Bremerhaven, export port of cruise ships towards Alang

After the Norway, ex-France which left Bremerhaven in May 2005 and was beached in Alang in August 2006 after a few months of lay-up in Port Klang (Malaysia), the Albatros is now being scrapped in Alang.

Albatros, born in Finland in 1973, she left Bremerhaven (Germany) in October 2020. Summer 2021, she died at Alang, GK Steel Industries yard. The tightrope walkers are compliant with the standards of the Hong Kong Convention according to Indian Register of Shipping.
Albatros (ex-Crown, ex-Norwegian Star I, ex-Norwegian Star, ex-Royal Odyssey, ex-Royal Viking Sea), IMO 7304314. Length 205 m, 15,486 t. Classification society Lloyd's Register of Shipping. Built in 1973 in Helsinki (Finland) by Wartsila; lengthened in 1983 from 178 to 205 m. Detained in 2004 in Bremerhaven (Germany) and in 2012 in Mersin (Turkey). She was the youngest of the three siblings built for the luxury cruise operator Royal Viking Line (see "Shipbreaking" # 61, p. 6-7).

Sold by her German shipowner Bernhard Schulte Cruise Services GmbH & Co KG based in Hamburg to the Egyptian hotel group Pick Albatros pretending to operate her as a floating hotel in the Red Sea. The Albatros left Bremerhaven on October 12, 2020 bound for Hurghada (Egypt). The Egyptian hotel group was a subcontractor of Phoenix Reisen, operator of the Albatros.

Unsurprisingly, the project was a trick. In July 2021, the cruise ship was acquired by Liberia-registered Shuri Services Ltd care of Green Ocean Ship Management Pvt Ltd (India). The Bahamian-flagged Albatros became the Gabonese-flagged Tros. She left the Red Sea. On July 27, she was beached at Alang on plot No 120 operated by GK Steel Industries / Puneet Industries Private Limited (PIPL).

September 1, 2009, Albatros departing Brest, passing Le Minou lighthouse. © Erwan Guéguéniat

September 2021, Tros on Alang beach. © Hiren Dhandhala © Eren Topcu
Content

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albatros</td>
<td>1</td>
</tr>
<tr>
<td>To be or not to be broken up?</td>
<td>4</td>
</tr>
<tr>
<td>The end of the Golden Ray</td>
<td>7</td>
</tr>
<tr>
<td>Navy vessels: Germany, Italy, France, Norway, Brazil</td>
<td>8</td>
</tr>
<tr>
<td>Death on the shipbreaking yards</td>
<td>16</td>
</tr>
<tr>
<td>3rd quarter overview</td>
<td>18</td>
</tr>
<tr>
<td>Ro Ro</td>
<td>21</td>
</tr>
<tr>
<td>Livestock carrier</td>
<td>21</td>
</tr>
<tr>
<td>Ferry</td>
<td>23</td>
</tr>
<tr>
<td>Cruise ship</td>
<td>26</td>
</tr>
<tr>
<td>Fishing ship</td>
<td>27</td>
</tr>
<tr>
<td>Factory ship</td>
<td>28</td>
</tr>
<tr>
<td>Reefer</td>
<td>29</td>
</tr>
<tr>
<td>Blissful Reefer</td>
<td>29</td>
</tr>
<tr>
<td>General cargo carrier</td>
<td>34</td>
</tr>
<tr>
<td>Golden Sailing</td>
<td>35</td>
</tr>
<tr>
<td>Container ship</td>
<td>41</td>
</tr>
<tr>
<td>Oil tanker</td>
<td>42</td>
</tr>
<tr>
<td>Chemical tanker</td>
<td>62</td>
</tr>
<tr>
<td>Gas carrier</td>
<td>70</td>
</tr>
<tr>
<td>Cement carrier</td>
<td>72</td>
</tr>
<tr>
<td>Bulker</td>
<td>73</td>
</tr>
<tr>
<td>Research vessel</td>
<td>76</td>
</tr>
<tr>
<td>Drilling ship</td>
<td>77</td>
</tr>
<tr>
<td>Offshore support vessel</td>
<td>78</td>
</tr>
<tr>
<td>Offshore supply vessel</td>
<td>79</td>
</tr>
<tr>
<td>Standby safety vessel</td>
<td>82</td>
</tr>
<tr>
<td>Dredger</td>
<td>82</td>
</tr>
<tr>
<td>The END:</td>
<td>83</td>
</tr>
<tr>
<td>The flight of the ex-Odeep One</td>
<td>87</td>
</tr>
<tr>
<td>Sources</td>
<td>87</td>
</tr>
</tbody>
</table>

Robin des Bois
Organisation Non Gouvernementale de Protection de l'Homme et de l'Environnement since 1985
14 rue de l'Atlas 75019 Paris, France
tel : 33 (1) 48,04,09,36 - fax : 33 (1) 48,04,56,41
www.robindesbois.org
contact@robindesbois.org

Written by: Christine Bossard and Jacky Bonnemains
Documentation and illustrations: Christine Bossard and Jacky Bonnemains
Translation: Christine Bossard and Jacky Bonnemains
Director of Publication: Charlotte Nithart

Cover photo: The ex-cruise ship Albatros, Alang shipbreaking yards. © Eren Topcu

Thanks to all shipspotters,
in particular to Pascal Bredel, Egidio Ferrighi, Erwan Guégueniat, Marc Ottini, Vladimir Tonic and Simon Smith.
To be or not to be broken up?

The fate of the *Maya VN* and *Fuji Maru* reported to be scrapped in the 2nd quarter has become unclear. Is it a speculative delay or a resumption of their careers?

The sale of *Maya VN* (IMO 9237620) had been reported by brokers (see "Shipbreaking" # 63, p. 46) for nearly 25 million US$. She was immediately resold by cash buyer GMS to Chinese interests for 27 million US$. Renamed in August *ITG Amoy* and reflagged to Panama, she is registered since September 2021 to the IMO as the Liberian *Maya*. Her official owner since then is Liberia-registered Gaia Shipping Ltd care of Blue Whale Maritime Pvt Ltd based in Mumbai (India). Her AIS has not been updated and still reports her as *ITT Amoy* docked at the end of October in Lankeet Island at the mouth of the Pearl River (Nansha District, China). Blue Whale Maritime is a regular last buyer of end-of-life ships (see for example in "Shipbreaking" # 62, *Ocean Dream* p. 22, *Almada* p. 51, *Shoyo Maru* p. 82, and "Shipbreaking" # 63, *Formosa Eight* p. 55).

![ITG Amoy, Lankeet Island, Nansha district, October 30, 2021. © Marine Traffic](image1)

The ex-Japanese cruise ship *Fuji Maru* (IMO 8700474) also reported sold for demolition (see "Shipbreaking" # 63, p. 19-20) has not been spotted in a scrapyard yet. According to specialists, the *Fuji Maru* had never been profitable because of her low number of cabins, 164, and a poor design which made difficult the addition of new cabins and any conversion project. In 2016-2017, one of her last uses was to accommodate overseas workers employed in Nagasaki by Mitsubishi in the long-delayed construction of the cruise ships *Aidaprima* and *Aidaperla*. On August 3, her AIS signal was reportedly emitted from Ningde area, China, where some shipbreaking yards are operated. Yet, her selling price per ton, 443 US$, would have rather doomed her to end up under the Indian subcontinent blowtorches. She would have been shortened to *Fuji* and deflagged to Sierra Leone. To be continued.

![Fuji Maru, Keelung (Taiwan), May 2017. © Chun-Hsi](image2)

Similarly, the fate of a number of vessels reported sold for demolition this quarter is suspended. The selling prices were known, the destinations sometimes announced. Their official status in the Equasis database had been updated to "to be broken up". They were expected in the scrapyards. But with the
ongoing increase in prices per ton, one is tempted to wait. Sold in July at 552 US$ per ton, the K Phoenix will exceed 600 US$ per ton this winter. That is at least a capital gain of 850,000 US$.

In October, the four vessels below are considered once again "in service". In July they were "to be broken up". The possible further trading of vessels doomed for scrapping is worrying. They are 21, 25 and even 40 years old for the Sistraum and 41 years old for the Saltstraum.

K Phoenix. IMO 9123415. Bulker. Length 269 m, 17,724 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Detained in 2021 in Robert's Bank (Canada). Owned by SK Shipping Co Ltd (South Korea). Acquired as is in South Korea by United Arab Emirates-registered Arka Global Marine Services LLC in July 2021. 552 US$ per ton including 180 t of bunkers. She was shortened to Phoenix I and deflagged to Liberia. Her official status became then "to be broken up". She left Busan and after a short stay in Borneo was spotted anchored in the Gulf of Kutch northwest of India, halfway between Gadani and Alang. Turn of events, according to a late October 12 update in the Equasis database, she was back "in service". At the end of October she was docked at Salalah, Oman.

To be or not to be broken up?

(Russia). Her destination of demolition was undisclosed at the time of the sale. On October 12, her status was changed to "in service". There has not been any update with regard a change of ownership. Her latest AIS signal was received from Yemen.

*Ice Condor, Kara Sea, Gulf of Ob, January 2016. © Rus64-Fleetphoto*

**Sistraum** (ex-Syd, ex-Sydstraum). IMO 8008412. Tanker. Length 80 m, 1,100 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Molde (Norway) by Bolsones Verft. Owned by Scadar LL (Russia). Detained in 2008 in Rotterdam (Netherlands). Sold for demolition in India. 605 US$ per ton. Officially "to be broken up" since August 3, 2021, in September, she was spotted in Murmansk. On October 26, her status was changed to "in service".

*April 1993, Sydstraum, inbound Le Havre (France). © Pascal Bredel*  
*December 2016, Sistraum, Arkhangelsk (Russia). © Evgeniy Zhelezov*

**Saltstraum.** IMO 7922130. Chemical/product tanker. Length 80 m, 1,117 t. Deflagged from Russia to Comoros in November 2020. Classification society Det Norske Veritas. Built in 1980 in Molde (Norway) by Bolsones Verft. Owned by KD Bunker Ltd (Russia). Acquired in November 2020 by Marine Master Ltd registered in London (United Kingdom), renamed *Abidjan Star* and deflagged to Comoros. Her official status became "to be broken up" in July 2021. Her selling price was 605 US$ per ton. She was awaited in India. She is back "in service". She was at last spotted in Klaipeda (Lithuania).

*January 25, 1997, Saltstraum, entering Le Havre (France). © Pascal Bredel*  
*February 1, 2021, in Kaliningrad port channel (Russia). © Vital-Fleetphoto*
The end of the Golden Ray

September 8, 2019. The car carrier Golden Ray capsized in the middle of St. Simon's Strait as she was departing the port of Brunswick (Georgia, USA). The ship, owned by the South Korean shipowner Hyundai Glovis Co Ltd and flying the Marshall Islands flag, was declared a total loss. She was stuck on a sandbank. The experts gave up the refloating option. The Golden Ray is to be cut up on the spot like the Tricolor and the Baltic Ace in the North Sea. (See "Shipbreaking" # 58, p. 36-37.

October 26 2021. The authorities announced the raising and removal of Golden Ray the last section. It took more than two years to remove the wreck. This duration is not exceptional. It took 22 months for the Tricolor and nearly three years for the Baltic Ace which was submerged in 35 metres of water.

The contract for the removal and cutting of the wreck had been awarded in January 2020 to the Texas-established T&T Salvage LLC. Preliminary work to secure the site, including the construction of a barrier to limit pollution during cutting operations (EPB, Environmental Protection Barrier) began in May 2020. The cutting into 8 sections was delayed by Covid 19 and the cyclone season. It finally started in November 2020. The work site suffered oil spills and a fire in May 2021.
Navy vessels
Aliaga remains the scrapyard of European navies. For decades, aircraft carriers, cruisers, frigates and other vessels from the Royal Navy, the Bundeswehr, the Armada and the Marina Militare have been delivered to Turkish scrapyards. The Brazilian aircraft carrier NAel Sao Paulo (ex-Foch) should also be scrapped there. Her sister ship Clemenceau almost ended up in Aliaga in 2003.

Navy vessels are excluded from the scope of the European regulation. States are setting a bad example to private shipowners. They favour hazardous scrappin of old polluted hulls and long-distance towing. The proximity criterion is not considered. The selection criterion is financial.

Germany
On October 13, 2021, the tug Onyx (IMO 9752400) left Wilhelmshaven (Germany) naval base and headed for Aliaga (Turkey). She was towing the ex-frigate Bremen F 207 to the scrapyard. Germany signed the Hong Kong Convention on July 16, 2019. There is to date no approved shipbreaking yard on German soil.

The Bremen was the first in a series of eight German Navy frigates. Since her decommissioning in March 2014, she had been used as a spare parts shop for her siblings still operated. She was to be auctioned off on April 16, 2020 by Vebeg, a trust set up in 1951 by the West German Ministry of Finance for the realisation of surplus from Allied occupation forces and later from the German army. Today, Vebeg sells through auctions equipment and various materials and supplies on behalf of the army and public administrations and services. Cars, fire engines, aircraft, boats, tyres, underwear, shoes, sleeping bags and batteries can all be found on its website. At the beginning of April 2020, Vebeg had to suspend all sale activities due to Covid. The Bremen was granted a one-year reprieve but in the end could not escape extradition. Her selling price was undisclosed. The German army is back to the "Nicht in meinem Garten" routine. In 2017, the Bremen's sistership Köln was sent to the Dutch shipyard RDM Kampen (see "Shipbreaking" # 46, p 11).

In June 2019, Vebeg was in charge of the sale of the former U25 submarine (S174) built in 1973, decommissioned in 2008 and damaged during shock tests in 2011. The submarine sank during the tests and was refloated a few months later. She has since then been laid up on a pontoon at Kiel naval base. The sale price leaked after the auction: 400,000 euros because of the quality of the hull's construction material, a special anti-magnetic chrome-nickel steel. A Danish yard in Frederikshaven won the auction. The U25 left Kiel on June 22, 2021 on a pontoon towed by the Ronja (IMO 5111696), a small Danish tug built in 1959 and currently awaiting scrapping by Smedegaarden AS ship recycling yard at Esbjerg.
Italy

On August 22, 2021, four ex vessels of the Italian Navy that had been laid up for decades were delivered to Aliaga shipbreaking yards. Considering their dilapidated state of corrosion, the water tanker Brenta, the tug Atlante, the landing barge MOC 1021 and the submarine Bagnolini took their last trip packed on the semi-submersible vessel Yacht Express (IMO 9346029). The wrecks were discarded at Punta Cugno in the Bay of Augusta, Sicily. "Shipbreaking" had already spotted the Bagnolini, pennant number S 505, in issue # 42, p. 7 "Italian submarines in Sicily".

