

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

63, from April 1 to June 30, 2021

August 6, 2021

Bay of Brest on a beautiful winter day



The *Eide Traveler*, Norwegian flag, has been delivered for demolition in Ejsberg, Denmark. Bit by bit, EU-approved yards are taking hold on the global demolition market. See also the *Varzuga* p. 52.

The days when Maersk sent tugs from Denmark to Turkey for scrapping... and let them sinking off Brittany (December 22, 2016) without being prosecuted by the French justice system are not yet over, but the horizon is clearing.

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Cover photo : *Eide Traveler*, Bay of Brest (France), February 4, 2009. © Erwan Guéguénat

Thanks to all shipspotters,
in particular to Pascal Bredel, Alan Calvert, Egidio Ferrighi, Erwan Guéguénat, Simon Laberge and Marc Ottini.



Destocking in Brest (France)...

At the crossroads of the transatlantic routes, the port of Brest takes in, if necessary, damaged ships, or those diverted by the French Navy for oil discharges, hit and run accidents or drug traffickings. Brest is at the same time a military port, a commercial port, a port of refuge, a port of repair and a port of sequestration. Ships at the end of their operational career quickly become ships at the end of their life. Brest becomes a cemetery when the shipowner renounces to pay the cautions, renounces the essential repairs and abandons its ship, sometimes with her exiled and unpaid crew. The slowness of the administrative procedures to declare termination of ownership's rights and designation of the scrapping yards is prolonging the agonies:

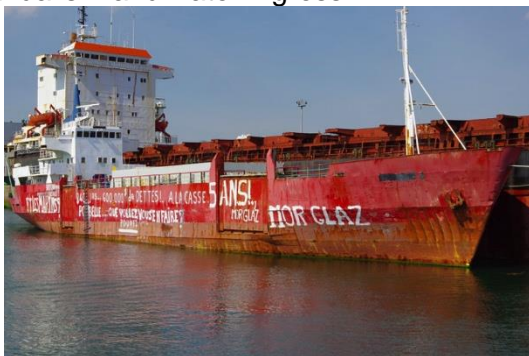
- 11 years for the *Ocean Jasper* arrested in August 2007 after sinking the creelfishing boat *Sokalique*, finally towed for scrapping from the military port to the commercial port in 2018.
- 8 years for the *Winner* arrested in 2002 for drug trafficking, scrapped in a dry dock of the arsenal in 2010.
- 8 years for the *Captain Tsarev*, arrived in damage in November 2008, scrapped in Brest in 2016.
- 3 years for the *Matterhorn* diverted for oil discharge in May 2009, sent for scrapping in Bordeaux in 2012.



July 2, 2016, Brest's international maritime Festivals. On the left, the *Antigone Z* moored along the *André Colin*, a former passenger ship serving the islands close by Brest, the *Karl* in the centre and the *Captain Tsarev* on the right. © Erwan Guéguéniat

Usually moored alongside in basin n°5, the "to be scrapped" are pushed behind closed doors at the end of an impound dock on the occasion of Brest's international maritime Festivals. Yet the scrapping of obsolete merchant ships in acceptable social and environmental conditions is to the credit of Brest and can legitimately fit in the international maritime Festivals when compared to the bleak scrapping of ships in Pakistan or Bangladesh.

The legal authorization in May 2016 of the Navaleo (ex-Recycleurs bretons) shipbreaking yard then its inclusion in the European Union list of approved yards, has opened the door to the scrapping and recycling of the end-of-life vessels that were carrying on deteriorating at the mercy of intrusions, fires, pillages, vandalism and water ingress.



July 2, 2014, the *Antigone Z*



December 7, 2016, the *Karl*

© Erwan Guéguéniat

After the pioneering and painful scrapping of the *Captain Tsarev* in 2016-2017, Navaleo tried its hands on some passenger ships serving the Bay of Brest and the islands nearby.

Today, decongestion is taking shape with the planned demolition of three historic squatters:

- The *Antigone Z* detained in Douarnenez in April 2012 then deported to Brest in 2013 (cf. p. 9).
- The *Karl* arrived at the end of February 2015 with a financial dispute and back wages of the crew (cf. p. 23).
- The half Rhine river oil tanker *Therese Straub*, escaped from her convoy in tow to West Africa and recovered by the *Abeille Bourbon* in October 2019 (see on this subject "[Shipbreaking](#)" n°57, p. 8 "Europe-Africa : the on-going traffic" and "[Shipbreaking](#)" n°58, p. 4, "End of the run for the *Arion*").



May 25, 2021, from right to left, the *Antigone Z*, the *Karl*, and the half river tanker *Therese Straub*, and on a pontoon, a service vessel. © **Marc Ottini**

The region of Brittany has attributed one million euros for their demolition. Navaleo, based on the eastern quay of basin n°5, will proceed afloat to the removal of asbestos and the cleaning of hulls, cutting up will be carried out in the drydock 1, next to basin n°5. The yard will also carry out the dismantling of the former Russian tanker *Varzuga*, which arrived in Brest on July 10 from Le Havre towed by the *VB Gascogne* after the failure of the tug *Christos XXIV*, which should have towed her from Murmansk to Aliaga, Turkey (see "[All at sea](#)", May 6, 2021, "[What future for the Christos XXIV and the Varzuga?](#)", June 18, 2021). Another arrival of an end-of-life vessel is expected in September-October, that of the *Rio Tagus*, discarded at Sète since October 2010, whose departure last June on a semi-submersible vessel failed and caused oil pollution. The authorised capacity of Navaleo has increased on paper from 10,000 t/year to 15,000 t/year, with a theoretical maximum annual ship recycling capacity of 40,000 t. Its challenge today is to confirm that its technical and human resources capacities are sufficient to deal smoothly with this impressive workload and prevent the basin n°5 from being obstructed by a congestion.



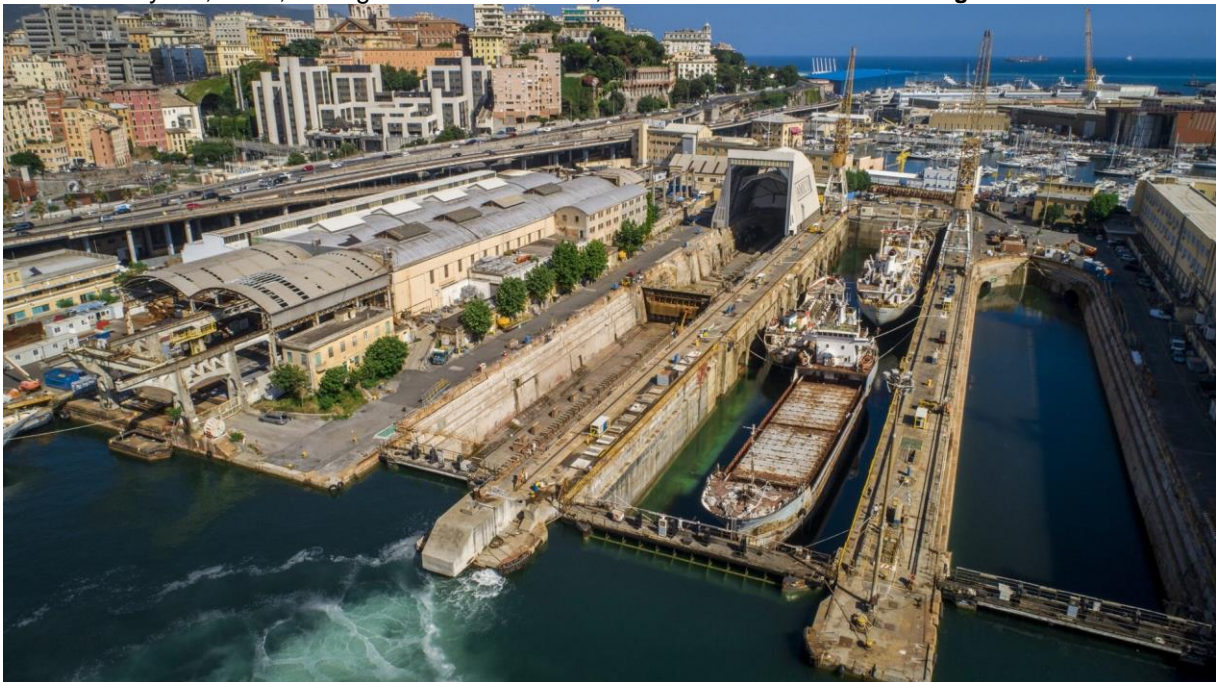
Varzuga, Brest, August 2021. © **Erwan Guéguéniat**

... and destocking in Genoa (Italy)

Genoa, Italy's largest industrial and commercial port, is not immune to squatters. Their presence tends to be diluted in the mass of traffics. With 17 and 15 years of patience or apathy from the authorities, Genoa easily beats Brest. "Shipbreaking" n° 26, p. 8, had reported the presence in the Ligurian port of the cargo ship *Sentinel* arrested in 2004 for smuggling of migrants (cf. p. 24), and of the tanker *Theodoros* discarded since 2006 (cf. p. 51). In December 2018, the Genoese yard San Giorgio del Porto was included in the European Union list of approved shipbreaking yards. To prove its worth, it had undertaken the deconstruction of the *Costa Concordia* in 2015. It is the only approved European yard on the Mediterranean coast. Its authorised annual capacity is 60,000 t lightweight, but until then it was running out of regular activities. The customs administration issued restricted calls for tender specifying that demolition could only be carried out in a EU-approved yard. The Turkish temptation was dismissed and the contract was awarded to the Genoa yard. It will cost to the Western Liguria Sea Port Authority (AdSP del Mare Ligure Occidentale), which includes the ports of Genoa, Savona, Pra and Vado Ligure, 655,737 € for the *Sentinel* and 978,000 € for the *Theodoros*. The *Sentinel* and the *Theodoros* were joined by the cement carrier *Mar Grande* (see p. 63). On July 1st, 2021, the three vessels were towed to basin n°3.



July 1st, 2021, towing of the *Mar Grande*, *Theodoros* and *Sentinel*. © Liguria Nautica



It is hoped that this time, this will be a successful departure for ship demolition, an activity that is as vital to maritime safety and crew safety as it is despised by the general public. The Italian yard will be able to catch substandard ships that are polluting in the Mediterranean and putting crews at risk. Bankrupt cruise ships should no longer leave Genoa to be scrapped in Aliaga, like the *Pacific Princess*, shortened to *Acif*, whose demolition caused the death of two Turkish workers (see "Ship-breaking kills in Turkey", August 12, 2013).

Endgame for the *Jesslyn Natuna*

The Palau-flagged *Cherish* was beached for demolition at Gadani (Pakistan) on April 30, 2021.



The *Cherish*, April 2021, Gadani. © Gadani Ship Breaking Yard

It is in fact the latest reincarnation of the *Jesslyn Natuna*, an old Indonesian FSO unit (Floating Storage and Offloading) which, for a year, had been looking for a shipbreaking yard tolerant with regard waste or rumours of waste. In spring 2020, the NGO Indonesian Environmental Care Committee filed a complaint about an illegal export of waste: the FSO was suspected of being contaminated with operational residues and oil sludge with an exceptional mercury compound content said to be up to 350mg/kg according to NGOs.

***Cherish* (ex-*Radiant*, ex-*J.Nat*, ex-*Jesslyn Natuna*, ex-*Niria*, ex-*Nicopolis*). IMO 8100909. Ex oil tanker converted to a floating storage unit in 2013. Length 228 m, 12,157 t. Deflagged from Indonesia to Palau for her last voyage. Classification society unknown. Built in Aioi (Japan) by Ishikawajima-Harima.**

April 2020. Under tow and shortened to *J. Nat*, she was refused entry in Bangladesh and had to return to Singapore. (See "[Shipbreaking](#)" n°60, p. 6, "The one that escaped scrapping".)



J. Nat. © Mumbai Mirror

September 2020, new trial. The *J. Nat* ex-*Jesslyn Natuna* has been renamed *Radiant*. She leaves Singapore, still under tow, and arrived in early November off Mumbai (India). The Indian authorities have identified her clearly and do not authorise her to be scrapped by the Alang shipyards (see "[Shipbreaking](#)" n°61, p. 11, "A second trial for the *Jesslyn Natuna*").

April 2021. The *Cherish*, the new name painted on the hull of the ex-*Radiant*, ex-*J. Nat*, ex-*Jesslyn Natuna*, is beached unhindered in Gadani, although Interpol had alerted the Pakistani authorities about the possible presence on board of hazardous materials. Workers begin to cut away her bow. 20 days later, sludge samples are taken for analysis, and the activities of the yard are temporarily suspended pending the results. A few days later, the findings of the official inquiry are unequivocal: "the claim is

presumably untrue: the hull of the ship is crystal clear, and the rusted walls suggest that it did not have oil for a couple of years".



Cherish, ex-*Jesslyn Natuna*. Screenshot South China Morning Post

Pakistan specialises in the demolition of serious burn and plague ships. Before the *Cherish*, the Gadani beaches received the oil tanker *Sam*, ex-*Samho Crown* in November 2020, which suffered an explosion at sea and a fire. They are also taking delivery of the oil tanker *New Diamond* which was ravaged by a fire in September 2020 off Sri Lanka. The *New Diamond* was sold as is in Sharjah (United Arab Emirates) for 560 US\$ per tonne, i.e. nearly 22 millions.



November 2020, *Sam*. © Gadani Ship Breaking Yard



July 2021, the *New Diamond*. © Splash 24/7

The burned-out ones, the old-fashioned floating storage units are bad wrecks for workers. Describing as "crystal" these dioxin deposits, toxic dust catchers, sludge wallows and deadly gas hiding places is almost like endangering the lives of others. The 26 victims of the tanker *Aces* in November 2016 died in vain (See "[Shipbreaking](#)" n°46, p. 6-7).

Overview of the second quarter, April-May-June 2021

204 vessels to be scrapped, 1,4 million tons. More vessels (+14%) but smaller, tonnage is down by 16%, back to the average level of the 2020 quarters. The 3rd wave of Covid-19 has struck, especially in India, where yards, running out of oxygen directed to hospitals rather than to blow torches, remained closed for several weeks.

In terms of tonnage, Bangladesh is back on pole position (41%) ahead of Pakistan (22%). India falls to 3rd place with only 12% of the tonnage to be scrapped, hardly ahead of Turkey (10%).

tonnage recycled

1 Bangladesh, 594,000 t (41%)
 2 Pakistan, 317,000 t (22%)
 3, Inde 179,000 t (12%)
 4 Turquie, 149,000 t (10%)

ships

1 Bangladesh, 64 (31%)
 2 Inde, 46 (23%)
 3 Pakistan, 41 (20%)
 4 Turquie, 24 (12%)

Tankers or almost nothing. The share of oil, chemical and gas tankers continues to rise. It now reaches 62% of the tonnage to be scrapped, a further increase of 11% compared to the previous quarter. Their overwhelming majority leaves the other categories with crumbs.

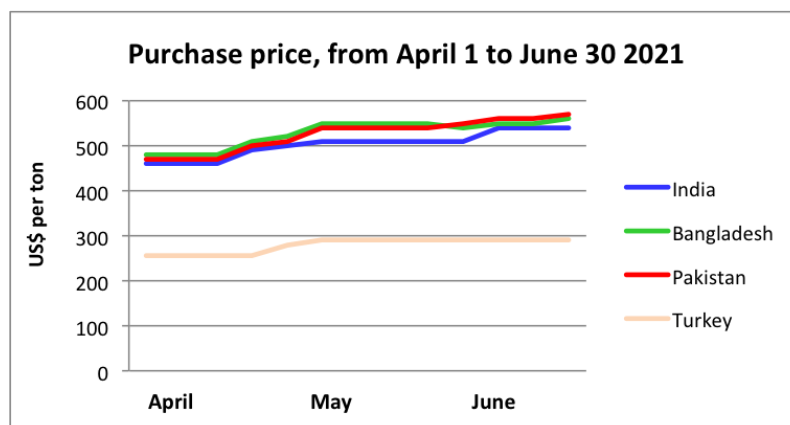
tonnage recycled

1 : tanker, 894,000 t (62%)
 2 : bulker, 126,000 t (9%)
 3 : offshore service vessel, 49,000 t (3%)
 4 : ferry, 45,000 t (3%)
 5 : general cargo carrier, 39,000 t (3%)

ships

1 : tanker, 97 (48%)
 2 : offshore service vessel, 31 (15%)
 3 : general cargo carrier, 19 (9%)
 4 : reefer, 11 (5%)
 5 : bulker, 9 (4%)

Prices per ton continue to rise. In the Indian subcontinent, they are close to 600 US\$ per ton, while in Turkey they are now stable at around 300 US\$ per ton. A year ago, they were 300 US\$ in the Indian subcontinent and in Turkey US\$ 175. Prices per ton for chemical tankers and their stainless steel tanks reach up to US\$ 875. As an example of the escalation of purchase prices by scrapyards, the oil tanker *Cavalier* sold for demolition at 370 US\$ per ton in February 2020 the COVID pandemic prevented her to reach the yards. She was sold again in May 2021 at 570 US\$ per ton.



180 ships were scrapped in the Indian sub-continent, China and Turkey, that is 92% of the global tonnage, 82% of which in the sole Indian sub-continent.

149 ships (73%) were delivered a seaworthiness certificate issued by a member of the IACS (International Association of Classification Societies) prior to demolition.

100 vessels (49%) were detained prior to scrapping. The Olympic podium of substandard vessels distinguishes the Togolese flag, with the gold medallists (11 detentions each) *Safi* (p. 24) and *Siham 1* (p. 24) and the bronze medallist *Youssef M* (10 detentions, p. 25), along with the Panamanian flag and its reefer *Island Reefer* (p. 31), ex aequo with *Youssef M*.

overview of the second quarter, from April 1 to June 30, 2021

85 vessels (42%) were built in the European Union, Norway and the United Kingdom.

63 vessels were deflagged. 31% of the vessels to be scrapped were flying a funeral flag. Saint Kitts and Nevis (25) was ahead of Palau (12) and Comoros (7).

54 years old. This is the age of the veteran of the selection, the tanker *Theodoros* built in La Rochelle (France) as the wine tanker *Aragon* (p. 51), discarded in Genoa since 2006, to be broken up by the Genoa yard San Giorgio del Porto (see p. 5), an EU-approved facility. Seven other 50-year-old ships are doomed to the blowtorches, including the 52-year-old reefer *Antigone Z*, discarded in Brest (p. 9), the 51-year-old livestock carrier *Kenoz* (p. 11), the 51-year-old Canadian ferry *Apollo* (p. 12) and the 50-year-old trawler *Dong Won 701*, scuttled in New Zealand (p. 74).



Aragon, arriving at La Spezia (Italy), September 2, 1993. © Carlo Martinelli



Theodoros, discarded along the breakwater, port of Genoa, October 12, 2016. © Pascal Bredel

31 years old. This is the average age of all categories.

12 years old. This is the age of the youngest ones. Three of them are offshore service vessels hit by the oil crisis and scrapped in Alang, the *Pelafique Tide*, *Reg McNee Tide* and *Tommy Sheridan Tide*. The chemical tanker *Gagasan Johor* and the car carrier *Sincerity Ace*, also 12 years of age, which suffered respectively a collision (p. 55) and a fire (p. 35), were beached in Bangladesh.

48 vessels (24%) belonged to shipowners established in the European Union or the European Economic Area. Twenty-five of them were broken up in yards located on the Indian subcontinent, 12 in European yards (including 4 vessels abandoned by European shipowners in European ports) and 11 in Turkish yards.

28 km is the length of the convoy of to be scrapped vessels.

135 vessels (66%) are less than 150 m long, 39 between 150 and 200 m and 30 over 200 m, including 5 VLCCs or FSOs and 1 VLOC over 300 m.

The heaviest is the VLCC *EM Vitality* beached at Chattogram (p. 41). Her sale brought in more than US\$ 24 million for the shipowner and the middlemen



EM Vitality, 340 m, 48,087 t. beached in Chattogram (Bangladesh). Scrap value 24 million US\$. © MD Rubal

16 times in this issue, the British Virgin Islands are mentioned. Road Town, the capital of this 151 km² archipelago, is a major player on the global shipbreaking market scene. While there is much room for improvement in the management of hazardous waste abandoned in end-of-life ships, the management of the financial products from this industry should also be improved.

The fact that the last owner of the ro ro *Shun Fa* is Yong Hong Co Ltd, a subsidiary created from scratch and entrusted to the good care of the Hong Kong-based Xin Hong Trading and Industry Co Ltd with a legal and banking domicile in the British Virgin Islands, means that some or all of the 3 million US\$ from the sale to a Bangladeshi scrapyards will transit through the Caribbean.

The fact that the last owner of the car carrier *Sincerity Ace* is Falcon United Ltd, a subsidiary created from scratch and entrusted to the good care of the Indian-based Machtrans Management with a legal and banking domicile in the British Virgin Islands, means that some or all of the 5.25 million US\$ from the sale will transit through the Caribbean.

This capital, which is fleeing to the Caribbean, would certainly be very helpful for improving the accommodation and working conditions of the workers on site.

The enthusiasm for the British Virgin Islands of the last owners of ships can be explained by the total exemption from taxes, by the archipelago's trumpeted and claimed ability to attract profits from all over the world, by the shield of anonymity, by the possibility of transferring and repatriating assets without having to pay fees and by the fact that the official currency of this British overseas territory is the US dollar. All the advantages of this paradise made of beaches and banks are rolled out. The international and intercontinental transactions are carried out with linguistic fluidity. English is the official language and the translation costs are minimised. No law is adapted or modified without consultation with the banking sector. Finally, the government is boasting the sovereignty of a territory that is not accountable to any State in the world. Thanks to its historical financial opulence, the archipelago has no foreign debts and does not have to be afraid of pressure from any creditor State. In short, the sky is blue despite some cumulonimbus clouds from France and the European Union and competition from the United Arab Emirates. The British Virgin Islands have everything to attract the profits of a shameless and borderless industry for a while.

