstad, bound for Turkey.

**Marella Cruises**

The *Marella Dream* and *Marella Celebration* owned by Marella Cruises (United Kingdom), subsidiary of the German group TUI, left Spain in early June 2020. They have waited patiently off Malta for a few weeks then headed for the Greek waters, coming closer to Aliaga yards, Turkey. They fly the Maltese flag and must be broken up in an approved yard. The 6 Turkish yards meeting this requirement have no vacancies. The *Marella* ships have to wait. The *Marella Celebration* was anchored in Eleusis Bay. The *Marella Dream* reached Zadar (Croatia). In December 2018, the *Marella Spirit*, sistership of *Marella Celebration*, was beached for demolition in Alang (Cf. "Shipbreaking" #54, p 7). Prior to her departure, she was deflagged from Malta to Palau and was beached as *La Spirit*. A last minute deflagging of the two ships cannot be excluded, which might open up the doors of the Asian shipbreaking yards.

*Marella Celebration* (ex-Thomson Celebration, ex-Noordam). IMO 8027298. 36 years old. Length 215 m. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Detained in 2006 in Safaga (Egypt). After the cancellation of her cruises, the *Marella Celebration* docked in Barcelona. In late April, the shipowner announced its intention to dispose of the ship with no further details. Her age and depreciation, not to forget the market slump, push her towards the scrapyard.
Marella Dream (ex-Thomson Dream, ex-Costa Europa, ex-Westerdam, ex-Homeric). IMO 8407735. 34 years old. Length 243 m. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Papenburg (Germany) by Jos L Meyer; lengthened in 1990 from 204 to 243 m. Detained in 2012 in Alicante (Spain) and in 2015 in Toulon (France). March 1, 2020, the Marella Dream started an 8-day cruise departing Malaga and calling at Porto, Lisbon, Cadiz, Casablanca and Gibraltar. Shortly after departure, the Covid-19 pandemic stroke. The cruise had to be cancelled, passengers were allowed to get off the ship in Malaga on March 15 after a health quarantine. The ship was anchored off Gibraltar. A 48-year old Indonesian crewmember was contaminated and died on board. The Marella Dream was ordered to leave Gibraltar waters and docked in Malaga on March 28 to disembark the victim's body. She was not allowed to remain at berth in Malaga and was anchored off Algeciras. After phasing-out, she should follow the same path as Marella Celebration.

For 29 other cruise ships, the game is not definitively over. They are playing overtime. Ils jouent les prolongations. They run for cover on wharves supervised to avoid squatting and pillaging. They are from 16 to 40 years old. They will all be progressively and unavoidably scrapped. For some of them, projects will flourish supported by real estate or leisure promoters, associations of nostalgic shiplovers or even shipowners specialising in livestock transport, but they will fade very quickly.

Celestyal Crystal. IMO 7827213. 40 years old. Maltese flag.
Celestyal Olympia. IMO 7927984. 38 years old. Maltese flag.

Empress of the Seas. IMO 8716899. 30 years old. Bahamian flag.

Pacific Dawn. IMO 8521232. 29 years old. United Kingdom flag.

Majesty of the Seas. IMO 8819512. 28 years old. Bahamian flag.

Costa Neoromantica. IMO 8821046. 27 years old. Italian flag.

Maasdam. IMO 8919257. 27 years old. Dutch flag.

Pacific Aria. IMO 8919269. 26 years old. United Kingdom flag.

Sun Princess. IMO 9000259. 25 years old. Bermuda flag.

Grandeur of the Seas. IMO 9102978. 24 years old. Bahamian flag.

Veendam. IMO 9102992. 24 years old. Dutch flag.

Enchantment of the Seas. IMO 9111802. 23 years old. Bahamian flag.

Rhapsody of the Seas. IMO 9116864. 23 years old. Bahamian flag.

Carnival Elation. IMO 9118721. 22 years old. Panamanian flag.

Sea Princess. IMO 9150913. 22 years old. Bermuda flag.
Vision of the Seas. IMO 9116876. 22 years old. Bahamian flag.

Vision of the Seas, Skagen (Denmark), August 2017
© Carsten Köhne

Pacific Princess. IMO 9187887. 21 years old. Bermuda flag.

Celebrity Infinity. IMO 9189421. 19 years old. Maltese flag.

Celebrity Infinity, Panama Canal, September 2016.
© Folofo/Vesseltracker

Celebrity Summit. IMO 9192387. 19 years old. Maltese flag.

MSC Armonia. IMO 9210141. 19 years old. Panamanian flag.