In February 2021, the Italian Ministry of Defence issued a call for tenders for demolition. On March 10, the contract was awarded to the Turkish yard Ege Celik, the only one that volunteered to deal with these frightening ghosts. The expert reports by RINA prior the call for tender revealed the presence of asbestos contaminated materials in all the technical, navigation and living areas, PCBs, heavy metals, TBT anti fouling paints, refrigerant fluids, hydrocarbons and polluted water. In January 2020, Ege Celik was included in the European list of approved shipbreaking yards.
The four wrecks were towed from the dock where they were discarded to Augusta Bay and then loaded onto the Yacht Express bound for Aliaga. The Yacht Express, owned by the Dutch company Spliethoff is specialised in yacht transport. She is well known to Robin des Bois as she was approached about transporting the Rio Tagus from Sète, in the Mediterranean, to Brest, Brittany. She really transported from Toulon to Le Havre the former French Navy vessels Minirem and Denti (see p. 11).

The Augusta wrecks succeeded in Aliaga to two other Italian Navy vessels, the frigate Granatiere F585 and the cruiser Vittorio Veneto C550. Originally, the Granatiere was to be delivered with three other frigates of the same class to the Iraqi Navy. During the Iran-Iraq war, the delivery was suspended, then it was cancelled after Iraq invaded Kuwait in 1990. She joined the Italian Navy in 1996. The Vittorio Veneto was the flagship of the Italian fleet until the arrival of the aircraft carrier Giuseppe Garibaldi in 1985. There was many plans to convert her into a museum or cultural center until 2018. In 2019, the Ministry of Defence issued a call for tender for the recycling of the two ships decommissioned in Taranto, Puglia. In February 2019, the contract was awarded to the Turkish yard Simsekler, which was not included in the European list of approved facilities. Its application had been reviewed but the first report by Det Norske Veritas dated December 2018 still expressed reserves about the compliance of the yard. Det Norske Veritas’ final positive report was issued in March 2020. Simsekler was included in the list of approved yards in November 2020. In June 2021, the Vittorio Veneto and the Granatiere were towed to Turkey.

The Marina Militare go hand in hand in Aliaga with the Italian cruise industry. © Michele Florio


The demolition of Bagnolini, Brenta, Atlante and MOC 1230 has cost 459,540 € to the Italian State. On the other hand, the sale of the Vittorio Veneto and Granatiere brought in 3,382,000 €.
France

Le Havre. The French Navy issues exclusively calls for European tenders for the demolition of its ex-vessels. Since the beginning of 2021, the Gardet & de Bézenac Recycling yard in Le Havre has accommodated a flow of tugs and patrol boats from the Navy or the Gendarmerie. The demolition contract includes a total of 8 vessels to be scrapped within 27 months at a cost of 3 million €. In January and February, the Papayer and Glaive were towed from Cherbourg, the Malabar, Tenace and Sterne from Brest, joined by the Revi in May. At the end of June, it was the turn of Minirem and Denti to be delivered from Toulon by the semi-submersible vessel Yacht Express.

Defence secret for the Minirem

She was a ghost ship without legal existence, a servant of the nuclear military, a bell-boy for the strike force. As needed, the so-called “Minirem”, a small tanker (about 40 m long) used to clear the submarine Redoutable and her associates of the water from the cooling circuit of their nuclear boiler. The transfer of liquid radioactive waste was carried out in the basin of Ile-Longue, 8 km away from Brest. For about twenty years, the Minirem has flushed off Ushant into the ocean’s washing and diluting machine. In the 90s, the Minirem was transferred to Toulon. She would have been used, among other things, to collect radioactive water from the Charles de Gaulle and dump it in the Mediterranean. After the Minirem left Brest, the water from the cooling system of submarine reactors was regularly transferred to tanker trucks that headed for an unknown direction under strong police protection. It is possible that this unknown direction was the sewage treatment plant of La Hague atomic plant in Normandy.

In 2015, the Director of the Fleet Support Service in Toulon issued a call for tender for the mapping of asbestos and ceramic refractory fibers, the inventory of other hazardous materials and the radiological inventory of the “Minirem nuclear tender”.

In 2021, the Minirem returned to the Atlantic coast. She arrived in Le Havre on board the Yacht Express.

Minirem at Gardet & de Bézenac yard, November 17, 2021. © Pascal Bredel

It is likely that the sides of Minirem’s tanks are radiologically contaminated. She should be scrapped in the first half of 2022.

Robin des Bois has requested the results of the 2015 tender from the French maritime authority in the Mediterranean, the Director of the Fleet Support Service in Toulon and the management of the Gardet & de Bézenac yard in Le Havre. We believe that reinforced precautions should be taken during the dismantling of Minirem and that scrap metal from her tanks should be disposed of without going through secondary smelting in French or foreign blast furnaces to avoid that residues from Minirem could end up in saucepans, car frames, or any other consumer goods, or even in rebars. The Le Havre yard answered us that the French Navy documents cannot be disclosed.

In ANDRA’s (the national agency in charge of radioactive waste management) radioactive waste inventories, there is no mention of liquid effluents collected during the maintenance phases of nuclear-powered submarines and surface ship at the DCN establishments in Toulon, Cherbourg, Brest and Ile-Longue.
Brest. Navaleo took delivery of the Agosta submarine on August 5, 2021. This was the last vessel of the contract awarded in July 2020 at a cost of 6 million € for the demolition of three diesel-electric fueled submarines. The Beveziers and La Praya, decommissioned in 1998 and 2000 at the Brest submarine base, were deconstructed in the commercial port repair dock n° 1 rented by Navaleo. The Agosta, decommissioned in Toulon, was transported on the Jumbo Kinetic (IMO 9634165).
The French Navy implements an eco-responsible policy with regard the dismantling and recycling of vessels that have been withdrawn from active service, while ensuring respect for the protection of workers and the environment. The Fleet Support Service (SSF) ensures that the necessary precautionary measures are taken for the preservation of doomed hulls and that a preliminary assessment and an inventory of potentially hazardous materials are carried out by an independent expert. The SSF then entrusts the industrial sector with the decontamination works, waste processing and recycling of materials through the regulatory channels.

These fundamentals were applied to the ex-MINIREM, which was transferred from Brest to Toulon in 1981 and adapted then for the support of the first Rubis-type nuclear attack submarines (SNA) from 1982 onward. She stopped operation in 1989, as the support of SNAs was then provided by land-based facilities. The MINIREM was condemned in 1992 and underwent a first phase of dismantling and decontamination in 1993/94.

The radiological inventory achieved in 2016 allowed to establish that deconstruction operations could be carried out safely from a radiological point of view after treatment of eight Americium-241 sealed sources from fire detectors, i.e. sources of low activity that do not generate a dose rate that could present a significant radiological exposure for the staff involved. This treatment consisted of collecting the sources without dismantling them and returning them to the detector supplier; it was carried out before the hull was handed over in May 2021 to the holder of the deconstruction contract awarded in November 2020.

The inventory of potentially hazardous materials, also achieved in 2016, provides the information necessary for the contractor to undertake the decontamination work, including asbestos removal, which is currently being carried out in compliance with the regulations in force.

Comment by Robin des Bois
We take note of this answer and of the fact that the Minirem was actually transferred to Toulon in 1981 to be dedicated to the support of the nuclear attack submarines Rubis, Saphir, Casabianca, Emeraude, Amethyste and Perle from 1981 to 1989 and that therefore the Minirem was not used to collect purge water from the nuclear boilers of the Charles de Gaulle commissioned in 2000 and in active service from May 2001 onward. We also note that a first step of dismantling and decontamination with regard the Minirem was carried out in 1993/1994. We have not received details about these works and continue to believe that, in the absence of precise information, Minirem scrap metal should be treated as radioactive waste or in case of secondary smelting reserved for an exclusive use by the nuclear industry.
Norway

The Royal Norwegian Navy frigate *Helge Ingstad F313* was commissioned in 2009. On November 8, 2018, she was far from the end of her lifespan when she collided with the Maltese tanker *Sola TS* (IMO 9724350) and sank off Oygarden in southwestern Norway. She was refloated and towed to the nearby Haakonsvern naval base on March 3, 2019 and then moved in June to Agotnes in the same fjord.

A few months later, considering the costs involved to restore the damaged frigate to operational readiness, the Norwegian Authorities decided to scrap her. In January 2021, the recycling contract was awarded to Norscrap West AS. Three other companies participated in the tender process. It will cost the Norwegian State 60 million NOK (7 million US$) minus the revenue from the sale of the steel, estimated at "several million". 2,500 sensitive or reusable parts and equipment have already been removed from the ex-frigate. On February 8, 2021, she was towed to Norscrap West's facilities in Hanoytangen, 6.5 km away from Agotnes. Norway has favoured a local demolition.

---

Brazil

In March 2021, museum projects were all abandonned, the Brazilian Ministry of Defence announced the sale for demolition of its aircraft carrier NAEl Sao Paulo (ex-Foch). She was auctioned off for 1.6 million US$, i.e. 67 US$ per ton. The buyer was the Turkish shipyard Sök Denizcilik, included in the EU-approved list of shipbreaking yards in January 2020. Until now, the Brazilian Navy used to send its ships to be scrapped to Alang. The NAEl Minas Gerais, the predecessor of the NAEl Sao Paulo, was beached there in 2004 (see "Shipbreaking" # 58, p. 7), and in 2014 the NDD Rio de Janeiro also ended up in India (see "Shipbreaking" # 37, p. 8).

The towage expected for the summer is behind schedule. Brazil would have not provided the inventory of hazardous materials. However, it could get in touch with the French Ministry of Defence, which drew up the inventory of hazardous materials and the asbestos mapping of her sistership Clemenceau (cf. "Shipbreaking" # 8, p.12 and on the asbestos inventory in particular -in French only- " Dernière minute ex-Clemenceau, 8 décembre 2006"), or with the English yard Able Ship Recycling, which scrapped the ex-French aircraft carrier. Departure would now be planned by the end of the year. This delay has enabled a new, resolutely "ambitious" or, if you prefer, delirious project to flourish. German businessman Udo Stern unveiled a plan this summer to transform the 61-year-old military base into a luxury hotel complex. In addition to the classic swimming pools, cinemas, concert halls, casino, bars and restaurants, there will be a nine-hole golf course that can be converted into a ski slope during the winter months. Mr. Stern and his "group of medium-sized companies" from Düsseldorf do not specify the budget for the operation. Apart from the technical feasibility and financing, the project is compromised from the outset by a clause in the contract of sale to the Brazilian Navy, according to which the ex-Foch could only be sold for dismantling, under no circumstances for any other use and without the agreement of France. Dreaming investors are warned.

There is in the air a diffuse risk that the former aircraft carrier will be scuttled in the Atlantic and pollute the marine environment in the long term.

Death on the shipbreaking yards

Death does not rest and continues to kill routinely on the shipbreaking yards. In Turkey, scrapping at forced speed is leading to a lack of attention in the course of process and to a record number of accidents. Bangladesh is going on with a litany of deaths, explosions, falls and other mysterious accidents. Information remains too fragmented. In India and Pakistan, it seems there would be nothing to report. One can have reasonable doubts. Pakistan does not have a specific shipbreaking regulation. In India, on one hand, most shipbreaking yards have been delivered a statement of compliance with the Hong Kong Convention, but on the other hand, working conditions are far from being safe for workers. See the front page on the conditions of access to the ex-cruise ship Albatros being scrapped at GK Steel Industries yard. Frequency rate and severity rate of accidents at work are not officially reported and are for the last shipowners even less a criterion in choosing a shipbreaking yard.

Turkey

Accidents at the Isiksan and Simsekler yards, which are included in the list of facilities approved for shipbreaking by the European Commission, caused the death of two workers in October 2020 and February 2021 (see “Shipbreaking” # 62, p. 4-5). The flood of cruise ships and oil rigs to Aliaga's yards and the race for scrapping cause a degradation of safety.

Bangladesh

According to the international trade union federation IndustriALL, at least 10 workers were killed and 23 seriously wounded on the Bangladeshi shipbreaking yards since the beginning of year 2021. The toll was confirmed by the Department of Inspection for Factorie and Establishment recording 12 deaths at the end of September. This is not exhaustive. Accidents are not systematically declared, nor taken into account when it comes to poisoning by toxic substances, and are sometimes even denied by yards' managers.
- May 27, 2021. Tarikul Islam, 35 years old, fell from a ship being broken up at Motaleb Steel yard. He was taken to Chattogram hospital but was declared dead on arrival.

- June 19, 2021. Ripon Chakma, 26 years old, was cutting a boiler on the Taiwanese chemical tanker Formosa Eight at SN Corporation yard. He was using a blowtorch. The boiler exploded. The cutter man was killed. Three other workers, Md Sohel, 29, Rocket Hossain, 24, and Md Mintu, 41, were severely burned and injured by shrapnel from the explosion.

- July 14, 2021. Md Mofiz Mia, 40, was a worker at the Ziri Zubedar Ship Breaking yard. He was taken to Chattogram hospital after being hit by an iron rod. He died the next day. A spokesperson for the yard denied any accident: the worker would have been hit by a car on the adjacent road. The police said they have not found any evidence of a road accident and continued investigating.

- September 14, 2021. Workers were unloading a truck at Mother Steel shipbreaking yard. A poorly secured gas cylinder fell and exploded. Md Ali Najim, 35, was killed.

- September 18, 2021. One more accident at SN Corporation yard. Liton Paul, 28 years old, was cutting an upper portion metal sheet on the Indonesian tanker Oro Singa which had been beached on 8 September 8 as the Comoros-yflagged Singapura. He slipped, did not have a safety harness and fell. He was taken to hospital but died shortly after arrival.

- September 20, 2021. The Thai tanker B.P.P. 26 was being scrapped at Meheren Ship Recycling yard. Babul 22 years old, Pias, 26 years old et Md Rasal, 25 years old were cutting a fuel tank. Residual gases took fire. The three workers were severely burned.

- September 29, 2021. Md Taslim, 30 ans was killed after being hit by a falling piece of metal at Khawaja Ship Breaking Yard.
**3rd quarter overview, July-August-September 2021**

178 ships to be scrapped, 1.5 million tons. Fewer ships (-12%) but bigger, tonnage has increased by 3%. Activities have resumed in India along with the decrease in Covid contaminations. Tonnage has doubled in Indian yards compared to the 2nd quarter 2021. It is the only one among major shipbreaking countries to see an important increase of the activity this summer. In Bangladesh, the rise is only 6%.

In tonnage, Bangladesh continues to lead (42%) ahead of India (26%), Pakistan (16%) and Turkey (7%).

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bangladesh, 627,000 t (42%)</td>
<td>1 Bangladesh, 71 (40%)</td>
</tr>
<tr>
<td>2 India, 380,000 t (26%)</td>
<td>2 India, 53 (30%)</td>
</tr>
<tr>
<td>3 Pakistan, 244,000 t (16%)</td>
<td>3 Pakistan, 23 (13%)</td>
</tr>
<tr>
<td>4 Turkey, 104,000 t (7%)</td>
<td>4 Turkey, 12 (7%)</td>
</tr>
</tbody>
</table>

Oil tankers, chemical tankers and gas tankers continue to dominate all other categories. In one year, their share in tonnage has increased from 14% in the summer of 2020 to 74% in the summer of 2021. This is a further rise by 23% compared with the previous quarter.

Oil and gas are in a fog. Combining oil and gas tankers, seismic vessels, drilling ships, offshore supply or support vessels, the oil and gas sector accounted for 54% of the ships broken up in the 3rd quarter 2021.

