

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

64, from July 1 to September 30, 2021

November 23, 2021

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.

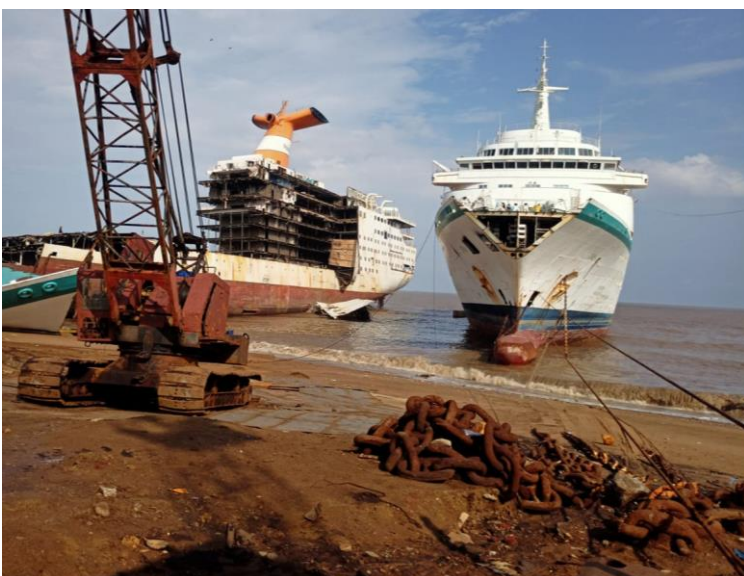


September 1, 2009, *Albatros* departing Brest, passing Le Minou lighthouse. © Erwan Guéguénat

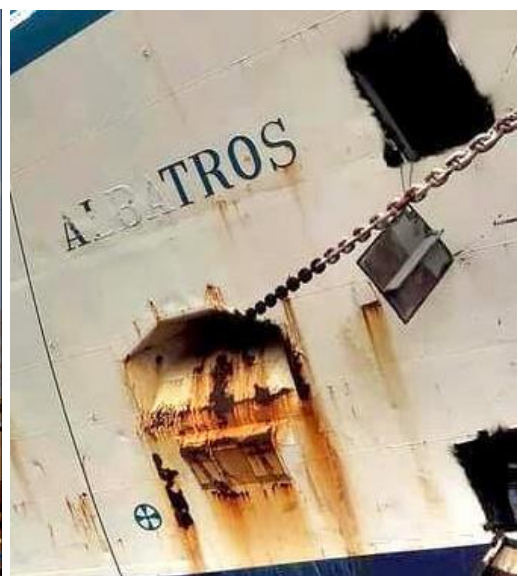
Albatros (ex-Crown, ex-Norwegian Star I, ex-Norwegian Star, ex-Royal Odyssey, ex-Royal Viking Sea). IMO 7304314. Length 205 m, 15,486 t. Classification society Lloyd's Register of Shipping. Built in Helsinki (Finland) by Wartsila; lengthened in 1983 from 178 to 205 m. Detained in 2004 in Bremerhaven (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 Hurgada (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 2021, *Tros* on Alang beach. © Hiren Dhandhala



© Eren Topcu

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

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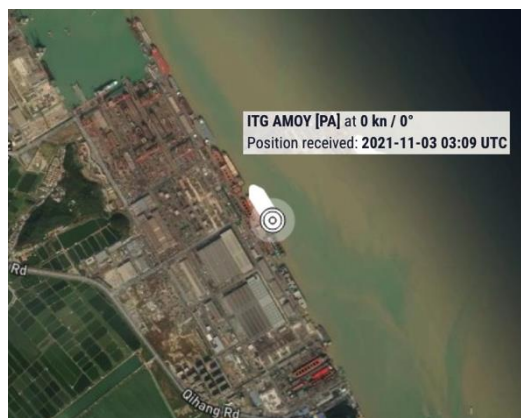
To be or not to be broken up?

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 *ITG 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)



Maya VN, Singapore Strait,
March 8, 20121. © **Piet Sinke**



ITG Amoy, Lankeet Island, Nansha district,
October 30, 2021. © **Marine Traffic**

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 scrapyards 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 accomodate 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.

Information		Since
IMO number :	8700474	
Name of ship :	FUJI MARU	(since 01/10/2019)
Call sign :	JBTQ	
MMSI :	431301000	
Gross tonnage :	23235	(since 01/11/2013)
DWT :	4613	
Type of ship :	Passenger (Cruise) Ship	(since 01/04/1989)
Year of build :	1989	
Flag :	Japan	(since 01/10/2019)
Status of ship :	To Be Broken Up	(since 09/04/2021)
Last update :	11/05/2021	

To be broken up since April 9, 2021.



Fuji Maru, Keelung (Taiwan), May 2017. © **Chun-Hsi**

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

To be or not to be broken up?

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*

Information	Since	Information	Since
IMO number : 9123415		IMO number : 9171187	
Name of ship : PHOENIX 1	(since 01/08/2021)	Name of ship : ICE CONDOR	(since 01/11/2012)
Call sign : 5LCF7		Call sign : UENT	
MMSI : 636021091		MMSI : 273434350	
Gross tonnage : 75264	(during 1996)	Gross tonnage : 13846	(since 01/12/2015)
DWT : 148681		DWT : 19787	
Type of ship : Bulk Carrier	(during 1996)	Type of ship : Chemical/Oil Products Tanker	(since 01/04/2019)
Year of build : 1996		Year of build : 2000	
Flag : Liberia	(since 01/08/2021)	Flag : Russia	(since 01/04/2019)
Status of ship : To Be Broken Up	(since 09/07/2021)	Status of ship : To Be Broken Up	(since 24/09/2021)
Last update : 31/08/2021		Last update : 28/09/2021	

Information	Since	Information	Since
IMO number : 8008412		IMO number : 7922130	
Name of ship : SISTRAUM	(during 2009)	Name of ship : ABIDJAN STAR	(since 01/11/2020)
Call sign : UBUF2		Call sign : UNKNOWN	
MMSI : 273333130		MMSI : 1881	(since 01/11/2020)
Gross tonnage : 1881	(since 01/06/2008)	Gross tonnage : 1881	(since 01/11/2020)
DWT : 2550		DWT : 2533	
Type of ship : Oil Products Tanker	(since 01/06/2012)	Type of ship : Chemical/Oil Products Tanker	(during 1980)
Year of build : 1981		Year of build : 1980	
Flag : Russia	(since 01/04/2021)	Flag : Not Known	(since 01/04/2021)
Status of ship : To Be Broken Up	(since 03/08/2021)	Status of ship : To Be Broken Up	(since 23/07/2021)
Last update : 10/08/2021		Last update : 07/09/2021	

K Phoenix (Phoenix 1), Ice Condor,ISTRAUM and Saltstraum (Abidjan Star): to be broken up

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.



K Phoenix, Newcastle, Australia, May 2018. © Preston Brook

Ice Condor (ex-Green Forest, ex-Ivan Kruzenshtern, ex-Magas). IMO 9171187. Chemical tanker. Double hull. Length 156 m, 7,715 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 2000 in Saint Petersburg (Russia) by Admiralty Shipyard. Owned by Roswell Arctic LLC

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 Brede**



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).

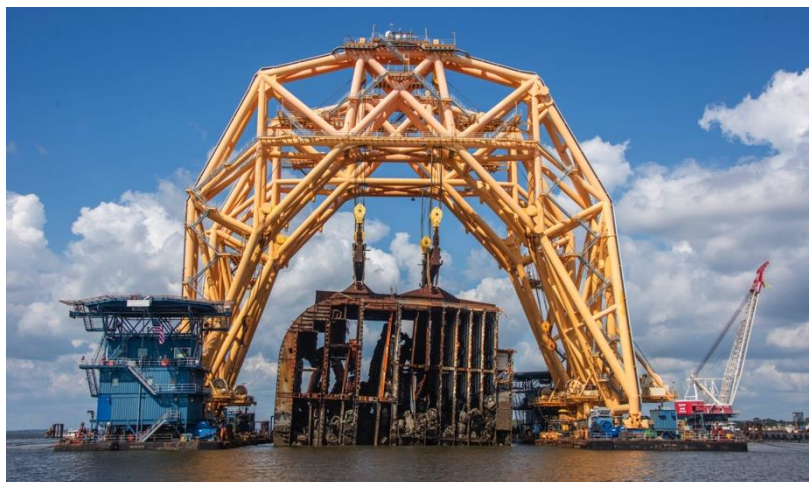


January 25, 1997, *Saltstraum*, entering Le Havre (France). © **Pascal Brede**



February 1, 2021, in Kaliningrad port channel (Russia). © **Vital-Fleetphoto**

The end of the *Golden Ray*



October 16, 2021, removal of the *Golden Ray* last section.

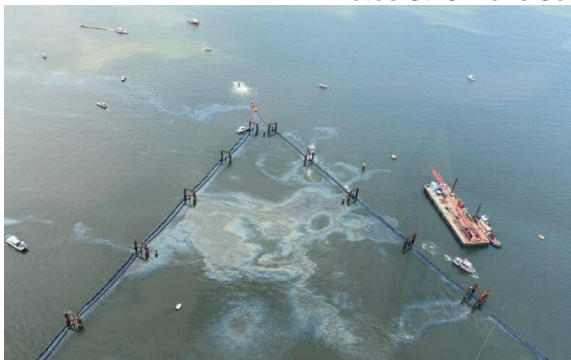
September 8, 2019. The car carrier *Golden Ray* capsized in the middle of St. Simon's Strait as she was departing the port of Brunswick (Georgia, USA). The ship, owned by the South Korean shipowner Hyundai Glovis Co Ltd and flying the Marshall Islands flag, was declared a total loss. She was stuck on 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.