Livestock carrier

Albaraka 5 (ex-*Cervantes*). IMO 7800681. Ex Ro Ro converted in 2009 at the age of 25. Length 141 m, 7,000 t. Deflagged from Sierra Leone to St. Kitts and Nevis for her last voyage shortened to *Baraka 5*. Classification society Dromon Bureau of Shipping. Built in 1984 in San Fernando (Spain) by Bazan. Acquired in April 2021 by Algarhoud General Trading registered in the United Arab Emirates care of Prayati Shipping Pvt Ltd (India). Sold for demolition in Pakistan.



Cervantes, Le Havre (France), December 1992.
© Pascal Breidel



Al Baraka 5, Jeddah, (Saudi Arabia),
May 1, 2018. © Ivan Meshkov

Kenoz (ex-*Corriedale Express*, ex-*Hoegh Pride*). IMO 7022356. Ex-general cargo carrier converted in 1982 at the age of 12. Length 183 m, 10,600 t. Deflagged from Panama to Palau for her last voyage shortened to *Enoz*. Classification society International Register of Shipping. Built in 1970 in Turku (Finland) by Wartsila; lengthened in 1976 from 157 to 183 m. 51 years old. Owned by Mavar Shipping Corp SA registered in Panama care of Hijazi & Ghosheh Co (Jordan). 3 detentions: in 2004 in Fremantle (Australia) and Singapore and in 2016 in Cartagena (Spain).



As the general cargo carrier *Hoegh Pride*.
© Arne Luetkenhorst



As the livestock carrier *Kenoz*, January 2018,
Las Palmas (Canary Islands, Spain). © Alan Soutar

The *Kenoz* was included in the EU-approved fleet of substandard livestock carriers (cf. the report published by Robin des Bois "[78 EU-approved livestock carriers](#)"). Acquired by British Virgin Islands-registered South Coast Ltd for demolition in Bangladesh. 490 US\$ per ton.

78 EU-approved livestock carriers



Written by Robin des Bois
Supported by Animal Welfare Foundation and Tierschutzbund Zürich
June 2021



Enoz, Chattogram, July 2021.
© Asif Evne

Ferry

Apollo (ex-*Corbiere*, ex-*Linda*, ex-*Corbiere*, ex-*Benodet*, ex-*Gelting Nord*, ex-*Olau Kent*, ex-*Apollo*). IMO 7006314. Length 109 m. Canadian flag. Classification society Bureau Veritas. Built in 1970 in Papenburg (Germany) by Jos.L.Meyer.



Apollo, in Stockholm (Sweden), 19 March 1971. © Foto Christer Samuelsson.

The ferry *Apollo* had a thousand lives. She spent the first part of her career in Northern Europe as *Apollo*. She was then operated in the Baltic Sea by the Finnish shipowner Viking Lines on various services between Finnish and Swedish ports. Sold in 1976 to the Danish company Olau Lines, she became the *Olau Kent* operated on the Sheerness (United Kingdom) / Vlissingen (Netherlands) service. After Olau Lines went bankrupt, she passed from hand to hand, including in 1980 Nordisk Faergefart (Denmark). From 1984 onward, she was chartered by several companies which operated in the Channel: Brittany Ferries on its Plymouth-Roscoff route which renamed her *Benodet*, then Channel Island Ferries and British Channel Islands Ferries as *Corbiere* between Portsmouth and the Channel Islands and finally Truckline Ferries as a freight ferry between Poole and Cherbourg.



Olau Kent. Collection Andreas Wörteler



Gelting Nord. Collection Micke Asklander



Benodet. Collection Andreas Wörteler



Corbiere. Collection Jan Vinther Christensen

She was again sold in 1991, she returned to the Baltic Sea first still as *Corbiere*, then *Linda I* and finally recovered her initial name *Apollo* in 1995. Shipowners and charterers followed one another.

ferry



Corbière. © Marko Hänninen



Apollo. © Andreas Spörri

In 2000, the 30 year-old *Apollo* left for Canada. She has just been acquired by Labrador Marine Inc., a subsidiary of the Woodward Group (Canada), which has operated her her until 2018 between St. Barbe (Newfoundland) and Blanc-Sablon (Labrador).



Apollo, in Blanc Sablon, May 25, 2017. © Scott C

In January 2019, Société des Traversiers du Québec (STQ) needed a vessel to replace the *F.A. Gauthier*, usually connecting Matane on the southern shore of the St. Lawrence estuary to Godbout and Baie-Comeau on the northern shore. The *F.A. Gauthier*, a LNG-powered ferry, has been suffering repeated engine failures since she was commissioned and had to be withdrawn from service for long term repair works. The STQ then bought the 49-year-old *Apollo* for 2.1 million Canadian dollars. The emergency purchase of the reservist turned out disastrous. The CEO of the STQ would later admit that the vessel was purchased in good faith and without inspection. The *Apollo* was indeed in bad condition, not to say dilapidated. The necessary repairs increased the cost of the investment to 3.5 million dollars. The old ferry suffered mobility problems. She allided with the wharf at Godbout in February 2019, then at Matane in March. The Transportation Safety Board reported watertight issues, structural deformations and defective electrical systems. Faced with the prospect of additional costs, the STQ threw in the towel. The *Apollo* was withdrawn from service on March 19 and moored in Quebec City at the STQ's garage dock while awaiting a decision on her fate.



After her allision in Godbout.
© Le Journal du Québec



Service area of the *Apollo* in Canada

In September 2019, the mayor of Godbout announced that the *Apollo* would be sunk in the St. Lawrence estuary to become an artificial reef. This business and tourism project with alleged environmental and educational objectives was developed by the non-profit Société Apollo, purposely established and headed by the mayor himself. Société Apollo bought the ferry for the symbolic price of one dollar and obtained from the STQ the payment of 2 million dollars to carry out clean-up works prior scuttling. For the STQ, the amount is equivalent to what it would have had to pay to have the *Apollo* broken up in a yard. In 2017, the *Camille-Marcoux*, predecessor of the *F.A. Gautier*, was recycled by Marine Recycling Corp of Port-Colborne on Lake Erie at the cost of 2,3 million dollars.



Godbout © Tourisme Côte Nord

Société Apollo planned to scuttle the ship in September 2020 off Godbout. At the end of April 2020, the company announced that the project had been postponed to 2021: the Covid crisis was delaying clean up works and the authorizations from the various Quebec and federal ministries had not yet been obtained. The Covid crisis is a good excuse, the extent of the preparatory works has obviously been underestimated. Current standards require hydrocarbons, oils and coolant fluids to be removed and equipment likely to contain them, including engines, to be steam cleaned. Société Apollo initially planned to sink the ferry with her asbestos contaminated materials. Regulations prohibiting asbestos and asbestos containing materials came into force in Canada on December 30, 2018. During scuttling and immersion, asbestos is likely to be released under the pressure of water and explosives. Accordingly, asbestos boards must be removed according to a strict protocol. After the asbestos removal, plastic sheathing and copper wiring will also have to be removed. As of October 2020, one year after the project was launched, only two of the nine decks have been treated, \$1.7 million has been spent, at least 6 would be needed in total. New turn of events, Société Apollo was running out of funding and gave up on its reef. The ferry was sold again for a symbolic dollar to Dalhousie Marine Recyclers, a New Brunswick scrap dealer. Société Apollo agreed to use what remained of the STQ contribution to pay the cost of the tow from Quebec City to Dalhousie.

The end of the ordeal? Too easy. In Dalhousie, the municipality opposed the demolition of the asbestos-plagued vessel. Dalhousie Marine Recyclers passed the buck to a certain company, Travmer. In April 2021, the *Apollo* was still in Quebec City. The president of Travmer, René Renault, conceded that the ship would probably not be demolished in Canada.



Apollo. © La Presse canadienne

On June 27, the Panamanian-flagged tug *Mirjana K* (IMO 7420742) arrived in Quebec City. The website of the port of Quebec announces the departure of the convoy for July 29 at 12:01. Both ships finally left on August 2. Towards Aliaga.

Duba Bridge (ex-*Bridge*, ex-*Mercedes Del Mar*, ex-*Blue Bridge*, ex-*Ionian Bridge*, ex-*Bass Trader*). Ex roulier converted in 1997. IMO 7356252. Length 142 m, 7,455 t. Deflagged from Cyprus to St. Kitts and Nevis for her last voyage shortened to *Bridge* according to the Equasis database or *Duba* according to her AIS (Automatic Identification System). Classification society Registro Italiano Navale. Built in 1976 in Dyke End (Australia) by New South Wales Govt Dockyard. Owned by Cyprus-registered Costavia Shipping Co Ltd care of European Sealines SA (Greece). 3 detentions: in 2000 in Brindisi (Italy), in 2013 in Iskenderun (Turkey) and in 2017 in Brindisi again. Sold for demolition in India.



August 18, 2007, *Mercedes del Mar* in Valencia (Spain)
© Manuel Hernandez Lafuente



Bridge, February 3, 2014
© Kostas Karafotis

Hanil Goldstella (ex-*Hanil Carferry No. 2*, ex-*Ferry Settsu*). IMO 9117351. Length 189 m, 10,560 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Stella 1*. Classification society Korean Register of Shipping. Former Japanese ferry built in 1995 in Kawajiri (Japan) by Kanda Zosenho for Hankyu Ferry KK that was transporting passengers, vehicles and freight between Kansai area (Kobe and Osaka) and Kyushu island, the southernmost of the four main islands of the archipelago. *Ferry Settsu* could transport 810 passengers and 77 vehicles. She was sold in 2015 to Hanil Express Co Ltd established in South Korea. In 2021 she was acquired by Liberian-registered Nora Seaway Ltd prior to her departure for demolition in Bangladesh. *Ferry Settsu* was a sistership of the ex-*Ferry Suou* which became the South Korean-flagged *Santa Lucino* and was scrapped in Bangladesh in February 2021 (cf. "[Shipbreaking](#)" # 62, p. 27).



The Japanese *Ferry Settsu*, port of Kobe, October 8, 2012. © Miwa



The South Korean-flagged *Hanil Goldstella*, August 29, 2020. © Vladimir Tonic

Lady Caroline (ex-*Med Dream*, ex-*Just Mariam*, ex-*Uthlande*). IMO 7909619. 40 ans. 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).

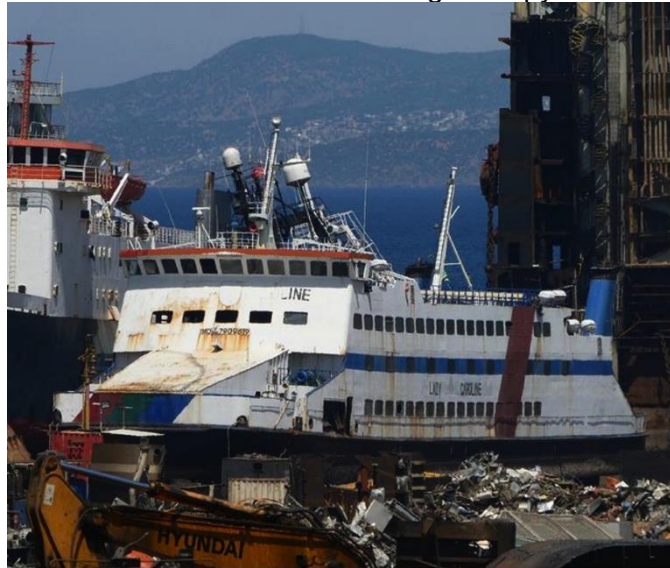


Just Mariam at Le Havre (France), February 2014.
© Pascal Bredel



Med Dream, Beirut (Lebanon), September 2014.
© Samer Fayoumi

The *Lady Caroline* was one of the 106 substandard ships listed by Robin des Bois in May 2020 (cf. "Shipbreaking" # 59, p. 30). 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. In May 2021, the *Lady Caroline* was at last beached in Aliaga scrapyards.



Aliaga, May 2021. © Selim San

Prince (ex-*Wind Ambition*, ex-*Cesme*, ex-*King of Scandinavia*, ex-*Venus*, ex-*Scandinavica*, ex-*Tarak L*, ex-*Scandinavica*, ex-*Stena Scandinavica*, ex-*Prinsessan Birgitta*). IMO 7347548. Length 152 m. Cyprus flag. Classification society Polish Register of Shipping since August 2020. Built in 1974 in Turku (Finland) by Wartsila for a consortium of Nordic shipowners, she was initially operated on the service between Göteborg (Sweden) and Frederikshavn (Denmark).



Prinsessan Birgitta. © Simplon postcard

After her shipowner was acquired by Stena Lines, she was moved on the Göteborg to Travemünde and Kiel (Germany) routes and was renamed *Stena Scandinavica* in 1982. In 1987 she was chartered by Compagnie Tunisienne de Navigation (COTUNAV) for its Tunis-Genoa service, then in 1988 by Sealink British Ferries on the Dover/Calais and Dover-Zeebrugge service as *Scandinavica*. In 1989 she was again chartered by COTUNAV and renamed *Tarik L*. In the 90s, she was sold a number of times and passed under control of the Norwegian shipowners Norway Line and Color Line and finally of the Danish

ferry

DFDS. She was renamed *Venus* then *King of Scandinavia*. She often left Northern Europe in the summer months to be chartered by COTUNAV. In 2002, she was acquired by the Turkish shipowner Reca Marmara Lines and operated as *Cesme* between Cesme, Turkey and Brindisi and Ancona, Italy.



Stena Scandinavica, Göteborg (Sweden).
© Rickard Sahlsten - Scan- Fakta om Fartyg.



August 19, 2001, the *King of Scandinavia* departing Marseille, chartered by COTUNAV. © Malcolm Cranfield

She was converted in 2010 and operated by her new Dutch owner C-BED II BV as an accommodation ship in the offshore wind farms in the Irish Sea as *Wind Ambition*.



Wind Ambition, January 2011. © Andrej Lickevici

Since she was acquired by A-Ships Management SA (Greece) in 2018, she had resumed ferry operations between Brindisi (Italy) and Igoumenitsa (Greece). She suffered regular power failure considered as grounds for detentions in 2019 in Igoumenitsa the in Brindisi. Sold for demolition in India. Her official status is still in service but she has just been deflagged to Comoros and left Greece for a long-distance voyage fictitiously towards Colombo (Sri Lanka).



Prince, May 13, 2018, at Salamina yard (Greece) after purchase by her Greek owner. © Marc Ottini



Prince, Katakolon (Greece), June 2021.
© Hartmut Knappe

ferry

Samsun. IMO 7615684. Length 128 m, 6,169 t. Turkish flag. Classification society Registro Italiano Navale. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Denizciler Turizm Denizcilik (Turkey). Detained in 2013 in Port-Blair (Andaman Islands, India). Sold for demolition in Turkey.



Samsun, berthed in Haydarpasa (Turkey), May 23, 2011.
© Marc Ottini



Samsun, Aliaga. © Selim San

St Pope John Paul II (ex-*Superferry 12*, ex-*New Miyako*). IMO 8217051. Length 173 m, 9,301 t. Deflagged from Philippines to Comoros for her last voyage shortened to *St John*. Classification society Korean Register of Shipping. Former Japanese ferry built in 1984 in Kawajiri (Japan) by Kanda Zosenho for Hankyu Ferry KK. The *New Miyako* was commissioned on the Osaka / Kitakyūshū route. She could transport 711 passengers and 75 vehicles (about the Hankyu Ferry ships, See also p. 15 in this ferry chapter, the section on *Hanil Goldstella*).



New Miyako. © Hankyu Ferry

The *New Miyako* was sold in 1996 when Hankyu Ferry reorganized its services and reduced the number of departures from Osaka. The 12-year-old ferry was sold for further service in the Philippines to William, Gothong & Aboitiz (WG&A). In 2012, WG&A was acquired by another Filipino company, Negros Navigation, becoming, after merging, 2GO, the biggest ferry operator in the archipelago. Sold as is in Manila (Philippines) to Liberian-registered Nora Seaway Ltd for demolition in Bangladesh.



Superferry 12, Manila, 2009;
© Mcgutib



St Pope John Paul II, Manila, July 2018. © Capt Turboboss

Cruise ship

Boudicca (ex-*Grand Latino*, ex-*Superstar Capricorn*, ex-*Hyundai Kumgang*, ex-*Superstar Capricorn*, ex-*Golden Princess*, ex-*Sunward*, ex-*Birka Queen*, ex-*Sunward*, ex-*Royal Viking Sky*). IMO 7218395. Length 178 m, 14,300 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1973 in Helsinki (Finland) by Wartsila. Owned by Fred Olsen Windcarrier AS (Norway). Detained in 2003 in Pyeongtaek (South Korea).



Boudicca, downstream the Seine River (France), December 19, 2012. © Pascal Bredel

In the summer of 2020, the Norwegian shipowner Fred Olsen announced the sale of its two historic liners *Boudicca* and *Black Watch* and tried to reassure fans. The two ships would not be scrapped but would serve as accommodation vessels. After an online farewell, the two sisterships left Rosyth on the Scottish coast in September and October 2020 and headed for Tuzla shipyard, Turkey, where they were to be converted to their new purpose. Robin des Bois had serious doubts about the project. On May 17, 2021, the *Boudicca* was beached in Aliaga scrapyard nicknamed *Edi*.

See “[Shipbreaking](#)” # 61, p. 6-7 about the career of the *Boudicca*, named after the Celtic queen. Her sisterships should not survive long after her. The youngest sibling, the *Albatros*, supposed to become a floating hotel in the Red Sea actually became the Gabonese-flagged *Tros* heading towards Alang. The only one left is the *Black Watch*, still spotted at Tuzla, probably waiting for a vacancy in Aliaga.



October 6, 2016, calling at Lorient (France).
© Marc Ottini



May 2021, *Edi*, Aliaga scrapyard.
© Selim San

Fuji Maru (ex-*Fuji*, ex-*Mira 1*, ex-*Fuji Maru*). IMO 8700474. Length 167 m, 10,079 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kobe (Japan) by Mitsubishi. In December 2013, the liner *Fuji Maru* was acquired by Panama-registered Mira Cruises which planned to operate her as an "elderly aid vessel". But as safety standards in Asian waters were tightened after the sinking of the ferry *Sewol* in South Korea (16 April 16, 2014), Mira Cruises abandoned its project. The ex liner was sold several times but did not resumed service. She remained docked at Mitsui yard near Wakayama, on

cruise ship

south Honshu Island. Her last known owner was a local leisure company. The destination of demolition is to date unknown but the price of 443 US\$ per ton matches with Indian subcontinent yards.



Calling at Tateyama (Japan), June 6, 2013. © Nana/MarineTraffic

Leisure World (ex-*Continental World*, ex-*Fantasy World*, ex-*Asean World*, ex-*Shangri-La World*, ex-*Skyward*). IMO 6921828. Length 160 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1969 in Bremerhaven (Germany) by Weser Seebeck as *Skyward*. The *Skyward* and her sistership *Starward* (scrapped in Alang in 2018 as *Aegean Queen*, cf. “[Shipbreaking](#)” # 52, p. 17-18) were the first two ships specifically built for the Norwegian Cruise Line (NCL) newly established in Miami (Florida, USA). The *Skyward* has been sailing for the US company until 1991.



May 19, 1982, the *Skyward* at Dodge Island, Miami (Florida, USA). © simonwp

In the 90s, she was sold to several shipowners that kept operating her as a classic cruise ship. In 2000, she was acquired by New Century Cruise Line (Singapore) and became a floating casino operated between Singapore and Malaysia. Detained in 2015 in Singapore. Since the burst of Covid-19, she was laid up in Penang (Malaysia), Sold to Indian-based NKD Maritime based in India prior to her departure for demolition in Alang shortened to *Leisure*. 820,000 US\$.



July 18, 2021, *Leisure World* in Alang © Al-hamd Marine

General cargo carrier

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

Abi (ex-*Solid Gold*, ex-*Dang Melati*, ex-*Eastern Muse*, ex-*Oriente Reina*). IMO 8324995. Length 109 m, 2,147 t. Comoros flag. Classification society Veritas Register of Shipping. Built in Busan (South Korea) by Dae Sun SB & E Co. Owned by Cedar Marine Services (Lebanon). Sold for demolition in Pakistan.



Solid Gold, July 2014, Manila (Philippines).
© Capt Turboboss

Abi landing in Gadani with very heavy fuel, May 2021, plot 84. © Gadani Ship Breaking Yard



Andrey Artemenko (ex-*Slavutich 8*). IMO 8849593. Length 109 m, 1,016 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping then Cosmos Marine Bureau Inc for her last voyage. Built in Kiev (Ukraine) by Kiyevskiy SSZ. One of the 18 *Slavutich*-type ships (design D-080 M) built between 1982 and 1992 by the Ukrainian yard. *Slavutich-8* was used, among other traffics, to carry stones for the construction of protective dykes in the Venice lagoon.



Slavutich-8, November 2009, Croatia. © Goran Kompara

She was upgraded in 2012 by Sevastopol yard and renamed *Andrey Artemenko*. Owned by Coal Sea Port of Shakhtersk LLC (Russia). Detained in 2006 in Pula (Croatia). Her latest homeport was Korsakov, Sakhalin Oblast, in the Russian Far East. Sold for demolition in Bangladesh. 550 US\$ per ton.