The other cargo ships - bulkers, general cargo carriers, reefers, container ships - have almost disappeared from scrapyards. Not any of these categories reach 5% of the global tonnage. Only 7 bulkers were beached. After the losses of years 2012-2013 and 2016-2017, container ships that are still operated profit of the global trade recovery and of the increase in freight rates. Shippers are fighting over them. The two container ships that were beached this quarter were dedicated to the transport of refrigerated cargoes for the multinational fruit company Dole Food.

13 reefers were scrapped. Their average age at the time of demolition was 38 years. At least 8 were fish carriers, including three owned by the cheap Thai seafood industry which exploits very cheap seamen (see in particular the Blissful Reefer case p. 29).

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : tanker, 1.1 million de t (74%)</td>
<td>1 : tanker, 102 (57%)</td>
</tr>
<tr>
<td>2 : drilling ship, 82,000 t (6%)</td>
<td>2 : general cargo carrier, 18 (10%)</td>
</tr>
<tr>
<td>3 : bulker, 67,000 t (5%)</td>
<td>3 : offshore service vessel, 17 (9%)</td>
</tr>
<tr>
<td>4 : offshore service vessel, 42,000 t (3%)</td>
<td>4 : reefer, 13 (7%)</td>
</tr>
<tr>
<td>5 : general cargo carrier, 41,000 t (3%)</td>
<td>5 : bulker, 7 (4%)</td>
</tr>
</tbody>
</table>

Prices per ton remained stable at around 600 US$ per ton in the Indian subcontinent, 300 US$ per ton in Turkey. The selling prices for the Turkish chemical tankers Parsa and Aysenaz and their stainless steel tanks exceeded 1,000 US$. The Parsa (1,060 US$ per ton) was beached in Alang. The Aysenaz (1,090 US$) is also expected in India. She left the Mediterranean at the end of September to reach Aqaba (Jordan). For a final delivery?

![Purchase price, from July 1 to September 30 2021](image-url)
A total of nine chemical or gas tankers were acquired at a premium price due to the quality of their tanks materials, stainless steel or aluminium. The three LNG carriers Baltic Energy, South Energy and North Energy have been beached or are expected in Bangladesh.

160 ships were scrapped in the Indian subcontinent (83%) and in Turkey (7%).

139 ships (78%) were delivered a class certificate by a society member of the IACS (International Association of Classification Societies).

60 ships (34%) had been detained prior to scrapping. Two general cargo carriers, the Togolese-flagged Lark (p. 38) and Cameroon-flagged Nordan (p. 38), 14 detentions each, ranked first on the substandard ship podium; another general cargo carrier, the Panama-flagged Qatar Sadiq 2 ranked third (p. 39) along with the Comoros-flagged chemical tanker Hellenic Seas (p. 64), 11 detentions each. They were beached in Pakistan except for the Lark broken up in Bangladesh.

60 ships at least have been deflagged for the last voyage. 34% of ships to be scrapped were flying a funeral flag, in particular that of Saint Kitts and Nevis (20) ahead of Comoros (7) and Gabon (6). The Mongolian flag (5) is back.

59 years. This is the age of the veteran of the quarter, the reefer and slave ship Blissful Reefer (p. 29) built in the Netherlands in 1962, beached for demolition in Bangladesh.
Two other 50-year old ships are doomed to be scrapped. The floating casino ship *Amusement World*, 54 years old, (p. 26), ex-Stena Line ferry converted to cruise ship, was beached in Alang. As for the livestock carrier *Elbeik*, 54 ears-old (p. 21), which suffered a major fire off Tarragona in August 2021, she was declared a total loss and will not torment crews and animals anymore. Her destination of demolition is to date unknown.

The average age for all categories is 30 years.

The youngest one was dead in the water. The drilling ship *NS Cassino* (p. 77) supposed to enter service in 2024 was actually beached in Chattogram. Six ships were only 10 and 11 years old, they all had a connection with the oil industry. Three of them were offshore supply vessels - *Posh Gentil, Richard Tide et Tag-7* (p. 80 et 81) – two were drilling ships - *Pacific Bora and Pacific Mistral* (p. 77) – and one was a tanker – the *Lila Dubai* (p. 52).

55 ships (31%) had been built in the European Union, in Norway or in the United Kingdom.

34 ships (19%) belonged to shipowners established in the European Union or in the European Economic Area. 20 of them were scrapped in yards of the Indian subcontinent (of which 13 in India), 7 in Turkish yards and 7 in European yards (of which only one general cargo carrier, all the others were offshore service vessels or ships linked with the oil industry).

26 km, is the length of the convoy of ships to be broken up.

107 ships (60%) were less than 150 m in length, 34 between 150 and 200 m and 37 over 200 m, among which 7 VLCCs o FSOs over 300 m long.

The biggest ones were the VLCCs *Hapon and Peron*. The *Hapon* was beached in Chattogram (p. 50). The final destination of the *Peron* is to date unknow. The sale of each of these VLCCs brought in over 28 million US$ to the shipowners and middlemen. The sale of their sistership *EM Vitality* in the previous quarter only brought in 24 million US$. In year 2021, the more you wait, the more money you get.

December 2009, *Ghawar*, 340 m, 48,100 t. © sq2dk - Fleetmon Beached in Chattogram (Bangladesh) as *Hapon*. Scrap value 28 million US$
They made the headlines

The ex train ferry *Odeep One* converted to a water-bottling factory ship and the livestock carrier *Elbeik* hit the headlines in recent months. The first one for a fictitious industrial project, a bankruptcy and a clandestine departure from the port of Sète (France). The second one for a 91-day wandering in the Mediterranean with 1776 calves slaughtered at the end of the voyage in March 2021 and for a terminal fire in August.

**Ro Ro**

*Odeep One (ex-Petersburg, ex-Mukran)*. IMO 8311883. Length Length 190 m, 15,608 t. Deflagged from Panama to Saint Kitts and Nevis in July 2021 and finally to Gabon. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen Werft as a train ferry. Seized in June 2018 in Tallinn (Estonia) for unpaid bills and back wages. Acquired in 2019 by Ocean Fresh Water (OFW) based in France and converted to a water-bottling factory ship by Remontowa yard ((Poland). Detained in 2019 in Nowy Port ((Poland). On July 23, 2021, the *Odeep One* escaped from the port of Sète, became the St Kitts and Nevis-flagged *Deep One*. In September, she was renamed *Lotus* and registered to Gabon, another funeral flag. Beached for demolition in India. 578 US$ per ton including a new desalination plant and a bottling plant. (See the chapter The END, p. 83).

![The Odeep One docked in Sète, 2021. © Kovacs Tibor](image)

**Livestock carrier**


9 detentions: in 2003 in Constanta (Romania), in 2006 in Midia (Romania) and Port Said (Egypt), in 2013 in Braila (Romania) and in Midia again, in 2015 in Midia again and Constanta, in 2017 in Alexandria (Egypt) and in 2020 in Koper (Slovenia). Banned from Paris MoU ports for three months in March 2015 for multiple detentions.

![The general cargo carrier Tyro, May 1992. © Pieter Inpijn](image)  
![The livestock carrier Elbeik, January 2020. © Marjan Stropnik](image)
The *Elbeik* was one of the 78 substandard livestock carriers approved by the European Union for the transportation of live cattle. In its report published in June 2021, Robin des Bois denounced the dilapidated state of this fleet and the risks imposed to crews, animals and to the environment (cf. "78 EU-approved livestock carriers").

Extract from the report "78 EU-approved livestock carriers". *Elbeik*, p. 51-52.

The *Elbeik*, carrying 1776 calves, left Tarragona on December 18, bound for Derince, Turkey, in the Sea of Marmara. The cattle was denied entry in Turkey on suspicion of bluetongue disease. The *Elbeik* left for Tripoli (Libya) to try to unload her "cargo". She arrived on January 8 and remained anchored off Tripoli. She was rejected from Libyan waters with her full shipment on January 25. She was spotted off the Italian island of Lampedusa for two days before sailing east to Egypt. After calling Alexandria in early February and after looping in the anchorage area, the *Elbeik* headed for Cyprus. She has been anchored off Famagusta from mid-February onward. After loading fodder for the animals she left Cypriot waters at the end of February announcing to be heading for Cartagena (Spain); expected arrival time was March 8. In Cartagena though, livestock traffic had been interrupted since the arrival of another livestock carrier the *Karim Allah*, also denied entry to Turkey and Libya on bluetongue disease suspicion. The *Elbeik* dropped anchor off the Southern coast of Crete on March 2, tried to dock at Piraeus on March 5, came back to Crete for bunkering on March 7, then headed to Kalamata, Peloponnese to take fodder again. In the night of March 9 to 10, she left Greece, sailing westward to an undisclosed destination, possibly Cartagena or Tarragona, her departure port. She sailed along the coast of Sicily then passed Sardinia. In the morning of March 14, she altered course and headed to the south coast of Menorca island where she has been looping until the morning of March 17. She finally left, heading to Cartagena. She arrived in the evening of March 18 and docked in the morning of March 19 after 91 days at sea. At least 179 calves died during the voyage, most of them were thrown out at sea.

On August 6, 2021, the *Elbeik* was anchored off Tarragona (Spain), a port she frequently calls to load Spanish cattle mainly bound for Turkey, Lebanon and Algeria. The *Elbeik* had not yet welcomed her passengers. A fire broke out and quickly spread. The crew did not succeed in extinguishing it by its own means. The Salvamento Maritimo and firefighting teams from Tarragona were deployed and evacuated the 18 sailors. Once the fire was contained, the *Elbeik* was towed and docked in Tarragona along the Levant quayside for the last of the firefighting work: the rescue team who boarded the ship had estimated the firefighting system aboard the livestock carrier was unable to completely extinguish the fire. The *Elbeik* was declared a total loss. Her destination of demolition is to date unknown. Robin des Bois fears she may be towed towards Turkey.
**Ferry**

*Ferry Genkai.* IMO 8223775. Length 66 m, 1,180 t. Deflagged from Japan to Sierra Leone for her last voyage shortened to *Genkai*. Unknown classification society. Built in 1983 in Taguma (Japan) by Naikai. Owned by Marukichi Commerce Co Ltd (Japan). She was one of the ferries linking Fukuoka, on Kyushu Islands, the southernmost of the four main islands of the archipelago, and Hitakatsu on Tsushima island located halfway between the Japanese archipelago and the Korean peninsula. She was replaced in June 2021 by a brand new ship, the faster *Umiterashi* which will shorten the ride by about an hour. Sold for demolition in Bangladesh.

![Ferry Genkai](image1.jpg)  
© Yuichi Morita

![Umiterashi](image2.jpg)  
*Umiterashi*. © Kyushu Yusen

For a number of years, the ferries serving the Andaman and Nicobar Islands from Kolkata have been losing market share to airlines. Passengers complain about recurrent engine failures and faulty air-conditioning, delays and poor hygiene conditions. With a capacity of 1,200 passengers, the *Nancowry* often carried only 10% or less.

*Nancowry.* IMO 8606434. Length 157 m, 8,000 t. Deflagged from India to St Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Shipping Corporation of India Ltd (India). Acquired as is in Port Blair (India) by Earwyn Marine Services Pvt Ltd (India) for demolition in India. 567 US$ per ton.

![Nancowry](image3.jpg)  
*Nancowry*, February 8, 2015  
© Tony Hogwood  
*Port Blair, Andaman islands, India*

![Nancowry](image4.jpg)  
*Nicobar, December 2012*  
© Brian Crocker

*Nicobar.* IMO 8606161. Length 157 m, 7,924 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Szczecin (Poland) by Szczecinska. Owned by Shipping Corporation of India Ltd (India). Auctioned as is in Kolkata (India) for demolition in India. 456 US$ per ton.
Rigel 1 (ex-Rigel, ex-Badis, ex-Atlas 1, ex-Baltic Kristina, ex-Windward Pride, ex-Anastasia V, ex-Stena Baltica, ex-Ilyich, ex-Skandia, ex-Bore I). IMO 7224459. Length 128 m, 6,773 t. Deflagged from Cyprus to Comoros for her last voyage renamed Roger. Classification society Polish Register of Shipping. Built in 1973 in Turku (Finland) by Wartsila. She was delivered to the Finnish company Bore line but was operated as Bore I by Silja Line on its Åbo-Mariehamn-Stockholm and Helsinki – Stockholm routes. In 1980 she was acquired by another Finnish shipowner, Suomen Höyrylaiva Oy/Finska Ångfartygs Ab (FAÅ), but remained on the same service by Silja Line as Skandia.

In 1983, she was sold to the Swedish Stena Line AB and renamed Stena Baltica. She entered the Göteborg shipyard (Sweden) to be refitted. One of her two funnels was removed. She never sailed for the Stena Line. In June of the same year, she was sold to the Baltic Shipping Corporation based in Leningrad (Soviet Union). She became the Ilyich operated on the route from Leningrad (then Saint Petersburg) to Stockholm. After 1991, her service was extended to Riga (Latvia). In 1994, she was curiously honoured by a stamp issued by Madagascar. In 1996, she came back to her native shipyard to undergo major upgrading works that her shipowner was eventually unable to pay. The ferry was seized.

In 1997, the Ilyich was auctioned and acquired by Cyprus-based Penomi Shipping and renamed Anastasia IV. The same year, she was sold again to Saint Vincent and the Grenadines-registered KS Windward Venture which planned to operate her between Barbados and Venezuela as Windward Pride. She headed for the Caribbean in late May 1997. In October, she was acquired by Estonian Shipping Co, came back to Northern Europe and became the Baltic Kristina to be operated in the Baltic Sea under the Estonian then Latvian flags. Shipowners also came one after another.

Robin des Bois - 24 - Shipbreaking # 64, v2 – November 2021
In February 2007, she was once again auctioned and acquired for 1,12 million €. She was 34 years old, she became the Panamanian *Atlas 1* and headed for the Mediterranean to be chartered by her new owner, Fernseh & Marketing GmbH based in Hamburg (Germany), to various companies. With not much success though she was chartered to Comarit for a summer service between Almeria (Spain) and Al Hoceima (Morocco) as *Badis*.

In October 2007, she was sold to the Greek Nobel Maritime Inc. She was operated by Ventouris Ferries mainly on the route from Bari (Italy) to Durres (Albania) as the Panamanian *Rigel* then from 2013 onwards as the Cyprus-flagged *Rigel 1*. Officially owned since 2003 by Panama-registered Saphir Marine SA care of Nobel Maritime Inc (Greece).

On August 30, 2021, thanks to a magical and economical paint brush, the *Rigel 1* became the *Roger*. She left Piraeus (Greece), bound for Port Said (Egypt), entrance gate of the Suez canal. She reported to be heading for Alang. She was beached there on October 9 flying the flag of Comoros.
Cruise ship


![Albatros, upbound Bosporus in May 2011. © Marc Ottini](image)


![Lion Queen, June 1, 1994, Grenaa, (Denmark) © Pieter Inpijn](image)

In 2012, the *Amusement World* and *Leisure World* were the first two ships reflagged to the Palau International register newly established in the flag of convenience business. Owned by Jackstone Maritime Ltd (Singapore). Acquired by United Kingdom-based NKD Maritime Ltd prior to her departure for demolition in India.