Radiance of the Seas. IMO 9195195. 19 years old. Bahamian flag.

Brilliance of the Seas. IMO 9195200. 18 years old. Bahamian flag.

Brilliance of the Seas, August 2019, Saint Petersburg (Russia).
© Bernd U

Celebrity Constellation. IMO 9192399. 18 years old. Maltese flag.

MSC Sinfonia. IMO 9210141. 18 years old. Panamanian flag.

Costa Mediterranea. IMO 9237345. 17 years old. Italian flag.

MSC Lirica. IMO 9246102. 17 years old. Panamanian flag.

Serenade of the Seas. IMO 9228344. 17 years old. Bahamian flag.

Jewel of the Seas. IMO 9228356. 16 years old. Bahamian flag.
"Shipbreaking" identified some 20 other ones, all over 25 years of age. They no longer meet the expectations of the 2020 clientele. They are riddled with asbestos and would require major investments to meet new standards with regard reducing air pollution, water pollution and domestic waste management. The Astoria, ex-Stockholm is elegant and mythical. She would deserve to escape scrapping. See "Arctic Alarm", July 25, 2012.

Astoria. IMO 5383304. 72 years old. Portuguese flag.

Marco Polo. IMO 8217881. 55 years old. Bahamian flag.

Magellan. IMO 8217881. 35 years old. Bahamian flag.

Astor. IMO 8506373. 33 years old. Bahamian flag.
Colombus. IMO 8611398. 31 years old. Bahamian flag.

Karnika. IMO 8521220. 30 years old. Bahamian flag.

Asuka II. IMO 8806204. 30 years old. Japanese flag.

Asuka II, Hamburg (Germany), May 2018.
© M Winter

Grand Classica. IMO 8716502. 29 years old. Portuguese flag.

Carnival Ecstasy. IMO 8711344. 29 years old. Panamanian flag.

Carnival Ecstasy, off Western Cape Province (South Africa), mai 2020. © Francois de Bruyn

Superstar Gemini. IMO 9008419. 28 years old. Bahamian flag.

The Zenith. IMO 8918136. 28 years old. Panamanian flag.

Carnival Sensation. IMO 8711356. 27 years old. Bahamian flag.

Superstar Aquarius. IMO 9008421. 27 years old. Bahamian flag.

Superstar Aquarius, Keelung (Taiwan), January 2014. © Chun-Hsi

Vasco de Gama. IMO 8919245. 27 years old. Bahamian flag.

Carnival Fascination. IMO 9041253. 26 years old. Bahamian flag.

Carnival Imagination. IMO 9053878. 25 years old. Bahamian flag.
Crystal Symphony. IMO 9066667. 25 years old. Bahamian flag.

Crystal Symphony, Valparaiso (Chili), January 2010.
© J Carlos

Piano Land. IMO 9050137. 25 years old. Bermuda flag.

Marella Discovery 2. IMO 9070620. 25 years old. Maltese flag.

Marella Explorer 2. IMO 9072446. 25 years old. Maltese flag.
Sources:

American Bureau of Shipping; Benar News; Binnenschifferforum; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Corriere Marittimo; Cruise and Ferry; Cruise Deck; Cruise Industry News; Daily Star (the); Det Norske Veritas - Germanischer Lloyd; Dover Ferry; Epaves des Côtes Tunisiennes (les); Equasis; Euronews; European Maritime Safety Agency; Fleetphoto.ru; G Captain; Global Marketing Systems; Goa News; Hindu (the); Indian Ocean Memorandum of Understanding; Insurance Marine News; International Maritime Organization; Lion Shipbrokers; Lloyd’s List; Lloyd’s Register of Ships; Loadstar (the); Malaga Hoy; Malta Ship News; Malta Today; Marin (le); Marine Link; Marine Traffic; Maritime Bulletin (the); Medi Telegraph (the); Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Nippon Kaiji Kyokai; Optima Shipbrokers; Port to Port; Project Cargo Journal (the); Prudent Media; Qui News; Réalités-Tunisie; Robin des Bois, personnal sources and archives; Roose & Partners; Ross-shire Journal (the); Russian Maritime Register of Shipping; Safety 4 Sea; Ship Mag.it; Shipping Italy; Shipspotting; Shipwreck Log; Splash 247; Steamship Mutual; TBS News; Telenord; The Points Guy; Times of India (the); Tokyo Memorandum of Understanding; Trade Winds; United States Coast Guard; Vessel Tracker; Vesselfinder; We Love Stornoway.