Photos St. Simons Sound Incident response



Navy vessels

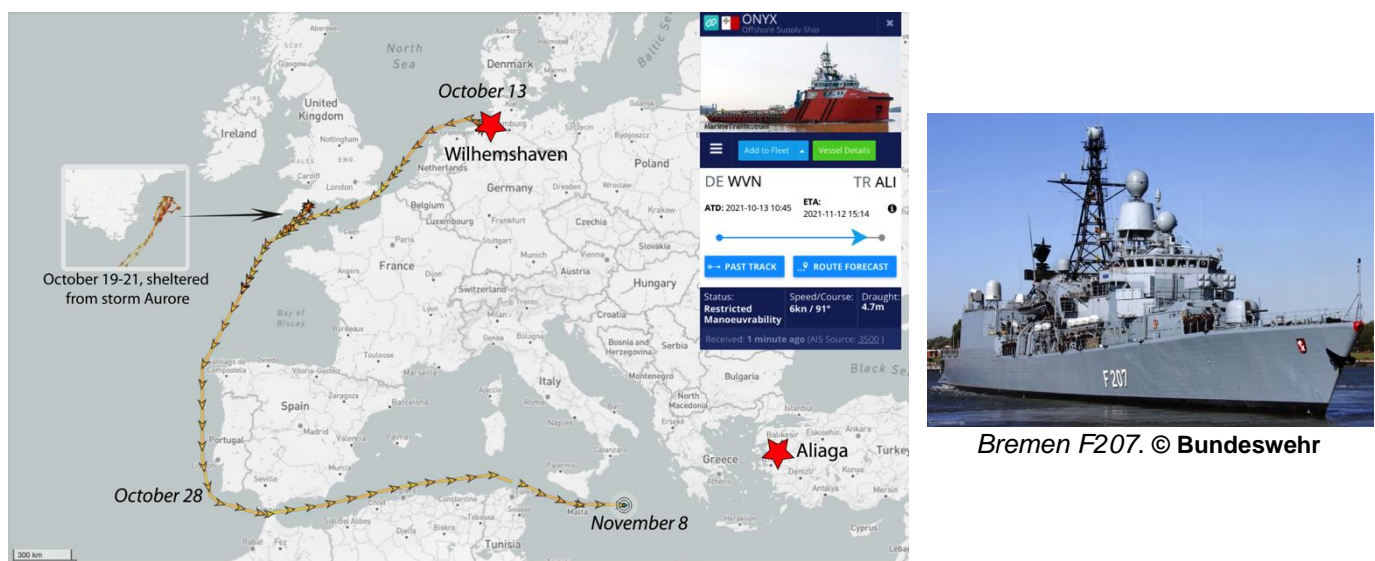
Aliaga remains the scrapyard of European navies. For decades, aircraft carriers, cruisers, frigates and other vessels from the Royal Navy, the Bundeswehr, the Armada and the Marina Militare have been delivered to Turkish scrapyards. The Brazilian aircraft carrier *NAeL Sao Paulo* (ex-*Foch*) should also 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 scrapping 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 Vebeq, 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, Vebeq 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, Vebeq 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).



Wilhelmshaven-Aliaga, 6,500 km under tow. **Screenshot Marine Traffic**

In June 2019, Vebeq 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.



The last voyage of the *U 25*. © Behling



The *Ronja*, Esbjerg. © Smedegaarden AS

Bremen F207. Frigate. Built in 1979 in Bremen by Bremer Vulkan. Length 130 m. Withdrawn from service in September 2013. Decommissioned in March 2014.

U25 (S174). Submarine. Built in 1973 in Kiel by Howaldtswerke-Deutsche Werft AG. Length 49 m. decommissioned in 2008.

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".



Brenta



Bagnolini

© Italian Ministry of Defence



Atlante

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.



Augusta Bay, the *Yacht Express* transporting the *Brenta* and the barge *MOC 1201*



and loading the *Bagnolini*
© Shipping-Italy

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).



Aliaga, the *Bagnolini*



The *Atlante* and behind the *Brenta*

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

Bagnolini S505. Submarine. Built in 1967 in Monfalcone by Italcantieri. Length 46 m. Decommissioned in 1991.
Brenta. Water tanker. Built in 1969 in La Spezia. Length 68 m. Decommissioned in 2003.
Atlante. Tug. Built in 1975 in Venice by C.N. Visentini. Length 35 m. Decommissioned in 2002.
MOC 1201. Landing barge. Built in 1943 by an English shipbuilding yard. Length 48 m.
Granatiere F585. Frigate. Built between December 1983 and April 1987 in Ancona by Cantieri Navali Riuniti. Length 113 m. Decommissioned in 2015.
Vittorio Veneto C550. Helicopter carrier cruiser. Launched in 1967 in Castellammare di Stabia by Italcantieri. Length 180 m. Decommissioned in 2003.

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 Brede!l

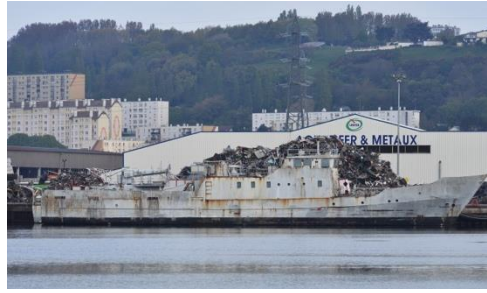
It is likely that the sides of *Minirem*'s tanks are radiologically contaminated. She should be scrapped in the first half of 2022.

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.



Papayer, January 14
© Fabien Montreuil



Le Havre, April 20, *Sterne*,
Gardet & de Bézenac ship recycling yard. © Marc Ottini



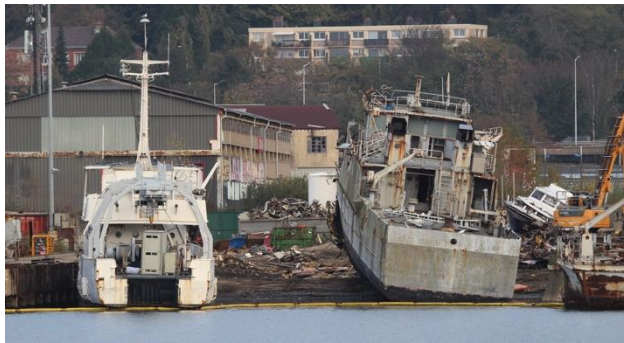
and *Tenace*,



Revi, April 29, departing Brest.
© Michel Floch



June 19, Toulon, *Denti* and *Minirem*.
© Coopérative du lamanage du port de Toulon



Denti (left), *Sterne* (right), August 9,
being broken up. © Pascal Bredel



and *Tenace*, August 10

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 ex-*La Praya* and *Bévéziers* in dock n° 1,
March 2021. © F Malésieux - France Télévisions



Jumbo Kinetic arriving at Brest carrying the *Agosta*,
August 5, 2021. © Ouest-France

Denti. Trial and experimentation vessel. Built between February 1971 and October 1975 in Toulon by Direction des Constructions Navales. Length 35 m, 170 t. Decommissioned in 2012.

Glaive P671. Patrol boat. Built in 1976 in Arcachon by Auroux yards, completed in Lorient. Length 41 m, 120 t. Decommissioned in 2015.

Malabar A664. Ocean-going tug. Built in 1975 in Hamburg (Germany) by Oelkers yards. Length 51 m. Displacement 925 t. Decommissioned in 2016.

Papayer PY740. Port tug. Built in 1968 in Cherbourg by Direction des Constructions Navales. Length 21 m, 105 t.

Revi A635. Supply tug. Built in 1983 in Couëron by Bréheret. Length 51 m, 1035 t. Decommissioned in 2016.

Sterne P680. Patrol boat. Built in 1979 in Lorient by La Perrière. Length 49 m, 250 t. Decommissioned in 2009.

Tenace A 669. Ocean-going tug. Built in 1972 in Hamburg (Germany) by Oelkers yards. Length 51 m, 925 t. Decommissioned in 2018

« **Minirem** ». Nuclear service tender. Built in the late 1960s for the servicing of nuclear-powered ballistic missile submarines.

Update, December 7, 2021.

In response to Robin des Bois' mail, the French Maritime Authority for the Mediterranean provided the following details with regard the *Minirem*.

Email received on November 26, 2021

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 Haakonsværn naval base on March 3, 2019 and then moved in June to Agotnes in the same fjord.



November 2018. © Norwegian Coastal Authority



Refloating. © DPA

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.



February 2021, *Helge Ingstad* under tow. © NTB



October 2021, being scrapped. © Alf Kare

***Helge Ingstad* F313.** Frigate. Built in 2006-2007 in El Ferrol (Spain) by Navantia. Length 134 m. Total loss since November 18, 2018.

Brazil

In March 2021, museum projects were all abandoned, 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* ended up in Aliaga (see "[Shipbreaking](#)" # 37, p. 8).



Foch, June 1999, returning from Kosovo. © French Navy

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.



Summer time



Winter time

Artist views - Mitsi Studio, The Hague (Netherlands).

<p>Sao Paulo (ex-<i>Foch</i>). Aircraft carrier. Built in 1957-1960 in Saint-Nazaire then in Brest. Length 265 m. 24,000 t. Sold in 2000 to the Brazilian Navy. Decommissioned in 2018.</p>
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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 Isiksın 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.



Carnival Inspiration. © Shipbreaking Group-Eren Topcu

- July 12, 2021. The *Carnival Inspiration*, ex-cruise ship of Carnival Corp, the world's number 1 cruise operator, was being scrapped. She was sold to be broken up by Ege Celik yard included in the EU-approved list in January 2020. Ege Celik had finally passed the ship to the newly acquired Metas yard, which was not on the European list. A fire broke out in the engine room. Two workers were caught in the flames and died.

The authorities and the yard have promised to investigate the causes of the accident. The results of investigations with regard the previous accidents are still undisclosed.

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 Factories 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.

death on the shipbreaking yards

- 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 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.



Oro Singa, September 8, 2021. © Jobayer Hossain

- 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%).

tonnage recycled

- 1 Bangladesh, 627,000 t (42%)
- 2 India, 380,000 t (26%)
- 3 Pakistan, 244,000 t (16%)
- 4 Turkey, 104,000 t (7%)

ships

- 1 Bangladesh, 71 (40%)
- 2 India, 53 (30%)
- 3 Pakistan, 23 (13%)
- 4 Turkey, 12 (7%)

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).

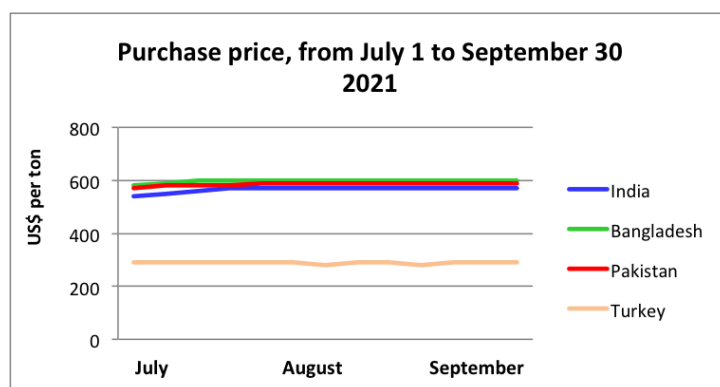
tonnage recycled

- 1 : tanker, 1,1 million de t (74%)
- 2 : drilling ship, 82,000 t (6%)
- 3 : bulker, 67,000 t (5%)
- 4 : offshore service vessel, 42,000 t (3%)
- 5 : general cargo carrier, 41,000 t (3%)

ships

- 1 : tanker, 102 (57%)
- 2 : general cargo carrier, 18 (10%)
- 3 : offshore service vessel, 17 (9%)
- 4 : reefer, 13 (7%)
- 5 : bulker, 7 (4%)

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?



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.



Chattogram, the *Baltic Energy* (left) beached on August 24 and *Mediterranean Energy* (right) beached on July 22.
© Asif Evne



Aluminium tanks.
© Fazlur Rahman

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.



At the beginning as *Risa Paula*,
© Stichting Maritiem-Historische Databank



Blissfull Reefer, at the end of her life as *PK Marine 3*
© Rock Chy

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 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

Livestock carrier

Elbeik (ex-*Delta 1*, ex-*Aljaghbeir I*, ex-*Al Mahmoud 4*, ex-*Abdulrazak*, ex-*Jihad II*, ex-*Tyro*). IMO 6718427. Ex-general cargo carrier converted in 1994 at the age of 27. Length 84 m. Built in 1967 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Togolese flag. Classification society International Naval Surveys Bureau. Owned by Liberia-registered Ibrahim Maritime Ltd care of Rana Maritime Services SA Lebanon).