Andrey Artemenko, looking brand new, leaving Sevastopol shipyard in 2012. © eFFect/Fleetphoto.ru



At Sakhalin (Russia) October 2017.
© East Mining Company

AT Bright Star (ex-*Toyo Maru*, ex-*Ace Star*, ex-*Vimaru Star*, ex-*Ivory Bay*). IMO 9009097. Length 98 m, 2,200 t. Palau flag. Classification society International Register of Shipping. Built in 1990 in Imabari (Japan) by Higaki. Owned by St. Kitts and Nevis-registered East Bridge Maritime Inc. 4 detentions: in 2001 in Yokohama (Japan), in 2003 in Hong Kong (China), in 2015 in Pyeongtaek (South Korea) and in 2016 in Kawasaki (Japan). Sold for demolition in Pakistan.

AT Bright Star beached in Gadani, plot 132, April 2021
© Gadani Ship Breaking Yard



Captain Hamada (ex-*Sea Wind*, ex-*Boe Sea*, ex-*Zultan*, ex-*Multimax Cadiz*, ex-*Zilina*, ex-*Vltava*). IMO 8602361 Length 119 m, 3,318 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by Intertek Maritime Middle East (United Arab Emirates). Detained in 2019 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 480 US\$ per ton.

Captain Hamada beached in Gadani, plot 69, June 2021
© Gadani Ship Breaking Yard

Daejoo Arirang (ex-*Chu He*). IMO 9165891. Length 100 m, 2,491 t. Deflagged from South Korea to Belize for her last voyage shortened to *Arirang*. Classification society Korean Register of Shipping. Built in 1997 in Wuhan (China) by Qingshan. Owned by Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh.

Elena (ex-*Victor Express*, ex-*Meratus Palu*, ex-*M-Spirit*, ex-*K-Spirit*, ex-*CMA CGM Grenadines*, ex-*Leguan*). IMO 9196668. Length 101 m, 2,957 t. Sierra Leone flag. Unknown classification society. Built in 1999 in Wenzhou (China) by Wenzhou Xinhua. Owned by Forward Marine Ltd (Hong Kong, China). She left Ningde (China), and was beached in Chattogram on June 26.



CMA CGM Grenadines, arrival at Fort de France (Martinique, France), April 12, 2007. © Yvon Perchoc



Elena in Kaohsiung (Taiwan), without her loading cranes, March 3, 2020. © Ya Ray Yang

Ever Profit (ex-*Li Fung*, ex-*Uniwin*, ex-*S Thai*, ex-*Bright Winner*, ex-*Apollo Lima*). IMO 9107241. Length 101 m, 2,633 t. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1994 in Akitsu (Japan) by Shin Kurushima. Owned by Success Wide Shipping Ltd (Hong Kong, China). Detained in 2018 in Caofeidian (China) and in 2020 in Ho Chi Minh City (Vietnam). Sold for demolition in Bangladesh.

Golden Eagle (ex-*Black Eagle*, ex-*C. Turgay Kalkavan*, ex-*Eser Kaptanoglu*, ex-*Turgut Reis*). IMO 8129498. Length 110 m, 2,750 t. Palau flag. Classification society International Register of Shipping. Built in 1985 in Yarimca (Turkey) by Marmara Transport Shipbuilding & Construction. Owned by Marshall Islands-registered Mir Shipping. 9 detentions: in 2000 and 2001 in Sevilla (Spain), in 2006 in Casablanca (Morocco), in 2008 in Novorossiysk (Russia), in 2009 in Monfalcone (Italy), in 2010 in Salerno (Italy), in 2012 in Monfalcone again and in 2018 and 2019 in Novorossiysk again. Sold for demolition in Pakistan.

Hajeh Hasen (ex-*Eline*, ex-*HMS Navigator*, ex-*HMS Goodwill*, ex-*Commodore Goodwill*, ex-*Akak Cedar*). IMO 8414661. Length 97 m, 3,605 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Marshall Islands-registered Grand Fleet Shipping Co care of Glorious Maritime Co SA (Turkey). 5 detentions: in 2000 in Lisbon (Portugal), in 2009 in Aliaga (Turkey), in 2011 in Pula (Croatia), in 2016 in Mersin (Turkey) and in 2020 in Rijeka (Croatia). She left Koper (Slovenia) on March 18, 2021, she was beached in Alang on April 26.



HMS Goodwill, off Walsoorden (Netherlands), August 16, 1997. © Pascal Bredel

Karl (ex-*Baroy*, ex-*Lena*, ex-*Nour Han*, ex-*Katla*, ex-*Burfell*, ex-*Hekla*, ex-*Polstraum*, ex-*Vela*). IMO 7383114. Palletised cargo ship. Length 76 m. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1974 in Fevag (Norway) by Fosen MV. Last known owner since August 2010 Panama-registered Overseas Association care of Triton Shipping AB (Sweden). 5 detentions: in 2002 in Tromso (Norway), in 2006 in Immingham and in Grimsby (United Kingdom), in 2009 in Klaipeda (Lithuania) and in 2015 in Brest (France). She arrived at Brest to load potatoes, she was detained for various infringements to the Maritime Labour Convention, seized for a financial dispute and finally abandoned. After over 6 years in Basin n°5, her demolition contract was at last awarded to Navaleo yard established in the commercial port of Brest. (See about the *Karl*, "Shipbreaking" # 39, p 5-6, and in this issue p. 3 "Destocking in Brest").



1982, *Vela*, arriving at Reykjavík (Iceland). © Capt. Hilmar Snorrason



23 February 23, 2015, *Karl*, arriving at Brest. © Erwan Guéguénat

Lev Soldatov (ex-*Metis*, ex-*Byward*, ex-*Amur-2510*, ex-*Volgo-Balt 258*). IMO 8721363. Length 116 m, 1,676 t. Mongolian flag. Classification society Ukraine Shipping Register. Built in 1986 in Komarno (Slovaquie) by ZTS Yard. Owned by Global Marine Consulting Ltd (Turkey). Detained in 2015 in Trabzon (Turkey) and twice in 2017 in Rostov on Don (Russia). After an engine failure in November 2020 in the Bosphorus, the *Lev Soldatov* was towed to Tuzla (Turkey) for repair. The cost is too high. In April 2021, the ship was sold for demolition and towed to Aliaga.

Neva (ex-*Rega*, ex-*Elm*, ex-*Hydra*, ex-*Waalborg*, ex-*Vera Rambow*). IMO 7818389. Length 85 m, 1,455 t. Vanuatu flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Marshall Islands-registered Qader Marine Ltd care of Ertug Muharrem Erol (Turkey). 4 detentions: in 2002 in Wilhelmshaven (Germany), in 2011 in Batumi (Georgia), in 2018 in Rostov on Don (Russia) and in October 2020 in Mersin (Turkey). On September 25, 2020, she suffered an engine failure and had to drop anchor off Cesme (Turkey). She was towed to Mersin for unloading. She was finally beached in Aliaga on April 27, 2021.

Safi (ex-*Josefine*, ex-*Mathilde*, ex-*Traverway Spirit*, ex-*Anden*, ex-*Masa*, ex-*Tainio*, ex-*Anna Knuppel*). IMO 7108899. Length 93 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Husum (Germany) by Husumer. Owned by Manessa Maritime SA enregistré au Honduras care of Global Management & Trading Co Ltd (Lebanon). Gold medalist on the substandard ship podium with 11 detentions in 1998 in Bremen (Germany), in 1999 in Saint Petersburg (Russia) and Harshamm (Sweden), in 2000 in Sundsval (Sweden) and Hull (United Kingdom), in 2004 in Constanta (Romania), in 2007 in Volos (Greece), in 2008 in Izmit (Turkey) and Larnaca ((Cyprus), in 2012 in Damiette (Egypt) and in 2013 in Catania (Italy). Banned in March 2013 from Paris MoU ports for failing to call at the indicated repair yard. Sold for demolition in Turkey.

Sentinel (ex-*Fivi*, ex-*Mirfak*, ex-*Bened*, ex-*Lindewal*, ex-*Cairnleader*). IMO 7405077. Length 79 m. Last flag Comoros. Unknown classification society. Built in 1975 in Leer (Germany) by Jansen. Her last known shipowner was the Greek company Sea Lords Maritime Inc. 6 detentions: in 1998 in Thessaloniki (Greece), in 1999 in Antwerp (Belgium), in 2002 in Sevilla (Spain) and Genoa (Italy), in 2003 in Barcelona (Spain) and Gaeta (Italy). On January 22, 2004, the *Sentinel* was arrested and seized in Genoa for illegally transporting migrants. She had been since then discarded in Genoa. She is at last to be broken up by San Giorgio del Porto yard in Genva (See "Destocking in Genoa" p. 5 in this issue).



Cairnleader, at Gunnes (United Kingdom). © PWR



January 2, 2018, *Sentinel*, Genoa. © Vladimir Tonic

Siham 1 (ex-*Natalia*, ex-*Sham*, ex-*Apaydin Mukafat*, ex-*Nursen K*, ex-*Orkan*, ex-*Merve*). IMO 8129474. Length 80 m, 1,109 t. Togolese flag. Classification society Columbus American Register. Built in 1983 in Balat (Turkey) by Gunsin. Owned by Mohamed AK (Djibouti). Gold medalist on the substandard ship podium with 11 detentions in 1998 in Newcastle (United Kingdom), in 2004 in Eleusis (Greece), in 2007 in Lisbon (Portugal), in 2010 in La Spezia (Italy), in 2013 in La Spezia again then in Tripoli (Lebanon), in 2014 in Alexandria (Egypt), in 2015 in Kalymnos (Greece) and Suez (Egypt) and in 2017 and 2018 in Aqaba (Jordan). Sold for demolition in Pakistan, 462 US\$ per ton.

general cargo carrier

SSL Balaji (ex-Amsterdam, ex-Thorco Amsterdam, ex-Normed Amsterdam). IMO 9347621. Length 129 m, 4,475 t. Deflagged from India to Palau for her last voyage shortened to *Balaji*. Classification society Indian Register of Shipping. Built in 2007 in Yeosu (South Korea) by Daehan SB Co. Detained in 2017 in Rotterdam (Netherlands). Owned by Shreyas Shipping & Logistics (India). Acquired by British Virgin Islands-registered Castle Hill Pacific Ltd care of Lilly Maritime Pvt Ltd (India). Beached in Alang.

Terneskaer (ex-Sveafjord 1, ex-Sveafjord, ex-Risvaer, ex-Heggholmen, ex-Trans Sund). IMO 7369027. Length 56 m, t. Norwegian flag. Classification society Det Norske Veritas. Built in 1974 in Fevag (Norway) by Fosen MV; lengthened in 1979 from 47 to 56 m. Owned by Maritime Management AS (Norway). Sold for demolition, she was towed by the tug *Ronja* (IMO 5111696) to Hanoytangen (Norway) to be broken up by Norscrap West.

Tokay Akar (ex-Kaptan Murat, ex-Ufuk, ex-Pep Altair, ex-Mercandian Sun). IMO 7408885. Length 90 m, t. Turkish flag. Unknown classification society. Built in 1976 in Busum (Germany) by Busumer. Owned by Akar Denizcilikve Ticaret Ltd (Turkey). 3 detentions: in 2001 and 2002 in Sevilla (Spain) and in 2004 in Constanta (Romania). On August 14, 2016, the *Tokay Akar* dragged anchor and ran aground on the breakwater of Samsun fishing port. She was refloated the following days. Seriously damaged, she was anchored off Samsun. In February 2020, she suffered an ingress of water and was voluntarily beached to avoid sinking. In June 2021, she was auctioned and acquired by a shipbreaking yard of Aliaga. The tug *Ayaz Bey* (IMO 7531670) was in charge of her last voyage. The convoy left Samsun on June 24, the *Tokay Akar* was beached in Aliaga on June 30.



2016, *Tokay Akar* grounded in Samsun (Turkey).
© denizcilikdergisi



Off Aliaga shipbreaking yards. © Selim San

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. Length 86 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1980 in Gijon (Spain) by Duro Felguera. Owned by Manessa Maritime SA registered in Honduras care of Global Management & Trading Co Ltd (Lebanon). Bronze medallist on the podium of substandard ships with 10 detentions in 2004 in Cartagena (Spain), in 2005 in Gaeta (Italy), in 2006 in Barcelona (Spain), in 2007 in Aliaga (Turkey), in 2009 in Sevilla (Spain) and Trieste (Italy), in 2010 in Mersin (Turkey), in 2011 and 2012 in Trieste again and in 2013 in Marina di Carrara (Italy). Sold for demolition in Turkey.



Venezia, anchored off Lattakieh, Syria,
June 19, 2010. © Marc Ottini

Container ship

Dole Costa Rica. IMO 8900335. 910 evp. Length 179 m, 8,554 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1991 in Castellammare (Italy) by Fincantieri. Owned by Bermuda-registered Ventura Trading Ltd care of Reefership Marine Services LLC (Costa Rica). Sold for demolition in India. 593 US\$ per ton.



Dole Costa Rica, San Diego (California, USA), April 13, 2015. © Pascal Bredel

Glory Star (ex-*Victor Globe*, ex-*Glory Star*). IMO 9105657. 342 evp. Length 107 m, 2,153 t. Palau flag. Classification society International Register of Shipping. Built in 1994 in Tongyeong (South Korea) by ShinA SB Co. Owned by Homemay Enterprise Co Ltd (Taiwan). Sold for demolition in Bangladesh.

Meratus Banjar 1 (ex-*Glenmoor*, ex-*Able F*, ex-*Rajah Brooke*, ex-*Vento di Libeccio*, ex-*Maersk Tanzania*, ex-*Rajah Brooke*, ex-*Norasia Karachi*, ex-*Rajah Brooke*). IMO 9118575. 605 evp. Length 130 m. Deflagged from Indonesia to Palau for her last voyage shortened to *Merat*. Classification society Det Norske Veritas then International Register of Shipping since May 2021. Built in 1996 in Singapore by Singmarine New Yard. Owned by Meratus Line (Indonesia). Sold to British Virgin Islands-registered South Coast Ltd prior to her departure for demolition in Bangladesh.



Meratus Banjar 1, November 2018, Madura Strait (Indonesia). © Najih1999grissee

Factory ship

Altair (ex-*Altair II*, ex-*Altair*). IMO 8509131. Length 94 m, 3,247 t. Deflagged from Russia to St. Kitts and Nevis for her last voyage. Unknown classification society. Built in 1987 in Gdansk (Poland) by Gdanska Lenina yard. She was one of the 35 *Ivan Bochkov*-type ships (ou projet B408) built by the Polish yard by between 1978 and 1988. Their purpose was pelagic and ground fishing. The fish processing plant capacity was 45 tons per day for frozen fish, 1 ton per day of raw material for canned-fish liver, 50 tons per day of raw material for fish meal and 2 tons per day of raw material for fish liver oil. Owned by Ostrov Sakhalin JSC (Russia). Sold for demolition in India.

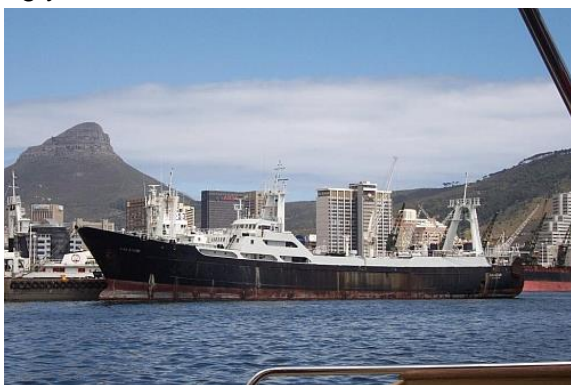


Altair, Busan, South Korea, June 2014.
© SamyeIB/Fleetphoto



June 2021. Arriving at Alang yards,
plot 107. © Faisal Mobh

Diego Ramirez (ex-*Kalahari*, ex-*Congelador Mar Dos*). IMO 7336460. Length 81 m. Chilean flag. Unknown classification society. Built in 1974 in Vigo (Spain) by Astilleros y Construcciones for Congelador Mar Dos Sa based in Vigo. She left for South America in 1992 when she was acquired by an Argentinian company. Her last owner was Deris SA (Chile). The factory ship will end her life in her country of birth. On May 24, the *Diego Ramirez* left Punta Arenas in South Chile and crossed the Atlantic Ocean to be broken up by DDR Vessels XXI located in the port of Musel (Spain), an EU-approved ship recycling yard.



Congelador Mar Dos. © Histarmar



Diego Ramirez, DDR Vessel XXI yard. © Menendez

Solvita (ex-*Ivangorod*). IMO 8721765. Length 55 m, 820 t. Latvian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Kiev (Ukraine) by Leninskaya Kuznitsa. One of the 347 *Vasiliy Yakovenko*-type ships (ou projet 502-EM) built by the Ukrainian yard from 1971 to 2009. In her Soviet and then Russian years as *Ivangorod*, her homeport was Murmansk but she occasionally went fishing in the Far East.



Ivangorod, 17 April 17, 2003, Avacha Bay
Kamtchatka Krai(Russia).

Collection B.V. Lemachko

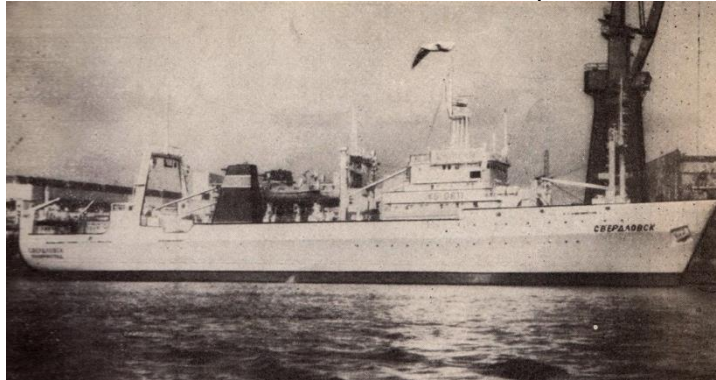
factory ship / fishing ship

Sold in 2014 to North Star Ltd (Latvia). Sold in 2021 for demolition in Liepaja (Latvia).



April 17, 2021, *Solvita* under tow in Liepaja military canal (Latvia). © 3x/FleetPhoto

Vega (ex-*Skagen*, ex-*Gotland*, ex-*King Bass*, ex-*Sverdlovsk*). IMO 8325353. Length 94 m, 3,188 t. Cameroon flag since September 2019. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdansk (Poland) by Gdanska Lenina. She was one of the 35 *Ivan Bochkov*-type ships (ou projet B408) built by the Polish yard by between 1978 and 1988 and a sistership of *Altair* (see previous page for the fish processing plant capacity of the vessel). Owned by Pescado Ltd registered in St Vincent and Grenadines. Sold for demolition in India. 606 US\$ per ton including 250 t of bunkers.



Sverdlovsk, in Gdansk (Poland) on the Vistule River.
From "Fishing Industry of the Soviet Union", 1985. Collection 3x/FleetPhoto

Fishing ship

Dong Won 701 (ex-*Donfico No. 701*, ex-*Eniwa Maru*, ex-*Shinsei Maru No. 3*). IMO 7114513. Length 82 m. New Zealand flag since June 2016. Unknown classification society. Built in 1971 in Ishinomaki (Japan) by Yamanishi Shipbuilding and Iron Works. Owned since June 2016 by DW New Zealand, the New Zealand subsidiary of the South Korean shipowner Dong Won Fisheries Co Ltd, manager of the vessel. Declared a total loss on April 9, 2018 after suffering a major fire at berth in Timaru (New Zealand). Scuttled in July 2021 off the Otago coastline (See p. 74, "The END. New Zealand, the scuttling of the *Dong Won 701*").



5 January 2006, fishing off New Zealand. © Evgeniy



April 15, 2018, fire-ravaged in Timaru . © Alan Calvert

Reefer

Antigone Z (ex-*Hovden*, ex-*Ocean Spring*, ex-*Ice Lady*, ex-*Tonjo*, ex-*Haukeli*, ex-*Canis*). IMO 6924882. Length 79 m, t. Panamanian flag. Classification society Polish Register of Shipping until April 2013. Built in 1969 in Ulsteinvik (Norway) by Ulsteinv Verft. Last known owner since December 2009 Panama-registered AZ Shipping Co SA care of UAB Sea First International (Lithuania). 7 detentions: in 2000 in Holbaek (Denmark), in 2005 in Aalesund (Norway), in 2006 in Brest (France), in 2008 in Floro (Norway) and again in Brest and in 2012 in Alexandria (Egypt) then in Douarnenez (France). In order to avoid Brest, where had already been detained twice, the *Antigone Z* arrived in April 2012 in Douarnenez, another port of Brittany, to load 1260 tons of frozen horse mackerels and herring destined to Egypt. Though, she was again detained. Her shipowner disappeared. The 10 Russian and Lithuanian seamen were later repatriated. The *Antigone Z* remained discarded in Douarnenez for 330 days and was then transferred to Brest in basin n°5 where she was introduced to another "left behind" ship, the *Captain Tsarev* (arrived in 2008 after suffering an mechanical failure and finally scrapped in 2016). In 2017, the *Antigone Z* was supposedly sold for 3,950 € and an unknown purpose. The sale failed and the ship remained stuck in the port. In 2021, the *Antigone Z* is one of ship to be broken up by Navaleo on its yard established in the commercial port of Brest (see p. 3, "Destocking in Brest").