![Amusement World departing Penang (Malaysia). © Honest Cruiser](image)

![Amusement World, Alang. © Eren Topcu](image)
Fishing ship

**Elladora** (ex-Arctur 7777, ex-Arctur, ex-Arctur 7777, ex-Orvar). IMO 8106824. Length 51 m, 959 t. Deflagged from Russia to Mongolia for her last voyage renamed *Pandora*. Classification society Russian Maritime Register of Shipping. Built in 1982 in Akureyri (Iceland) by Slippstodin Oddi. She was reflagged to Russia in 1998 when she was acquired by Virma Co Ltd based in Murmansk.

She left for the Russian Far East in 2007, with Nevelsk, Sakhalin Oblast, as homeport then Magadan on the northern shores of the Okhotsk Sea. Her last known owner was Magadanryba (Russia). Laid up since August 2019. In September 2021, she was sold, deflagged, renamed and beached for demolition in Bangladesh.

**Navigator** (ex-Maja E, ex-Juni, ex-Venus, ex-Juni). IMO 7223223. Length 78 m. Guinea Bissau flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Pasaia (Spain) by Luzuriaga; lengthened in 1994 from 68 to 78 m. Her last known owner was Global Fishing Services (Singapore) since 2019. Towed for demolition in Liepaja (Latvia).
Factory ship

Kapitan Demidyuk (ex-MYS Khersones, ex-Marshall Sudets). IMO 8624565. Length 114 m, 5,488 t. Deflagged from Russia to St Kitts and Nevis for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolayev (Ukraine) by Ókean. One of the 7 Antarctica-type factory ships built by the Ukrainian yard between 1984 and 1988. They were designed for pelagic and ground fishing and for the production of frozen fish (24 t/day), canned fish (50,000 cans n°6/16 hours), canned krill (75,000 cans n°1/16 hours) and meal fish (60 t/day of raw fish). Owned by Preobrazheniye Trawler Fleet (Russia). Her homeport was Nakhodka in the Russian Far East. Acquired by Prayati Shipping (India), she was beached in Alang on September 21.

Ostronov 11 (ex-Mlechnyy Put). IMO 8131661. Length 101 m, 3,504 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1981 in Stralsund (Germany) by VEB Volkswerft. one of the 201 Prometey-type or project Atlantik-434 factory ships built by the East German yard and the Romanian Braila yard between 1972 and 1989. They were designed for pelagic and ground fishing and for the production of frozen fish (50 t/day), canned fish liver (24,000 cans/day), meal fish (50-60 t/day of raw fish) and fish liver oil (4.5 t/day of raw fish). Owned by Ostrovnoy Rybokombinat based in Sakhalin (Russia). Sold for demolition in India.
Reefers


Her ownership changed to interests based in the Netherlands Antilles, the Cayman Islands and Panama, and finally Thailand. Chainavee Cold Storage Co Ltd based in Samut Sakhon on the Gulf of Thailand used her as a mothership for its fishing fleet and to supply the Thai seafood processing industry and its cheap fish exports.

On 31 July 2015, the Honduran-flagged *Blissful Reefer* was intercepted by Papua New Guinea and diverted to Port Moresby. She was carrying fish but also slaves. 6 Cambodian and 2 Burmese nationals held as forced labourers were quickly freed. They were due to be transferred on board the fishing trawlers *Chainavee 12* and *Chainavee 24*. The 19 other crew members and the master were questioned to identify other potential victims. According to the International Organization for Migration, the *Blissful Reefer* was part of a vast human trafficking network providing fishing boats with a slave workforce. The men were recruited mainly from Cambodia, Burma or Laos allegedly to work in Thai land, but actually embarked as slave labourers on the fishing ships, including those of the Chainavee Group.

In January 2016, the slave ship returned to Samut Sakhon but remained laid up. She left Thailand on August 18, 2021 and was beached in Chattogram on September 4.

**Celtic Ice (ex-Silver Sea 1, ex-Silver Sea, ex-Celtic Ice, ex-Celtic).** IMO 7727102. Length 82 m, 1,445 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Lemmer (Netherlands) by Friesland. Lengthened in 1982 from 67 to 82 m. Owned by Silver Sea Marine Co Ltd (Thailand). Sold for demolition in Bangladesh.

Chainavee Reefer (ex-Casablanca). IMO 7637591. Length 102 m, 1,480 t. Deflagged from Honduras to Cameroon for her last voyage renamed PK Marine 4. Classification society Bureau Veritas. Built in 1980 in Groningen (Netherlands) by Nieuw Noord Nederlandse; lengthened in 1983 from 84 to 102 m. Owned by Chainavee Cold Storage Co Ltd (Thailand), like the Blissful Reefer (see above) she joined on Chattogram beach on September 8.

Dafeng Mariner (ex-Sijilmassa I, ex-Atlas Venture, ex-Smara II, ex-Asian Rex). IMO 8319031. Length 94 m, 1,984 t. Deflagged from Panama to Palau for her last voyage shortened to Dafeng. Classification society Panama Maritime Documentation Services. Built in 1984 in Hachinohe (Japan) by Kitanihon. Owned by Hong Kong-registered He Yue Shipping Ltd care of Lucky Ocean Shipping Services Co Ltd (China). 9 detentions: in 1998 in Esbjerg (Denmark), in 1999 in Boston (Massachussetts, USA), in 2001 in Charlottetown (Canada), Brest (France) and Vlissingen ((Netherlands) and in 2006, 2011, 2016 and 2017 in Fuzhou (China).

On November 7, 2020, the Dafeng Mariner en route for a ship repair yard in Zhejiang (China) suffered a water ingress. Sea conditions were rough, the ship started to list and dropped anchor southwest off Matsu Islands (Taiwan). The crew of 23 sailors including 8 Indonesian and 15 Chinese nationals was airlifted. The ship was declared a total loss. She was acquired in July 2021 by Singapore-based Ace Ship Recycling Pte Ltd prior to her departure for demolition in Bangladesh.
**Delta Reefer (ex-Pegasas, ex-Koshka, ex-Vianneytte, ex-Pacific Peeress).** IMO 7912408. Length 91 m, 1,780 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Hendrik-Ido-Ambach (Netherlands) by Jonker & Stans; lengthened in 1983 from 75 to 91 m. Owned by Croftec Ventures Ltd registered in the British Virgin Islands. 4 detentions: in 1998 in Villagarcia de Arosa (Spain), in 2004 in Kaliningrad (Russia) and in 2009 in Las Palmas (Canary Islands, Spain) and Damietta (Egypt). Sold for demolition in Turkey.

*Delta Reefer, arrival at Douala (Cameroon), March 9, 2018. © V Beletskiy*

**Green Klipper (ex-Orange Klipper).** IMO 9001904. Length 108 m, 2,495 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1991 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Green Shipping AS (Norway). Detained in 2009 in Ceuta (Spain) and in 2017 in Trapani (Italy). Sold for demolition in India. 505 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.

*November 20, 2020, Green Klipper, Ijmuiden (Netherlands). © Erwin Willems*

*February 1994, Oceaan Klipper, Eemshaven (Netherlands). © Frits Olinga*

**Green Ocean (ex-Oceaan Klipper).** IMO 9001916. Length 108 m, 2,495 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Green Shipping AS (Norway). Sold for demolition in India. 505 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.

*July 27, 2021, the inseparable, Green Ocean and Green Klipper, Sai Bandhan Infinium yard. © Alang Shipbreaking-Marine Traffic*
Hai Feng 895 (ex-Chikuma). IMO 8814237. Length 100 m, 2,200 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to Feng 95. Classification society China Classification Society. Built in 1989 in Hachinohe (Japan) by Kitanihon Shipbuilding Co. Detained in 2004 in Shimizu (Japan). Owned by Zhongyu Global Seafood Corp (China). Acquired by Last Voyage DMCC registered in the United Arab Emirates prior to her departure for demolition in India.

Hai Feng 895, May 11, 2006, Guanabara Bay, Rio de Janeiro (Brazil). © Edson de Lima Lucas

Kapitan Stekolshchikov. IMO 8884256. Fish carrier. Length 55 m, 734 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1994 in Khabarovsk (Russia) by S.M.Kirova. One of the 100 Raduzhnyy-type fish carriers or project 1350 built between 1974 and 1996 by the Russian Far-East shipyard. Detained in 2002 in Otaru (Japan). Owned by Eastern Refrigeration Co Ltd (Russia). Her homeport was Petropavlovsk-Kamchatskiy. Acquired by Hong Kong-based Trade Bridge Inc Ltd prior to her departure for demolition in Bangladesh.

Vladivostok, September 28, 2017. © Sergei Skriabin


La Manche, rio de la Plata, March 2013 © CW-vesseltracker

March 1996, Akashi Rex, docked in Le Havre (France). © Pascal Bredel

May 2017, Lake Glory Bangkok (Thailand). © Graham Buchan Innes


August 16, 1997, Green Eskimo passing off Terneuzen (Netherlands). © Pascal Bredel

February 10, 2016, Sein Sun, Busan Port (South Korea). © Vladimir Tonic

Xin Yu 1 (ex-Xing Yun, ex-Xue Lin, ex-Snowmass, ex-Keifu Maru). IMO 8203816. Length 109 m, 3,221 t. Deflagged from Mongolia to Palau for her last voyage shortened to Xin Yu. Classification society Panama Maritime Documentation Services. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. 4 detentions: in 2013 in Fuzhou (China), in 2015 in Singapore and in 2019 twice in Busan (South Korea). Owned by Fangwei Shipping Ltd (Hong Kong, China). Acquired by Jia Hang Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh.

Xing Yun, Anchorage passage (Alaska, USA), May 2006. © Sergey Skvortsov
General cargo carrier

<table>
<thead>
<tr>
<th>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.</th>
</tr>
</thead>
</table>

18 demolitions, 41,000 tons, 3% of the global tonnage. Only one ship, the *Saga Tide*, is longer than 150 m and represents alone 26% of the tonnage of the category. The average age at the time of demolition is 31 years.

13 ships (72%) had been delivered a certificate by a lower-ranked classification society that did not belong to the IACS. The percentage is 22% for the whole ships scrapped in the third quarter 2021.

The retention rate of the category is 72%. The *Lark* and the *Nordan*, 14 detentions each, shine on the substandard ship podium along with the *Qatar Sadiq* 2, 11 detentions.

The three ships owned by a Papuan New Guinea shipping company which were identified by Robin des Bois (cf. "Shipbreaking" # 62, p. 10-11) were towed to Bangladeshi yards.

Three ships belonged to European shipowners. The *Andromeda* owned by a Greek company would have been sold for scrapping in Turkey. The Danish *SC Nordic* is being recycled in Denmark. As for the *Saga Tide* owned by the Norwegian Saga Shipholding Norway AS, she was beached in India.

*Andromeda* (ex-*Lotta*, ex-*Glory*, ex-*Ladoga-17*). IMO 7614666. IMO 7614666. Length 81 m, 1,045 t. Togolese flag since October 2020. Classification society Maritime Bureau of Shipping. Built in 1979 in Uusikaupunki (Finland) by Rauma-Repola. She was one of the 10 Ladoga-type river and sea-going ships or project 285 built by the Finnish yard by for the transport of wood and various bulk or containerized cargo.

9 detentions: in 2000 in Saint-Malo (France), in 2004 in Aarhus (Denmark), in 2006 in Howdendyke (United Kingdom), in 2014 in Zeebrugge (Belgium) in 2015 in Tuzla (Turkey) and Heraklio (Greece), in 2016 in Sfax (Tunisia) and in 2017 in Beirut (Lebanon) and in Aspropyrgos (Greece). Banned from European ports in August 2017 for three months. In January 2018 she was arrested by the Greek Navy on suspicion of arm trafficking. One year later, the crew and the shipowner were acquitted and released. The *Andromeda* resumed trading. She was one of the 106 substandard ships highlighted by Robin des Bois in May 2020 (cf. "Shipbreaking" # 59 p 7-8). Owned by Andromeda ship management SA (Greece).

In October 2020, the ship was acquired by Belinda Shipholding Corp registered in the Marshall Islands. According to Medscrap, a company reported as an expert on ship trade for recycling all over the Mediterranean, Northwest Africa and the Black Sea since 1990, she would have been sold for scrapping. Her last AIS signal spotted her in the sea of Marmara, Turkey. Her end of life needs to be confirmed, her official status is still "in service".

*Andromeda*, Heraklio (Crete, Greece), July 24, 2019. © Axel aus Do
Celebration G (ex-Celebration, ex-Thorco Celebration, ex-BBC Brazil, ex-Ile de Re, ex-Ursula). IMO 9258997. Length 143 m, 3,977 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 2002 in Galati (Romania) by Damen Galati; completed in Foxhol (Netherlands). 3 detentions: in 2011 in Montreal (Canada), in 2014 in Darwin (Northern Territories, Australia), in 2018 in Bremen (Germany). Owned by Marshall Islands-registered Bluegill Maritime Inc care of Glory Denizcilik (Turkey). On June 20, 2021, the Celebration G suffered an engine failure in the Gulf of Aden and went adrift for a number of days. She was eventually towed to Khor Fakkan (United Arab Emirates). Since then, her official status has been “in casualty/repair”. She was reported sold for demolition in India.

Golden Sailing (ex-Southern Star, ex-Diamond 8, ex-Byuksang 3003, ex-Hanjin 3003). IMO 9054949. Length 94 m, 1,545 t. Sierra Leone flag. Unknown classification society. Built in 1992 in Busan (South Korea) by Dae Sun SB & E Co.

On April 11, the Diamond 8 was arrested southwest of Mindanao Island by the Filipino Navy. She was trying to offload 1350 tons of rice of Vietnamese origin in spite of the ban on rice exports in force since 2017 in the Philippines to protect local farmers. She was operated by a Hong Kong-based company and was flying the Mongolian flag. The 27,180 sacks of rice were confiscated. The crew of 4 Chinese (including the master) and 11 Bangladeshi seamen along with 51 Filipino nationals hired to unload the rice cargo were confined aboard in Zamboaga anchorage area. On July 3, all charges against the crew were dropped. The sailors were repatriated, the ship was allowed to leave the Filipino port. She was renamed and reflagged in October 2018.

Her last known owner since June 2019 was Anguilla-registered Future Smart Ltd care of Great Rich Holdings Ltd (Samoa). She left Taiwan on August 25, 2021 and was beached in Bangladesh. 580 US$ per ton.
**Hanjin 3006. IMO 9129043.** Length 99 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Masan (South Korea) by Korea Tacoma. Owned by Hanjin Transportation Co Ltd (South Korea). Being broken up in Mokpo (South Korea).