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



The livestock carrier *Elbeik*, January 2020.
© Marjan Stropnik

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.

78 EU-approved livestock carriers



AWF ANIMAL
WELFARE
FOUNDATION
TSB TIER
SCHUTZ
BUND ZÜRICH

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

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 Marítimo 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.

Information	Since
IMO number :	6718427
Name of ship :	ELBEIK (since 01/12/2017)
Call sign :	5VFM7
MMSI :	
Gross tonnage :	2867 (since 01/12/2017)
DWT :	1459
Type of ship :	Livestock Carrier (since 01/11/1994)
Year of build :	1967
Flag :	Togo (since 01/12/2017)
Status of ship :	Total Loss (since 06/08/2021)
Last update :	26/10/2021



August 2021. © Salvamento Marítimo

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.



The *Ferry Genkai*, off Yobuko, Kyushu island, May 2006.
© Yuichi Morita



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, February 8, 2015
© Tony Hogwood



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*.



Bore I, off Korpo (Finland), 70s.
© Folke Österman



Skandia, Mariehamn port (Finland).
Postcard Silja Line

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.



1988, *Ilyich*, arrival at Leningrad maritime terminal. © E Kassin



1993, *Ilyich*, Stockholm archipelago (Sweden).
© J Lund, collection BV Lemachko



1994, *Ilyich*, "Russia-car ferry", 45
Madagascan franc (or 9 ariary)-stamp

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.



Baltic Kristina, departing Stockholm, en route for Riga, May 2005. © **Eerik Laine**



Badis, departing Almeria (Spain). © **Mike Barker**

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 I*. Officially owned since 2003 by Panama-registered Saphir Marine SA care of Nobel Maritime Inc (Greece).



Rigel 1, August 14, 2015, arrival at Bari (Italy). © **Luciano 73-vesselfinder**

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.



Roger, arrival at Alang. © **Vaja Niles**

Cruise ship

Albatros (ex-Crown, ex-Norwegian Star I, ex-Norwegian Star, ex-Royal Odyssey, ex-Royal Viking Sea). IMO 7304314. (See p. 1-2).



Albatros, upbound Bosphorus in May 2011. © Marc Ottini

Amusement World (ex-Putri Bintang, ex-Lion Queen, ex-Sun Fiesta, ex-Pacific Star, ex-Crown Princess, ex-Crown Princess Victoria, ex-Lion Queen, ex-Stena Saga, ex-Stena Oceanica, ex-Patricia). IMO 6620773. Ex ferry converted to cruise ship in 1998. Length 141 m, 8,056 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *World*. Classification society Registro Italiano Navale. Built in 1967 in Göteborg (Sweden) by Lindholmens Varv.



Lion Queen, June 1, 1994, Grenaa, (Denmark) © Pieter Inpijn

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

Amusement World, Alang. © Eren Topcu



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.

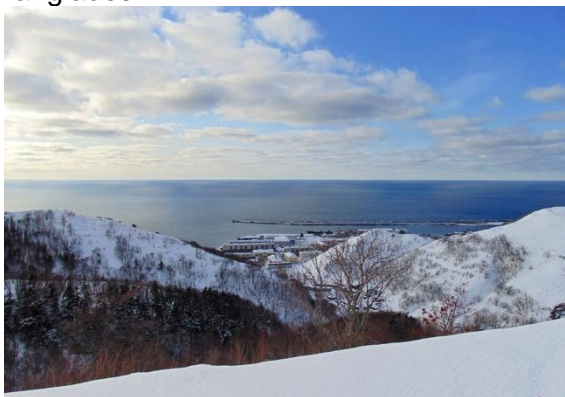


Arctur 777, Peter the Great Bay, Sea of Japan, August 2013. © Igor GI.



Elladora, Vladivostok (Russia), May 2018. © Sergei Skriabin

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.



Nevelsk. © Alexandre Bortsov



Magadan. © Victor Kabanov

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).



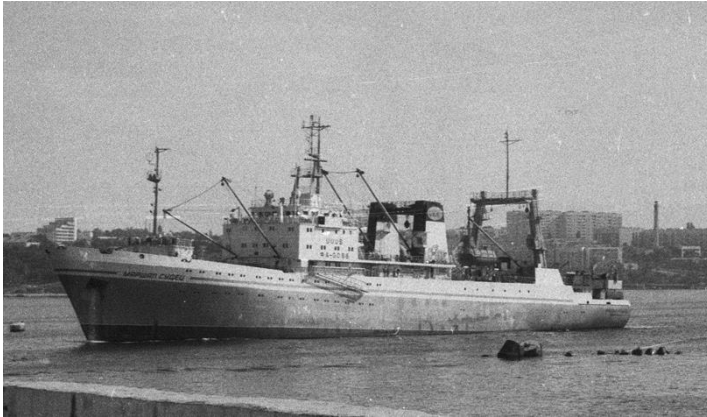
Maja E, fishing off Iceland, June 2013. © Bergthor Gunnlaugsson



Navigator, under tow towards Liepaja shipbreaking yard, August 30, 2021. © Andrej S

Factory ship

Kapitan Demidyuk (ex-MYS *Khersones*, ex-Marshal *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 Mikolayev (Ukraine) by Okean. 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.



Marshal Sudets, Black Sea, 1993.
collection B.V. Lemachko



Kapitan Demidyuk, Sokolovskaya Bay, Sea of Japan, August 2017. © Igor Savitsky

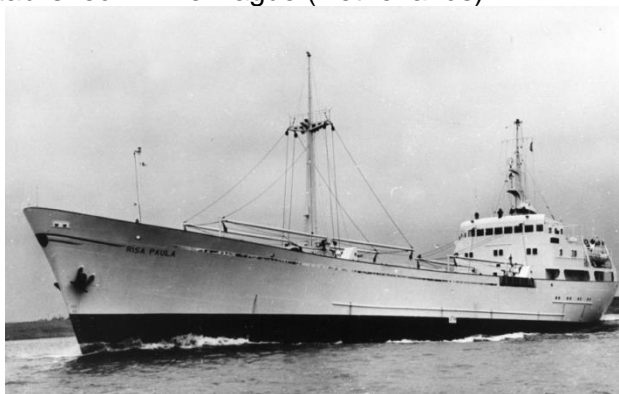
Ostronov 11 (ex-Mlechnyy *Put*). IMO 8131661. Length 101 m, 3,504 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1981 in Stralsund (Germany) by VEB Volkswerft. one of the 201 *Prometey*-type or project Atlantik-434 factory 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.



Okhotsk Sea (Russia), May 2016. © Marine Traffic

Reefer

Blissful Reefer (ex-*Kingbon I*, ex-*Risa Paula*, ex-*Aztec*, ex-*Risa Paula*). IMO 5296795. Length 84 m, 1,281 t. Cameroon flag for her last voyage renamed *PK Marine 3*. Classification society Inter maritime Certification Services. Built in 1962 in Schiedam (Netherlands) by N.V. Werf Gusto as *Risa Paula* pour Transmarine Holland NV established in The Hague (Netherlands).



Risa Paula. © Stichting Maritiem-Historische Databank

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 Thailand, but were 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.



PK Marine 3, ex-*Blissful Reefer*, beached in Chattogram, September 2021. © Salah Uddin

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.

1991, *Celtic Ice*, arrival at Haringhaven, IJmuiden (Netherlands). © Marcel & Ruud Coster



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.



Chainavee Reefer, Yorke Island, Torres Strait (Australia), March 2014. © Neil A Doyle

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 (Massachusetts, USA), in 2001 in Charlottetown (Canada), Brest (France) and Vlissingen ((Netherlands) and in 2006, 2011, 2016 and 2017 in Fuzhou (China).



South China Sea, January 10, 2009. © Ivan Meshkov

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.



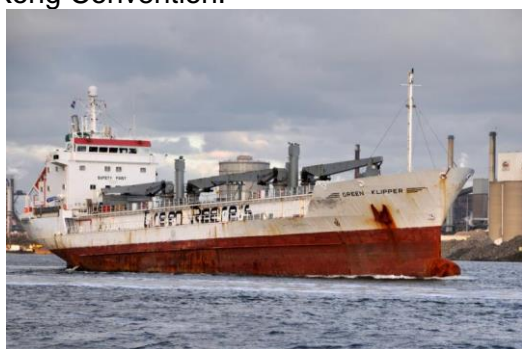
November 2020. Screenshot youTube

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 Trader, 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 Willemse



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



July 27, 2021, the inseparable, *Green Ocean* and *Green Klipper*, Sai Bandhan Infinium yard.

© Alang Shipbreaking-Marine Traffic

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.

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.



Haifeng 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 Petropavlosk-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 (ex-Proliv Diany). IMO 8226739. Length 182 m, 8,144 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Nikolaiev North (Ukraine) by 61 Kommunara yard. One of the 18 *Let SSSR-type (50 years of the Soviet Union)*, or project 1347, fish carriers built by the Ukrainian yard between 1974 and 1984. Detained in 1998 in Kaliningrad (Russia) and in 2007 in Saint Petersburg (Russia). Registered as a reefer since 2009. Owned by Aker Biomarine Antarctic AS (Norway). Sold for demolition in Turkey.

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



Lake Glory (ex-*Thorfrid*, ex-*Akashi Rex*, ex-*Suiyo*, ex-*Suiyo Maru*). IMO 8204597. Length 119 m, 3,292 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Shimoda (Japan) by Shimoda Dockyard Co. Owned by Ji Sung Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.



March 1996, *Akashi Rex*, docked in Le Havre (France).

© Pascal Breidel



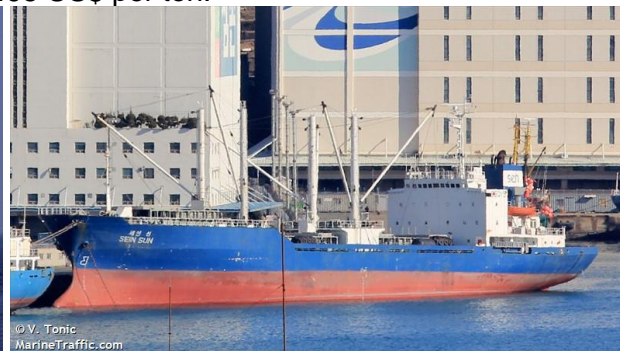
May 2017, *Lake Glory* Bangkok (Thailand).

© Graham Buchan Innes

Sein Sun (ex-*Nova Australia*, ex-*Green Eskimo*, ex-*Winter Reefer*, ex-*Garnet Reefer*, ex-*Atlas Rex*). IMO 8415859. Length 109 m, 3,211 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Hachinohe (Japan) by Kitanihon. Detained in 2007 in Egypt. Owned by Sein Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 495 US\$ per ton.



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



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

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.

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 detention 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. 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 for the transport of wood and various bulk or containerized cargo.



Ladoga-17. Collection Chemak B.V.