January 18, 2010, *Antigone Z*, Neskaupstaður (Iceland). © Árni S Þorgeirsson

China Frost (ex-*Kaiyo*, ex-*Kaiyo Maru*). IMO 8410914. Length 128 m, 3,367 t. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1985 in Ishinomaki (Japan) by Yamanishi. Owned by Panama-registered Lansing Management care of Ship Service Agency JSC (Lithuania). 3 detentions: in 2003 in Ijmuiden (Netherlands), in 2008 in Marin (Spain) and in 2010 in Villagarcía de Arosa (Spain). Sold for demolition in India. 502 US\$ per ton.

Horncap. IMO 8802014. Length 154 m, 7,867 t. Deflagged from Liberia to Gabon for her last voyage renamed *Thorn I*. Classification society Bureau Veritas. Built in 1991 in Pula (Croatia) by Uljanik. Owned by Norbulk Shipping UK Ltd (United Kingdom) Detained in 2004 and 2007 in Hamburg (Germany). Acquired by Liberia-registered Iliana Shipping Ltd for demolition in India.



Horncap, outbound Francois 1er lock at Le Havre (France), February 18, 2008. © Pascal Bredel

Hua Jian 107 (ex-*Jarikaba*, ex-*Sierra Nieves*, ex-*Jarikaba*). IMO 8421298. Length 108 m, 2,665 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1986 in Nagasaki (Japan) by Hayashikane. Owned by United Ocean Ship Management (Hong Kong, China). 4 detentions: in 2008 in Las Palmas (Canary Islands, Spain), in 2009 in Vigo (Spain) and Antwerp (Belgium) and in 2019 in Majuro (Marshall Islands). Sold as is in Singapore for demolition in Bangladesh. 350 US\$ per ton.



Hua Jian 107, Chattogram, July 10, 2021. © Fazlur Rahman

Ice Glacier (ex-*Amazonas*, ex-*Argentinean Reefer*). IMO 8706789. Length 145 m, t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Tadotsu (Japan) by Hashihama Zosen. Owned by Marshall Islands-registered Ice Glacier Shipping Ltd care of Maestro Shipping (Switzerland). Sold for demolition in India. 543 US\$ per ton.



Argentinean Reefer, off Terneuzen (Netherlands), May 14, 1999. © Pascal Bredel

Ice Ranger (ex-*African Reefer*). IMO 8311132. Length 145 m, 6,931 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Marshall Islands-registered Ice Ranger Shipping Ltd care of Maestro Shipping (Switzerland). Sold for demolition in India. 502 US\$ per ton.



African Reefer, outbound Le Havre (France), July 11, 1996. © Pascal Bredel



Ice Ranger, transiting in the Channel, December 5, 2010. © Marc Ottini

reefer

Ice Rose (ex-Reefer Jambu). IMO 8311106. Length 110 m, 6,938 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Marshall Islands-registered Ice Rose Shipping Ltd care of Maestro Shipping (Switzerland). Sold for demolition in India. 495 US\$ per ton.



July 1993, *Reefer Jambu*, Le Havre (France). © Pascal Bredel



Ice Rose, FB Shipbreaking Group yard, Alang. © Eren Topcu

Island Reefer (ex-Sein Ocean, ex-Blue Ocean, ex-Western Star, ex-Nova Cotta, ex-Isla Bonita, ex-East Breeze). IMO 8312461. Length 110 m, 2,770 t. Panamanian flag. Classification society Intermarine Classification Society. Built in 1983 in Hachinohe (Japan) by Kitanihon. Owned by Panama-registered Pacific Island Reefer Corp care of Deyuan Shipping & Trading Co Ltd (Hong Kong, China). Bronze medallist on the podium of substandard ships with 10 detentions: in 2001 in Pascagoula (Mississippi, USA), in 2004 in Mobile (Alabama, USA), in 2005 in Las Palmas (Canary Islands, Spain), in 2006 in Bristol (United Kingdom), in 2007 in Antwerp (Belgium), in 2008 twice in Mokpo (South Korea), in 2016 in Majuro (Marshall Islands), in 2020 in Busan (South Korea) and in 2021 in Fuzhou (China). Sold for demolition in Bangladesh.



Nova Cotta, off Terneuzen (Netherlands), May 20, 1997. © Pascal Bredel

Nika Victory (ex-Nika, ex-Valerian Zorin). IMO 8805509. Length 92 m, 1,455 t. Deflagged from Georgia to Togo for her last voyage shortened to *Nika*. Classification society Russian Maritime Register of Shipping. Built in 1987 in Korneuburg (Austria) by Osterreichische. Owned by Panama-registered Sky Halley Inc care of Malva Shipping & Engineering (Ukraine). 4 detentions: in 2007 in Alexandria (Egypt), in 2009 in Sochi (Russia), in 2010 in Catania (Italy) and in 2012 in Alexandria again. Sold for demolition in Turkey.

Nika Victory, on the Dniepr River, Kherson region (Ukraine), September 2019. © Felix 21



S Princesa (ex-Bwm Princesa, ex-Sutti Reefer, ex-Sierra Aracena, ex-Puerto Cadiz). IMO 7713228. Length 93 m, 1,486 t. Thai flag. Classification society Panama Maritime Documentation Services. Built in 1979 in Bilbao (Spain) by Ast del Cadagua. Owned by Seavic Reefer Line Co Ltd (Thailand). Sold for demolition in Bangladesh.



Sutti Reefer, September 2011, Bangkok (Thailand).
© **Stephane Barbedienne**

Win Sheng (ex-Nippo, ex-Shikishima Reefer). IMO 7810571. Length 122 m, 2,836 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage renamed *Win Sheng 6*. Classification society Nippon Kaiji Kyokai. Built in 1979 in Uwajima (Japan) by Miyoshi. 5 detentions: in 2001 in Bangkok (Thailand), in 2007 in Zoushan (China), in 2013 in Ningbo (China), in 2014 in Majuro (Marshall Islands) and in 2017 in Ningbo again. Owned by Win Far Fishery Group (Taiwan). Sold in January 2021 as is in Batam (Indonesia) to Jia Hang Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh. 420 US\$ per ton.

Win Sheng, Busan (South Korea), February 10, 2019.
© **Vladimir Tonic**



Ro Ro

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

Al Salmy 1 (ex-*Blue Star*, ex-*Seokyung Paradise*, ex-*New Dong Chun*, ex-*Huadong Pearl*, ex-*Ferry Cosmo*, ex-*Ferry Muroto*). IMO 8705319. Length 127 m, 5,690 t. Deflagged from the United Arab Emirates to St. Kitts and Nevis for her last voyage shortened to *Salmy*. Unknown classification society. Built in 1987 in Onishi (Japan) by Kurushima. Owned by Salem Al Makrani Cargo Co (United Arab Emirates). 3 detentions in 2008, 2009 and 2010 in Sokcho (South Korea). Sold to Accurate International Ltd (Malaysia) prior to her departure for demolition in India.

Birdeniz N (ex-*Birdeniz*, ex-*Stena Scanrail*, ex-*Stena Searider*, ex-*Trucker*, ex-*Searider*, ex-*Stena Searider*, ex-*Bahjah*, ex-*Stena Seatrader*, ex-*Seatrader*). IMO 7305772. Length 114 m, 4,337 t. Deflagged from Turkey to Comoros for her last voyage shortened to *Birden*. Classification society Turk Loydu. Built in 1973 Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Lengthened in 1976 from 115 to 142 m then shortened in 1987 to 114 m and converted to carry rail vehicles. Owned by Istanbulines Lojistik (Turkey). Sold for demolition in Pakistan.

K Line (ex-*Seodong Sky*, ex-*Himawari No. 3*, ex-*Hakata Maru*). IMO 9179878. Length 133 m, 4,080 t. Deflagged from South Korea to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1997 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Jeju K Line Co Ltd (South Korea). Acquired by Liberia-registered Nova One Maritime Inc prior to her departure for demolition in Bangladesh.

Searoad Tamar. IMO 8917429. Length 149 m, 5,541 t. Deflagged from Australia to Panama for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1991 in Tomago (Australia) by Carrington Slipways. Owned by Australia Commonwealth Bank (Australia), manager Searoad Shipping Pty Ltd (Tasmanie, Australia). Acquired by Liberia-registered Star Sailor SA care of United Sails SA (Greece) prior to her departure for demolition in Bangladesh.



June 2020, Webb Dock, Melbourne (Australia)
© Patrick/Vesselfinder



Searoad Tamar, June 2021, Chattogram. © Fazlur Rahman

Shun Fa (ex-*Jun Fa*, ex-*Woohyun Hope*, ex-*Bright Stream*). IMO 9157430. Length 138 m, 5,194 t. Deflagged from Belize to Sierra Leone for her last voyage renamed *New Hope*. Classification society Korean Register of Shipping. Built in 1997à Hachinohe (Japan) by Kitanihon. 5 detentions: in 2004 in Osaka (Japan), in 2013 in Vancouver (Canada), in 2014 in Lianyungang (China), in 2019 in Hong Kong (China) and in 2020 in Busan (South Korea). Owned by British Virgin Islands-registered Yong Hong Co Ltd care of Xin Hong Trading & Industry Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

Car carrier

Gran Canaria Car. IMO 9218014. Length 129 m. Deflagged from Madeira (Portugal) to Tuvalu for her last voyage renamed *Bay 1*. Classification society Lloyd's Register of Shipping, Bureau Veritas since April 2021. Built in 2001 in Vigo (Spain) by J Barreras. 4 detentions in 2005 in Izmir (Turkey), in 2016 in Emden (Germany), in 2018 in Malaga (Spain) and in April 2021 in Gijon (Spain) for 28 days with 20 deficiencies. Owned by Flota Suardiaz SL (Spain).



Gran Canaria Car, Le Havre (France), February 4, 2012. © Pascal Breidel



Barcelona (Spain), December 20, 2017 © Marc Ottini

Acquired in March 2021 by United Arab Emirates-registered Beacon & Bay Shipping Services. She is not to be broken up in an approved Spanish yard. On May 24, 2021, she left Gijon where she was detained and got the green light to head for Chattogram.



Gran Canaria Car (left), Chattogram, July 21, 2021. © Salah Uddin

Sea Cruiser 1 (ex-*Toyofuji Maru*). IMO 8817100. Length 113 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Numakuma (Japan) by Kambara Marine Development & Shipbuilding Co. Owned by Panama-registered Feng Li Maritime Corp care of Toyofuji Shipping Co Ltd (Japan). Beached for demolition in Turkey.

Sea Cruiser 1, Zeebrugge (Belgium) November 1, 2017. © Marc Ottini



car carrier

Sincerity Ace. IMO 9519092. Length 200 m, 15,442 t. Deflagged from Panama to Palau for her last voyage shortened to *Since*. Classification society Nippon Kaiji Kyokai. Built in 2009 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan).

Sincerity ace, off Walsjoorden (Netherlands), September 8, 2012. © Pascal Brede!



On December 31, 2018 the *Sincerity Ace* is en route in the North Pacific. She has loaded 3804 new cars mainly Nissan. She suffered a major fire halfway between Japan and Hawaii. The crew evacuate the ship in a lifeboat. 16 seamen were rescued and picked up by four merchant ships that has diverted on the casualty area, 5 sailors who had jumped into the water with lifejackets could not be recovered. The *Sincerity Ace* was towed to Japan in Matsuura port and arrived on March 19, 2019 The shipowner redirected her to Mokpo shipyard in South Korea to be repaired but finally gave up considering the cost of investments.



Sincerity Ace. © US Navy

In 2021, she was sold as is for demolition to British Virgin Islands-registered Falcon United Ltd care of Machtrans Ship Management Pvt Ltd (India). Towed from South Korea and beached in Bangladesh. 338 US\$ per ton.

Tanker

97 demolitions, 894,000 tons, 62% of the global tonnage. The share of chemical tankers, oil tankers and gas carriers continues to increase. It represented 9% of the tonnage in the 2nd quarter of 2020, 14% in the 3rd, 31% in the 4th and 47% in the 1st quarter of 2021.

The average age at the time of demolition is 28 years. The detention rate prior scrapping is 40% for oil tankers and gas carriers, 68% for chemical tankers.

Bangladesh (42% of the tonnage of the category) and Pakistan (27%) are the category's favoured destinations. India bought 3 chemical tankers which reached prices in the range of 738 US\$ to 875 US\$ per ton due to their stainless steel tanks.

Oil tanker

Out of 65 tankers scrapped from April 1 to June 30, 2021, 48 have a "small" capacity of less than 80,000 t. 12 are between 80,000 and 200,000 t deadweight. 5 are VLCCs of more than 200,000 t deadweight.

The majority of tankers was beached in the Bangladeshi (41% of the tonnage) and Pakistani (32%) scrapyards.

11 had a European shipowner. Only the *Theodoros* discarded in Italy is to be broken up by a European yard. Two Norwegian-owned tankers were scrapped in Turkey. The 8 tankers belonging to Greek owners were beached in Pakistan (7) and Bangladesh (1).

Able II (ex-*Miral 1*, ex-*Marwah-6*, ex-*Eisei Maru*). IMO 9054822. Length 77 m, 1,016 t. Tanzanian flag. Unknown classification society. Built in 1992 in Uwajima (Japan) by Miyoshi. Owned by Hyperactive Management (Panama). Sold for demolition in Pakistan.

Alasfal (ex-*Eurosea*, ex-*Venice*). IMO 9179634. Double hull. Length 240 m, 16,694 t. Liberian flag. Classification society Bureau Veritas. Built in 2001 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Eurotankers Inc (Greece) until August 2020. Acquired by Liberia-registered Vildiz Marine SA care of Muhit Maritime FZE (United Arab Emirates). Sold for demolition in Bangladesh. 535 US\$ per ton.

Amur (ex-*Zaliv Petra Velikogo*, ex-*Fiona*, ex-*Cristallo*). IMO 8810176. Double hull. Length 125 m, 2,857 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Marina di Carrara (Italy) by Nuovi Cantieri. Owned by Kasatka Co Ltd (Russia). Detained in 2013 in Szczecin (Poland) and in 2016 in Bandar Khomeini (Iran). In February 2020, the *Amur* and another Russian tanker, the *Zaliv Vostok* (IMO 9237711) were arrested by the South Korean maritime police 15 miles off Gunsan on charge of oil transshipments considered as illegal in the Exclusive Economic Zone. The two ships did not respect the transit formalities in order to avoid taxes. In 2021, the *Amur* was sold for demolition in India. 875 US\$ per ton including 666 tons of stainless steel.



Cristallo, Walsoorden (Netherlands), May 2012. ©Pascal Brede!l

Angel 121 (ex-Royal Meredith, ex-Ostrov Moneron, ex-Andino Park, ex-Chembulk Trader, ex-Lisa D). IMO 8907266. Length 112 m, 2,763 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Angel*. Classification society Isthmus Maritime Classification. Built in 1989 in Imabari (Japan) by Asakawa. Owned by Winson Oil Bunkering (Singapore). Acquired as is in Singapore by British Virgin Islands-registered Scandi Navigation Pte Ltd. Her destination of demolition is to date unknown.

Anwar (ex-Nittan Maru No. 8). IMO 8913502. Length 105 m, 2,328 t. Deflagged from the Marshall Islands to St. Kitts and Nevis for her last voyage renamed *Wid A*. Classification society Det Norske Veritas. Built in 1989 in Setoda (Japan) by Naikai. Owned by Elvira Shipping Sa (Greece). Acquired by Marshall Islands-registered Al Wid Shipping Inc care of White Coast Shipping Inc (Iraq). Sold for demolition in India. She was finally beached in Pakistan on July 1. 525 US\$ per ton.



Anwar in Salalah (Oman), January 25, 2011.
© Jerzy Nowak



Wid A, July 10, 2021, plot 81-82, Gadani.
© Gadani Ship Breaking Yard

Bab Aden (ex-Visahakit 7, ex-Reina, ex-Penang Express). IMO 8322961. Length 103 m, 1,987 t. Yemeni flag Unknown classification society. Built in 1984 in Imabari (Japan) by Higaki. Owned by Aden Refinery Co (Yemen). Sold for demolition in Pakistan.



Bab Aden, plot 91 Gadani, Usman steel Pvt Ltd yard. © Gadani Ship Breaking Yard

Belogorsk (ex-Belomorsk, ex-Belogorsk). IMO 8700101. Length 97 m, 2,184 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1988 in Turku (Finland) by Laivateollisuus. One of the 10 ice-strengthened *Partisan*-type oil tankers (or project 712) built by the Finnish yard between 1988 and 1990. Owned by Price Co Ltd (Russia). Sold for demolition in Bangladesh.



Belogorsk, Sovetskaya Gavan Bay, Khabarovsk Krai (Russia), May 12, 2016. © Vertunov/Fleetphoto

oil tanker

Bull Sulawesi (ex-Maersk Prime, ex-Dromus, ex-Maersk Prime). IMO 9180920. Double hull. Length 245 m, 19,601 t. Indonesian flag. Classification society Registro Italiano Navale. Built in Dalian (China) by Dalian New SB HI Co. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh. 536 US\$ per ton.



Dromus, inbound Le Havre (France), March 15, 2008. © Pascal Bredele

Cavalier (ex-Spring Hope, ex-Sriracha Trader, ex-Torm Gotland). IMO 9108647. Double hull. Length 183 m, 9,606 t. Cook Islands flag. Classification society Sing. Built in Onomichi (Japan) by Onomichi Zosen. Owned by Ritz Ship Management Pte Ltd (Singapore). Detained in 2017 in Tianjin (China). She was said to be broken up in February 2020; she was then sold for 370 US\$ per ton, considered at the time as a fair price. She could not leave due to the Covid-19 pandemic, the sale was cancelled. In May 2021, she was again sold for demolition in Bangladesh. 570 US\$ per ton.



Sriracha Trader, Map Ta Phut (Thailand), May 2016.
© Alexander Demin

CE-Niriis (ex-Niriis). IMO 9144794. Double hull. Length 243 m, 16,337 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in Tsu (Japan) by NKK Corp. Owned by Marshall Islands-registered Barnet Marine Inc care of Marine Trust Ltd (Greece). Sold for demolition in Bangladesh.



CE Niriis, inbound Bosphorus, May 23, 2011.
© Marc Ottini



CE Niriis Chattogram, June 12, 2021.
© Hossanuzzman Sohel

Champion One (ex-Pradapa, ex-Tandjung Ayu). IMO 9044499. Length 173 m, 8,519 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in Toyohashi (Japan) by Kanasashi. Owned by Waruna Nusa Sentana PT (Indonesia). Sold as is in Indonesia for demolition in the Indian subcontinent. 485 US\$ per ton.

Clara (ex-*Maria*, ex-*Tahmeel II*, ex-*Serifos*). IMO 9081837. Double hull. Length 183 m, 9,570 t. Comoros flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Marshall Islands-registered Kouros Ventures Ltd. Detained in 2016 in Bandar Khomeini. Beached for demolition in Pakistan as *Hazel*.



Serifos unloading in Sandwich (Massachusetts, USA), November 19, 2014. © Jeff Kettel



Hazel beached in Gadani, plot 68. © Gadani Ship Breaking Yard

Dai Nam (ex-*Gonen*). IMO 9212474. Double hull. Length 183 m, 9,372 t. Deflagged from Vietnam to St. Kitts and Nevis for her last voyage shortened to *Dai*. Classification society American Bureau of Shipping. Built in 2000 in Onomichi (Japan) by Onomichi Zosen. Owned by VOSCO (Vietnam). Sold as is in Quang Ninh Vietnam for demolition in Bangladesh. 448 US\$ per ton including 170 t of IFO (Intermediate Fuel Oil) and 700 t of oily sludge.



Dai Nam, Singapore, 26 June 2008. © Marc Ottini



Dai Nam 12 July 2021, Chattogram. © HZ Sohel

Dampier Spirit (ex-*Frontier Spirit*). IMO 8613748. Converted to a Floating Storage and Offloading unit in 1998. Length 245 m, 16,240 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Teekay Shipping-Australia, subsidiary of the Norwegian group Teekay Corp. She left the Australian waters under tow of the *Alp Winger* (IMO 9367504), bound for Turkey, 12,000 km away. The most absurd and longest final voyage of this issue # 63 is perhaps that of the *Dampier Spirit*, which left under tow the west coast of Australia for Turkey 12,000 km away. Australia and New Zealand are in need of shipbreaking yards (cf. "The END: New Zealand", p. 73).

The floating storage unit *Dampier Spirit*. © Tezarowski



oil tanker

Dubra (ex-*Atlantic Lutetia*, ex-*AS Lutetia*, ex-*Magpie*). IMO 9192753. Length 183 m, 8,392 t. Panamanian flag. Classification society Bureau Veritas. Built in 1999 in Jinhae (South Korea) by Daedong SB Co Owned by Liberia-registered *Dubra Ltd* care of Pentacontinent DMCC (United Arab Emirates). Detained in 2010 in Gela (Italy). Sold for demolition in Pakistan. 588 US\$ per ton.



Magpie arriving at Le Havre, June 10, 2008.
© Erwan Guéguénat



Dubra, beached in Gadani, plot 64.
© Gadani Ship Breaking Yard

Elka Angelique (ex-*Ficus*, *Elka Angelique*). IMO 9216913. Double hull. Length 183 m, 10,176 t. Liberian flag. Classification society Det Norske Veritas. Built in 2001 in Split (Croatia) by Brodosplit. Owned by Liberia-registered *Angelique Shipping* care of European Product Carriers Ltd (Greece). Detained in 2013 in Quebec City (Canada) and in 2017 in Montreal (Canada). Sold for demolition in Pakistan. 590 US\$ per ton.