The three ships owned by the Papua New Guinea shipping company Bismark Maritime, laid up in Lae were on sale. (cf. "Shipbreaking" # 62, p 10-11). They were acquired by a certain Singapore-based Maimah Marine Pte Ltd and towed up to Chattogram shipbreaking yards (Bangladesh). The Island Express, Moresby Express and Pacific Express were all delagged in June 2021 to Niue then to Gabon. For this last voyage, the classification society was Union Marine Classification Society, a company reported to have been appointed to register sea-going vessels under the Comoros flag for a period of 25 years; Comoros terminated the contract in 2012 for lack of payment of the agreed fees.

Island Express (ex-BBC Denmark, ex-Wangerooge). IMO 9197674. Length 101 m, 2,686 t. Classification society Registro Italiano Navale jusqu'au 30 December 2020. Built in 1999 in Shanghai (China) by Zhonghua Shipyard. Detained in 2011 in Fremantle (Australia). The Island Express was laid up since April 12, 2020 in Lae (Papua New Guinea), with no propulsion means and to be sold as is with 4 tons of marine gasoil (MGO) and 8 tons of heavy fuel (HFO). Shortened to Island 10, she was beached on September 12, 2021 by tug Intan Sari (IMO 9398864).

Moresby Express II (ex-BBC Ukraine, ex-BBC Japan, ex-Juister Riff). IMO 9224611. Length 101 m, 2,785 t. Classification society Registro Italiano Navale jusqu'au 31 December 2020. Built in 2000 in Tianjin (China) by Tianjin Xingang. Detained in 2006 in Korsakov (Russia) and in 2011 in Tianjin (China). The Moresby Express II Express was laid up since June 12, 2020 in Lae, with no propulsion means and to be sold as is with 4 tons of marine gasoil (MGO). Shortened to Moresby 10 she was beached on September 22, 2021 by tug Masindra Jeddah (IMO 9543184).

Pacific Express (ex-Ulla Scan, ex-Balticon Hamburg, ex-BBC America, ex-Karsnes, ex-Bingum, ex-BBC America). IMO 9173343. Length 101 m, 2,722 t. Classification society Registro Italiano Navale jusqu'au 23 August 2018. Built in 1999 in Tianjin (China) by Tianjin Xingang. 3 detentions: in 2004 in Argentina (Canada) and Vladivostok (Russia) and in 2007 in Cagliari (Italy). The Pacific Express II Express was laid up since October 2017 in Lae, with no propulsion means and to be sold as is with 4 tons of marine gasoil (MGO) and 45 tons of heavy fuel (HFO). Shortened to Pacific 10, she was beached on September 14 by tug Ewan Adventure (IMO 9491434).
general cargo carrier


Nakhodka, May 31, 2013, loading used tyres. © Andy.ru

*Moresby Express II*. IMO 9224611. See Bismarck Maritime, previous page.


Owned by Tursir Marine & Trade Co SA (Turkey). 14 detentions: in 2002 and 2003 in Calais (France), in 2004 in Waterford (Ireland), in 2007 in Rouen (France), in 2008 in Belfast (Northern Ireland, United Kingdom) and Koper (Slovenia), in 2010 in Calais again, in 2012 in Alexandria (Egypt), in 2013 in Portoscusco (Italy), in 2014 in Izmir (Turkey), in 2017 in Bandirma (Turkey) and Temryuk (Russia) and in 2019 in Novorossiysk (Russia) and Braila (Romania). Beached for demolition in Pakistan.

Pacific Express. IMO 9173343. See Bismarck Maritime, page 36.


Saga Tide. IMO 8918277. Length 199 m, 10,712 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Oshima (Japan) by Oshima Shipbuilding. Owned by Saga Shipholding Norway AS (Norway). Sold for demolition in India. 598 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.

![Image of SC Nordic](image1.jpg) IJmuiden (Netherlands), October 2018. © Wim Vrolijk

![Image of SC Nordic](image2.jpg) SC Nordic, September 2021, Fornaes Ship Recycling yard. © Kamil Miasko


**Yoshu Maru No. 11.** IMO 9180528. Length 67 m, 1,051 t. Deflagged from Japan to Sierra Leone for her last voyage renamed Lola. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Kegoya Dock. Owned by Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh.

![Image of Yoshu Maru No. 11](image3.jpg) August 18, 2021, port of Mishima Kawanoe (Japan), the Yoshu Maru No. 11 renamed Lola. © M Yohei
Container ship

Reefership Marine Services LLC is the exclusive maritime transport provider for Dole Fresh Fruit Co, a subsidiary of the US multinational fruit company Dole Food Company. The San Jose (Costa Rica) based shipowner claims to have the “world’s largest fleet of refrigerated pallet or refrigerated container vessels”. Its oldest vessels are being scrapped and replaced by the brand new Dole Maya and Dole Aztec. The Dole Honduras (see “Shipbreaking” # 62, p. 43) and Dole Costa Rica (see “Shipbreaking ” # 63, p. 26), have already been beached in Alang. They are joined this quarter by the last two sisterships Dole California and Dole Honduras. 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


Tanker

100 demolitions, 1,1 million tons, 74% of the global scrapped tonnage. The share of chemical, oil and gas tankers continues to rise. A year ago, in the 3rd quarter of 2020, they represented only 14% of the tonnage. The average age at the time of demolition is 27 years. The detention rate prior scrapping is 25% for gas carriers, 27% for oil tankers and 39% for chemical tankers.

The tanker market is an almost monopoly of the Indian sub-continent (95% of tonnage), of which 51% is for Bangladesh alone, 19% for Pakistan and 17% for India.

No tanker was scrapped in Europe. 14 ships belonged to European shipowners and were sent to yards in India (5), Bangladesh (4), Turkey (3) and Pakistan (2). The Norwegian shipowner Knutsen sends its tankers either to Turkey or to India. For its chemical tankers, Stolt Tankers BV chooses Indian yards and their unrivalled purchase prices per ton.

Oil tanker

Of the 64 tankers scrapped from July to September 2021, 42 are "small" units of less than 80,000 tons deadweight. 15 are between 80,000 and 200,000 tons. 7 are VLCCs of more than 200,000 tons, they represent 37% of the tonnage of the category.

Based on the inventory of toxic materials on board a tanker ready for scrapping as established by the Norwegian Ministry of the Environment, the owners of the 64 tankers scrapped in the 3rd quarter of 2021 exported 41,116 m³ of oil sludge.

Five tankers had already been reported sold for scrapping in previous months or years but did not reach the scrapyards.

Three are Covid survivors. At the end of 2019-beginning of 2020, the Simba (ex-Lorena BR, p. 60), Hapon (ex-Ghawar, p. 50) and Peron (ex-Safaniyah, p. 56) had been sold by their owners, the Brazilian Petrobras for the first one, the Saudi Bahri for the two others. They had no time to reach the shipbreaking yards. Farree Co Ltd, based in Dalian (China), had a nose for it: in March 2020, it acquired the Ghawar and Safaniyah, whose scrap value was then 400 US$ per ton. In 2021, the Chinese company was able to sell them at 595 US$ per ton. The Ghawar, renamed Hapon, was beached in Bangladesh. The final destination of the Peron is still subject to late speculations: the ship has left Singapore but her location in unknown as her AIS is switched off.

The other two stragglers, the Penny H (p. 55) ex-Ramlah of Saudi Bahri and the Silvana III (p. 60) ex-Ataka of Greek NGM Energy SA had been sold for demolition in September 2018 but were diverted from the yards. They have just been sold for scrapping again.

The possible further trading of ships doomed to be scrapped raises questions about maritime safety, environmental protection in case of casualty or sinking and the legality of the commercial operations of these ships.

On September 6, 2016 around midnight, the **Aframax River** was leaving Houston oil terminal (Texas, USA) after having unloaded her cargo. She collided with two mooring dolphins, a bunker tank was punctured and spilled 90,000 gallons (330 t) of marine gasoil. The oil sheen ignited, the raging fire was only extinguished 90 minutes later. The port traffic in the channel was closed for 15 hours. According to coast guard officials, most of the fuel had burnt up or evaporated. Four residual oil sheens that were threatening San Jacinto historical State park were cleaned up. Damages and losses amounted to 1.5 million US$. No crewmembers or firefighters were hurt. The **Aframax River** resumed trading. On September 11, 2021, she was beached in Bangladesh.

Asean Link (ex-Golden Dragon II), IMO 9054339. Length 50 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Singapore by ASL. Owned by Golden Bay Shipping Pte Ltd (Singapore). Nippon Kaiji Kyokai considers she was sold for scrapping. The ship’s official status is still "in service". In June, her latest reported location spotted her in Suralaya (Indonesia).


Betty Knutsen passing off Terneuzen (Netherlands), June 14, 2003. © Pascal Bredel

Shipbreaking yard. Aliaga. © Selim San


On Chaophraya river, Bangkok (Thailand), June 2017. © Trakul Pumsnoh


Au large de Semarang (Indonesia), December 2013. © Hardship

![Cape Balder](image1)  
May 28, 2007, Oman Gulf, © konstantins.galimovs

![Cape Balder](image2)  
Rio de Janeiro (Brazil), 11 September 2007. © Edson de Lima Lucas


![Catur Samudra](image3)  


![Chiron](image4)  
Seadevil, May 1998, outbound Le Havre (France). © Pascal Bredel

![Chiron](image5)  
Chiron, August 2021, Gadani. © Gadani Ship Breaking Yard Pakistan
**Clipper (ex-Nanny, ex-Nathalie Sif)**, IMO 9051399. Double hull. Length 117 m, 3,590 t. Deflagged from Mongolia to St Kitts and Nevis for her last voyage renamed Jia Hang. Classification society United Maritime Classification. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Rich United Trading Ltd (Hong Kong, China). Acquired by Jia Hang Shipping Ltd based in Hong Kong (China) prior to her departure for demolition in Bangladesh.

![Image of Clipper](image1)

January 18, 1994, *Nathalie Sif* arriving at Le Havre (France). © Pascal Bredel


![Image of Damas](image2)

Overseas Rimar, January 2012, departing Willemstad, Curacao, Netherlands Antilles. © Cees Bustraan

Damas. © Gadani Ship Breaking Group

**De Sing Jin (ex-Tai An, ex-Kun Lun You 001, ex-Feng Ye 36)**. IMO 8676324. Length 117 m, 2,603 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 2002 in Taizhou (China) by Taizhou Wuzhou. Owned by Petro-Century Holdings Ltd (Taiwan). Acquired by Forward Marine Ltd registered in Hong Kong (China) for demolition in Bangladesh.

![Image of De Sing Jin](image3)

De Sing Jin, port of Kaohsiung (Taiwan), August 2017. © Ya Ray Yang

St John, (New Brunswick, Canada), December 2019. © Steven Kennedy


Hawk, in Yokohama (Japan), September 2012. © Nobu Tadaki


Unicon, Jurong Island, Singapore, January 2013. © Tommy Chia

Escapade, October 2021, beached in Gadani, plot # 69. © Gadani Ship Breaking Yard


**Hapon** (ex-Gringo, ex-Ghawar). IMO 9102241. Double hull. Length 340 m, 48,100 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1996 in Nagasaki (Japan) by Mitsubishi. In February 2020 the Saudi shipowner Bahri reported the sale of its VLCC Ghawar for 407 US$ per ton to St Kitts and Nevis-registered Maximus Shipping. Covid stopped the Ghawar from reaching the shipbreaking yards. She became the Comorian Gringo. Since March 2020 her owner was Marshall Islands-registered Hapon Ltd care of Farree Co Ltd (China) also buyer of the Peron, ex-Safaniyah (see p. 56). She was reflagged to Panama. In September 2021, she was sold again and was beached for demolition in Bangladesh. 595 US$ per ton.

**Hong Yun** (ex-*Golden Fortune*, ex-*Soyang*, ex-*Crane Trader*, ex-*Kakurei Maru*), IMO 8402436. Length 104 m, 1,898 t. Deflagged from Mongolia to Sierra Leone for her last voyage renamed *Hong Yun 9*. Classification society Sing Class International. Built in 1983 in Hashihama (Japan) by Taihei Kogyo. Owned by Jia Hang Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

*Soyang August 2010, port of Masan (South Korea). © Vladimir Knyaz*


**Jubilee Star** (ex-*Overseas Sovereign*, ex-*Sovereign Unity*). IMO 9118381. Ex VLCC converted in stockage floatant FSO in 2015. Length 330 m, 42,760 t. Thai flag. Classification society American Bureau of Shipping. Built in 1996 in Ariake (Japan) by Hitachi. Owned by Singha Tankers Co Ltd (Thailand). Sold as is in Malaysia. 572 US$ per ton. On October 24, she left her anchorage and sailed to Singapour. She was renamed *Jubilant*, deflagged to Comoros and is now heading for Chattogram.

**Sovereign Unity** anchors in Delaware Bay on a very calm day of February 2000. © John Curdy
**Kapitan Ponikarovskiy (ex-Vidnoye).** IMO 7636614. Length 116 m, 3,423 t. Russian flag. Classification society Registro Italiano Navale. Built in 1979 in Rauma (Finland) by Rauma-Repola. One of the 25 Kaliningradneft-type tankers, or project 675, built by the Finnish yard between 1978 and 1983. They were used as replenishing tankers by the Soviet fishing fleet and merchant fleet and with regard two of them by the Soviet Navy. Owned by Kontur-SPB (Russia). Sold for demolition in Bangladesh.

**Karen Knutsen (ex-Knock Whillan).** IMO 9169615. Double hull. Length 276 m, 25,865 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by KNOT Management AS (Norway). She left Takoradi (Ghana) and was beached in Alang.

**Lila Dubai (ex-Al Nouf).** IMO 9422990. Length 237 m, 18,055 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2010 in Ulsan (South Korea) by Hyundai. Owned by officiel since January 2020 Aria Seaway Ltd registered au Liberia. Remorqué for demolition au Pakistan.

**Lindoia BR.** IMO 8617093. Double hull. Length 177 m, 9,824 t. Brazilian flag. Classification society Det Norske Veritas. Built in 1996 in Rio de Janeiro (Brazil) by EISA. Detained. Owned by Petrobras Transporte SA - Transpetro (Brazil). Sold as is in Fortaleza (Brazil) for demolition in India. 438 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

Lucky Dolphin (ex-Petrolimex 06, ex-Koo Yong). IMO 9137583. Length 179 m, 7,486 t. Vietnamese flag. Classification society Det Norske Veritas. Built in 1996 in Numakuma (Japan) by Tsuneishi. Detained in 2011 in Ulsan (South Korea). Owned by Lucky Invest Co Ltd (Vietnam). Sold for demolition. She left Fujairah (United Arab Emirates) and was beached in Gadani. 608 US$ per ton.

Petrolimex 06, Singapore, October 20, 2019. © Gerolf Drebes

Maria Olga (ex-Aegean VIII, ex-Dragon Summit, ex-Dong Yang). IMO 8313556. Length 87 m. Deflagged from Greece to Togo for her last voyage shortened to Aria. Unknown classification society. Built in 1984 in Ulsan (South Korea) by Banguhjin. Owned by Zephiros Shipping Co (Greece). Acquired by Belinda Shipholding Corp registered in the Marshall Islands prior to her departure for demolition in Turkey.