Lotta, wood transport on the Kama River, a tributary of the Volga (Russia), July 5, 2012. © Ant-poc

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.



Andromeda, Heraklio (Crete, Greece), July 24, 2019. © Axel aus Do

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".



a company of ZEDARE SHIPTRADING

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.



December 2020, Lübeck/Travemünde (Germany). © Schlickrutscher /Fleetmon

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.



April 2018. © Filipino Navy

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.



Diamond 8. © Filipino Navy



Golden Sailing, Chattogram
© Mohammad Islam Meah

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).



July 30



August 9



August 16



September 8

Harats (ex-*Albany*, ex-*Amur-2514*). IMO 8721404. Length 116 m. Panamanian flag. Classification society Shipping Register of Ukraine. *Amur*-type river and sea-going ship or project 92-040 Built in 1996 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstva Yard. Owned by Seychelles-registered Albany Shipping Ltd care of Global Marine Consulting Ltd (Turkey). 4 detentions: in 2014 in Yeysk (Russia), in 2016 in Tuzla (Turkey), in 2017 in Azov (Russia) and in 2021 in Varna (Bulgaria). Sold for demolition in Turkey.

Harin Navee 8 (ex-*Harin Navee 5*, ex-*Iyo Maru No. 2*). IMO 8703074. Length 73 m, 758 t. Thai flag. Unknown classification society. Built in 1987 in Namikata (Japan) by Yamanaka. Owned by Nipat Navee Co Ltd (Thailand). Detained in 2005 in Kuantan (Malaysia). Sold for demolition in Bangladesh. 520 US\$ per ton.



Harin Navee 8, Bangkok (Thailand), April 2017. © Thanachon Karythong

Harin Transport 17 (ex-*Senryu Maru*). IMO 8006103. Length 83 m, 798 t. Thai flag. Unknown classification society. Built in 1980 in Anda (Japan) by Yoshida Zosen Kogyo. Owned by Harinsuit Transport Co Ltd (Thailand). Detained in 2001 in Port Klang (Malaysia). Sold for demolition in Bangladesh.

BISMARCK

MARITIME

Be Sharp, Ship Bismark!

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 deflagged 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



Moresby Express
© Foggy



Pacific Express

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 Argentinia (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).



Pacific 10, September 2021, Chattogram. © Rock Chy

Lark (ex-*Preobrazhenskaya*). IMO 8724705. Length 56 m, 735 t. Deflagged from Togo to Mongolia for her last voyage. Classification society Cosmos Marine Bureau. Ex *Saulkrasti*-type dredger built in 1988 in Drobeta (Romania) and converted in 1997 to general cargo carrier. Owned by Panama-registered Avant Shipping SA care of Jessy Shipping Co Ltd (Russia). 14 detentions: in 2000 and 2001 in Otaru (Japan), in 2003 in Akitafunagawa (Japan), in 2005 in Nakhodka (Russia), in 2006, 2007 and 2010 again in Otaru, in 2012 then twice in 2013 again in Nakhodka, in 2016 in Otaru, in 2018 in Nakhodka then Otaru and in 2021 for the last time in Nakhodka. Sold for demolition in Bangladesh.

Nakhodka, May 31, 2013, loading used tyres.

© Andy.ru



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

Nordan (ex-*Maxal Zita*, ex-*Fanara*, ex-*Aghios Symeon*, ex-*Chemi Moon*, ex-*Gemini Moon*). IMO 8109101. Length 92 m, 1,470 t. Cameroon flag. Classification society Vega Register. Built in 1982 in Muroran (Japan) by Narasaki Zosen.



Fanara, anchored off Dunkirk (France), October 2006. © Marc Ottini

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 Portosusco (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.



At Kartal (Turkey), July 2020.
© Emre Celal Bozkurt



Gadani, September 2021, the *Nordan* (green) in the center and the *Piramerd* (red). © Taha Babra

general cargo carrier

Oriental Queen (ex-*Henny*, ex-*Liamare*, ex-*Dependent*). IMO 8200797. Length 66 m. Tanzanian flag. Classification society Maritime Bureau of Shipping. Built in 1982 in Kampen (Netherlands) by Peters-Ijsselmeer. Detained in 2009 in Egypt and in 2020 in Thessaloniki (Greece). Owned by A&A Shipping Lines Ltd registered in St Kitts and Nevis care of Island Flag Shipping LLC (United Arab Emirates). Sold for demolition in Pakistan.



Oriental Queen December 2019, port of Bartin (Turkey).
© Babur Halulu



Arrival on a barge in Gadani, September 2021.
© Screenshot Gadani Ship Breaking Yard

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

Qatar Sadiq 2 (ex-*Mariam Hope*, ex-*Sunna*, ex-*Dellach*, ex-*Dalsland*). IMO 7626865. Length 79 m, 1,500 t. Panamanian flag. Classification society Global Marine Bureau Inc. Built in 1977 in Imabari (Japan) by Nishi Zosen. Owned by Al Balha Trading & Marketing (Saudi Arabia). 11 detentions: in 2007 in Huelva (Spain) and Antalya (Turkey), in 2008 in Mersin (Turkey), in 2009 in La Spezia (Italy), in 2011 twice in Bandar Khomeini (Iran), in 2012 in Bandar Abbas (Iran), in 2013 in Asaluyeb (Iran), in 2015 in Bushire (Iran) and twice in 2018 in Asaluyeb again. Sold for demolition in Pakistan.

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.



Saga Tide, at Frier anchorage (Norway), May 23, 2018.
© Tomas Østberg- Jacobsen & Son



Arrival at Alang. © Eren Topcu

SC Nordic (ex-*Trans Nordia*). IMO 8516990. Palettised cargo ship. Length 110 m. Danish flag. Classification society Registro Italiano Navale. Built in 1986 in Ulsteinvik (Norway) by Kleven AS. Owned by Norresundby Rederi & Shipping (Denmark). Being broken up in Grenaa (Denmark) by Fornaes Ship Recycling.



Ijmuiden (Netherlands), October 2018.
© Wim Vrolijk



SC Nordic, September 2021, Fornaes Ship Recycling yard. © Kamil Miasko

Unicom 8 (ex-*Sealine 2*, ex-*Fen Jin 2*, ex-*Collossus*, ex-*Qiao Hang 2*, ex-*Ji Hang 26*, ex-*Koyo Maru No. 3*). IMO 8810401. Ex dredger converted in 2004 to general cargo carrier. Length 66 m, 1,380 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1989 in Saiki (Japan) by Miura Shipbuilding Co. Owned by Hong Kong Shun Tong Shipping Co (Hong Kong, China). 5 detentions: in 2011 three times, in 2012 and in 2018 in Hong Kong. Sold for demolition in Bangladesh.

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.



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

Dole California. IMO 8513467. 890 teu. Length 179 m, 8,448 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1989 in Marghera (Italy) by Fincantieri Breda. Owned by Bermuda-registered Ventura Trading Ltd care of Reefership Marine Services LLC. Detained in 2015 in San Diego (California, USA). Sold for demolition in India. 645 US\$ per ton.



Dole California, April 2010, docked at Puerto Quetzal (Guatemala). © Pascal Brede!l



Dole Ecuador, February 2004, Puerto Caldera (Costa Rica). © Capesize - vesseltracker



Dole California Alang



Dole Ecuador © Eren Topcu

Dole Ecuador. IMO 8513479. 890 teu. Length 179 m, 8,461 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1989 in Marghera (Italy) by Fincantieri Breda. . Owned by Bermuda-registered Ventura Trading Ltd care of Reefership Marine Services LLC (Costa Rica). Sold for demolition in India. 620 US\$ per ton.

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 is 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.

Aframax River (ex-Singapore River). IMO 9259173. Double hull. Length 247 m, 16,740 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 2002 in Saijo (Japan) by Imabari Zosen. Owned by Aframax River Marine Co (Greece). Detained in 2009 in Geelong (Victoria,.



September 6, 2016. Screenshot ITC City Dock security video / NTSB



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.



Aframax River, Istanbul (Turkey), October 19, 2018. © Ahmet Ünlügil

APS 7 (ex-M.T. *Super 1*, ex-Navakun 15, ex-Nisshin Maru). IMO 8105569. Length 65 m, 690 t. Thai flag. Unknown classification society. Built in 1981 in Hakata (Japan) by Hakata Zosen. Owned by AP Marine Co Ltd (Thailand). Detained in 2001 in Singapore. Sold for demolition in Bangladesh.

Bangkok (Thailand), December 2015. © Bismarckie



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).



Asean Link, Singapore, June 12, 2011. © Harvey Wilson

Atlantic 1 (ex-Mongolia, ex-Hunter, ex-Front Hunter, ex-Ellen P, ex-Knock Muir). IMO 9041069. Ex double hull shuttle tanker converted in 2018 to a floating storage to be operated off Nigeria. Length 274 m, 23,318 t. Deflagged from Panama to Comoros for her last voyage shortened to *Lantic*. Classification society Registro Italiano Navale. Built in 1996 in Belfast (Northern Ireland, United Kingdom) by Harland & Wolff. Detained in 2013 in Rotterdam (Netherlands). Owned by Nigeria-registered Gulf of Africa International care of Jampur International FZE (United Arab Emirates). Acquired by Iliana Shipping Ltd registered in Liberia. She left Lagos (Nigeria) on August 9, 2021 and was beached in Chattogram.



Nieuwe Waterweg, Rotterdam (Netherlands), March 8, 2014. © Ed Kaas

B.P.P. 12 (ex-Keishin Maru, ex-Dainishi Maru, ex-Kikaku Maru). IMO 9087879. Length 77 m, 945 t. Thai flag. Unknown classification society. Built in 1994 in Yawatahama (Japan) by Kurinoura. Owned by BPP Supply Co Ltd (Thailand). Sold for demolition in Bangladesh.



B.P.P. 12, August 2014.



Bangkok, Thailand. © Bismarckie

B.P.P. 26, December 2016.

B.P.P. 26 (ex-Eisho Maru, ex-Taiho Maru). IMO 9078816. Length 78 m, 1,114 t. Thai flag. Unknown classification society. Built in 1993 in Imabari (Japan) by Nishi Zosen. Owned by BPP Supply Co Ltd (Thailand). Detained in 2010 in Takamatsu (Japan). Sold for demolition in Bangladesh.

Betty Knutsen. IMO 9172870. Length 183 m, 11,026 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1999 in Gijon (Spain) by Naval Gijon. Owned by Knutsen Shuttle Tankers 3 AS (Norway). Sold for demolition in Turkey by Leyal GS yard.



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



Shipbreaking yard. Aliaga.
© **Selim San**

Big Sea 15 (ex-Kotoku Maru). IMO 9048512. Double hull. Length 75 m, 687 t. Thai flag. Unknown classification society. Built in 1992 in Yawatahama (Japan) by Kurinoura. Owned by Big Sea Co Ltd (Thailand). She was renamed *PK Marine 5* and beached in Bangladesh.