Elka Angelique beached in Gadani, plot 13,14,
July 2021. © Gadani Ship Breaking Yard



Elka Aristotle. IMO 9249099. Double hull. Length 228 m, 17,843 t. Deflagged from Greece to Liberia for her last voyage. Classification society American Bureau of Shipping. Built in 2003 in Split (Croatia) by Brodosplit. Owned by Liberia-registered *Rhonda Enterprises* care of European Product Carriers Ltd (Greece). Detained in 2005 at Le Havre (France) and in March 2021 in Antwerp (Belgium). On November 4, 2019, the *Elka Aristotle* was attacked by pirates off Togo. 4 seamen - 2 Filipinos, 1 Greek and 1 Georgian - out of the 24 crewmembers were kidnapped. One Filipino sailor died during captivity. The survivors were released in mid December. Sold for demolition in Pakistan. 555 US\$ per ton.



Elka Aristotle, repairing in Perama (Greece), May 15 2018. © Marc Ottini

oil tanker

Elka Glory. IMO 9234484. Double hull. Length 183 m, 10,365 t. Deflagged from Greece to Liberia for her last voyage. Classification society American Bureau of Shipping. Built in 2003 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Carriage Shipping care of European Product Carriers Ltd (Greece). Detained in 2005 in San Juan (Porto Rico) and in 2018 in Apapa (Nigeria). Sold for demolition in Pakistan.



Elka Glory beached in Gadani, plot 113. © Gadani Ship Breaking Yard

Elka Sirius (ex-Stinice). IMO 9234513. Double hull. Length 189 m, 12,389 t. Deflagged from Greece to Liberia for her last voyage. Classification society American Bureau of Shipping. Built in 2003 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Alista Maritime Inc care of European Product Carriers Ltd (Greece). Detained in 2019 in Corpus Christi (Texas, USA). Sold for demolition in Pakistan. 530 US\$ per ton.

Elka Vassiliki. IMO 9249104. Double hull. Length 228 m, 17,843 t. Deflagged from Greece to Liberia for her last voyage. Classification society American Bureau of Shipping. Built in 2004 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Caldren Corp Ltd care of European Product Carriers Ltd (Greece). Sold for demolition in Pakistan. 555 US\$ per ton.

EM Vitality (ex-Hawtah, ex-TI Hawtah, ex-Hawtah). IMO 9102265. Length 340 m, 48,087 t. Comoros flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Nagasaki (Japan) by Mitsubishi.

Information		Since	Information		Since
IMO number :	9102265		IMO number :	9102265	
Name of ship :	HAWTAH	(since 01/01/2011)	Name of ship :	EM VITALITY	(since 01/09/2019)
Call sign :	HZFZ		Call sign :	E5U3708	
MMSI :	403541000		MMSI :	518100797	
Gross tonnage :	163882	(during 1996)	Gross tonnage :	163882	(during 1996)
DWT :	300361		DWT :	300361	
Type of ship :	Crude Oil Tanker	(during 1996)	Type of ship :	Crude Oil Tanker	(during 1996)
Year of build :	1996		Year of build :	1996	
Flag :	Saudi Arabia	(since 01/04/2017)	Flag :	Cook islands	(since 01/09/2019)
Status of ship :	To Be Broken Up	(since 02/08/2019)	Status of ship :	In Service/Commission	(since 14/09/2001)
Last update :	20/08/2019		Last update :	15/10/2019	

In July 2019 National Shipping Arabia sold for demolition her tanker *Hawtah* located in Jeddah (Saudi Arabia). The buyer was St. Kitts and Nevis-registered Maximus Shipping. At 417 US\$ per ton, the ship was not certified gas free. The destination of demolition was undisclosed. In September 2019, the *Hawtah* was renamed *EM Vitality*, her official status returned to "in service", she was resold and escape scrapping for a while.

Detained in February 2021 in Tanjung Pelepas (Malaysia). Owned by Equatorial Maritime Services Pte Ltd (Singapore). Acquired as is in Singapore by BBN Shipmanagement Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 500 US\$ per ton including 200 t of bunkers.



EM Vitality, the heaviest one of the quarter. © HZ Sohel

Eminence (ex-*Venice I*, ex-*Carnation*, ex-*Marwa*, ex-*Hiranya*, ex-*Valera*, ex-*Sea Force*, ex-*Sirius*, ex-*Sirius I*). IMO 9111175. Length 183 m, 10,589 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Sestao Espagne) by AESA. Detained in 2003 in Jacksonville (Florida, USA). The official status of the ship in the Equasis database was "to be broken up" since March 27, 2018. Owned officially since December 2019 by Marshall Islands-registered Magic Shine/Nimble Shipping care of Kader Management & Shipping Co (United Arab Emirates). Sold for demolition in Pakistan. 570 US\$ per ton. Towed from Hamriya (United Arab Emirates) and beached in Gadani on July 15, 2021.

Information	Since
IMO number :	9111175
Name of ship :	EMINENCE I (since 01/08/2020)
Call sign :	3FQL4
MMSI :	373753000
Gross tonnage :	28341 (during 1996)
DWT :	46341
Type of ship :	Oil Products Tanker (since 01/07/1994)
Year of build :	1996
Flag :	Panama (since 01/12/2019)
Status of ship :	To Be Broken Up (since 27/03/2018)
Last update :	11/05/2021



2018, already "to be broken up"

July 2021, *Eminence 1*, beached in Gadani, plot 119
© Gadani Ship Breaking Yard

Energy Star (ex-*DHT Regal*, ex-*Overseas Regal*, ex-*Regal Unity*). IMO 9118393. Double hull. Converted to a floating storage unit (FSO) since May 2013. Length 330 m, 42,686 t. Deflagged from Thailand to St. Kitts and Nevis for her last voyage shortened to *G Star*. Classification society American Bureau of Shipping. Built in 1997 in Ariake (Japan) by Hitachi. Owned by Nathalin Management Co (Thailand). Acquired as is in Malaysia by British Virgin Islands-registered Scholar Elite Ltd care of Lilly Maritime Pvt Ltd based in India for demolition in Bangladesh. 530 US\$ per ton including 450 t of IFO (Intermediate Fuel Oil), 290 t of MDO (Marine Diesel Oil) and 500 t of oily sludge considered to be products and not waste.



Overseas Regal, Petronor terminal, Bilbao (Spain),
June 2, 2018. © Luis Prieto Garcia



DHT Regal, at Khor Fakkan (United Arab Emirates),
December 2012. © Crisco 37/Vesseltracker

Fair Dream (ex-*Meriom Dream*, ex-*Plumeria*, ex-*Orchid B*, ex-*Orchid*). IMO 8014758. Double hull. Converted to a floating storage unit (FSO) in 2006. Length 183 m, 9,624 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by Liberia-registered Dreamland Maritime SA care of Marvel Management SA (United Arab Emirates). Sold for demolition as is in Dubai (United Arab Emirates), she is heading for Pakistan. 465 US\$ per ton.

Frachtis (ex-*Olivia*, ex-*Olivia II*, ex-*Frachtis*, ex-*Babadag*, ex-*Perm*). IMO 9156486. Double hull and ice-strengthened . Length 145 m, 5,049 t. Comoros flag. Classification society Det Norske Veritas. Built in 1997 in Wismar (Germany) by Mathias Thesen Werft pour Lukoil (Russia). Owned by Etihad Engineering & Marine (United Arab Emirates). Detained in 2018 in Bushire (Iran). Sold for demolition in Pakistan.



Perm. collection de B.V. Lemachko



Frachtis beached in Gadani, plot 125, June 2021.
© Gadani Ship Breaking Yard

Freemont (ex-*Oriental Green*). IMO 9178317. Double hull. Length 244 m, 16,237 t. Panamanian flag. Classification society Bureau Veritas. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Superb Gold Co Ltd enregistré aux Seychelles care of Mega Glory Holdings Ltd (Taiwan). Sold for demolition in Bangladesh. 535 US\$ per ton.

Freesia I (ex-*La Rosa I*, ex-*La Mer*, ex-*Kim Jacob*, ex-*Celebes*). IMO 9159660. Length 274 m, 23,159 t. Panamanian flag. Classification society Bureau Veritas. Built in 1998 in Geoje (South Korea) by Daewoo. Owned by Tanker Expert Ship Management Pvt Ltd (India). Sold for demolition in Bangladesh.



June 7, 2016, the freshly painted *La Mer*, Dubai.
© Vladimir Dobronravskiy



May 30, 2021, *Freesia I*, beached in Chattogram.
© Fazlur Rahman

Global M (ex-*DS Saturn*, ex-*Saturn Glory*). IMO 9165932. Double hull. Converted to a floating storage unit (FSO) in 2016. Length 332 m, 42,152 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Geoje (South Korea) by Daewoo. Owned by Sentek Marine & Trading Pte Ltd (Singapore). Sold as is in Malaysia. Her destination of demoliton is to date unknown.

GNA. IMO 7722994. Length 89 m, 1,190 t. Yemen flag. Unknown classification society. Built in 1978 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Aden Refinery Co (Yemen). Sold for demolition in Pakistan.

GP Asphalt (ex-*Iver Asphalt*, ex-*Val Metauro*, ex-*Nai Marche*, ex-*Val Meyauro*). Bitumen tanker. IMO 9120891. Length 110 m, 2,674 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Asphalt*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Pesaro (Italy) by Pesaro CN. Owned by Panama-registered GP Asphalt Shipping Inc care of Celestial Ship Management Pte Ltd (Singapore). Detained in 2016 in Agioi Theodoroi (Greece) and in 2019 in Pipavav (India). Sold for demolition in India.

GP Asphalt I, Singapore, November 2015.
© Martin Klingsick



Green Belt (ex-*Saradha 7*, ex-*Duta Bangsa*, ex-*Sunny Giant*). IMO 9004621. Length 105 m, 2,350 t. Cook Islands flag. Classification society Indian Register of Shipping. Built in 1990 in Takuma (Japan) by Sanuki. Owned by Al Taawon Shipping Co (United Arab Emirates). 5 detentions in 2001 in Himeji (Japan), in 2016 in Bushire (Iran), in 2017 in Asaluyeb (Iran) and Bandar Khomeini (Iran) and in 2018 in Bandar Khomeini again. Sold for demolition in Pakistan.

Gulf Glow III (ex-*Sahar Folk*, ex-*LMS Digana*, ex-*Francesco A.*). IMO 8614778. Length 115 m, 2,889 t. Panamanian flag. Classification society Indian Register of Shipping, Dromon Bureau of Shipping since May 2021 for her last voyage. Built in 1988 in Viareggio (Italy) by Esercizio. Owned by Glow Shipping Lines LLC (United Arab Emirates). Detained in 2018 in Bandar Khomeini (Iran). Sold for demolition in India.

Hai Shun (ex-*Hong Man*, ex-*St Destiny*, ex-*Bss Platinum*, ex-*Liquid Platinum*, ex-*Golden Elizabeth*). IMO 9170949. Length 149 m, 5,297 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage renamed *Hansa*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Yawatahama (Japan) by Kurinoura. 3 detentions in 2009 in Barcelona (Spain), in 2010 in Nantong (China) and in 2011 in Taman (Russia). Owned by Bao He International Ltd (Taiwan). Acquired by St. Kitts and Nevis-registered Go Ra Shipping Inc care of Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition in India.

Hai Soon 28 (ex-*Kakushu Maru*). IMO 8905397. Length 105 m, 2,000 t. Deflagged from Domenica to St. Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1990 in Setoda (Japan) by Naikai. Owned by Oasis Global Marine Services (United Arab Emirates). Sold for demolition in Pakistan.



Hai Soon 28, Singapore, June 19, 2009
© John Regan



On Gadani beach, June 2021.
© A & L Shipping.

oil tanker

Jesslyn Natuna (ex-*Niria*, ex-*Nicopolis*); successively renamed *J Nat* in August 2019 then *Radiant* in June 2020 and beached as *Cherish* in April 2021. IMO 8100909. Converted to a floating storage unit (FSO) in 2013. Length 228 m, 12,157 t. Deflagged from Indonesia to Palau in August 2019. Unknown classification society. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Global Niaga Bersama Pt (Indonesia). Acquired in August 2019 by Hong Kong-registered Som Shipping & Trading Ltd care of Prayati Shipping Pvt Ltd (India), deflagged and shortened to *J. Nat*. Beached for demolition in Pakistan late April 2021. (See "Endgame for the *Jesslyn Natuna*", p. 6)



December 2019, shortened to *J Nat* in Batam (Indonesia).
© John/Vesselfinder

Lady Sarah (ex-*Gulf Genesis*, ex-*Green 1*, ex-*Aludra*, ex-*Mangalia*, ex-*Redonia*, ex-*Slettfjord*) IMO 7931131. Bitumen tanker. Length 77 m, 1,182 t. Tanzanian flag. Classification society Intertek Maritime Bureau. Built in 1981 in Aukra (Norway) by Aukra Bruk. Owned by Panama-registered Chahat Shipping Lines Inc care of Prime Tankers LLC (United Arab Emirates). Detained in 1999 in Rotterdam (Netherlands). Sold for demolition in India.



Redonia, July 7, 1999, Freifjorden (Norway). © Geir Ole Søreng

Luck Grow 888 (ex-*Luck Glorious*, ex-*Crystal*, ex-*MMM Jackson*, ex-*Juliana*, ex-*Golden Sanwa*). IMO 8419374. Length 108 m, 2,419 t. Mongolian flag. Classification society Indian Register of Shipping. Built in 1985 in Imabari (Japan) by Higaki. Owned by Seychelles-registered Double Gains Co Ltd care of You Young Ship Management & Consultant Co Ltd (Taiwan). Detained in 2006 in Chennai (India). Sold for demolition in Bangladesh.



Luck Grow 888, Kaohsiung (Taiwan),
January 2021. © Ya Ray Yan



Luck Grow 888, Chattogram,
July 2021. © Asif Evne

Luck Grow 899 (ex-*Ju Yeon*, ex-*Nittan Maru No. 7*). IMO 8706648. Length 105 m, 2,168 t. Mongolian flag. Classification society CTM Inspection Classification Company S.de R.L. Built in 1987 in Setoda (Japan) by Naikai. Owned by British Virgin Islands-registered Fortune Mountain Properties care of You Young Ship Management & Consultant Co Ltd (Taiwan). Detained in 2015 in Fuzhou (China). Sold for demolition in Bangladesh.

oil tanker

Marta. IMO 7801738. Double hull. Length 161 m, 5,935 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Transpetro (Brazil). Sold as is in Brazil. Her destination of demolition is to date unknown. 384 US\$ per ton.



Transpetro terminal, Guanabara Bay, Rio de Janeiro (Brazil)
March 2020. © Moises Hoory

Mass 1 (ex-*Savannah*, ex-*Eagle Sagitta*, ex-*N O L Sagitta*). IMO 9121194. Length 182 m, 9,302 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Onomichi (Japan) by Onomichi Zosen. Owned by Panama-registered Mass Marine International Inc care of Massi Shipping LLC (United Arab Emirates). Sold for demolition in Pakistan. 502 US\$ per ton.

Maya VN (ex-*Sea Lion*, ex-*Samco America*). IMO 9237620. Double hull. Length 333 m, 44,131 t. Vietnam flag. Classification society DNV. Built in 2003 in Samho (CDS) by Hyundai. Owned by Thang Long Gas Co Ltd (Vietnam). Said to be sold for scrapping in the Indian subcontinent by several brokers courtiers, her official status is still in service. 560 US\$ per ton including 600 t of bunkers.

Medan (ex-*Nipa*, ex-*Ocean Emerald*, ex-*New World*). IMO 9002207. Single hull. Length 279 m, 20,584 t. Deflagged from Cook Islands to Palau for her last voyage shortened to *Med*. Classification society Sing-Lloyd, International Register of Shipping since May 2021. Built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Acquired by British Virgin Islands-registered Orleans Asset Holding Ltd care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh.



Medan, Singapore Strait, May 2021. © Piet Sinke

Mirage (ex-*Golden Gulf*, ex-*Kandilousa*). IMO 9081813. Double hull. Length 183 m, 9,597 t. Gabonese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Emirates Shipping (United Arab Emirates). Detained in 2016 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.

Moon Spring (ex-*New Wish*, ex-*Jurong Krapu*). IMO 9114866. Length 103 m, 2,722 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1996 in Singapore by Jurong Shipyard. Owned by Samoa Islands-registered Excel Sail International Ltd care of Mega Glory Holdings Ltd (Taiwan). 2 detentions: in 2012 in Kendawangan (Indonesia) and in 2014 in Daesan (South Korea). Sold for demolition in Bangladesh. 568 US\$ per ton.

MR Star (ex-*Midnight Sun*). IMO 9145853. Length 180 m, 10,043 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Shitanoe (Japan) by Minami-Nippon. Owned by Samoa Islands-registered Evolution Global Co Ltd care of Mega Glory Holdings Ltd (Taiwan). Sold for demolition in Bangladesh. 536 US\$ per ton.

Navion Oslo (ex-*Bertora*). IMO 9209130. Double hull shuttle tanker. Length 238 m, 17,953 t. Deflagged from Norway to Togo for her last voyage. Classification society Det Norske Veritas. Built in 2001 in Geoje (South Korea) by Samsung. Owned by Altera Infrastructure Norway AS (Norway). Acquired by Liberia-registered Dido Steel Corp SA. Laid up in Eleusis since February 2021, she is waiting to leave for demolition in Turkey.



Navion Oslo, at berth in Le Havre (France),
December 1, 2008. © Pascal Breudel



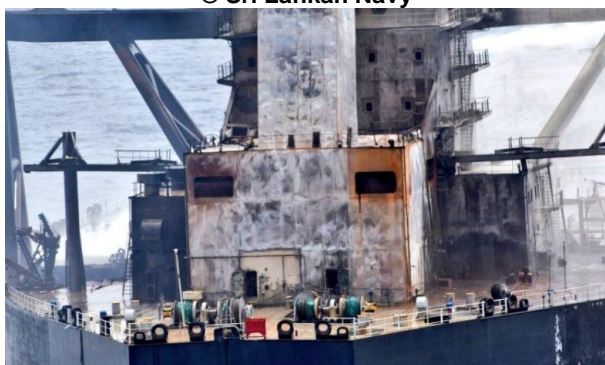
April 7, 2013. © Marc Ottini

New Diamond (ex-*Diamond Warrior*, ex-*Ikomasan*). IMO 9191424. Double hull. Length 330 m, 38,968 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Chiba (Japan) by Mitsui. Owned by New Shipping Ltd (Greece) subsidiary of Polembros Group. Sold for demolition in Pakistan. 560 US\$ per ton. She suffered a fire on September 3, 2020 while she was 70 km off the coast of Sri Lanka. She was carrying 270,000 tons of oil to be delivered to the Paradip refinery on the eastern coast of India. One Filipino sailor was killed when a boiler exploded in the engine room. The rest of the crew - 5 Greek and 23 Filipino nationals were airlifted. The Indian and Sri Lankan navies were mobilized. Part of the bunker fuel spilled in the ocean. The cargo tanks were not affected by the disaster. The Sri Lankan authorities did not allow lightering operations to be carried out in their national waters. India did not want to accommodate her either and she was finally towed all the way to Fujairah, reaching the Emirati port on November 11. On June 23, 2021, she was beached in Gadani as the Palau-flagged *Teo*

See also the press release "[Notices of oil spill on the world ocean](#)", September 10, 2020.



© Sri Lankan Navy



© Indian Coast Guard



Gadani, plot 37. © Gadani Ship Breaking Yard

Nolla (ex-*Al Madina 7*, ex-*Jumeirah*, ex-*Timur Grace*, ex-*Shinsui Maru No. 5*). IMO 8403301. Length 103 m, 1,828 t. Togolese flag. Classification society Bureau Veritas. Built in 1984 in Nandan (Japan) by Teraoka. Owned by St Vincent and Grenadines-registered Abyssinia Oil & Shipping Co Ltd care of Adeema Ship Management FZE (United Arab Emirates). 3 detentions: in 2000 in Singapore, in 2002 in Zhuhai (China) and in 2007 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 485 US\$ per ton.



Jumeira, in Fujairah (United Arab Emirates), February 25, 2009. © Jurij S.



Nolla, Gadani beach. © Gadani Ship Breaking Yard

Ocean Amethyst (ex-*Super Star 1*, ex-*Super Star*, ex-*Ocean Princess*, ex-*Eagle Gulf*, ex-*Maersk Claudia*, ex-*Bro Albert*, ex-*Port Albert*). IMO 9085388. Double hull. Length 183 m, 9,077 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Incheon (South Korea) by Halla. Owned by British Virgin Islands-registered Golden Shelter Ltd care of Winson Oil Bunkering Pte Ltd (Singapore). Sold for demolition in Bangladesh.



Port Albert arriving at Le Havre (France), November 6, 1996. © Pascal Bredel

Ontari. IMO 9041411. Double hull. Length 160 m, 4,828 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Saiki (Japan) by Saiki Jukogyo. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh. 525 US\$ per ton.

Oro Singa (ex-*Roil Orchi*, ex-*Pacific London*, ex-*Koa Spirit*, ex-*Bona Verity*). IMO 9171838. Length 253 m, 17,707 t. Indonesian flag. Classification society Korean Register of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Selebes Sarana PT (Indonesia). Sold as is in Batam (Indonesia) for demolition in the Indian sub continent. 528 US\$ per ton.

oil tanker

Polaris (ex-Bro *Polaris*, ex-United *Polaris*, ex-Vinga *Polaris*). IMO 7922843. Length 142 m, 4,777 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Karlskrona (Sweden) by Karlskronavarvet; lengthened in 1983 from 123 to 142 m. Owned by Transoil Co Ltd (Russia). Sold for demolition in Bangladesh.