Maria Olga bunkering the Costa Pacifica, Piraeus (Greece), October 2013. © Salinos.de.sign


Alpha Prosperity, Singapore June 2010. © Iasha Chabrav

New Harmony, Chittagong, Bangladesh © Mohammad Islam Meah

![Ocean Porpoise](image1.jpg)  
*Ocean Porpoise, September 2021, Chattogram © Mohammad Islam Meah*


![Oceania](image2.jpg)  
*Oceania (ex-Bull Sumatera, ex-Marine Vanessa, ex-Gener8 Elektra, ex-Genmar Elektra, ex-Fantasy), Singapore, March 2011. © Ernest Olshtynskiy*

**Oro Singa (ex-Roil Orchid, ex-Pacific London, ex-Koa Spirit, ex-Bona Verity).** IMO 9171838. Double hull. Length 253 m, 17,708 t. Deflagged from Indonesia to Comoros for her last voyage renamed Singapura. Classification society Korean Register of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Oro Holdings Pte Ltd (Indonesia). Acquired by Liberia-registered Nora Seaway Lt prior to her departure for demolition in Bangladesh. One worker was killed during her demolition (cf. p.16).

![Oro Singa](image3.jpg)  
*Oro Singa (ex-Roil Orchid, ex-Pacific London, ex-Koa Spirit, ex-Bona Verity), At Balikpapan (Indonesia), November 2019. © Nakhoda Zensu*


The **Palladiy** arrived in Busan in May 2018 for maintenance work. In June, 8 of the 16 crewmen filed a complaint over 5-month unpaid wages. The ship was detained for violations of the Maritime Labour Convention (MLC). On August 28, the **Palladiy** attempted to leave Busan without clearance and without having paid the shipyard and a fine for port pollution. She was stopped by the coastguard. The shipowner, the master, the chief engineer and 3 seamen were detained for rebellion. The shipowner was sentenced to two and a half years in prison, the master to one year and the seamen to 10 months each; the chief engineer received a suspended sentence. The other crewmen were not allowed to leave the ship until the investigation was completed. With the help of the SUR (Seafarers’ Union of Russia), they were repatriated, in December 2018 for the last ones. The **Palladiy** remained in Busan.

In July 2021, she was acquired by Trade Bridge Inc Ltd based in Hong Kong (China) and left for demolition in Bangladesh.

**Penny H (ex-Wu Xian, ex-Amlah, ex-Ramlah).** IMO 9102239. Double hull. Length 340 m, 47,342 t. Tanzanian flag since December 2020 but this registration was reported false. Classification society Panama Maritime Documentation Services. Built in 1996 in Nagasaki (Japan) by Mitsubishi.

In September 2018, the VLCC **Ramlah** owned by Bahri (Saudi Arabia) was sold for demolition at 438.5 US$ per ton, including 1600 tons of bunkers. She was shortened to **Amlah** and deflagged to Palau. Though, she was allegedly sold for further trading. No port calls has been reported for a year. She was renamed twice and de-flagged three times. Her official owner since March 2019 is Green Ocean Ship Management Pvt Ltd (India).

In March 2021, she was detained in Malacca (Malaysia). She is officially « to be broken up » since September 17, 2021. 598 US$ per ton. The destination of demolition is to date unknown.
Peron (ex-Lila Rome, ex-Safaniyah). IMO 9102277. Length 340 m, 48,100 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Nagasaki (Japan) by Mitsubishi. In January 2020, the VLCC Safaniyah was acquired by a certain Monrovia-registered Bella Shipping Ltd at 393 US$ per ton. Lloyd's Register of Shipping considered she was sold for scrapping since that date. Covid stopped the VLCC from reaching the shipbreaking yards. In February 2020, she was sold to Peron Ltd, care of Farree Co Ltd (China), also buyer of the Hapon (see p. 50). In September 2021, she was again reported sold for scrapping. 595 US$ per ton. The destination of demolition is to date unknown. Her last location was Singapore area.


Rubicon Vantage (ex-Nordic Trym, ex-Petrotrym, ex-Primo, ex-Osco Beduin). IMO 8407101. Ex shuttle tanker converted in 2008 to a (FPSO) Floating, Production, Storage and Offloading unit. Length 229 m, 19,687 t.

Tanker times, the Petrotrym outbound Le Havre (France), February 17, 1996. © Pascal Bredel

Deflagged from Singapore to St Kitts and Nevis for her last voyage shortened to Rubi. Classification society Bureau Veritas. Built in 1987 in Dalian (China) by Dalian SY Co. Owned by Krisenergy Marine Pte Lt (Singapore). Sold as is in Thailand, she was towed by tug Bridge Water 163 (IMO 9351826) for demolition in Bangladesh. 585 US$ per ton.

Rubi, September 5, 2021, Singapore Strait, under tow to the scrapyards. © Piet Sinke

then beached in Chattogram September 25. © Fazlur Rahman


Sallie Knutsen at Brest repair yard (France), March 31, 2014. © Erwan Guégueniat

Sallie Knutsen, Alang. © Eren Topcu
Sanmar Stanza (ex-Freja Spring), IMO 9174488. Double hull. Length 183 m, 9,364 t. Indian flag. Classification society Indian Register of Shipping. Built in 1999 in Onomichi (Japan) by Onomichi Zosen. Owned by Sanmar Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 580 US$ per ton.

Sanmar Stanza, in Kochi (India), July 2017. © Robin P Joseph

Sea Coral (ex-Barnes, ex-Hampstead, ex-TI Ningbo, ex-Hampstead, ex-Megara), IMO 9077886. Converted in stockage flottant FSO in 2015. Length 332 m, 42,802 t. Deflagged from Cook Islands to St Kitts and Nevis for her last voyage shortened to Coral 1. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by An Zhong Shipping Pte Ltd (Singapore). In November 2020, the Sea Coral was seized at the request of the HSBC bank. She was anchored off Johor Bahru (Malaysia) with a crew of 25. In January 2021, she was declared abandoned. The crew had not been paid since October, and some seamen had been on board for 18 months. At the end of February, after intervention by the ITF (International Transport Workers' Federation), the insurer paid the wage arrears, and the crew was repatriated, except for a minimum safe manning crew. The Sea Coral was finally auctioned for demolition as is in Malaysia. 587 US$ per ton. She was eventually beached in Bangladesh.

The floating storage Sea Coral anchored off Tanjung Pelapas (Malaysia), April 22, 2020. © Foggy


Seafortune (ex-Asian Chemi, ex-Sun Calla, ex-Sutra Lima, ex-Ohsamu), IMO 9116216. Length 106 m, 2,591 t. Deflagged from Panama to St Kitts and Nevis for her last voyage renamed Seal. Classification society Overseas Marine Certification Services. Built in 1995 in Imabari (Japan) by Asakawa. Owned by Zhong Fu International (Hong Kong, China). Acquired by St Kitts and Nevis-registered Mendis Maritime Inc care of Nabeel Shipmanagement FZE (United Arab Emirates) for demolition in India.

Sun Calla, Brisbane (Australia), April 2009. © John Wilson
Seaway Hellas (ex-Cabo Hellas). IMO 9275725. Double hull. Length 228 m, 13,213 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to Hellas. Classification society American Bureau of Shipping. Built in 2003 in Okpo (South Korea) by Daewoo. Owned by International Seaways Inc (USA). Acquired as is in Singapore by St Kitts and Nevis-registered Danae International Corp prior to her departure for demolition in India.


In September 2018, the Panama-flagged Ataka, owned by Greek shipowner NGM Energy, was sold for scrapping at 430 US$ per ton. The exact destination was undisclosed, the ship was shortened to Taka and deflagged to Palau, a funeral flag. The ex-Ataka was diverted from the scrapyards. Her Marshall Islands-registered buyer, Cobb Maritime No 4 Ltd, sold her in November 2018 for further trading as Tian Ma Zuo to Silvana Ltd care of Kunlun Shipping Co Ltd of Shanghai, China. In January 2019, ownership of the vessel passed to Pegasus 88 Ltd also care of Kunlun Shipping. On September 25, 2019, Pegasus
88 Ltd, Kunlun Shipping Co Ltd and the ISM manager of the vessel, COSCO Shipping Seaman Shp Mgmt, were sanctioned by the US Treasury Department for transporting Iranian oil in May 2019. In November 2019, the VLCC was renamed *Silvana III*, again owned by the Shanghai-based Silvana Ltd. On December 5, she suffered engine troubles shortly after leaving Singapore. She was anchored without permission south of Penang (Malaysia). She refused to allow Malaysian Maritime Enforcement Agency (MMEA) inspectors on board for inspection and weighed anchor. She reached the Malaysian port of Langkawi further north and was eventually allowed to leave after repairs and inspection.

*Silvana III*, December, 2019. © Malaysian Maritime Enforcement Agency

In July 2021, she was acquired by the British Virgin Islands-registered and aptly named Potential Winner Ltd care of Silver Star Shipmanagement (United Arab Emirates). 600 US$ per ton. In three years, the value of the VLCC has increased by nearly 5 million US$. Renamed *Spirit*, she was beached in Pakistan.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

In December 2019, the *Lorena BR* owned by Transpetro (Brazil) was reported sold for demolition in Bangladesh at 328 US$ per ton including enough bunker for the voyage (see "Shipbreaking" # 58, p 43). She was shortened to *Lorena* in February 2020, then to *Ore* in May 2020. Due to the Covid effect, she was not able to reach the shipbreaking yards. She was sold and renamed *Simba* in August 2020. Since her initial sale for demolition in 2019, she had not resumed sailing but was successively registered in Djibouti, Comoros, Tanzania and finally Samoa Islands. She was beached on her own power in Alang on August 4, 2021.

The Tango was in the headlines in the summer of 2020 as Luna. She was one of four Greek-owned ships accused by the US of transporting Iranian-produced gasoline to Venezuela. The cargoes were seized off Oman and Cape Verde. The Luna was renamed Tango and resumed trading. After the Pandi (IMO 9105073), which was beached in Pakistan in July 2020 as Andy (see "Shipbreaking" # 61, p 59) and the Bering (IMO 9149225) beached in November 2020 in Bangladesh (see "Shipbreaking" # 62, p 52) as Alba, the ex-Luna is the third to be scrapped. She was beached in Bangladesh. The 4th member of the gang, the Bella (IMO 9208124) renamed Toro is still sailing.

Luna, Drapetsona, Piraeus (Greece), August 2020. © Giwrgos Mertis


November 13, 1993, Kilstraum inbound Le Havre (France). © Pascal Bredel


Zhong Yuan 18, February 3, 2020, Kaohsiung (Taiwan). © Ya Ray Yang

Robin des Bois - 61 - Shipbreaking # 64, v2 – November 2021
Chemical tanker

28 chemical tankers, 29% of the tanker category in units, 13% in tonnage. Many of them headed to India where shipbreaking yards acquired 15 of them accounting for 46% of the category tonnage. In particular, India acquired 5 ships at prices per ton reaching from 710 to 1090 US$ due to the quality of their stainless steel tanks.


Aysenaz (ex-Trans Fjord, ex-Leman IV). IMO 9034743. Length 114 m, 2,866 t. Turkish flag. Classification society Bureau Veritas. Built in 1993 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Hicri Ercili Denizzcilik AS (Turkey). Sold for demolition in India. 1,090 US$ per ton including 458 t of stainless steel, the record price of the quarter according to brokers. The official status of the ship has been "to be broken up" since August 31. She has not been beached yet.

Bon Atlantico (ex-Bon Chem, ex-Panam Atlantico). IMO 9248203. Double hull. Length 134 m, 4,450 t. Deflagged from India to St Kitts and Nevis for her last voyage shortened to Bon. Classification society Indian Register of Shipping. Built in 2001 in Imabari (Japan) by Asakawa Zosen. 4 detentions: in 2002 in Valparaiso (Chile), in 2007 in Houston (Texas, USA), in 2012 in Bandar Abbas (Iran) and in 2013 in Xiamen (China). Owned by Zen Shipping & Port India Pvt (India). Acquired by United Arab Emirates-based Last Voyage DMCC prior to her departure for demolition in India.
**chemical tanker**

*Bull Sumbawa (ex-Freja Maersk, ex-Bro Provider, ex-Iver Prosperity)*. IMO 9219276. Double hull. Length 177 m, 7,842 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 2001 in Busan (South Korea) by Hanjin HL. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh. 575 US$ per ton. This is a waste export from a European port. On October 22, the *Bull Sumbawa* left Setubal (Portugal) officially heading for Malta, on the way to the Suez canal and Asia. A disinformation strategy well-known by shipowners and also used this quarter by the operators of the *Odeep One* (cf. The END, p. 82)

*Bull Sumbawa*, Balikpapan (Indonesia), June 29, 2017. © Nasution


*Daeho Sunshine* in Ulsan (South Korea), December 2017. © Foggy


*Havelstern*, at Le Havre (France), July 11, 2001. © Pascal Bredel

*Ever Exuberant*, September 2021, Chattogram. © FaceBook-Shipbreaking Group
**chemical tanker**

*Get Luck (ex-Saehan Dreamstar, ex-Osm Encore, ex-Sun Geranium, ex-Sun Asia, ex-Sun Melody, ex-Fukushin).* IMO 9012173. Length 114 m, 3,056 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1991 in Nagasaki (Japan) by Hayashikane. 4 detentions: in 2003 in Shanghai (China), in 2009 in Gwangyang (South Korea), in 2018 in Ulsan (South Korea) and in 2019 in Pyeongtaek (South Korea). Owned by Samoa-registered Get Luck Marine Co Ltd care of Prosperous Worldwide Investment Inc (Hong Kong, China). Sold for demolition in Bangladesh.

*Get Luck, Kaohsiung (Taiwan), 20 October 20, 2020 © Ya Ray Yang*

*Hellenic Seas (ex-Willet, ex-Al-Saada, ex-Sinochem 9, ex-Millenia, ex-Shin A No. 1, ex-Chang Sung No. 1).* IMO 8877423. Length 78 m, 931 t. Comoros flag until October 2020. Classification society Det Norske Veritas. Built in 1994 in Tongyeong (South Korea) by Chungmu SB. Owned by Etihad Engineering & Marine (United Arab Emirates). 11 detentions: in 2010 in Bandar Khomeini (Iran) and Bandar Abbas (Iran), in 2012, 2015 and twice in 2016 in Bushire (Iran) and in 2017 three times in Bandar Khomeini then again in Bandar Abbas and in Bushire. Sold for demolition in Pakistan.

*Willet, Hamriyah, Sharjah. October 2018. © Rutger Hofma*

*Jetstar (ex-Vemaoil XXII, ex-Jian She 32).* IMO 9081083. Length 115 m, 2,950 t. Deflagged from Panama to Palau for her last voyage. Classification society Bureau Veritas. Built in 1994 in Busan (South Korea) by Daedong. Owned by Panama-registered Gemmy Marine SA care of Wills International Co Ltd (Taiwan). Sold for demolition in Bangladesh. 575 US$ per ton.

*Vemaoil XXII, Genoa (Italy), March 2010. © Purser - Fleetmon*

**Laurel** (ex-Tradewind Union, ex-Southern Lion). IMO 9175729. Double hull. Length 118 m, 3,337 t. Deflagged from Palau to St Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imabari (Japan) by Asakawa. Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure for demolition. She left Kaohsiung (Taiwan) on August 20, and was beached in Alang on September 25.