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

Brotojoyo (ex-Ladon, ex-Ionio, ex-Chiba Spirit, ex-Sea Silkroad). IMO 7916521. Length 202 m, 10,889 t. Indonesian flag. Classification society Nippon Kaiji Kyoka. Built in 1980 in Chiba (Japan) by Mitsui. Converted to Floating Production Storage and Offloading (FPSO) unit in 2010. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Bangladesh. 615 US\$ per ton.



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

Cape Balder (ex-*Hudson*, ex-*Front Sun*). IMO 9187239. Double hull. Length 274 m. Marshall Islands flag. Classification society Bureau Veritas. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Liberia-registered Lochton Trading Ltd care of Columbia Shipmanagement (Germany). Sold for demolition in Pakistan. 610 US\$ per ton.



May 28, 2007, Oman Gulf,
© konstantins.galimovs



Rio de Janeiro (Brazil), 11 september 2007.
© Edson de Lima Lucas

Catur Samudra. IMO 9019547. Length 100 m, 2,254 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Pasir Gudang (Malaysia) by Malaysia Shipyard. Owned by Maxima Maritima Indonesia PT (Indonesia). Sold for demolition in Bangladesh.



Catur Samudra, March 19, 2013, arrival at Banjarmasin, Indonésie. © Dixon

Chiron (ex-*Phubai Amara 1*, ex-*Thaioil 10*, ex-*Seadevil*). IMO 9113367. Length 178 m, 9,041 t. Comoros flag. Classification society Det Norske Veritas. Built in 1996 in Kiel (Germany) by Lindenau. Owned by Etihad Engineering & Marine (United Arab Emirates). Detained in 2016 in Tanjung Priok (Indonesia). Sold for demolition in Pakistan. 608 US\$ per ton.



Seadevil, May 1998, outbound Le Havre (France).
© Pascal Bredel



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.



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



February 5, 2008, *Nanny* departing Montoir (France). © **Erwan Guéguénat**

Damas (ex-Rimar, ex-Overseas Rimar, ex-Rimar, ex-Petrobulk Sirius). IMO 9129952. Length 183 m, 9,709 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1998 in Samho (South Korea) by Halla. Owned by Marshall Islands-registered Damas Shipping Ltd care of Legacy Ship Management FZE (United Arab Emirates). Sold for demolition in Pakistan.



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.



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

Elka Eleftheria (ex-Fulgur). IMO 9216925. Double hull. Length 183 m, 10,000 t. Liberian flag. Classification society Det Norske Veritas. Built in 2001 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Eleftheria Maritime care of European Product Carriers Ltd (Greece). Detained in 2009 in Sydney (Australia). Sold for demolition in Pakistan.



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



Gadani Plot # 3-4. © **Gadani Ship Breaking Yard**

EM Longevity (ex-Bag Meur, ex-N. Topaz, ex-Olympic Hawk, ex-Hawk). IMO 9212864. Double hull. Length 335 m, 46,657 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Sea Agility Pte Ltd (Singapore). Sold for demolition in Bangladesh. 592 US\$ per ton. She has not left her Tanjung Pelepas anchorage yet (Malaysia).



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

Escapade (ex-Unicon, ex-Nassau Energy, ex-Nassau Spirit, ex-Avalon Spirit, ex-Nassau Spirit). IMO 9181534. Double hull. Length 236 m, 16,696 t. Gabonese flag. Classification society Registro Italiano Navale. Built in 1998 in Mihara (Japan) by Koyo Dockyard Co. Owned by Marshall Islands-registered Navidutch Shipping Inc care of Safe Seas Ship Management (United Arab Emirates). Sold for demolition in Pakistan. 613 US\$ per ton.



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



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

Eustance (ex-Arena, ex-Eizan Maru No. 86). IMO 8907694. Length 90 m, 1,090 t. Deflagged from Singapore to Niue for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1989 in Namikata (Japan) by Yamanaka. Owned by North East Pacific Pte Ltd (Singapore). Sold for demolition in Bangladesh.



Eustance, October 2021, Chattogram. © Salah Uddin

Evreti (ex-Bosson Bullenbaai, ex-Seaways Portland, ex-Overseas Portland). IMO 9213325. Double hull. Length 250 m, 18,921 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned since July 2020 by Panama-registered Sagitta Shipping Co SA care of Monte Nero Management SA (Greece). Sold for demolition in Bangladesh.



Overseas Portland, April 2012, Sydney (Australia). © Mick Prendergast

Gema (ex-Hainan Baosha 021, ex-Berengaria, ex-Georgy Ushakov, ex-Kaliningrad). IMO 9171199. Double hull. Length 156 m, 7,638 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2001 in Saint Petersburg (Russia) by Admiralty Shipyard pour Lukoil Arctic Tankers. She was one in a series of five *Astrakhan*-type ice-breaking tankers or project 20070 designed for arctic navigation. Owned by Stralia Maritime SA care of Aerio Shipmanagement Ltd (Greece). Sold for demolition in India. 616 US\$ per ton.



Gema, Red Sea, Hodeida (Yemen), October 2017

© voljanin

Along shipbreaking yard. © Eren Topcu



Gulf Glow 1 (ex-*Reem Al Khaleej*, ex-*Zengyoren Maru*). IMO 7815557. Length 102 m, 1,950 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Kinoe (Japan) by Setouchi Zosen. Owned by Panama-registered Yaqoob Shipping & Trading Co. Sold for demolition in Pakistan.

Hafid (ex-*Chemtrans Petri*, ex-*St. Petri*). IMO 9183257. Double hull. Length 183 m, 9,246 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Onomichi (Japan) by Onomichi Zosen. Detained in 2010 in Shanghai (China) and in 2012 in Zoushan (China). Owned by Pentacontinent DMCC (United Arab Emirates). Sold for demolition in Pakistan. 605 US\$ per ton.



September 2021, *Hafid* beached in Gadani, plot 116. © **Gadani Ship Breaking Yard**

Hai Soon 29 (ex-*Kirishima Maru No. 2*, ex-*Ryosei Maru*). IMO 9072733. Length 93 m, 2,603 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Hakata (Japan) by Murakami Hide. Owned by Soon Ship Management Pte Ltd (Singapore). Sold for demolition in Bangladesh.

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.

Ghawar, unloading in Brofjorden (Sweden),
November 7, 1996. © **Lennart Rydberg**



Heng Long (ex-*OT Helene*, ex-*Torm Helene*). IMO 9143532. Double hull. Length 244 m, 16,209 t. Sierra Leone flag since February 2021. Classification society Det Norske Veritas. Built in 1997 in Ulsan (South Korea) by Hyundai. Detained in 2012 in Chiba (Japan). Owned by Seychelles-registered Heng Long Ltd. Sold for demolition in Bangladesh.



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

Ingrid (ex-Super Lady, ex-Young Lady). IMO 9201592. Double hull. Length 239 m, 15,954 t. Deflagged from Sierra Leone to Panama in June 2021. Classification society Lloyd's Register of Shipping. Built in 2000 in Yokosuka (Japan) by Sumitomo. Detained. Owned by Siwan Trading International (United Arab Emirates). Acquired in June 2006 by Ornella Shipping Inc registered in the Marshall Islands prior to her departure for demolition in Pakistan. 514 US\$ per ton.

Jay Jay (ex-Roxana, ex-Arowana Munich, ex-Kinsui Maru). IMO 8706612. Length 94 m, 1,403 t. Mongolian flag. Classification society Sing Class International. Built in 1987 in Kochi (Japan) by Kochi Jyuko. Owned by British Virgin Islands-registered Silver Water Holding care of Success Blossom Ltd (Singapore). Sold for demolition in Bangladesh.



Jay Jay, Singapore anchorage area, April 21, 2020. © Foggy

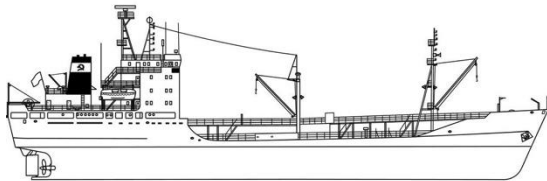
Ji Tai (ex-B. P. P. 32, ex-Eiyu Maru). IMO 8606288. Length 108 m, 2,056 t. Mongolian flag. Classification society Sing Lloyd. Built in 1986 in Fukuoka (Japan) by Fukuoka Zosen. Owned by You Shun Co Ltd care of Da Fang Chou Ships Management & Consulting Co Ltd (Taiwan). Sold for demolition in Bangladesh.

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 Singapore. 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.



© soviet trawler.narod



Kapitan Ponikarovskiy, Baltic Sea, Neva Bay (Russia). © Boroduline I.V.

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 official since January 2020 Aria Seaway Ltd registered au Liberia. Remorqué for demolition au Pakistan.

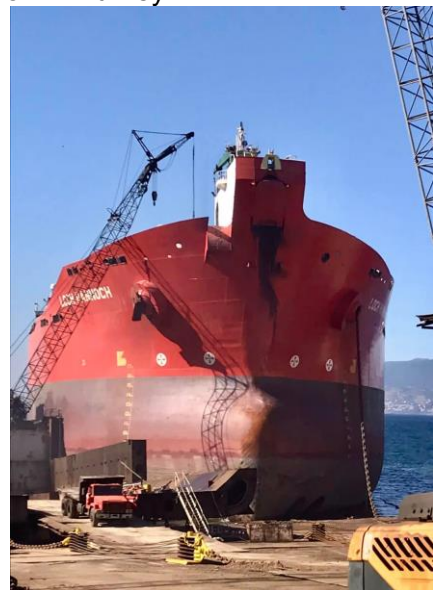
Lindoia BR. IMO 8617093. Double hull. Length 177 m, 9,824 t. Brazilian flag. Classification society Det Norske Veritas. Built in 1996 in Rio de Janeiro (Brazil) by EISA. Detained. Owned by Petrobras Transporte SA - Transpetro (Brazil). Sold as is in Fortaleza (Brazil) for demolition in India. 438 US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

Loch Rannoch. IMO 9160619. Tanker navette Double hull. Length 270 m, 26,221 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Okpo (South Korea) by Daewoo. Owned by Knutsen Shuttle Tankers 2 (Norway). Sold for demolition in Turkey.