R Rose (ex-*Phubai Pattra 3*, ex-*Thaioil 3*). IMO 9004140. Double bottom. Length 98 m, 2,150 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1991 in Singapore by Singmarine. Owned by Panama-registered R Rose Trading Co Inc care of Al Rafedain Marine Services LLC (United Arab Emirates). Detained in 2017 in Lavan (Iran) then in Bushire (Iran). Sold for demolition in Pakistan.

Rama 1 (ex-*Sentosa Island*, ex-*Apache I*, ex-*Valgardena*). IMO 8306711. Length 116 m, 2,664 t. Panamanian flag. Classification society Macosnar Corp. Built in 1985 in Leghorn (Italy) by Fincantieri Italiani. Owned by Panama-registered Infinity Trading Intl Inc care of Al Rafedain Marine Services LLC (United Arab Emirates). Detained in 2008 and 2010 in Novorossiysk (Russia). Sold for demolition in Pakistan.



Apache, June 2, 2006. © Marc Ottini

Rawan. IMO 8697304. Length 73 m. Tanzanian flag. Unknown classification society. Built in 1995. Owned by Marshall Islands-registered Sky Bay Shipping. Detained in 2018 for 92 days in Limassol (Cyprus) with 57 deficiencies. Banned from Paris Memorandum of Understanding ports for failing to call at the indicated repair yard. On January 17, 2020, the *Rawan* ran aground north of Famagusta, under administration of the Turkish Republic of Northern Cyprus. She had remained anchored with a reduced crew of 6; her AIS has been turned off for two years. A refloating operation was initially planned for early February 2020 upon request of the local port authorities. It was postponed, the ship owner seemed to be unable to assume the costs, the 25 year-old ship is declared a total loss. In 2021, the *Rawan* was sold for demolition by a court order and acquired by a recycler which agreed to pay for the refloating and towing operations. The nearest shipbreaking yards are located in Turkey.



Rawan in Dubai, November 2016. © Behzad Seifi



© Emete Kavalcıoğlu / Hasan Çıplak Kaynak

oil tanker

Shaybah (ex-Gantu). IMO 9166558. Double hull. Length 183 m, 9,289 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1998 in Onomichi (Japan) by Onomichi Zosen. Owned by Arab Maritime Petroleum Trans (Koweit). Detained in 2016 in Bandar Khomeini (Iran). Sold as is in the United Arab Emirates for demolition in Pakistan. 540 US\$ per ton.

Shuen Far 168 (ex-Angel 125, ex-Alpha Prestige). IMO 9114830. Length 99 m, 2,316 t. Belize flag. Unknown classification society. Built in 1995 in Singapore by Atlantis. Owned by British Virgin Islands-registered Thrive Most Ltd care of Gold Advance Corp (Taiwan). Sold for demolition in Bangladesh.



May 2021, the *Shuen Far 168* beached in Chattogram. © **Fazlur Rahman**

Sindhnara (ex-B.P.P. 19, ex-Kenryu Maru). IMO 8617512. Length 76 m, 680 t. Thai flag. Unknown classification society. Built in 1987 in Kochi (Japan) by Kochi Eiho. Owned by Trans Ocean Supply 1992 Co Ltd (Thailand). Sold for demolition in Bangladesh.

Sun (ex-Taiyoh, ex-Taiyoh III). IMO 9156591. Double hull. Length 247 m, 16,062 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Liberia-registered First Global Inc care of Saud Shipping DMCC (United Arab Emirates). Detained in 2002 in Dampier (Western Australia, Australia) and in 2006 in Geelong (Victoria, Australia). Beached for demolition in Bangladesh as *Hua 1*.

Sunward (ex-Great Fish, ex-Sunny Falcon). IMO 8920115. Length 106 m, 2,275 t. Panamanian flag. Classification society International Register of Shipping. Built in 1990 in Takuma (Japan) by Sanuki. Owned by Wills International Co Ltd (Taiwan). Sold for demolition in Bangladesh.



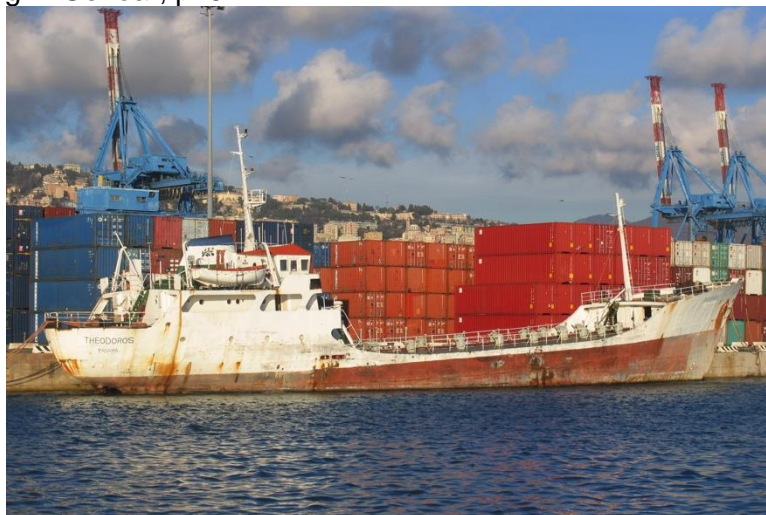
Great Fish, June 13, 2011, Vungtau (Vietnam).
© **Andreas Spörri**



Sunward, Chattogram, July 2021.
© **Asif Evne**

Sunyield (ex-B. P. P. 31, ex-Ohminesan Maru). IMO 8509882. Length 108 m, 1,973 t. Deflagged from Panama to Cook Islands for her last voyage. Classification society Overseas Marine Certification Services. Built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Sold for demolition in Bangladesh.

Theodoros (ex-*Zoe*, ex-*Aragon*). IMO 6807333. Length 63 m. Panamanian flag. Built in 1967 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle as the wine tanker *Aragon* for H Lary and Cie established in Sète (France). Classification society Registro Italiano Navale until March 2007. 9 detentions: in 1999 and 2000 in Anzio (Italy), in 2003 in Naples and in Genoa (Italy), in 2004 in Leghorn (Italy), Pescara (Italy) and in Genoa again, and in 2005 and 2006 in Izmir (Turkey). Her last known owner was Eurotec (Italy). She was seized by the Court of Genoa in the summer of 2006 following the financial difficulties of her owner and remained discarded along a breakwater of the Ligurian port. In 2019, her mooring ropes broke, she crashed on concrete blocks, was patched up and moved inside the port. She is one of the ships that are to be broken up by the Genoese yard San Giorgio del Porto. See the chapter "Destocking in Genoa", p. 5.



Theodoros, February 9, 2009. © Egidio Ferrighi

Toteel (ex-*Kakuko Maru*). IMO 9030620. Length 105 m, 1,944 t. Togolese flag since May 2020; previously St. Kitts and Nevis (January 2014), Comoros (May 2010), Cambodia (March 2010) and Japan de 1991 in March 2010). Classification society Columbus American Register since September 2020. Built in 1991 in Setoda (Japan) by Naikai. Detained in 2010 in Bushire (Iran). Owned by Adeema Group (United Arab Emirates). Acquired in September 2020 by Artil General Trading Co WLL (Bahrain), renamed *Palmyra* and finally beached in Pakistan. 485 US\$ per ton



At Sohar port (Oman), June 2017. © Rik van marle



On Gadani beach. © Gadani Ship Breaking Yard

Tri Wing (ex-*Run Jiu 7*, ex-*Huan Zhou*, ex-*Ze Da*, ex-*Feng Tai Shan*). IMO 8516201. Ex general cargo carrier converted to bitumen tanker in 2002. Length 106 m, 2,771 t. Palau flag since June 2020, previously Togo. Classification society Maritime Bureau of Africa since June 2020, previously China Classification Society. Built in 1985 in Shanghai (China) by Qiuxin. Owned by Navigator Ship Management Ltd (Taiwan). Sold for demolition in Bangladesh.

oil tanker

Varzuga (ex-*Uikku*). IMO 7500401. Length 164 m, 6,616 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Rendsburg (Germany) by Nobiskrug. She was the last in a series of four ice-breaking tankers built for the Finnish company Neste Shipping Oy. They were mainly operated as product tankers in the Baltic Sea, they were all named after Finnish seabirds: *Lunni* (Atlantic Puffin), *Sotka* (Aythya), *Tira* (Stern) and *Uikku* (Grebe). They occasionally showed up at Le Havre or Antwerp to load diesel oil.



Uikku : at berth in Le Havre (France), April 1993. © Pascal Bredel



Uikku, departing Antwerp (Belgium), May 2004. © Marc Ottini

The *Uikku* was upgraded in 1993, ice-strengthening was improved and she was fitted with an azimuthal thruster unit - called Azipod - allowing easier maneuvers in ice conditions. She was then operated on the Northern Sea Route during the summer season and in the Baltic Sea in winter. She sailed under Finnish flag until she was sold in July 2003 by the Murmansk Shipping Co (Russia). She was 26 years old. She was renamed *Varzuga*. She was used to carry oil products from the Gulf of Ob to Murmansk and supply civilian and military ports in the Russian Arctic. On July 17, 2010, she collided with her sistership *Indiga* (ex-*Lunni*) on the Northern Sea Route. Both tankers were transporting in convoy diesel bound for Pevek, the Arctic port in the Russian Far East where Rosatom has established its first floating nuclear power plant.



January 2019, Arkhangelsk. © Vitaly V

In March 2019, the *Varzuga* was acquired by JSC Bunker Company established in Arkhangelsk. On March 29, 2020, she suffered an Azipod breakdown in the Gulf of Ob. She was trapped in the ice and had to be rescued by the nuclear icebreakers *Vaygach* and *50 Let Pobedy* and towed out from the ice. The *Varzuga* was then towed to Murmansk and later declared a total loss.

oil tanker

She was to be scrapped in Turkey. The Greek tug *Christos XXIV* came to Murmansk to carry out the towage. The towline broke off Cherbourg, the *Varzuga* went adrift. She was salvaged by the *Abeille Liberté*, towed and moored at Le Havre.



May 7, 2021, 11h28. Le Havre.



May 7, 2021, 12h08. Le Havre.



May 7, 2021, 12h14. Le Havre.

© Pascal Bredel

The tug *Christos XXIV* was not allowed to resume her towage towards Turkey. Thanks to an agreement with the last owner of the *Varzuga*, the ex-tanker was towed for demolition in Brest. this cas was well managed by the French maritime authority in the East Channel/North Sea (DIRM Manche Est/Mer du Nord). It will contribute to push Russian and Scandinavian shipowners to have their end-of-life ships broken up in yards located in the regional seas and to avoid long distance towing to the Mediterranean or even the Indian Ocean.



Le Havre, May 14, 2021, the *Christos XXIV* and the *Varzuga*. © C. Nithart/Robin des Bois

About the *Varzuga*'s long haul see Robin des Bois' press releases:
"All at sea", May 6, 2021,
"What future for the *Christos XXIV* and the *Varzuga*?", June 18, 2021
"The Russian tanker will be scrapped in Brest", July 9, 2021

Chemical tanker

Aek Kanopan 88 (ex-Cobalt Chemi, ex-Osm Canopus, ex-Sun Benjamin, ex-Sinar Dumai, ex-Chembulk Barokah, ex-Unix Venus, ex-Crane Venus). IMO 8914946. Length 113 m, 2,650 t. Palau flag. Classification society Maritime Bureau of Africa since June 2020. Built in 1990 in Imabari (Japan) by Higaki. Owned by Seychelles-registered French Lilac Ltd care of Fairwind Navigation Ltd (Taiwan). 2 detentions: in 2004 in Zhuhai (China) and in 2011 in Chennai (India). Sold for demolition in Bangladesh.

Ark Pioneer (ex-Chemical Arrow, ex-Kassiopia, ex-Chem Lily, ex-Botany Triton, ex-Stolt Hinyk). IMO 9017678. Length 108 m, 2,304 t. Deflagged from India to St. Kitts and Nevis for her last voyage shortened to *Pioneer*. Classification society Indian Register of Shipping. Built in 1992 in Usuki (Japan) by Usuki Tekkosho. 6 detentions: in 2000 in Daesan (South Korea), in 2007 in Barcelona (Spain), in 2008 in Mersin (Turkey), in 2013 in Tuticorin (India), in 2015 in Chennai (India) and in 2019 in Teluk Bayur (Indonesia). Owned by Integrity Ships Pvt Ltd (India). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure for demolition in India.

Aston 1 (ex-Cieolo Di Parigi). IMO 9225328. Length 183 m, 8,773 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 2001 in Jinhae (South Korea) by Daedong SB Co. Owned by Marshall Islands-registered Black Pearl Shipping Fleet Inc care of Al Bear Al Aswad Diesel Trading LLC (United Arab Emirates). Sold for demolition in Pakistan. 576 US\$ per ton.

Aston 1, Marsaxlokk (Malta), June 26, 2015.
© Marc Ottini



Azov Sea. IMO 9149237. Double hull. Length 182 m, 9,641 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1998 in Trogir (Croatia) by Brodotrogir. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Detained in 2004 in Staten Island (New York State, USA). Sold for demolition in India. 535 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.



Azov Sea, Keelung (Taiwan), June 14, 2014.. © Chun-Hsi

Bintang (ex-Cahaya Samudera I, ex-Great Pacific, ex-Oram Glory, ex-Trioneer, ex-Stolt Magnolia, ex-Southern Eagle). IMO 8514435. Length 107 m, 2,427 t. Mongolian flag. Classification society Sing Class International. Built in 1985 in Usuki (Japan) by Usuki Tekkosho. Owned by Ritz Ship Management Pte Ltd (Singapore). 3 detentions: in 2001 in Pohang (South Korea), in 2007 in Bushire (Iran) and in 2008 in Hong Kong (China). Beached for demolition in India again thenas *Shun Li*.

Dawn 1 (ex-*Dawn*, ex-*Fairchem Yone*, ex-*Golden Yone*). IMO 9125281. Double hull. Length 117 m, 3,197 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping and Emirates Classification Society for her last voyage. Built in 1995 in Fukuoka (Japan) by Fukuoka Zosen. 4 detentions in Iran: in 2016 in Bandar Abbas, in 2017 in Bandar Khomeini and in 2019 in Bandar Abbas again then in Bandar Khomeini. Owned by Link Energy Est (United Arab Emirates). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure under tow for demolition in India. On May 26, upon arrival of the convoy in the Gulf of Khambat, about a dozen perpetrators in two fishing boats boarded the tanker, stole items and escaped before the arrival of the marine police vessel.

Falcon (ex-*Ginga Falcon*). IMO 9123386. Double hull. Length 153 m, 6,695 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Panama-registered Bena Maritime Ltd SA care of Glory Ship Management Pte Ltd (Singapore). Detained in 2015 in Tianjin (China). Sold for demolition in India. 750 US\$ per ton including 1100 t of stainless steel.



Ginga Falcon, entering Le Havre (France), April 25, 1997. © Pascal Breidel

Formosa Eight. IMO 9110640. Length 175 m, 7,337 t. Deflagged from Taiwan to Comoros for her last voyage shortened to *Form 1*. Classification society American Bureau of Shipping. Built in 1996 in Onishi (Japan) by Shin Kurushima. Detained in 2010 in Houston (Texas, USA). Owned by Formosa Plastics Marine Corp (Taiwan). Acquired by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in Bangladesh.

Gagasan Johor. IMO 9528897. Length 118 m, 3,049 t. Malaysian flag. Classification society Bureau Veritas. Built in 2009 in Wenling (China) by Wenling Sonmen Xianfeng. Owned by Gagasan Carriers (Malaysia). On May 21, 2016, the *Gagasan Johor* collided with the *Banglar Shikha* in Chattogram anchorage area while cyclone Roanu was raging. The *Banglar Shikha* owned by Bangladesh Shipping Corp was scrapped in 2017 (cf. "Shipbreaking" # 49, p. 19). The *Gagasan Johor* was at first under attachment during the investigation on the accident and finally abandoned by her shipowner. On June 6, 2021, she was "released" to be scrapped by a local yard.

Gem Feeder (ex-*YC Ivy*, ex-*Sun Flower*, ex-*Hokushin*). IMO 9008627. Length 114 m, 3,050 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Gem*. Classification society Korean Register of Shipping. Built in 1990 in Nagasaki (Japan) by Hayashikane. Detained in 2002 in Dalian (China). Owned by Trump Marine SA (Taiwan). Acquired by British Virgin Islands-registered Castle Hill Pacific Ltd care of Lilly Maritime Pvt Ltd (India) prior to her departure for demolition in India.

Jal Shakti (ex-*Portman*, ex-*Barents Sea*). IMO 9149213. Length 183 m, 9,623 t. Gabonese flag since June 2020. Classification society Bureau Veritas. Built in 1998 in Split (Croatia) by Brodosplit. Owned by Jal Shakti Corp Ltd (United Arab Emirates). Detained in 2014 in Zhanjiang (China). Sold for demolition in Bangladesh.

chemical tanker

Lee Font (ex-*Feoso Barrister*, ex-*Hua Yun 2*). IMO 8322909. Length 90 m, 1,537 t. Sierra Leone flag. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by De Biao Y (Taiwan). Sold for demolition in Bangladesh.



Lee Font, July 2021. © Asif Evne

Louisa (ex-*Maria*, ex-*Formosa Six*). IMO 9110626. Double hull. Length 175 m, 7,798 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Seychelles-registered Kron Shipping Management Ltd care of Astor International (United Arab Emirates). Detained in 2008 in Ulsan (South Korea). Auctioned as is in Sharjah (United Arab Emirates). The ship in damaged condition will have to be towed to the scrapyard. Her destination of demolition is to date unknown. 252 US\$ per ton.

Myrtos V (ex-*Primo M*, ex-*Primo*). IMO 9182784. Double hull. Length 144 m, 5,671 t. Deflagged from Panama to Saint Vincent and the Grenadines for her last voyage. Classification society Registro Italiano Navale. Built in 2000 in Vigo (Spain) by Vulcano. Owned by Panama-registered Myrtos Shipping Company SA care of Monte Nero Management SA (Greece). Sold for demolition in India.



Primo M, June 11, 2018, Taranto (Italy). © Vovashap

Orient Well (ex-*Ray Shine*, ex-*Bro Axel*, ex-*United Axel*). IMO 9059688. Length 144 m, 5,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Jakarta (Indonesia) by Kodja Bahari, completed in Singapore by Pan United. Owned by Samoa Islands-registered Excel Sail International Ltd care of Mega Glory Holdings (Taiwan). Sold for demolition in Bangladesh. 540 US\$ per ton.

As *Ray Shine* June 2, 2016, Kaohsiung (Taiwan).
© Ya Ray Yang



chemical tanker

Ray Glory (ex-*Stolt Kestrel*). IMO 9009528. Length 100 m, 2,364 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Glory*. Classification society Overseas Marine Certification Services. Built in 1992 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Mega Glory Holdings Ltd (Taiwan). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure for demolition in India.



Stolt Kestrel, June 9, 2008
© Erwan Guéguénat



on the Seine River (France)

Stolt Puffin, June 20, 2012
© Pascal Bredel

Ray Mega (ex-*Stolt Puffin*). IMO 9009530. Length 100 m, 2,369 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Mega*. Classification society Overseas Marine Certification Services. Built in 1993 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Mega Glory Holdings Ltd (Taiwan). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure for demolition in India.

Sakura II (ex-*Cherry Galaxy*). IMO 9161895. Double hull. Length 149 m, 5,430 t. Deflagged from Japan to Sierra Leone in March 2021 and then to Palau in April 2021 for her last voyage shortened to *Sakura* the *RA I*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Akitsu (Japan) by Shin Kurushima. Owned by Kansai Harbour Service Co Ltd (Japan). Acquired by British Virgin Islands-registered Scholar Elite Ltd care of Lilly Maritime Pvt Ltd (India) prior to her departure for demolition in India.

Sea Jade (ex-*Alsterstern*). IMO 9053220. Length 161 m, 5,996 t. Sierra Leone flag. Classification society Det Norske Veritas. Built in 1994 in Wismar (Germany) by Mathias Thesen Werft. Owned by Anguilla-registered Full Victory Enterprise Co Ltd care of Special Wealth Ltd (St Vincent and Grenadines). Detained in 1998 in Kotka (Finland) and in 2017 in Vigo (Spain). Sold for demolition in Bangladesh.



Alsterstern, upstream the Seine River, seen from bridge of Normandy (France), May 3, 1997. © Pascal Bredel



Alsterstern off Honfleur (France), June 9, 2008.
© Erwan Guéguénat

chemical tanker

Sea Rider (ex-King Edwin, ex-Nordeurop). IMO 9212412. Double hull. Length 183 m, 8,553 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 2000 in Jinhae (South Korea) by Daedong SB Co. Owned by Marshall Islands-registered Flourish Shipping Co care of Sea World Management & Trading Inc (Greece). Detained in 2019 in Novorossiysk (Russia). Sold for demolition in Pakistan. 560 US\$ per ton.



In Bosphorus Strait, September 2018.
© Olaf K.



The *Sea Rider* landing in Gadani, with a very heavy fuel, plot 122-27 May 2021.
© Gadani Ship Breaking Yard

Splendour Emerald (ex-Unimarine, ex-Overseas Luxmar, ex-Luxmar, ex-Petrobulk Pollux). IMO 9129940. Double hull. Length 183 m, 9,696 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1998 in Samho (South Korea) by Halla. Owned by Marshall Islands-registered Splendour Marine Services Ltd care of Shan Ship Management Pvt Ltd (India). Detained in 2019 in Cochin (India). Sold for demolition in Pakistan.