**Maiden Target** (ex-Battery Park, ex-Arabian Wind). IMO 8613554. Double bottom. Length 141 m, 4,253 t. Deflagged from Indonesia to Palau for her last voyage shortened to Target. Classification society Biro Klasifikasi Indonesia then International Register of Shipping since August 2021. Built in 1991 in Kurinoura (Japan) by Yawatahama. Owned by Waruna Nusa Sentana Pt (Indonesia). Acquired by Silver Star Ship Management FZE (United Arab Emirates) for demolition in India.
**chemical tanker**

*Parsa (ex-Jo Palm)*. IMO 8914776. Length 115 m, 3,100 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nandan (Japan) by Teraoka. Owned by Beykim Petrolculuk Gemi (Turkey). Detained in 2015 in Hambourg (Germany). Sold for demolition in India. 1,060 US$ per ton including 533 t of stainless steel. On August 10, she left her anchorage off Mersin (Turkey) and was beached in Alang on September 4.


*Prosper Sunshine (ex-Fatmawati, ex-Sunrise Orchid)*. IMO 9140463. Length 108 m, 2,556 t. deflagged from Tuvalu to St Kitts and Nevis for her last voyage shortened to *Shine*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Akitsu (Japan) by Shin Kurushima. Owned by Medusa Tankers Ltd (Hong Kong, China). Acquired by St Kitts and Nevis-registered Linus Maritime Inc prior to her departure for demolition in India.

Risanger inbound Klaipeda (Lithuania), January 2013. © Wlodek Sulkowski

Risa, Chattogram, August 25. © Rock Chy


Bonaire, outbound Le Havre (France), December 30, 1993. © Pascal Bredel


January 2003, Sichem Marbella, Aviles (Spain). © Sangrin

Robin des Bois

- 67 -

Shipbreaking # 64, v2 – November 2021
**Shun Sheng (ex-Shun Lung, ex-Mitrope)**. IMO 9154294. Double hull. Registered as a molten sulphur tanker. Length 149 m, 6,287 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska. Owned by Earn Rich HK Trading Ltd (Hong Kong, China). Reported sold for demolition in India in September 2016 at 285 US$ per ton as the Maltese *Mitrope* (cf. “Shipbreaking” # 45, p 42). She went on trading as *Shun Lung*, then *Shun Sheng* flying the flags of Belize, Domenica and Sierra Leone. She was finally beached in Chattogram on August 24, 2021.

![Mitrope, outbound Le Havre (France), November 14,1999. © Pascal Bredel](image1)

**Sky Sino (ex-Maritime Yuan, ex-Selendang Kencana)**. IMO 9187681. Length 183 m, 12,235 t. Deflagged from the Marshall Islands to St Kitts and Nevis for her last voyage renamed *Tina*. Classification society Nippon Kajji Kyokai. Built in 1998 in Dalian (China) by Dalian SY Co. Owned by Shanghai Anrita Shipping Co Ltd (China). Sold as is in Batam (Indonesia), she was eventually beached in Chattogram.

![Selendang Kencana in Hong Kong, April 2012. © Jerzy Nowak](image2)


![Prime Splendour, May 17, 2016, Singapore. © Alexander Demin](image3)

Panama Canal, December 2016. © Kenneth R Myers

Alang, Stolt Selje (center), between the ex-cruise ships Kamika (right) and Leisure World (left). © Eren Topcu


Stolt Spruce, July 2020, on the Schelde, between Perkpolder and Walsoorden (Netherlands). © Guy Claessens


Theresa Tiga, between the ex-cruise ships Kurnika (right) and Leisure World (left). © Eren Topcu


United Ocean 88, at berth in Kaohsiung (Taiwan), August 2020. © Ya Ray Yang
Gas carrier


**Bishu Maru, 2009, Osaka (Japan). © funegasuki**

**Wilpower. © Awilco LNG**

The *Thanos*, 36 years old, Vanuatu flag, is the ex VN *Sapeur* then owned by Seaowl France and chartered between 2015 and 2020 by the French Navy as a support and assistance vessel based in Brest. She notably took part to the response operations following the fire and sinking of *Grande America* in March 2019. Acquired in June 2020 by Trade Credent Ltd registered in Dublin (Ireland), she has since then been operated by Indian-based Hermes Maritime for the delivery of ships to be scrapped. She is currently towing a ship from Goseong (South Korea) to Chattogram, presumably the *North Energy* (see p. 71).

**© Marine Nationale**


**Gas Icon, Chattogram, September 2021. © Rock Chy**

**Hakusei Maru n°10 (ex-Koyo Maru No. 3).** IMO 9132636. Length 70 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Hitachi Mukaishima (Japan) by Hitachi Mukaishima. Owned by Seiwa Kaiun (Japan). Reported sold for scrapping by Nippon Kaiji Kyokai. She was spotted at last in Kudamatsu (Japan). For demolition by a local yard?

**Kurushima Strait, Imabari (Japan), April 2020. © Kenro Oshita**
gas carrier


[Image: Shanghai (China), 2010. © AAA-Shipspotting]


[Image: LNG Edo in Montoir (France), December 20, 2010. © Erwan Guéguéniat]
**Standorf** (ex-*Paracas*, ex-*Australgas*, ex-*Sombeke*). IMO 8902993. Length 166 m, 10,875 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tamise (Belgium) by Boelwerf. Owned by TGM Deniz Isletmeciligi (Turkey). Sold for demolition in India. 700 US$ per ton including 1,100 t of bunkers and aluminium tanks.

![Sombeke, passing Walsoorden (Netherlands), May 10, 1998. © Pascal Bredei](image1)

**Sombeke** (ex-*Paracas*, ex-*Australgas*, ex-*Sombeke*).

![Australgas, in Quintero (Chile), May 29, 2010. © J. Carlos](image2)

**Australgas**.


![Tokuyo Maru No.7, Hakodate (Hokkaido, Japan), March 2017. © Shigeru Nishiyama](image3)

**Cement carrier**

**Giat** (ex-*Ibiza Cement*, ex-*Cem Tico*, ex-*Cem Atlantico*, ex-*Malena*, ex-*Carina 2*, ex-*Koei Maru No. 3*). IMO 7397024. Length 118 m. Indonesian flag. Classification society Det Norske Veritas. Built in 1975 in Ube (Japan) by Ube Dockyard. Owned by Indobaruna Bulk Transport PT (Indonesia). 5 detentions: in 2001 in Augusta (Italy), in 2002 in Setubal (Portugal) and Valencia (Spain), in 2004 in Cartagena (Spain) and in 2008 in Algeciras (Spain). Det Norske Veritas considers she was sold for scrapping in July 2021. She was spotted at last in in Cilegon (Indonesia).

![October 2011, Ibiza Cement, Helsingborg (Sweden). © Allan Flood](image4)
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. Deflagged from Canada to Sierra Leone for her last voyage shortened to *Piri*. Classification society Lloyd's Register of Shipping. Built in 1986 in Rijeka (Croatia) by Brodogradilište 3 Maj. Detained in 2009 in Antwerp (Belgium). Owned by Algoma Central Corp (Canada).

On December 26, 2020, the **Algoma Spirit** left Thunder Bay (Ontario, Canada) on Lake Superior and sailed down the St. Lawrence to Quebec City. She ran aground near Brockville (Ontario). It was her last trip of the season before winter lay-up in Montreal. The hull was seriously damaged. The **Algoma Spirit** did not resume her service in spring.

On August 2, 2021, she left Montreal under tow of the **VB Hispania** (IMO 9476018), an expert in transoceanic towages from Canada (cf. Cedarglen, "Shipbreaking" # 57, Algoma Olympic and American Victory "Shipbreaking" # 52, John B Aird, "Shipbreaking" # 48, Peter R Cresswel "Shipbreaking" # 44) or elsewhere (Obva, "Shipbreaking" # 47, Modern Express, "Shipbreaking" # 45). The destination is a scrapyard of Aliaga. The convoy arrived on September 8. More than 9000 km, a 36 day-long voyage.

Acquired by Liberia-registered Dido Steel Corp. On August 2, 2021, she left Montreal under tow of the **VB Hispania** (IMO 9476018), an expert in transoceanic towages from Canada (cf. Cedarglen, "Shipbreaking" # 57, Algoma Olympic and American Victory "Shipbreaking" # 52, John B Aird, "Shipbreaking" # 48, Peter R Cresswel "Shipbreaking" # 44) or elsewhere (Obva, "Shipbreaking" # 47, Modern Express, "Shipbreaking" # 45). The destination is a scrapyard of Aliaga. The convoy arrived on September 8. More than 9000 km, a 36 day-long voyage.

Gdansk (ex-Venceremos, ex-Gdansk, ex-Norsul Rio, ex-Genesio Pires, ex-Rio Trombetas). IMO 8128664. Self unloading bulker. Length 225 m, 12,434 t. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Marshall Islands-registered Gdansk Shipping Co Ltd care of SMT Shipping (Cyprus). 5 detentions: in 2001 in Boston (Massachusetts, USA) and Hampton Roads (Virginia, USA), in 2002 in Philadelphia (Pennsylvania, USA), in 2004 in Ghent (Belgium) and in 2005 in Trieste (Italy). Sold for demolition as is in Abidjan (Côte d’Ivoire). 500 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. The Gdansk left Abidjan on October 7, heading for Alang.


The Kenan Mete was arrested on June 5, 2020 in Adabiyah (Egypt) at the request of creditors. She was then abandoned by her owner with her multinational crew. In September, the 25 seafarers from Georgia, India, Russia, Syria, Turkey and Ukraine eventually received from the insurer 4-month unpaid wages. For some, the arrears amounted to 18 months. With the assistance of the ITF, the seafarers demanded their repatriation and the sale of the ship. On December 14, the ship was placed in quarantine: one of the seafarers had tested positive for Covid. In January 2021, the last seafarers were repatriated except for Captain Wahbi Kara Ali, who was appointed guardian of the vessel by the Court. He had to wait on board for the sale of the Kenan Mete that was seized by the Egyptian authorities. On February 14, he was allowed to stay in a hotel. On March 23, a first auction failed. On June 17, the captain was allowed to return to Turkey. The Kenan Mete had been sold for scrapping. She was deflagged, renamed and finally beached in Gadani on August 20.

Owned by FGM Chartering Ltd (Greece). Acquired by Liberia-registered Dido Steel Corp SA prior to her departure for demolition in Turkey.

Seismic research vessel


*Geo Hindsagar, June 2015, Mumbai anchorage area (India). © Murziloid*


*Geowave Commander, July 2018, Bergen (Norway) © Frode Adolfsen*  
*Greenyard ship recycling yard, Feda (Norway), August 4, 2021. © Øystein Berge - Maritime*

**Supreme Explorer** (ex-*Beaufort Explorer*, ex-*CGG Laurentian*, ex-*Laurentian*, ex-*Labrador Horizon*, ex-*Simon Labrador*, ex-*Seaway Labrador*). IMO 8112500. Ex offshore service vessel converted in 1988 to research vessel. Length 81 m, 3,093 t. Deflagged from India to St Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 1983 in Brattvaag (Norway) by Brattvaag Johansen; lengthened in 1991 from 67 to 81 m. Owned by Supreme Hydro Engineering Pvt. Ltd (India). Acquired in July 2021 by Trinitas Shipmanagement (India) for demolition in Alang.

*Supreme Explorer, November 2015, India. © Hardlight*
Drilling ship

NS Cassino. IMO 9673496. Length 110 m, 12,331 t. On September, 19 2021, the Chittagong Port Authority reported the arrival for scrapping of the Panama-flagged NS Cassino under tow of the Salvage Ace.

Dated: 19/09/2021:

The NS Cassino was registered by the IMO and Equasis database as a drilling ship ordered in 2015 for entry in service in 2024. She was allegedly flagged to Palau and classed by American Bureau of Shipping. She was to be built by the Brazilian yard Estaleiro Rio Grande. In January 2020, she was spotted in Shanghai (China), in completion or repair. She will never be completed. The convoy left Shanghai on August 9, the NS Cassino was beached on September 22 in Chattogram. A brand new ship scrapped prior even entering service is a very rare case in "Shipbreaking". Only the cruise ship Regency Sky had the same fate (cf. "Shipbreaking" n°25, p. 6).

The Pacific Bora and Pacific Mistral had no future after thier owner Noble Corp was acquired by Pacific Drilling Services Inc (USA). (cf. "Shipbreaking" # 63, p. 71). They were beached in respectively Aliaga and in Aliaga.

Pacific Bora. IMO 9465447. Length 228 m, 35,158 t. Deflagged from Liberia to Comoros for her last voyage shortened to Bor. Classification society American Bureau of Shipping. Built in 2010 in Geoje (South Korea) by Samsung. The Pacific Bora was laid up in Oman. She was towed to Alang. She was beached on September 19 at Shree Ram Green Ship Recycling yard.

Pacific Mistral. IMO 9496159. Length 228 m, 35,000 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2011 in Geoje (South Korea) by Samsung. The Pacific Mistral, laid up in Las Palmas (Canary Islands, Spain) then in Piraeus (Greece), had been shortened to Mist 1. Acquired by Liberia-registered Anika Ventures Ltd, she was beached in Aliaga on September 21.
Offshore support vessel

*Bluefort (ex-Arv 1, ex-Meloodia, ex-Meloodia 1, ex-Mare Balticum, ex-Vironia, ex-Diana II).* IMO 7816874. Ex ferry converted in 2009 by Singapore Sembawang Shipyards Pte Ltd yard to an accommodation and offshore support vessel. Length 137 m, 10120 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1979 in Papenburg (Germany) by Jos.L.Meyer.


*Trinity Supporter (ex-Sakura 2, ex-Sakura).* IMO 8130095. Ex chemical tanker converted in 2009 to offshore support, work and warehouse vessel. She was carrying materials for the construction, maintenance and operation of offshore platforms. Her tanks and holds were used to store fuel, drill water, sludge, pipes and various materials (cement, bentonite, barite) and sodium bromide. Length 156 m, 8,176 t. Deflagged from Indonesia to Mongolia for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1982 in Uwajima (Japan) by Uwajima Zosensho. Owned by Trinity Offshore Pte Ltd (Singapore). Detained in 2000 in Lavera (France) and in 2014 in Singapore. Sold for demolition in Bangladesh. 592 US$ per ton.

January 2007, the chemical tanker *Sakura* outbound Wauna (Oregon, USA). © Raenuld Greenleaf

April 2013, the offshore support, work and warehouse vessel *Trinity Supporter*, Sea of Flores. © Jerzy Nowak
Diving support vessel

Seven Eagle (ex-Acery Eagle, ex-Navigator, ex-Seaway Eagle). IMO 9015905. Length 142 m, 8,324 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage shortened to Eagle 2. Classification society Det Norske Veritas. Built in 1997 in Tamise (Belgium) by Boelwerf. Owned by Subsea 7 SA (United Kingdom). Acquired by BBN Shipmanagement Pvt Ltd (India) prior to her departure for demolition in Alang.