Loch Rannoch, in Rotterdam, May 2020. © Schraupeter

In Aliaga, September 2021. © Selim San



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



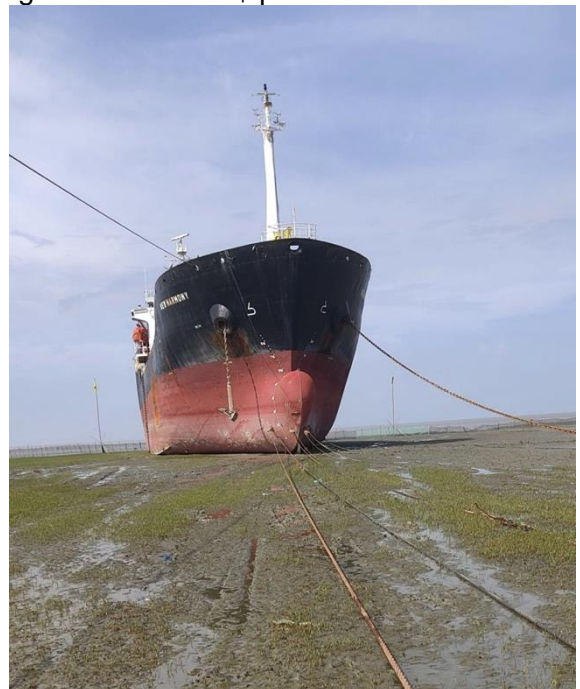
Maria Olga (ex-*Aegean VIII*, ex-*Dragon Summit*, ex-*Dong Yang*). IMO 8313556. Length 87 m. Deflagged from Greece to Togo for her last voyage shortened to *Aria*. Unknown classification society. Built in 1984 in Ulsan (South Korea) by Banguhjin. Owned by Zephiros Shipping Co (Greece). Acquired by Belinda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

New Harmony (ex-*Royal Diamond*, ex-*Glory 121*, ex-*Angel 121*, ex-*Alpha Prosperity*). IMO 9114828. Length 110 m, 2,945 t; lengthened in 2010 from 99 to 110 m and converted in Double hull. Nauru flag. Classification society Isthmus Bureau of Shipping. Built in 1995 in Singapore by Atlantis Shipyard. Detained in 2016 in Vladivostok (Russia). Owned by Best Seaside Ltd registered in the British Virgin Islands. Sold as is in Batam (Indonesia) for demolition in Bangladesh. 598 US\$ per ton.



Alpha Prosperity, Singapore June 2010. © Iasha Chabrav

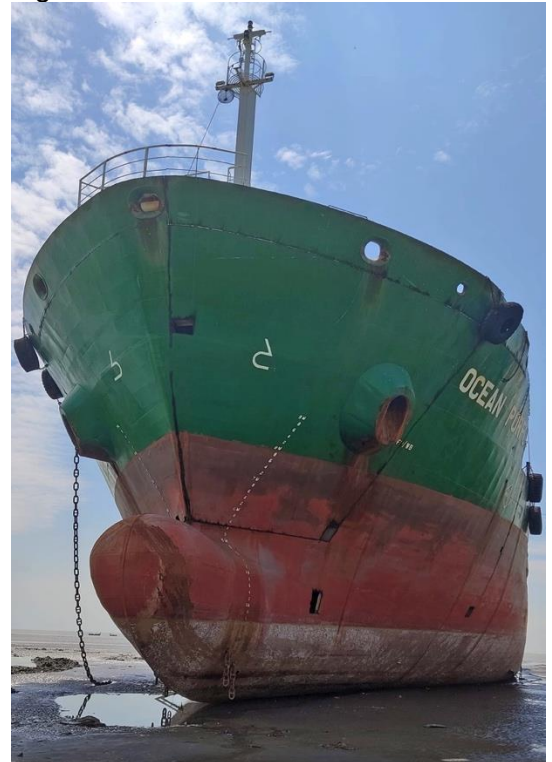


New Harmony, Chittagong, Bangladesh
© Mohammad Islam Meah

Ocean Porpoise. IMO 9113109. Length 120 m, 3,498 t. Sierra Leone flag. Classification society Registro Italiano Navale. Built in 1996 in Singapore by Atlantis. Owned by Prospera Ocean International registered in the British Virgin Islands. Sold for demolition in Bangladesh.



Singapore, March 2011. © Ernest Olshtynskiy



Ocean Porpoise, September 2021, Chattogram
© Mohammad Islam Meah

Oceania (ex-Bull Sumatera, ex-Marine Vanessa, ex-Gener8 Elektra, ex-Genmar Elektra, ex-Fantasy). IMO 9233313. Double hull. Length 240 m, 16,099 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Tadotsu (Japan) by Tsuneishi. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh.



At Balikpapan (Indonesia), November 2019.
© Nakhoda Zensu



Oceania, Chattogram, August 2021.
© Jonaed Hasan Ridoy

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).

Pacific Bravery I (ex-Star Bravery, ex-Pacific Bravery). IMO 9200744. Double hull. Length 228 m, 10,000 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1999 in Mihara (Japan) by Koyo Dockyard. Owned by Saud Shipping DMCC (United Arab Emirates). Sold for demolition in Pakistan.

Palladiy (ex-*Kasira*, ex-*Kashira*, ex-*Kasira*, ex-*Kashira*). IMO 8129620. Length 113 m, 3,131 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rauma (Finland) by Rauma-Repola. One of the 10 *Ventspills*-type ice-breaking tankers built by the Finnish yard between 1983 and 1986. Detained in 2004 in Singapore and in 2018 in Busan (South Korea). Owned by Far Trans Co Ltd based in Vladivostok (Russia).



Palladiy, Peter the Great Bay, Sea of Japan, August 16, 2015. © **vitalicus 75**



Repairing at Orient yard, Gamcheon port, Busan (South Korea), June 24, 2018. © **Vladimir Tonic**

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.

Information	Since
IMO number :	9102239
Name of ship :	RAMLAH (since 01/01/1996)
Call sign :	HZAC
MMSI :	403523000
Gross tonnage :	163882 (during 1996)
DWT :	300361
Type of ship :	Crude Oil Tanker (since 01/01/1994)
Year of build :	1996
Flag :	Saudi Arabia (since 01/01/2017)
Status of ship :	To Be Broken Up (since 07/09/2018)
Last update :	18/09/2018



Ramlah. © **NSA Co**

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 shipbreakinbg 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.

Piramerd (ex-*Seaglory*, ex-*St. Pauli*). IMO 9253478. Double hull. Length 182 m, 9,227 t. Panamanian flag. Classification society Bureau Veritas. Built in 2003 in Onomichi (Japan) by Onomichi Zosen. Owned by Pentacontinent DMCC (United Arab Emirates). Detained in 2003 in Long Beach (California, USA). Sold for demolition in Pakistan. 605 US\$ per ton.



St. Pauli. © Marine Traffic

August 31, *Piramerd*, plot 9-10.
© Gadani Ship Breaking Yard



Rose Jasmeen (ex-*Innova 1*, ex-*Marine Venus*, ex-*Grandeur Ace*, ex-*Tachibana Maru*). IMO 8514291. Double hull. Length 102 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Detained in 2016 in Bandar Abbas (Iran). Owned by Marshall Islands-registered Rose Marine Ltd care of Glow Shipping Lines (United Arab Emirates). Sold for demolition in Pakistan.

Royal Coop (ex-*Shin Co-Op Maru*). IMO 8609840. Length 98 m, 2,263 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Saiki (Japan) by Usuki Tekkosho. Owned by British Virgin Islands-registered Cosmic View Ltd care of Winson Oil Bunkering (Singapore). Detained in 2014 and 2015 in Honolulu (Hawaii, USA). Sold for demolition in Bangladesh.



Shin Co Op Maru departing the port of Honolulu (Hawaii, USA), May 2015.
© William J. Cooke

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 Brede**

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 (ex-*Knock Sallie*). IMO 9169627. Double hull. Length 276 m, 25,553 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). Sold for demolition in India.



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



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

Sea Glamour (ex-Sea Elegance, ex-Jag Lakshita, ex-Stemnitza). IMO 9208057. Double hull. Length 274 m, 23,267 t. Panamanian flag. Classification society China Classification Society. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Noble Maritime Services Inc registered au Panama care of Benchmark Ship Management LLC (United Arab Emirates). Detained in 2018 in Zoushan (China). Sold for demolition in Bangladesh. 602 US\$ per ton.

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.



Cabo Hellas heading towards San Francisco Bay (USA), May 2012. © JoeJoe Head-Marine Traffic



Seaways Jademar, August 18, 2020, at Zhoushan shipyard (China). © Godra

Seaways Jademar (ex-*Overseas Jademar*, ex-*Jademar*). IMO 9232606. Double hull. Length 228 m, 13,148 t. Deflagged from Marshall Islands to St Kitts and Nevis for her last voyage shortened to *Jade*. Classification society Lloyd's Register of Shipping. Built in 2002 in Okpo (South Korea) by Daewoo SB & ME Co. Owned by International Seaways Inc (USA). Detained in 2009 in Quintero (Chile). Sold for demolition in India.

Sedna (ex-*Seiwa Maru*). IMO 9041605. Length 75 m, 1048 t. Deflagged from Singapore to Guyana for her last voyage. Classification society Registro Italiano Navale. Built in 1992 in Kure (Japan) by Kegoya. Owned by Equatorial Marine Fuel Management Services Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Sharifa 4 (ex-*Falster Spirit*, ex-*Bona Rover*, ex-*Vendonna*). IMO 9083287. Double hull. Length 244 m, 16,484 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Pyramid Navigation Co (Egypt). Sold for demolition in Pakistan. 616 US\$ per ton including a 30-ton bronze propeller.

Silvana III (ex-*Tian Ma Zuo*, ex-*Taka*, ex-*Ataka*, ex-*Takachiho I*). IMO 9183348. Double hull. Length 330 m, 37,726 t. Deflagged from Sierra Leone to Cook Islands in April 2021 and finally Palau in July. Classification society Bureau Veritas. Built in 1998 in Kure (Japan) by Ishikawajima-Harima.

Information	Since
IMO number :	9183348
Name of ship :	ATAKA (since 01/04/2016)
Call sign :	3FXA8
MMSI :	357016000
Gross tonnage :	149376 (since 01/09/2017)
DWT :	291312
Type of ship :	Crude Oil Tanker (during 1998)
Year of build :	1998
Flag :	Panama (since 01/10/1998)
Status of ship :	To Be Broken Up (since 14/09/2018)
Last update :	25/09/2018

September 2018, to be broken up.



Ataka, at Bassorah (Iraq), January 2017. © Fo NikEye

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.

Simba (ex-Ore, ex-Lorena, ex-Lorena BR, ex-Lorena). IMO 8617055. Length 176 m, 10,845 t. Brazilian flag jusqu'en February 2020, Samoa for her last voyage. Classification society Bureau Veritas. Built in 1996 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Detained in 2009 in Gwangyang (South Korea).

Information		Since	Information		Since
IMO number :	8617055		IMO number :	8617055	
Name of ship :	LORENA BR	(since 01/11/2000)	Name of ship :	SIMBA	(since 01/08/2020)
Call sign :	PPTA		Call sign :	UNKNOWN	
MMSI :	710074016		MMSI :		
Gross tonnage :	23669	(before 2010)	Gross tonnage :	23669	(before 2010)
DWT :	45229		DWT :	45229	
Type of ship :	Oil Products Tanker	(during 1994)	Type of ship :	Oil Products Tanker	(during 1994)
Year of build :	1996		Year of build :	1996	
Flag :	Brazil	(during 1997)	Flag :	Samoa	(since 01/07/2021)
Status of ship :	To Be Broken Up	(since 15/12/2019)	Status of ship :	Broken Up	(since 04/08/2021)
Last update :	24/12/2019		Last update :	17/08/2021	

To be broken up, December 2019

Equasis database

broken up, August 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.



Lorena BR, on the Amazon river (Brazil), October 2010. © Foggy

Tango (ex-*Luna*, ex-*Baltic Captain I*, ex-*Baltic Captain*, ex-*Androcles*). IMO 9208100. Double hull. Length 183 m, 8,636 t. Liberian flag. Classification society Bureau Veritas. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by IMS SA (Greece).