Taihua Glory (ex-Woojin Emerald, ex-Suzanne). IMO 9114505. Length 114 m, 3,258 t. Deflagged from Liberian to St. Kitts and Nevis for her last voyage shortened to *Glo*. Classification society Bureau Veritas. Built in 1995 in Nagasaki (Japan) by Hayashikane. Owned by Ruixin Shipping HK Ltd (Hong Kong, China). Detained in 2009 in Bushire (Iran) and in 2020 in Mangalore (India). Sold for demolition in India. 738 US\$ per ton including 750 of stainless steel.



Taihua Glory, Busan (South Korea), 7 January 7, 2017. © Vladimir Tonic

Gas carrier

B Gas Commander (ex-*Sigas Commander*, ex-*Kilgas Commander*). IMO 9112155. Length 74 m, 1,496 t. Maltese flag. Classification society Bureau Veritas. Built in 1996 in Frederikshavn (Denmark) by Orskov Christensens. Owned by B-Gas A/S (Denmark). Sold for demolition in Turkey.



B Gas Commander, outbound Le Havre, November 15, 2012. © Pascal Bredel

BP Jacky (ex-*Gaschem Jade*, ex-*Jadegas*). IMO 9039743. Length 114 m, 2,984 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Waterhuizen (Netherlands) by Pattje. Owned by Panama-registered BP Gas tankers Inc care of Transgas Shipping Lines (Peru). Sold for demolition in Bangladesh. 525 US\$ per ton including 60 t of stainless steel.



BP Jacky, Chattogram, May 2021. © Fazlur Rahman

Caribbean Energy (ex-*Gaea*, ex-*LNG Abuja*, ex-*Louisiana*). IMO 7619575. Length 285 m, 28,085 t. South Korean flag. Classification society Bureau Veritas. Built in 1980 in Quincy (USA) by General Dynamics Corp. Owned by Sinokor Maritime Co Ltd (South Korea). Sold for demolition in Bangladesh. 639 US\$ per ton including 3500 t of aluminium. Laid up in Labuan, she arrived at Chattogram shortened to *Carri Energy* and under tow of *Posh Falcon* (OMI 9624586) on June 17.



LNG Abuja in Montoir (France), January 31, 2009. © Erwan Guéguéniat

Katara (ex-*Felix*, ex-*G Muse*, ex-*Syn Maia*, ex-*Val Foglia*). IMO 9003079. Length 98 m, 2,538 t. St Vincent and the Grenadines flag. Classification society Korean Register of Shipping, International Naval Surveys Bureau since September 2020. Built in 1993 in Pesaro (Italy) by Pesaro CN. Owned by Eli Investment Ltd (Turkey). Detained in 2019 in Aspropyrgos (Greece). Sold for demolition in India.

Mediterranean Energy (ex-*Wilgas*, ex-*Dewa Maru*). IMO 8125832. Length 283 m, 32,400t. Marshall Islands flag. Classification society Bureau Verita. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Xiang CH9 HK International (Hong Kong, China). Sold for demolition in Bangladesh. 650 US\$ per ton including 3500 t of aluminium. Laid up since 2016, she had to be towed to Chattogram.

Miracle Road (ex-*Golden Crux No. 17*). IMO 9128661. Length 95 m, 2,045 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Shimizu (Japan) by Kanasashi. Owned by Duck Yang Shipping Co Ltd (South Korea). 3 detentions: in 2011 in Shanghai (China), in 2014 in Lianyungang (China) and in 2018 in Shanghai again. Sold for demolition in Bangladesh.

Oriental Marine. IMO 9136486. Length 106 m. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1996 in Imabari (Japan) by Higaki. Owned by Koun Marine (Japan). Detained in 2006 in Shanghai (China) and in 2011 in Guangzhou (China). Her official status is still "in service". NKK considers she was sold for recycling since April 7, 2021. The destination of demolition is to date unknown. Her last known location was Tsuneishi (Japan).

Puteri Firus. IMO 9030840. Length 274 m, t. Deflagged from Malaysia to Niue for her last voyage shortened to *Teri F*. Classification society Lloyd's Register of Shipping. Built in 1997 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by MISC (Malaysia). Laid up since July 2017 in Labuan (Malaysia). Acquired in June 2021 by Hong Kong-registered Blue Ideas Ltd. Her destination of demolition is to date undisclosed.

Queen Isabella (ex-*Gaschem Ice*, ex-*Northern Ice*, ex-*Eurogas Quinta*). IMO 8908569. Length 131 m, 5,222 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage renamed *Sea Lion*. Classification society Det Norske Veritas. Built in 1996 in La Spezia (Italy) by Benetti Gecan. Owned by Hartmann Schiffahrts (Germany). Detained in 2008 in Houston (Texas, USA). Acquired by Transworld Ship Management LLC (United Arab Emirates) prior to her departure for demolition in India.

Venus 08 (ex-*Tiamat Gas*, ex-*Gas Lion*, ex-*Umm Shaif*). IMO 9020132. Length 100 m. Deflagged from Panama in November 2020, unknown flag since. Classification society Korean Register of Shipping. Built in 1991 in Naruto (Japan) by Kanrei. Owned by F Gas Petrol JSC (Vietnam). Detained in 2019 in Qinzhou (China). Her official status is still "in service", Korean Register of Shipping considers she was sold for demolition. Her destination of demolition is to date unknown.



Umm Shaif, Le Havre (France), November 13, 1995. © Pascal Bredel

Bulker

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

Algoma Spirit ex-Sandviken, ex-Petka. IMO 8504882. Length 221 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Detained in 2009 in Antwerp (Belgium). Owned by Algoma Central Corp (Canada). The *Algoma Spirit* has been moored in Montreal since January 4, 2021 at quay 56, section of the dying ones. She had not resumed trading after the winter lay-up. She is waiting for a tug to tow her to Turkey.



Algoma Spirit July 23, 2019 on the Welland Canal (Canada). © **Barney Rebel**

Alpha Century (ex-Anangel Century). IMO 9226530. Length 289 m, 24,570 t. Deflagged from Greece to Comoros for her last voyage shortened to *Pha Cent*. Classification society American Bureau of Shipping. Built in 2000 in Sasebo (Japan) by Sasebo HI. Owned by Alpha Bulkers (Greece). Detained in 2017 in Dampier (Western Australia, Australia). Acquired by Liberia-registered Front Shipholding Inc for demolition in Bangladesh.

Amazon (ex-DS Mirage, ex-Clipper Mirage, ex-Prokop Holy). IMO 9138616. Length 172 m, 6,674 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Guangzhou (China) by Guangzhou International. Owned by Amazon Navigation Co Ltd Marshall Islands-registered care of Tide Line Inc (Greece). Detained in 2010 in Ghent (Belgium) and in 2012 in Baie Comeau (Canada). She was towed and beached in Chattogram as *Max*.

Berge Stahl. IMO 8420804. Length 343 m, 41,568 t. Deflagged from the Isle of Man to Comoros for her last voyage renamed *Geostahl*. Classification society Det Norske Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Berge Bulk (Singapore). Detained in 1999 in Rotterdam (Netherlands). Dedicated for 30 years to iron ore traffic between Ponte Madeira (Brazil) and Rotterdam (Netherlands) for Thyssenkrup (until December 2016). She was laid up in Labuan (Malaysia). Acquired by Liberia-registered Gaia Shipping Ltd care of Scope Maritime Pvt Ltd (India) prior to her departure for demolition in Pakistan. 496 US\$ per ton.



Berge Stahl, outbound Europoort (Netherlands), July 16, 2017.
© **Marc Ottini**



Geostahl, beached in Gadani plot 91
© **Shahid Ayub**

bulker

Dona V (ex-Leopold, ex-Elisseos, ex-Kosmos, ex-Seafriend, ex-Grand Cherry). IMO 9082740. Length 190 m, 8,131 t. St. Kitts and Nevis flag since June 2020. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Panama-registered Whakaari Navigation Co SA care of Monte Nero Maritime SA (Greece). Detained in 2013 in Gwangyang (South Korea) and Jiangyin (China) and in 2014 in Gdynia (Poland). Sold for demolition in Bangladesh.



June 2013, in the South China Sea. © Vyacheslav 47/Vesseltracker

Glocem (ex-Ace Spirit, ex-Maratha Crystal). IMO 9156852. Length 85 m, 1,217 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1997 in Bintulu (Malaysia) by Borneo Sg & Timber. Owned by United Arab Emirates-registered Glomarine Ltd care of SALS Shipping Pvt Ltd (India). Sold for demolition in India.

Jin Hai n°1 (ex-Al Jaber XV, ex-Tropical Trader). IMO 8812758. Woodchip carrier. Length 129 m, 3,727 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1989 in Saiki (Japan) by Saiki Jukogyo. Owned by Hong Kong-registered Golden Ocean Marine Co Ltd care of Hubei Qintai Shipping Co Ltd (China). 6 detentions: in 2006 in Mangalore (India), Aqaba (Jordan) and Chennai (India), in 2012 in Haikou (China), in 2016 in Yangpu (China) and in 2017 in Qinzhou (China). Sold for demolition in Bangladesh.



Jin Hai no1, Chattogram, July 2021. © Asif Evne

Vika (ex-Delia). IMO 9133771. Length 186 m, 9,664 t. Belize flag. Classification society Polish Register of Shipping. Built in 1998 in Varna (Bulgaria) by Varna Shipyard. Owned by Belize-registered Vlad Shipping Ltd care of Sadent Shipping ((Cyprus). Detained in 2018 in Terneuzen (Netherlands). Sold for demolition in Pakistan. 550 US\$ per ton.



Vika, entering Saint Petersburg (Russia), March 2018
© V. Prokopenko



Beached in Gadani.
© Gadani Ship Breaking Yard

Win Win (ex-Ce-Duke, ex-Formosabulk Duke). IMO 9219018. Length 289 m, 20,980 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2001 in Kure (Japan) by Ishikawajima-Harima. Owned by Marshall Islands-registered Delos Shipholding SA care of Unimar Success SA (Greece). Detained in 2009 in Port Kembla (New South Wales, Australia). Sold for demolition in Bangladesh. 578 US\$ per ton.



CE Duke, Tianjin (China), November 2014
© Ivan Meshkov



Win Win, July 9, 2021, Chattogram.
© Salah Uddin

Cement carrier

Mar Grande (ex-Maria Dormio, ex-Telnes). IMO 7018422. Ex general cargo carrier converted in 1995. Length 96 m. Pavillon Italie. Classification society Registro Italiano Navale. Built in 1970 in Vegesack (Germany) by Lurssen Werft. Owned by Bruzia di Navigazione Srl (Italy).

On April 16, 2021, Genoa port authorities approved the recycling plan of the cement carrier *Mar Grande* presented by the Genoese yard San Giorgio del Porto. During an initial phase, the vessel is to be lightened afloat. Pumping and removal of the remaining fluids and the final cutting will be performed in dry dock. San Giorgio del Porto is the only European yard on the Mediterranean coast approved by the European Commission. It successfully carried out the dismantling of the *Costa Concordia* wreck (cf. “[Shipbreaking](#)” # 38, p.3).



Mar Grande, Taranto, November 29, 2017 © Vovashap

Tabernacle Prince (ex-Crio, ex-Elegant C, ex-Handy Samurai, ex-Lake Suwa). IMO 8400579. Ex bulker converted to cement carrier in 2007 by Chengxi Shipyard Co Ltd (China). Length 148 m, 5,360 t. Sri Lankan flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Fuji Cement Co Lanka Ltd (Sri Lanka). Sold for demolition in Bangladesh.

Offshore service vessel

31 demolitions. The flow of offshore service vessels to be scrapped does not end. In units, they are the second category after tankers. However, in terms of tonnage, they rank third.

Their age at the time of demolition ranges from 12 years for the *Pelafique Tide*, *Reg McNee Tide* and *Tommy Sheridan Tide* owned by the US company Tidewater Marine to 47 years for the *Sea Amber*. The average age of the category is 32 years. 13 were scrapped in Alang, 5 in Turkish yards and 5 in Danish and Norwegian yards.

The *Ionian Sea Fos* (p. 67) and the *S Cas* (p. 68) are notable ships of the category sent to be scrapped.

Alcyon A (ex-*Alcyon*, ex-*Bahram*). IMO 8104228. Length 53 m. Deflagged from Cyprus to Cameroon for her last voyage. Classification society Registro Italiano Navale. Built in 1981 in Dieppe (France) by les Chantiers et Ateliers de la Manche for SURF. At the beginning of her career, she was operated as a service vessel for the oil offshore platforms off the African coasts. From 1988 onward, she was chartered by the French navy as a salvage, rescue and oil spill response vessel. She was based in Brest. Since 2003, she has been wearing the blue-white-red stripes of the Action de l'Etat en Mer (AEM). For 27 years, she has taken part to various operations: salvage, towage, oil spill response and recovery of containers lost at sea.



October 18, 2010, the *Alcyon* in Brest, in SURF green colours, at the commercial port. © Erwan Guéguénat



June 18, 2015, repairing in dry dock 1 in Brest, in the Navy blue colours. © Erwan Guéguénat

In 2015, chartering by the French Navy came to an end. The *Alcyon* is sold to Panama-registered Alcyon Anchor Handling & Towage care of Hakvoort Transport Shipping BV (Netherlands). She was reflagged to Panama then in 2020 to Cyprus after her transfer to Cyprus-registered Worldwide Offshore Support but still care of Hakvoort Transport Shipping. Detained in 2020 in Bilbao (Spain). In June 2021, the *Alcyon* was beached in Aliaga.



June 28, 2019 in Murmansk (Russia), back to civilian life. © Merkushev Aleksandr

Asso Ventuno. IMO 9183192. Length 67 m. Italian flag. Classification society Registro Italiano Navale. Built in 1998 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Augusta Offshore SpA (Italy). Detained in 2005 and 2006 in Marsaxlokk (Malta). On December 23, 2012, the *Asso Ventuno* was attacked by pirates 40 nautical miles off the coast of Nigeria. 4 officers were kidnapped and later released in January 2013. Sold for demolition in Aliaga.



Valletta (Malta), October 2015. © Philip Andrew Muscat



Aliaga, April 2021. © Selim San

Blue Alfa (ex-*Asso Quattordici*, ex-*Augustea Quattordici*, ex-*Maersk Detector*). IMO 7921007. Length 66 m. Danish flag. Classification society Registro Italiano Navale. Built in 1981 in Frederikshavn (Denmark) by Frederikshavn Vft. Owned by Blue Star Line AS (Denmark). 3 detentions: in 2005 in Marsaxlokk (Malta), in 2007 in Port Said (Egypte) and in 2017 in Aberdeen (Scotland, United Kingdom). Sold for demolition in Grenaa (Denmark).



In Esbjerg (Denmark), June 21, 2012. © Franz Ussler

Brone Investigator (ex-*Dulam Trident*). IMO 8954673. Length 50 m. Nigerian flag. Unknown classification society. Built in 1976 in Singapore by Pan-Asia as the barge *Katr El Nada* then engine and converted in 1992. Owned by Brone Positioning & Survey Ltd (Nigeria). Her official status is still "in service", the name appearing on her AIS (Automatic Identification System) is *Cabrik*. She would have been scrapped in Lagos (Nigeria).

Capitano Gee (ex-*Zamil 20*, ex-*Pacific Centurion*, ex-*Viking Prince*, ex-*Freddy Supplier*, ex-*Atlantic Rolwi*). IMO 8022884. Length 65 m, 1,362 t. Jordan flag. Classification society Polish Register of Shipping. Built in 1982 in Brattvaag (Norway) by Brattvaag Johansen. Owned by Rashied Maritime Services (Egypte). Detained in 2011 in Suez (Egypte). Sold for demolition in Pakistan. Le navire in fin de vie a profité de son dernier voyage pour échouer un autre navire in démolir l'*Ocean Drum* (cf. photo ci-dessous).



June 1995, Sandnessjoeen (Norway)
© Frank Iversen



2021, devenu le *Capitano Gee* (à gauche) tractant l'*Ocean Drum*. © Gadani Ship Breaking Yard

Commander Tide (ex-*Tyger II*, ex-*Cygnus*, ex-*Commander Tide*, ex-*Ensco Commander*, ex-*Argosy Commander*). IMO 8413150. Length 55 m. Democratic Republic of Congo flag since 2016, a false registration, previously Belize. Unknown classification society. Built in 1984 in Escatawpa (USA) by Moss Point Marine. Owned officially since February 2016 by Marshall Islands-registered Corbata Maritime Ltd. Detained in 2015 in Cadiz (Spain). Sold for demolition in Turkey.

Eide Traveler (ex-*Motorman*, ex-*Searcher*, ex-*Smit-Lloyd 119*, ex-*Biehl Traveler*). IMO 7508881. Length 64 m. Norwegian flag. Classification society American Bureau of Shipping. Built in 1977 in San Diego (USA) by Campbell. Owned by Marine Contractor AS (Norway). Sold for demolition in Esbjerg (Denmark) by Smedegaarden yard.



Eide Traveler in the bay of Brest, February 4, 2009.
© Erwan Guéguénat

GSP Phoenix (ex-*Phoenix*). IMO 9083158. Length 73 m, 1,693 t. Maltese flag. Classification society Bureau Veritas. Built in 1995 in Braila (Romania) by Braila SN. Owned by Malta-registered GSP Phoenix Shipping Ltd care of SC Grup Servicii Petroliere SA (Romania). Sold for demolition in Turkey.



GSP Phoenix

© Selim San

GSP Vega

GSP Vega (ex-*Lady Dawn*, ex-*Senorita*). IMO 8107062. Length 69 m. Maltese flag. Classification society Bureau Veritas. Built in 1982 in Molde (Norway) by Bolsones. Owned by Malta-registered GSP Vega Ltd care of GSP Offshore Srl (Romania). Detained in 2003 in Portland (Victoria, Australia). Sold for demolition in Turkey.

Ionian Sea Fos (ex-*Sea Tern*, ex-*Seabulk Tern*, ex-*Red Tern*, ex-*Far Tarpon*, ex-*Tender Tarpon*). IMO 8110796. Length 72 m, 2,009 t. Deflagged from Malta to Palau for her last voyage shortened to *Sea Fos*. Classification society Det Norske Veritas, International Register of Shipping since April 2021 for her last voyage. Built in 1982 in Makkum (Netherlands) by Amels. Detained in 2012 in Zarzis (Tunisie). Owned by Five Oceans Salvage (Greece). Acquired by British Virgin Islands-registered Comsic King Holding Ltd care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.

In July 2016, the *Ionian Sea Fos* was in charge of the towing of the bulker *Benita* towards Alang shipbreaking yards. *Benita* had ran aground on Mauritius on June 17, 2016 after a fight between several crew members. She was refloated by the *Ionian Sea Fos* positioned in Mauritius with the help of the *Coral Sea Fos*. She was to be broken up in Alang, her hull was weakened, she sank shortly after the departure of the convoy, 94 nautical miles off Mauritius. (Cf. “[Shipbreaking](#)” # 45, p. 1-2).



Ionian Sea Fos, off Port Louis (Mauritius), March 2019. © Bhavik Naginlal Modi

Lafore 800 (ex-*Zamil 8*, ex-*Purple Fish*, ex-*Red Pollux*, ex-*Trans Pollux*). IMO 8215704. Length 61 m, 1,268 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1983 in Wilhelmshaven (Germany) by Neue Jadewerft. Owned by Delta Offshore Intl FZE (United Arab Emirates). Detained in 2016 and 2017 in Asaluyeb (Iran). Sold for demolition in India.

Lafore 900 (ex-*Zamil 9*, ex-*Parrot Fish*, ex-*Red Castor*, ex-*Trans Castor*). IMO 8215699. Length 61 m, 1,268 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1983 in Wilhelmshaven (Germany) by Neue Jadewerft. Owned by Lafore Offshore Global General (United Arab Emirates). Detained in 2017 and 2018 in Asaluyeb (Iran). Sold for demolition in India.

Melton Tide (ex-*F. D. Incredible*). IMO 9361627. Length 72 m, 1,822 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Melton*. Classification society American Bureau of Shipping. Built in 2007 in Ravenne (Italy) by Rosetti. Last official owner Tidewater Marine International Cameroon, a subsidiary of Tidewater Marine (USA). She was decommissioned in Walvis Bay (Namibia). Acquired by British Virgin Islands-registered Orleans Asset Holding Ltd care of Machtrans Ship Management Pvt Ltd (India) prior to her departure under tow for demolition in India.

Ocean 03 (ex-*Sea Meadow 18*, ex-*Far Scandia*). IMO 8918588. Length 82 m, 1,900 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1991 in Aberdeen (Scotland, United Kingdom) by A & P Appledore. Owned by Ocean Eight Marine Pte Ltd (Singapore). Sold for demolition in Bangladesh

Ocean Drum (ex-*Pacific Drum*). IMO 8123004. Length 58 m, 877 t. Deflagged from Egypt to Togo for her last voyage. Classification society American Bureau of Shipping. Built in 1982 in Nandan (Japan) by Teraoka. Owned by Rashied Maritime Services (Egypt). Sold for demolition in Pakistan.

Pelafique Tide. IMO 9512238. Length 70 m, 1,991 t. Deflagged from Vanuatu to St. Kitts and Nevis for her last voyage shortened to *Pelafique*. Classification society American Bureau of Shipping. Built in 2009 in Fuzhou (China) by Fujian Mawei SB Co. Owned by Gulf Fleet Supply Vessels LLC (USA). Acquired by care of Green Ocean Ship Management Pvt Ltd (India). Beached for demolition in Alang.