Offshore supply vessel


Posh Gentil (ex-Caballo Copenhagen, ex-Posh Verdant). IMO 9550230. Length 70 m. Mexican flag. Classification society Det Norske Veritas. Built in 2010 in Panyu (China) by Yuexin. Owned by PACC Offshore Mexico SA, a Mexican subsidiary of Singapore-based PACC Offshore Services Holding. Her destination of demolition is undisclosed. She was spotted at last in the Gulf of Mexico.

Richard Tide (ex-Sanko Cherry). IMO 9427378. Length 71 m, 2,200 t. Deflagged from Vanuatu to Niue for her last voyage shortened to Richard. Classification society American Bureau of Shipping. Built in 2010 in Niigata (Japan) by Niigata SB. Owned by Tidewater Marine LLC (USA). Laid up in Batam (Indonesia). Scrapped in Busan (South Korea) by OS Shipyards.

Sea Panther (ex-Billy Joe Ramey, ex-Maersk Detector). IMO 9171747. Length 74 m. Cyprus flag. Classification society Det Norske Veritas. Built in 1999 in Leirvik (Norway) by Kvaerner. Owned by Solstad Rederi AS (Norway). She was laid up in Norway. In August 2021, she was reported sold for demolition in Feda (Norway) by Greenyard. A flow of 7 ships owned by Solstad, Sea Tiger, Normand Atlantic, Normand Borg, Normand Neptun, Sea Pollock, Far Strider and Far Sovereign, is expected to be broken up in the coming months.


Tag-7. IMO 9379002. Length 63 m, 1,808 t. Deflagged from India to St Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 2010 in Surat (India) by ABG. Owned by Tag Offshore Ltd (India). Acquired by Prayati Shipping Pvt Ltd (India) for demolition in India.

Thor 1 (ex-Blue Aries, ex-Maersk Challenger, ex- Oil Challenger, ex-Challenger III). IMO 8401963. Length 75 m, 1,682 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Frederikshavn (Denmark) by Orskov Christensens. Since 2019, the Thor I was used as a tug by Hermes Maritime Services Pvt, an Indian specialist in end-of-life ships, and to convoy its acquisitions on their last voyage. Lately, she had towed the laker Salarium from Canada to Aliaga (cf. "Shipbreaking" # 62, p. 90), and the dredger Goryo 6 Ho to Bangladesh (cf. "Shipbreaking" # 63, p 73). On September 6, 2021, she delivered the LNG carrier Puteri Firus in Chattogram. On September 19, it was her turn to be beached for demolition. Since May 2021, she was officially owned by Ireland-registered Trade Credebt Ltd.

Vighnaharta (ex-SCI-05). IMO 8308496. Length 57 m, 1,230 t. Deflagged from India to St Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping Built in 1984 in Singapore by Robin Shipyard. Owned by Glory Shipmanagement Pvt Ltd (India). Acquired by Prayati Shipping (India) and beached in Alang.
Standby safety vessel


**Vos Sentinel** (ex-Viking Sentinel, ex-Cam Sentinel, ex-Sentinel Maria). IMO 8121410. Length 47 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1982 in Fiskarstrand (Norway) by Fiskarstrand Verft. Owned by Vroon Offshore Services Ltd (United Kingdom Sold for demolition in Esbjerg (Denmark) by Smedegaarden AS.

Dredger


Galloo Recycling yard, Ghent (Belgium), August 29, 2021. © Marck Perry
The END:
The flight of the ex-Odeep One

The ex-Odeep One was beached on October 13, 2021 in Alang (India) after her escape from Sète (France) on July 23. 82 days at sea with a crew of mercenaries. The Panamanian Odeep One had become the Saint Kitts and Nevis-flagged Deep One and at the end of the journey the Gabonese Lotus. She had carried out her voyage at reduced speed, with phases of drift, probably due to engine failures.

The Lotus was beached at Sachdeva Steel Products yard. Sachdeva has a statement of compliance with the Hong Kong Convention issued by Nippon Kaiji Kyokai. It also holds a "Certificate of Compliance with the requirements set out in Article 13 of the European Union Regulation" to be met by shipbreaking yards. The certificate was issued by the Dutch branch of Nippon Kaiji Kyokai. It should be noted that to date, no Indian shipbreaking yard has been included in the list of facilities approved by the European Union. Moreover, Sachdeva is not among the 54 shipyards established in a third country that have applied for inclusion (see the list of ship recycling facilities that have applied for inclusion published on the European Commission's website).

The ex-Odeep One (IMO 8311883) was built in 1986 in Wismar, then German Democratic Republic, by Mathias Thesen Werft yard as the train-ferry Mukran for the state-owned VEB Deutfracht Seereederei. She was the first in a series of five vessels built between 1986 and 1989, the Klaipeda (IMO 8311895), Vilnius (IMO 8311900), Greifswald (IMO 8311912) and Kaunas (IMO 8311924), which are still trading today in the Black Sea except for the Klaipeda, operated in the Red Sea as Aziz Express.
Mukran's homeport was Rostock. She was flying the East German flag. After the German reunification, the Mukran went from public to private. In 1995, she was re-fitted to accommodate 150 passengers, 200 vehicles and 49 railcars and was renamed Petersburg. She was deflagged to Liberia in 1997.

Mukran's homeport was Rostock. She was flying the East German flag. After the German reunification, the Mukran went from public to private. In 1995, she was re-fitted to accommodate 150 passengers, 200 vehicles and 49 railcars and was renamed Petersburg. She was deflagged to Liberia in 1997.

September 1998, Petersburg, in Klaipeda (Lithuania). © Kurh

In 2011, she was acquired by the Black Sea Ferry Investments based in Moscow, a wholly owned subsidiary of the Russian Railways. She was one more time refitted, in the shipyards of St. Petersburg, kept her name and was reflagged to Russia. In June 2014, she headed for the Black Sea where she was assigned to transport supply for the Crimean peninsula which had just been annexed. Until February 2015, she served the Novorossiysk-Sevastopol route. In March 2015, she returned to the Baltic Sea to connect the enclave of Kaliningrad to Ust Luga (St. Petersburg oblast).

In 2011, she was acquired by the Black Sea Ferry Investments based in Moscow, a wholly owned subsidiary of the Russian Railways. She was one more time refitted, in the shipyards of St. Petersburg, kept her name and was reflagged to Russia. In June 2014, she headed for the Black Sea where she was assigned to transport supply for the Crimean peninsula which had just been annexed. Until February 2015, she served the Novorossiysk-Sevastopol route. In March 2015, she returned to the Baltic Sea to connect the enclave of Kaliningrad to Ust Luga (St. Petersburg oblast).

In April 2018, she entered Tallinn ship repair yard in Estonia. This was the beginning of the road to hell. The Russian shipowner was in financial troubles. In addition, its diplomatic situation was complicated by accusations of illegal trafficking to Crimea at the time of the annexation. Unpaid bills on account of the Petersburg amounted to 350,000 US$ to which should be added 30,000 US$ of wage arrears for the crew.

In April 2018, she entered Tallinn ship repair yard in Estonia. This was the beginning of the road to hell. The Russian shipowner was in financial troubles. In addition, its diplomatic situation was complicated by accusations of illegal trafficking to Crimea at the time of the annexation. Unpaid bills on account of the Petersburg amounted to 350,000 US$ to which should be added 30,000 US$ of wage arrears for the crew.

In June 2018, the vessel was seized by an Estonian Court at the request of creditors. She was acquired in February 2019 by Ocean Fresh Water (OFW), a company registered in the Paris area (France). OFW is a subsidiary of OFW holding Ltd registered in Malta. Ocean Fresh Water's project was to convert the old ro-ro ship into a factory ship equipped to pump seawater to a depth of 300 m and then treat, filter and bottle it on board.

In June 2018, the vessel was seized by an Estonian Court at the request of creditors. She was acquired in February 2019 by Ocean Fresh Water (OFW), a company registered in the Paris area (France). OFW is a subsidiary of OFW holding Ltd registered in Malta. Ocean Fresh Water's project was to convert the old ro-ro ship into a factory ship equipped to pump seawater to a depth of 300 m and then treat, filter and bottle it on board.
The conversion work was carried out at the Polish yard Remontowa in Gdansk. Upon leaving the yard in October 2019, the ex-Russian Petersburg, which had become the Panamanian Odeep One, was not deemed seaworthy: she was detained for 16 days by the Polish Nowy Port with 20 deficiencies before she was able to reach Sète (France) in the Mediterranean in November 2019. She was still registered with the IMO as a roll-on roll-off ferry. She was to carry out a series of technical tests from Sète before heading for Asia, off the Philippines. It is an understatement to say that the Odeep One has been warmly welcome in the Southern France port, despite she was flying a flag of convenience in order, according to the director of OFW, to "fluidify and accelerate the registration process" and bypass the hassles of the French administration. The press was dithyrambic about this "water fishing vessel which transforms sea water into drink". The desalination of sea water and the discharge of brine into the marine environment were presented as a humanitarian work that could help to alleviate the worldwide lack of drinking water. According to OFW's director, "the demand is so great" that he was already considering an Odeep Two vessel.

The "visionary" project had to face technical and financial difficulties and Covid. The Odeep One remained stuck in Sète. OFW director, creative or opportunistic depending on one's point of view, obtained in April 2020 the authorization to produce and bottle hydroalcoholic gel. Setting up a production and bottling plant for such flammable substances in a ship without firewalls and with 43 people on board is particularly audacious or imprudent. In any case, commercialization ran into various problems and OFW's financial situation continued to deteriorate. In November, OFW went into receivership and the contracts of all 43 employees were terminated, a number of them were of African origin.

After the bankruptcy, the Odeep One became property of the Dutch bank that had financed the project. In April 2021, the Russian Maritime Register of Shipping withdrew her class certificate. In mid-July, the ownership of the vessel was transferred to a certain Singapore-registered HSM Safe Ships Pie Ltd presenting itself as a marine survey and brokerage company. The story was accelerating. The Odeep One had been idle in Sète for over a year. On Friday 23 July, a week after Singapore took control, she eluded a port state control in the frame of the Paris Memorandum of Understanding and escaped without any classification society. Sète was on summer vacation. The Asian scrapping industry was in full swing. A crew whose mechanical virtuosity we have to recognize had embarked. Even if only one of her four
engines was operational, the *Odeep One* bravely took a route toward the East, leaving Sète with unpaid port fees and an oil spill that led to the closure of two beaches. The French Navy either let her go or did not have time to intervene before the *Odeep One* reached international waters. It is a first in France and perhaps in the European Union to see a ship that has just polluted the basins and the port channel leave absolved.

The *Odeep One*, renamed *Deep One* flying the funeral flag of St. Kitts and Nevis, took bunkers at the limit of Maltese territorial waters. There again, no reaction from the Maltese authorities with regard a ship with no future other than scrapping. The *Deep One* headed for Port Said, the entrance to the Suez Canal. Her official destination was Colombo, Sri Lanka. She paid the canal tolls estimated at 200-300,000 US$, took on bunkers in Jeddah (Saudi Arabia) and arrived off the coast of Sri Lanka on August 27. She remained anchored off Galle on the south coast for a dozen days outside territorial waters. On September 8, she weighed anchor, announced to be heading for Chattogram and then Singapore, and started to ramble, alternating courses and drifts in all directions. The procrastination lasted until October 1, a sign that the last owner of the *ex-Odeep One* had speculated as much as possible and waited for the most lucrative offer from the shipyards of Bangladesh, India and Pakistan.

On October 1, the *Deep One* set sail for Mumbai, her new official destination. She became the *Lotus* flying the Gabonese flag. On October 7, she passed Mumbai, finally heading for Bhavnagar, the headquarters of the Gujarat Maritime Board in charge of issuing shipbreaking clearance. Waiting time was short. On October 13, the *Lotus* was beached in Alang scrapyards. At 578 US$ per ton, her sale brought in 9 million US$ to the owner and middlemen.

Robin des Bois has been tracking the former *Odeep One* since her departure from Sete. See on this subject:

*Shipbreaking* # 61", Sète maritime cemetery, p 9-10.
A sub standard vessel is clearing off in Sète, 26 July 2021 (only in French language)
Sète (South France)-Colombo (Sri Lanka): the mad escape of the *Odeep One*, 30 July 2021 - 9h
*Odeep One* – Press release # 3, July 30, 2021 - 14h (only in French language)
*Odeep One* – Press release # 4, August 3, 2021 (only in French language)
Positions of the *Odeep One* on August 7 and August 21, 2021
55 days on the run, September 15, 2021
Concerns about the *ex-Odeep One*, September 30, 2021 and updates of October 4 and du October 8.
Sources:

ABC 13; ABS-CBN News; Advanced Shipping & Trading; Alang Today; Allied Shipbroking; Anchor Shipbroking; Associated Press; Baird Maritime; Bangkok Post (the); Benar News; BFM TV; Bild; Black Sea Memorandum of Understanding; Boatnerd; Bureau Veritas; Chittagong Port Authority (the); Corriere di Taranto; Cruise-ferry.org; Daily Star (the) - Bangladesh; Det Norske Veritas – Germanischer Lloyd; Dhaka Tribune (the); Dredge Point; Equasis; European Commission; European Maritime Safety Agency; Faktaomfartyg.se; Fleetmon; Fleetphoto.ru; France 3; G Captain; Georgia Department of Natural Resources; Global Marketing Systems; Guardian (the); Il Mare nel Cuore; Indian Navy; Indian Ocean Memorandum of Understanding; IndustriAll; Insurance Marine News; Interfax News Agency; Intermodal Research; International Labour Organization; International Transport Workers’ Federation; Kieler Nachrichten; Kyushu-Yusen; Lloyd’s Register of Ships; Manifold Times (the); Marin (le); Marine Traffic; Maritime Executive; Mediterranean Memorandum of Understanding; Medscrap; Mer et Marine; Midi Libre; Mindanao Examiner; Ministero della Difesa (Italy); Miramar Ship Index; Modern Farmer Weekly; Netmarine.net; New Age (the) - Bangladesh; News2Sea; Nippon Kaiji Kyokai; Norsk Rikskring Kasting(NRK); Observatoire des armes nucléaires françaises, cahier n°3; Ouest France; Parisien (le); Philippine News Agency; Que Choisir; Quotidiano di Puglia; Radio New Zealand; Recorder & Times; Reuters; Robin des Bois, personnal sources and archives; Russian Maritime Register of Shipping; RZD; Safety4Sea; Seafarers Rights.org; Seafarers Union of Russia; Seanews; Shanghai Maritime Safety Administration; Ship & Bunker; Shipping Italy; Shipspotting; Shipstamps.co.uk; Simplon Postcards; Soviet-Trawler.narod; Special Broadcasting; Service (Australia); Splash 247; Sun Daily (the) - Malaysia; Täglicher Hafenbericht; Télégramme (le); Time; Times of India; Today online (Singapore); Tokyo Memorandum of Understanding; United States Coast Guard; Urdu Point News; US Department of the Treasury; Vebeeg; Vessel Finder; Vessel Tracker; Week (the); WK Webster.