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



Yason (ex-*Snabzhenets*, ex-*Kilstraum*). IMO 8704913. Length 86 m, 1,706 t. Deflagged from Russia to Sierra Leone for her last voyage. Classification society Russian Maritime Register of Shipping puis Dromon Bureau of Shipping in July 2021. Built in 1988 in Aukra (Norway) by Aukra Industries. Detained in 2009 in Bordeaux (France). Owned by MT Bunker Co Ltd (Russia). Acquired by Hong Kong-based Golden Centre Trading Ltd prior to her departure from Petropalovsk in the Russian Far East towards Alang.



November 13, 1993, *Kilstraum* inbound Le Havre (France).

© Pascal Brede



August 2021, *Yason* beached in Alang.

© Inzamam Sheikh

Zhong Yuan 18 (ex-*Vladimir Vysotskiy*). IMO 8517114. Length 151 m, 5,980 t. Deflagged from Sierra Leone to Comoros for her last voyage shortened to *Zhong*. Classification society Overseas Marine Certification Services. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Seychelles-registered Fresh Aurora Ltd care of Eastwind Marine Services Co Ltd (Taiwan). 3 detentions: in 1998 in Aabenraa (Denmark), in 2006 in Montreal (Canada) and in 2020 in Slavyanka (Russia). Sold for demolition in Bangladesh.



Vladimir Vysotskiy, February 24, 2007 Eastham, Manchester Ship Canal (United Kingdom).

© Malcolm Cranfield



Zhong Yuan 18, February 3, 2020, Kaohsiung (Taiwan).

© Ya Ray Yang

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.



Angel 18 (ex-*Chem Leo*, ex-*Azteca S*, ex-*Sembawang Venture*). IMO 9167710. Double hull. Length 117 m, 3,229 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Fukuoka (Japan) by Fukuoka Zosen. Owned by British Virgin Islands-registered Success Direct Ltd care of Winson Oil Bunkering Pte Ltd (Singapore). Sold for demolition in India. 875 US\$ per ton for her stainless steel tanks.

Rotterdam (Netherlands), 11 February 2008. © Alf

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 Denizcilik 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.



May 17, 1996, *Leman IV*, in Terneuzen (Netherlands).
© Pascal Breidel



Rotterdam (Netherlands), May 19, 2011.
© Cornelis Dijkshoorn

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.



Port Khalid, Sharjah, September 2018. © Rutger Hofma

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 HI. 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 (ex-Golden Brilliance, ex-Shamrock Moon, ex-Oriental Sapphire). IMO 9158991. Double hull. Length 124 m, 3,318 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Imabari (Japan) by Asakawa Zosen. Owned by Dae Ho Shipping Co Ltd-Busan (South Korea). Sold for demolition in India.



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

Eastern Chemi (ex-Eastern Amenity). IMO 9203370. Double hull. Length 114 m, 3,152 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1999 in Imabari (Japan) by Higaki. Owned by DM Shipping Co Ltd (South Korea). Sold for demolition in India.

Explorindo-1 (ex-Bellanova, ex-Torm Charente, ex-Charente). IMO 9230854. Double hull. Length 183 m, 8,554 t. Indonesian flag. Classification society Det Norske Veritas. Built in 2001 in Jinhae (South Korea) by Daedong SB Co. Detained in 2018 in Agioi Theodoroi (Greece). Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh.

Ever Exuberant (ex-Havelstern). IMO 9053218. Length 161 m, 5,994 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen Werft. Owned by Anguilla-registered Forever Win Enterprise Co Ltd care of LW Maritime Service Co Ltd (Taiwan). Sold for demolition in Bangladesh. 605 US\$ per ton.



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



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

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



Beached in Gadani, August 2021. © A&L Shipping

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

Kurushina, September 2021. © Fazlur Rahman

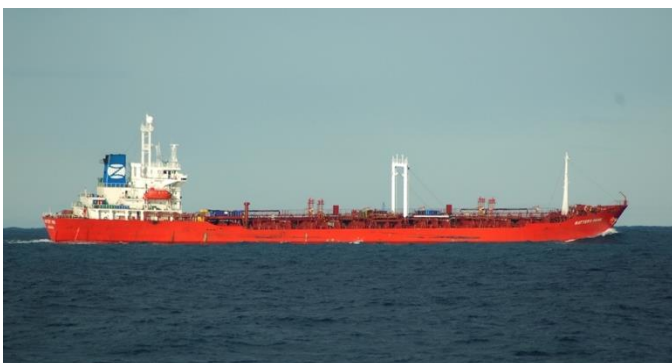


Laurel (ex-Tradewind Union, ex-Southern Lion). IMO 9175729. Double hull. Length 118 m, 3,337 t. Deflagged from Palau to St Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imabari (Japan) by Asakawa. Acquired by British Virgin Islands-registered Scandi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

Tradewind Union departing Lavéra oil terminal (France), February 23, 2005. © **Malcolm Cranfield**



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.



Battery Park, in the Casquets Traffic Separation Scheme, December 2006. © **Marc Ottini**

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.

December 30, 2014, Saint-Malo (France), *Parsa* crossing Vauban basin. © **Loic Le Mignon**



Pharmony (ex-*Eastern Dharma*). IMO 9207845. Double hull. Length 118 m, 3,193 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Imabari (Japan) by Asakawa. Detained in 2013 in Nantong (China) and in 2014 in Teluk Bayur (Indonesia). Owned by Petrojaya Marine (Singapore). Sold for demolition in India. 855 US\$ per ton.

Pretty Hana (ex-*Horin Maru*). IMO 9003964. Length 65 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Hakata (Japan) by Murakami Hide. Owned by Hana Marine Co Lt (South Korea). Sold for demolition in Busan (South Korea).



Pretty Hana, Kawasaki (Japan), January 2016.
© **Okesa vesseltracker**



Pretty Hana getting transformed in raw materials for razor blades. Busan shipbreaking yard (South Korea), August 29, 2021. © **Vladimir Tonic**

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.



Prosper Sunshine, November 2019, Singapore.
© **Martin Klingsick**

Risa (ex-*Risanger*, ex-*Minerva Julie*). IMO 9212369. Length 183 m, 9,820 t. Liberian flag. Classification society Bureau Veritas. Built in 2000 in Jinhae (South Korea) by Daedong SB Co. Owned by Liberia-registered Palm Tree Marine Inc care of IMS SA (Greece). Detained in 2003 in Trieste (Italy) and in 2015 in Ningbo (China). Sold for demolition in Bangladesh.



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



Risa, Chattogram, August 25. © **Rock Chy**

Sabahat Telli (ex-*Bonaire*). IMO 8111831. Double bottom. Length 99 m, 2,067 t. Turkish flag. Classification society Registro Italiano Navale. Built in 1982 in Geesthacht (Germany) by Ernst Menzer-Werft. Owned by Gemiciler Denizcilik Sanayi (Turkey). Detained in 2002 in Guayama (Puerto Rico). Sold for demolition in Turkey.



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

Sea Sky (ex-*Sea Dragon*, ex-*Speedy*, ex-*Sichem Marbella*, ex-*J. M. S. Emerald*, ex-*Sun Emerald*, ex-*Stolt Otome*). IMO 9031739. Length 114 m, 2,564 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Sky*. Classification society Bureau Veritas. Built in 1991 in Imabari (Japan) by Higaki. 5 detentions: in 2001 in Brisbane (Queensland, Australia), in 2009, in Bushire (Iran), in 2011 in Mikolayev (Ukraine) then in Bushire and in 2015 in Bushire again. Owned by Seychelles-registered Choice Shipping Co Ltd care of Artemiz Marine Services (United Arab Emirates). Acquired by Marshall Islands-registered Olivia Navigation Ltd care of Lilly Maritime Pvt Ltd based in India prior to her departure for demolition towards Alang.



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

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.



IMO number :	9154294	
Name of ship :	MITROPE	(since 01/03/1999)
Call Sign :	9HBH6	
MMSI :	248360000	
Gross tonnage :	11530	(during 1999)
DWT :	15866	
Type of ship :	Chemical Tanker	(during 1999)
Year of build :	1999	
Flag :	Malta	(since 01/03/1999)
Status of ship :	To Be Broken Up	(since 16/09/2016)
Last update :	27/09/2016	

Mitrope, outbound Le Havre (France), November 14, 1999. © Pascal Brede!l

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 Kaiji 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.

Information	Since
IMO number :	9187681
Name of ship :	SKY SINO
	(since 01/08/2017)
Call sign :	V7AB5
MMSI :	538004956
Gross tonnage :	29965
	(during 2002)
DWT :	45375
Type of ship :	Chemical/Oil Products Tanker
	(during 1998)
Year of build :	1998
Flag :	Marshall Islands
	(since 01/01/2013)
Status of ship :	To Be Broken Up
	(since 27/08/2021)
Last update :	07/09/2021



Selendang Kencana in Hong Kong, April 2012. © Jerzy Nowak

Splendour (ex-*Prime Splendour*, ex-*Chinook Maiden*). IMO 9145841. Length 180 m, 10,045 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Shitanoe (Japan) by Minami-Nippon. Detained in 2012 in Westernport (Victoria, Australia). Owned by Marshall Islands-registered Drava Shipping Inc-MAI. Beached for demolition in Pakistan. 621 US\$ per ton.



Prime Splendour, May 17, 2016, Singapore. © Alexander Demin

Stolt Selje (ex-*Selje*, ex-*Jo Selje*). IMO 8919051. Length 182 m, 11,219 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Govan (United Kingdom) by Kvaerner Govan. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



Panama Canal, December 2016.
© Kenneth R Myers



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

Stolt Spruce (ex-*Spruce*, ex-*Jo Spruce*, ex-*Spruce*, ex-*Jo Spruce*). IMO 8919037. Length 182 m, 11,312 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Floro (Norway) by Kvaerner Verft. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



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

Theresa Tiga (ex-*Shintoku*). IMO 9146039. Double hull. Length 150 m, 5,969 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1996 in Sasebo (Japan) by Sasebo H.I.. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Sold for demolition in India. 720 US\$ per ton including stainless steel tanks.

United Ocean 88 (ex-*United Earning 66*, ex-*Nogogini*, ex-*Oriental Daisy*). IMO 9119737. Double hull.



Length 117 m, 3,225 t. Deflagged from Palau to Belize in April 2021 and finally St Kitts and Nevis for her last voyage renamed *Jean*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Fukuoka (Japan) by Fukuoka Zosen. Detained in 2007 in Suez (Egypt). Owned by Proud Ocean Ltd (Taiwan). Acquired by Nabeel Shipmanagement FZE based in the United Arab Emirates prior to her departure for demolition in India.

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

Gas carrier

Baltic Energy (ex-*Wilpower*, ex-*Bishu Maru*). IMO 8013950. Length 281 m, 27,700 t. Marshall Islands flag. Unknown classification society. Built in 1983 in Sakaide (Japan) by Kawasaki. Owned by Haoda International Ship Lease registered in Hong Kong care of Sinokor Maritime Co Ltd (South Korea). Towed for demolition in Bangladesh by tug *Thanos* (IMO 8304816). 750 US\$ per ton including 3500 t of aluminium.