Reg Mc Nee Tide. IMO 9439656. Length 70 m, 1,950 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2009 in Gdansk (Poland) by Remontowa. Owned Cayman Islands-registered Silver Fleet Ltd care of Tidewater Marine (USA). Sold for demolition in India.

S Cas (ex-*Rho Cas*, ex-*VOS Signal*, ex-*DEA Signal*, ex-*Stirling Spica*, ex-*Star Spica*). IMO 8411047. Length 65 m, 1,520 t. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1985 in Ulsteinvik (Norway) by Ulstein Hatlo.

In March 2018, Det Norske Veritas considered the *Rho Cas* was "sold for recycling". Though, she became the *S Cas* and resumed service for a certain Priority Shipping Pte Ltd registered in Singapore. She was detained in December 2018 in Singapore. In fact, the ship was managed by Prayati Shipping Pvt Ltd, an Indian company specialized in the purchase of end-of-life ships, and used for towage towards the Indian subcontinent scrapyards. The *S Cas* was unfavourably noticed for her aborted towing of the *Jesslyn Natuna* towards Bangladesh and India (cf. p. 6). Acquired in February 2021 by United Arab Emirates-registered Algarhoud General Trading LLC but still care of Prayati Shipping Pvt Ltd (India). She was beached in Alang on May 14, renamed *Achieve*.



DEA Signal, Nansha channel (China), June 22, 2008.
© Marc Ottini



S Cas towing the ex-*Jesslyn Natuna*, Batam (Indonesia), January 2020. © John

Sable Express (ex-*Sable Sea*, ex-*Boa Carrier*, ex-*ADC Carrier*, ex-*Boa Carrier*, ex-*Kreuzturm*). IMO 7516876. Length 79 m, 2,147 t. Danish flag. Classification society Det Norske Veritas. Built in 1977 in Papenburg (Germany) by Surken Owned by JMB Bjerrum & Jensen ApS (Denmark). Detained in 1999 in Esbjerg (Denmark). She arrived on her own power at Fornaes Recycling yard in Grenaa (Denmark) on May 31, 2021.



June 2018, Kiel Canal (Germany). © F Vornholt



May 2021, Grenaa yard. © Leif Hansen

Sea Amber (ex-*MNG Endeavour*, ex-*Ocean Prince*, ex-*Stanford Prince*, ex-*Banda Seahorse*, ex-*Dearborn 203*). IMO 7390430. Length 61 m. Deflagged from Panama to Mongolia for her last voyage renamed *Intercom I*. Classification society Bureau Veritas. Built in 1974 in Jacksonville (USA) by Bellinger. Owned by Emerald Shipping Management (United Arab Emirates). Sold for demolition in Pakistan.

Sea Meadow 05 (ex-Far Sky). IMO 9002817. Length 74 m, 2,160 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1991 in Flekkefjord (Norway) by SIMEK. Owned by British Virgin Islands-registered Seascope Meadow Invest Inc care of Hai Duong Co Ltd (Vietnam). Sold for demolition in Bangladesh.

Sea Meadow 06 (ex-Atlantic Eagle, ex-Ocean Mainport, ex-Olympic Commander, ex-Northern Commander, ex-Tender Commander). IMO 7414262. Length 81 m, 1,773 t. Panamanian flag. Classification society Macosnar Corporation. Built in 1976 in Ulsteinvik (Norway) by Ulsteinvik Hatlo. Owned by British Virgin Islands-registered Seascope Meadow Invest Inc care of Hai Duong Co Ltd (Vietnam). Detained in 2005 in Aberdeen (Scotland, United Kingdom). Sold for demolition in Bangladesh.

Shelf Express. IMO 8521531. Length 61 m. Danish flag. Classification society Det Norske Veritas. Built in 1986 in Bergum (Netherlands) by Damen Bergum. Owned by Valling Ship Management ApS (Denmark). Sold for demolition in Grenaa (Denmark) by Fornaes Ship Recycling.



Sable Express (p. xx), *Blue Alfa* (p.xx) and *Shelf Express*, Fornaes recycling yard. © Leif Hansen.

SIS Champ (ex-Far Sun, ex-Far Sovereign, ex-Seaforth Sovereign). IMO 8111611. Length 62 m, t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Leith (Scotland, United Kingdom) by Robb Ltd. Owned by Humaid Badir Marine Shipping Establishment (United Arab Emirates). Her destination of demolition is to date unknown. Her official status is "broken up" since April 2021. Her last location was Valparaiso (Chile).



Sis Champ, July 2018, Hamriyah (United Arab Emirates). © Rutger Hofma

Skandi Admiral (ex- Northern Admiral). IMO 9185023. Length 83 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1999 in Lofallstrand (Norway) by Hellesoy. Owned by DOF Rederi AS (Norway). Sold for demolition in Kleven (Norway) by Green Yard, an EU-approved facility.

Tag 16 (ex-Weza). IMO 9191797. Length 64 m, 1,473 t. Deflagge from Tuvalu to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 1999 in Concarneau (France) by Piriou Frères. Owned by Tag Offshore Ltd (India). Sold for demolition in India.

Tag 17 (ex-Northern Supporter, ex-Suffolk Supporter). IMO 9123673. Length 67 m, 1,425 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Sovik (Norway) by Soviknes Verft. Owned by Tag Offshore Ltd (India). Sold for demolition in India.

Tag 19 (ex-Pacific Banner). IMO 9169354. Length 66 m, 1,944 t. Deflagged from India to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 1998 in Ulstein (Norway) by Ulsteinvik. Owned by Tag Offshore Ltd (India). Sold for demolition in India.

Tag 20 (ex-Rem Stadt). IMO 9126039. Length 88 m, 2,506 t. Deflagge from Tuvalu to St. Kitts and Nevis for her last voyage shortened to *T 20*. Classification society Indian Register of Shipping. Built in 1996 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by Tag Offshore Ltd (India). Acquired by United Arab Emirates-registered Last Voyage DMCC. Beached in Alang.

Tag 21 (ex-Seawork 123, ex-Pacific Barbarian). IMO 9149457. Length 66 m, 1,960 t. Deflagged from India to St. Kitts and Nevis for her last voyage renommé *Stag*. Classification society Indian Register of Shipping. Built in 1997 in Ulstein (Norway) by Ulsteinvik. Owned by Tag Offshore Ltd (India). Acquired by United Arab Emirates-registered Iceburg Shipping FZE. Beached in Alang.

Tommy Sheridan Tide. IMO 9439668. Length 70 m, 1,940 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2009 in Gdansk (Poland) by Polnocna. Owned by Tidewater Marine (USA). Sold for demolition in India.



Tommy Sheridan Tide, off Cuxhaven (Germany), July 2008 © Harry S

Tug

Darwish 4 (ex-Ocean Caspian 1, ex-Seaways 2, ex-Britoil 18, ex-MB-330). IMO 8814328. Length 48 m, 1,300 t. Unknown flag since 2018, previously Domenica. Classification society American Bureau of Shipping. Built in 1990 in Singapore by Jurong Shipyard. Owned by Divers Marine Contracting LLC (United Arab Emirates). Detained in 2003 in Bathurst (Canada). At the beginning of her life, she was commissioned by the Soviet Navy in the Pacific with Vladivostok as a homeport. Sold for demolition in Pakistan.

Seaways 2, January 2005, Abu Dhabi.
© AMP / Marine Traffic



Seismic research vessel

Western Trident. IMO 9187502. Length 92 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1999 in Ulsteinvik (Norway) by Ulstein Verft AS. Owned by Shearwater Geoservices Assets (Norway). On May 6, 2021 she left Farsund (Norway) under tow of the *En avant 20* (IMO 9408645) heading for Aliaga.



En Avant. © Cornelis Dijkshoor



Western Trident, May 18, 2013 Fremantle (Australia). © Brian Scott

Drilling ship

Other drilling ships may be beached for demolition in the coming months. After the acquisition of Pacific Drilling, Noble Corp said the two drilling ships *Pacific Bora* (OMI 9465447) and *Pacific Mistral* (OMI 9496159) will be “expeditiously” disposed of. They were respectively decommissioned at Oman and Las Palmas (Canary Islands, Spain). The fate of the pair, further service or scrapping is not officially decided yet. Their status is still “in service”. *Pacific Mistral*, shorten to *Mist 1*, left the Canary Islands heading for Piraeus, the waiting room of demolition in Turkey. The removal of expensive equipment on board this type of vessels takes time. To be confirmed.

West Navigator (ex-*West Navion*, ex-*MST Odin*). IMO 9162100. Ex shuttle tanker converted in 2000. Length 253 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1998 in Geoje (South Korea) by Samsung. Owned by Bermuda-registered North Atlantic Navigator Ltd care of North Atlantic Management AS (Norway). Sold for demolition in Turkey.



As the tanker *MST Odin*. © Leica Geosystems AG



As the drilling ship *West Navigator*. © Alan Soutar

Miscellaneous

Heavy load carrier

Pacific Brave (ex-*Zhen Hua 22*, ex-*Priamos*, ex-*Fidelity L*). IMO 8106446. Ex tanker converted in 2007 to a semi submersible heavy load carrier. Length 229 m, 15,931 t. Deflagged from Hong Kong to Palau for her last voyage shortened to *Pacific B*. Classification society American Bureau of Shipping. Built in Sasebo (Japan) by Sasebo HI. Owned by Hong Kong-registered HYH Shipping Co Ltd care of Singunion Shipping Pte Ltd (Singapore). Detained in 2016 in Melbourne (Victoria, Australia). Sold for demolition in Bangladesh.



March 18, 2009, *Zhen Hua 22*, San Francisco Bay (California, USA). © Thomas A. McKinney

Zhen Hua 17 (ex-*North Duchess*). IMO 8301955. Ex-bulker converted in 2006 to heavy load carrier. Length 225 m, 17,551 t. Deflagged from St Vincent and the Grenadines to Palau for her last voyage shortened to *Zhen 17*. Classification society China Classification Society. Built in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Shanghai Zhenhua Shipping Co (China). Acquired by Liberia-registered Iliana Shipping Ltd prior to her departure for demolition in Bangladesh.



Zhen Hua 17: arriving at Le Havre (France), October 17 2007. © Pascal Bredel

Dredger

Goryo 6 Ho (ex-*St. Joseph*, ex-*Balota*). IMO 8119728. Ex bulker converted in 2002 to dredger. Hopper capacity 27,000 m³. Length 220 m, 21,186 t. Deflagged from Belize to St. Kitts and Nevis for her last voyage shortened to *Gory*. Classification society Korean Register of Shipping. Built in 1985 in Galati (Romania) by Galati SN. Owned by Hyundai Engineering & Steel (South Korea). Sold as is in Batam (Indonesia) for demolition in Bangladesh. 398 US\$ per ton.



Goryo 6 Ho, Keelung (Taiwan), June 28, 2008. © **Marc Ottini** Chattogram, June 2021. © **Hossanuzzman Sohel**

Volvox Delta. IMO 8304567. Length 117 m. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Kinderdijk (Netherlands) by IHC Smit. Owned since June 2019 by Van Oord India Pvt Ltd, an Indian subsidiary of the Dutch company Van Oord BV. Sold for demolition in Turkey.



Volvox Delta, April 2014, Kandla port (India)
© **Tammaana N Durgarao**



Volvox Delta, arriving at Aliaga, June 2021.
© **Selim San**

The END :
New Zealand, the scuttling of the *Dong Won 701*



July 2, 2021, departure from Timaru, New Zealand. On the way to scuttling. © Stuff

In the early afternoon of July 2, 2021, the *Dong Won 701* left the port of Timaru, New Zealand, for her last voyage under tow of the *Te Maru*. Explosives had been placed on board before departure. She was scuttled on July 3 at around 4.30 pm local time, 25 nautical miles north-east of the coast. The *Southern Express* was part of the exercise. In compliance with the protocol established by the Environmental Protection Authority (EPA), she was responsible for ensuring the absence of marine mammals within a 600-m radius around the site two hours before the scuttling and was to remain on the dumping site for at least one hour to collect floating debris.

At the same time, Canada, which has long been accustomed to and promoting the dumping at sea of old hulls, renounced to make the ferry *Apollo* an artificial reef. In accordance with the new regulations, she should have been purged of all forms of asbestos, electrical wiring and plastic sheathing (cf. p. 12-14). The cost of these removals caused the last owner of the *Apollo* to back down. The expeditious disposal of old hulls was previously seen in Canada as a simple and financially advantageous solution. It has become a technically complex and financially burdensome option.

The *Dong Won 701* was a 50-year-old Japanese-built trawler. She arrives in New Zealand in 1991 under the name of *Donfico 701*. She is then flying the South Korean flag and she belongs to the South Korean shipowner Donfico SA. In 2002, she is sold to another South Korean company, Dong Won Fisheries Co Ltd, which has been actually operating the vessel since 1994. The *Donfico 701* becomes the *Dong Won 701*. She is one of the fishing vessels sailing under foreign flags, mainly South Korean, and authorised to fish in the Exclusive Economic Zone of New Zealand.

In 2010, the poor reputation of these vessels with regard to working conditions, crew wages and compliance with fishing quotas led the Ministry of Fisheries and Aquaculture and the Ministry of Labour to launch an investigation. The report, published in February 2012, highlights that major changes are needed to put an end to social exploitation practices and recommends that New Zealand standards apply to all fishing vessels operating in national waters. In the lack of requirement to reflag the vessels to New Zealand, the report suggests that only bareboat chartered vessels should be allowed and that the managers must have an official representation in New Zealand. It is hoped that foreign crews employed by the charterer will then automatically be subject to national regulations. New Zealand subsidiaries of foreign shipowners will have to prove that they have made official offers in the national media to recruit their crews. In practice, vessels such as the *Dong Won 701* will continue to be manned by Korean or even Filipino seamen.

In June 2016, the *Dong Won 701* is legally transferred to DW New Zealand Ltd, the local subsidiary of the South Korean shipowner, and from that time, is flying the national flag. In June 2017, Seafood Magazine reports that the *Dong Won 701* caused the deaths by drowning of 101 seabirds while fishing for squid. The 76 sooty shearwaters (*Puffinus griseus*) and 25 white-chinned petrels (*Procellaria aequinoctialis*) had been trapped in a trawling net due to an alleged technical failure. DW New Zealand

Ltd says to feel very upset by the scale of this event and commits to implement a protocol to raise crew awareness about bird protection and procedures to avoid similar deaths in case of a technical problem. DW New Zealand Ltd operates two other vessels, the *Dong Won 519* built in 1974 and the *Dong Won 530* built in 1983.

The Dong Won 701 has not finished to get herself talked about.

On April 9, 2018, she is docked in Timaru. At the end of the day, after the offloading of catches has been completed, 35 crew members disembark ashore. They leave 8 sailors and the master on board. At around 8.45 pm, smoke from a cabin is visually detected. No fire alarm has sounded but the cabin is already filled with black smoke. The fight against the spread of the fire is complicated: the fire pump does not start, the hoses are dry and the fire extinguishers are insufficient. At 9.32pm, when the Timaru firefighters, who have been informed late, arrive on site, the living quarters of the *Dong Won 701* are engulfed in flames and the ship has a global power failure. It is the blackout.

The chief engineer back on board manages to restart the emergency generators and then drain the ammonia from the refrigerant circuit located under the living and navigation quarters on fire.



© John Bisset/Stuff

The firefighters evacuate the crew. The multi-purpose tug *Te Maru* and fire trucks from other towns in the province are mobilised in the firefighting operations which will last 8 days. Three sailors and a fireman are taken to hospital for intoxications. Straight after, the 48-year-old trawler is declared a total loss. The report on the fire published by the Transport Accident Investigation Commission (TAIC) indeed locates the start of the fire in the cabin of the first engineer, but can not decide the exact cause. It emphasises that delays in sounding the alarm, the inefficient mustering of available crew and a failure to follow good practices for fighting the fire allowed it to spread rapidly and aggravated the damage to the ship. The report also notes that the fire detection and alarm systems were inoperative or disconnected, that the general alarm was not activated manually as soon as the fire was spotted, that it was an external call that alerted the fire brigade, that the doors of the cabin on fire and of the passageway remained open and supplied oxygen to the fire.



April 15, 2018. © Alan Calvert

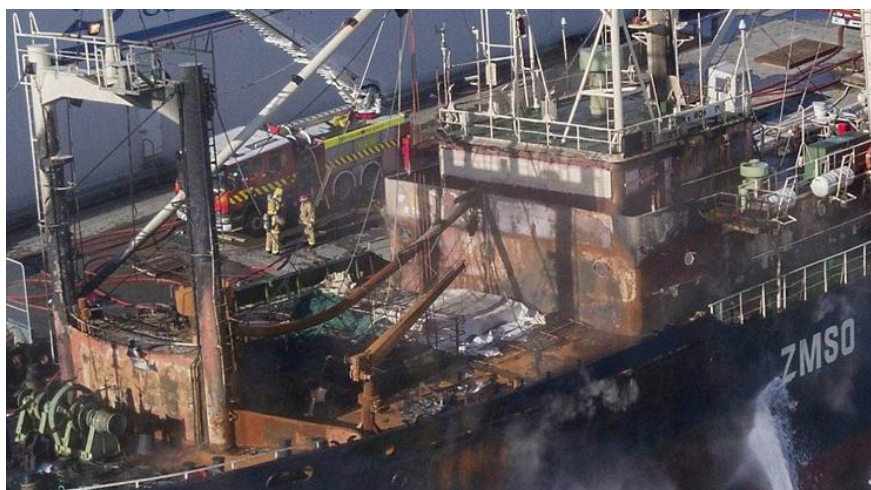
As early as November 2018, DW New Zealand Ltd initiates discussions with the EPA to get rid of the wreck. Onshore dismantling is not one of the preferred options. On December 18, 2019, the company submits a marine dumping consent application. On April 30, 2020, the EPA authorised the "reefing". The EPA justifies it by the fact that it is not possible to reuse, recycle or treat the vessel's waste without imposing costs on DW New Zealand Ltd that are unreasonable in the circumstances. The EPA considers that adverse effects on marine mammals, fish, benthic fauna and seabirds will be brief and limited in scope. There will be no major effect on any of the species affected, says the EPA. The long-term effects of the dispersion of pollutants during the underwater degradation of the wreck are also minimised. The *Dong Won 701* can therefore be scuttled in a predefined site, provided that regulatory precautions concerning marine mammals are applied. Following this green light, the cleaning-up of the vessel has begun so that her marine dumping manages to achieve the feat of being environmentally friendly. It is planned to remove and unload greases, oils, fuels, chemicals and other hazardous materials and all loose equipment that could float away. The main plant from engine room, engine spares that cannot be comfortably handled, antifoul coatings, copper wiring, plastic sheaths, ash materials and fire residues that will be encapsulated in cement in the tanks of the *Dong Won 701* will remain on board. The case of asbestos is not mentioned.

Following the announcement of this authorisation and its terms, local NGOs denounce a non-notified consent conducted bilaterally between the EPA and the shipowner. For the NGOs, the economic aspects and the alleged urgency prevailed over environmental considerations.

The marine dumping of the former trawler was planned in autumn 2020. This was without taking into account the discovery of asbestos materials during the cleaning of the vessel. In November 2020, the EPA asks the shipowner to submit an amended disposal application if the asbestos materials can not be removed.

In its final decision of May 21, 2021, the EPA authorises the dumping of asbestos on condition that it is non-friable asbestos or that the asbestos containing materials are first encapsulated or sealed with non-soluble and non-toxic additives and that these neutralisations are not located less than 1.50 m from the explosive charges. With one exception: the door of the freezer room, where asbestos removal is complicated by a calcined and cluttered environment, may be kept in place by way of derogation.

The *Dong Won 701* is at the bottom of the Pacific Ocean with asbestos in home detention, lead and PCB paints, copper, plastic sheathing, oil-sticky bilges and other substances and materials that have nothing to do on the seabed except to poison it.



April 13, 2018, *Dong Won 701*. © John Bisset / Stuff

Sources:

Advanced Shipping & Trading; Allied Shipbroking; Anchor Shipbroking; Arab News; Automotive Logistics; Baird Maritime; Barents Observer (the); Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Dawn; Det Norske Veritas - Germanischer Lloyd; Dredge Point; Equasis; European Maritime Safety Agency; Faktaomfartyg; Fleetmon; Fleetphoto.ru; G Captain; Global Marketing Systems; Histarmar; Indian Ocean Memorandum of Understanding; Insurance Marine News; Intermodal Research; International Labour Organization; International Transport Workers' Federation; Journal de Montréal (le); Journal de Québec (le); Liguria Nautica; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mon Matane; Mumbai Mirror (the); Nautica Report; Net Marine; News (the) - Pakistan; Nippon Kaiji Kyokai; Oldsaltblog; Otago Daily Times (the); Ouest France; Philippines Ship Spotters Society; Port de Québec; Presse Canadienne (la); Radio Canada; Robin des Bois, personal sources and archives; Roose & Partners; Russian Maritime Register of Shipping; San Giorgio del Porto SpA; Safety 4 Sea; Ship and Bunker; Shipping Italy; Shipspotting; Shipwrecklog; Simplon Postcard; Soleil (le); Soviet-trawler.narod; Splash 24/7; Stuff; Télégramme (le); Tokyo Memorandum of Understanding; United States Coast Guard; Upstream online; Vessel Finder; Vessel Tracker; Week (the); WION News; Worldwide Tug and OSV News; Zebra Station Polaire.

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