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 Credebt 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 (ex-*Dorado Gas*). IMO 9109304. Length 105 m, 2,926 t. Panamanian flag. Classification society Bureau Veritas. Built in 1994 in Hachinohe (Japan) by Kitanihon. Owned by Sellan Gas Co Ltd (Japan). Detained in 2018 in Dongying (China). Sold for demolition in Bangladesh. 610 US\$ per ton.

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

North Energy (ex-*Wilenergy*, ex-*Banshu Maru*). IMO 8014409. Length 283 m, 32,467 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Sinokor Tanker Co Ltd (South Korea). Acquired by Marshall Islands-registered Gulf Glory SA for demolition in Bangladesh. 710 US\$ per ton including 3500 t of aluminium.



June 19, 2021, *North Energy*, Samkang S&C yard (ex-STX) in Goseong (South Korea). © Vladimir Tonic

Saehan Capella (ex-*Gas Natalie*, ex-*Fountain Gas*, ex-*Venus Gas*). IMO 9157557. Length 96 m, 2,100 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Usuki (Japan) by Shitanoe. Owned by Saehan Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.



Shanghai (China), 2010. © AAA-Shipspotting

South Energy (ex-*LNG Edo*, ex-*Lake Charles*). IMO 7619587. Length 285 m, 28,085 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1980 in Quincy (USA) by General Dynamics Corp. Owned by Haoxing International Ship (South Korea). Sold for demolition in Bangladesh. 720 US\$ per ton including 3500 t d'aluminium and 1200 t of bunkers.



LNG Edo in Montoir (France), December 20, 2010. © Erwan Guégúniat

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 Walsorden (Netherlands), May 10, 1998. © **Pascal Breidel**



Australgas, in Quintero (Chile), May 29, 2010. © **J. Carlos**

Tokuyo Maru No.7. IMO 9132648. Length 71 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Hitachi (Japan) by Hitachi Zosen. Owned by Shinomiya Tanker KK (Japan). Considered sold for demolition by Nippon Kaiji Kyokai since September 10, 2021. Her destination of demolition is undisclosed. She was spotted at last in Etajima (Japan).



Tokuyo Maru No.7, Hakodate (Hokkaido, Japon), March 2017. © **Shigeru Nishiyama**

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 Cilegon (Indonesia).



October 2011, *Ibiza Cement*, Helsingborg (Sweden). © **Allan Flood**

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 Brodogradiliste 3 Maj. Detained in 2009 in Antwerp (Belgium). Owned by Algoma Central Corp (Canada).



At Thunder Bay, (Ontario, Canada), August 16, 2020. © Dianne Temple

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.

December 18, 2021, last voyage upbound the Welland (Canada). **Screenshot Right In Niagara-You Tube**



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.



August 2, 2021, "*Piri*" on the St. Lawrence off Verchères, under tow and bound for Aliaga. © Marc Piché



VB Hispania. © Gaspar Luis Prieto Garcia

Amal 1 (ex-*Amal*, ex-*Sileb*, ex-*Fountain 5*, ex-*Taviland*, ex-*Tawe*, ex-*Hansa Merchant*, ex-*Sanko Jupiter*). IMO 8309294. Length 183 m, 7,301 t. Panamanian flag. Classification society International Register of Shipping. Built in 1987 in Chiba (Japan) by Mitsui. Owned by Saqr Logistics (United Arab Emirates). Detained in 2007 in Gdansk (Poland), in 2009 in Algeciras (Spain) and in 2012 in Novorossiysk (Russia). Sold for demolition in Pakistan. 585 US per ton including 375 tons of bunkers.



Tawe, 2008, off Gibraltar © **Pepebolanos-vesseltracker**

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.

Karunia (ex-*Rubin Pioneer*). IMO 9061887. Length 225 m, 9,615 t. Indonesian flag. Classification society Korean Register of Shipping. Built in 1993 in Marugame (Japan) by Imabari. Owned by JSK Abadi Lines PT (Indonesia). Sold for demolition in Bangladesh. 585 US\$ per ton.

Kenan Mete (ex-*Youmna-Y*, ex-*Kopalnia Halemba*). IMO 8701935. Length 144 m, 4,903 t. Deflagged from Panama to Guyana for her last voyage renamed *Nabiha 1*. Classification society Polish Register of Shipping. Built in 1990 in Szczecin ((Poland) by A.Warskiego Szczecinska. Owned by Marshall Islands-registered Blodwen Marine SA care of Royal Mar Shipping & Ship Management Co Ltd (Turkey). 5 detentions in 2010 in Casablanca (Morocco), in 2013 in Piraeus (Greece), in 2015 in Aliaga (Turkey), in 2015 in Ashdod (Israel) and in 2017 in Naples (Italy).

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.



Kenan Mete, May 9, 2020, Suez Canal (Egypt). © **Foggy**

Lady Lara (ex-*Patria*, ex-*Arapaho Belle*, ex-*Elsa Oldendorff*, ex-*Stellar Kohinoor*). IMO 9157428. Length 153 m, 5,035 t. Deflagged from Panama to Togo for her last voyage shortened to *Ara*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Kawajiri (Japan) by Kanda Zosensho.



Lady Lara, unloading in Dakar (Senegal), November 2018. © SG

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



June 2020, *Lady Lara*, in Drapetsona, Piraeus (Greece). © Marc Ottini



One year later, shortened to *Ara*, still in Drapetsona, about to leave for Aliaga. © Marc Ottini

Rio Orinoco (ex-*Maratha Shogun*). IMO 7700726. Length 240 m, 18,904 t. Deflagged from Venezuela to St Kitts and Nevis for her last voyage shortened to *Rin*. Classification society American Bureau of Shipping. Built in 1979 in Tsu (Japan) by Nippon Kokan. Owned by CVG Ferrominera Orinoco (Vénézuéla). Acquired by United Arab Emirates-registered GSPL DMCC prior to her departure for demolition in Pakistan.



March 1, 2021, laid up in Chaguaramas (Trinidad & Tobago). © EDF-MarineTraffic



July 21, 2021, beached in Gadani, plots 9-10. © Gadani Ship Breaking Yard

Seismic research vessel

Geo Hindsagar (ex-*Geo Baltic*, ex-*Johan Nordenankar*). IMO 7806075. Length 73 m, 2,108 t. Indian flag. Classification society Indian Register of Shipping. Built in 1980 in Falkenberg (Sweden) by Falkenbergs Varv. Owned by Hind Offshore Pvt Ltd (India). Detained in 2006 in Port Said (Egypt). Sold as is in Mumbai for demolition in India. 555 US\$ per ton.

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



Geowave Commander (ex-*Geo Maru*, ex-*Koushin Maru*). IMO 9183867. Ex cable layer converted in 2001 to seismic research vessel. Length 98 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1998 in Kanagawa (Japan) by Hitachi; lengthened in 2001 from 75 to 98 m. Owned by Master & Commander AS (Norway). Sold for demolition in Feda (Norway) by Greenyard A/S.



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*.



THE CHITTAGONG PORT AUTHORITY

MARINE DEPARTMENT

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

SL. NO.	NAME OF VESSEL	R/ON	LENGTH	CARGO	L.PORT	FLAG	LOCAL AGENT	ARRIVAL DATE & TIME	ANCHO-RAGE	DRAFT	QUANTITY/REMARKS
27	TUG SALVAGE ACE(IMO:7626311)	-	64.74	BALLAST	S.HAI	ST.VIN	SOLAR	17/09 AT 1840	C	5.2	TOWING DEAD VSL NS CASSINO
55	NS CASSINO(IMO:9673496)	-	110.00	SCRAPPING	S.HAI	PANA	SOLAR	17/09 AT 1840	C	6.0	-DO-

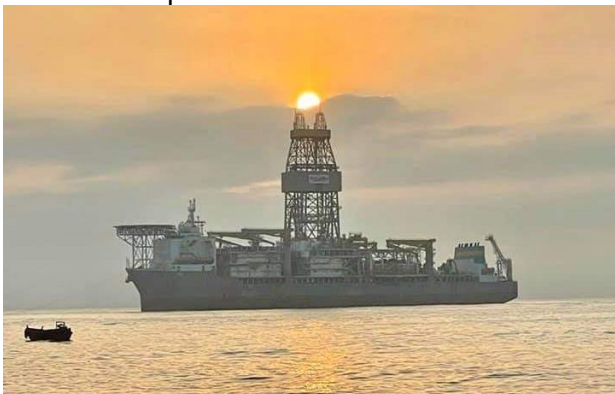
The *NS Cassino* was registered by the IMO and Equasis database as a drilling ship ordered in 2015 for entry in service in 2024. She was allegedly flagged to Palau and classed by American Bureau of Shipping. She was to be built by the Brazilian yard Estaleiro Rio Grande. In January 2020, she was spotted 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).



NS Cassino, Huangpu River, Shanghai (China), January 23, 2020. © [evgenii 10](#)

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 Alang 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 Bora, arrival at Alang, September 2021.
© [FaceBook-Shipbreaking Group](#)



Mist 1, Piraeus (Greece), August 12, 2021.
© [Nektarios Papadakis](#)

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 Shipyard 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.



1999, as the ferry *Meloodia*, Helsinki (Finland).
© Korpo



September 12, 2017, as the accommodation and support vessel *Bluefort*, Oostende (Belgium). © Marc Ryckaert

Detained in 2013 in Gibraltar. Owned by Canada-registered Bluefort Holdings LP care of Tschudi Ship Management AS (Estonia). Sold for demolition in India.

Bluefort in Alang.
© Facebook Shipbreaking Group via Eren Topcu



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 Zosenho. 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-*Acergy 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 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.



2006, *Acergy Eagle* on the Tyne river (United Kingdom). © Dave Medgett



Seven Eagle, Port Phillip Bay (Australia), January 2021 © Owen Foley



Eagle 2 in Alang September 2021. © Jignesh Singh

Offshore supply vessel

Albatross 07 (ex-*Capt. F.M. Juvale*, ex-*SCI-07*). IMO 8308513. Length 57 m, 1,241 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Robin Shipyard. Owned by Albatross Shipping Agencies (India). Sold for demolition in India. 495 US\$ per ton.

Eide Fighter (ex-*Merchantman*, ex-*Achiever*, ex-*Deepwater Achiever*, ex-*Smit-Lloyd 115*). IMO 7412020. Length 64 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1975 in Arnhem (Netherlands) by Arnhemsche. Owned by Eide Marine Services AS (Norway). Detained in 2006 in Nantes (France). Sold for demolition in Esbjerg (Denmark) by Smedegaarden A/S.



May 15, 2013, Greenock (Scotland, United Kingdom). © Richard A Cooper



September 2, 2021, Esbjerg, (Denmark), Smedegaarden AS yard, © Pieter Inpijn

GSP Licorn (ex-Licorn). IMO 9083172. Length 61 m. Maltese flag. Classification society Bureau Veritas. Built in 1995 in Braila (Romania) by Braila SN. Owned by GSP Offshore Srl (Romania). Beached for demolition in Turkey.

Inter Service (ex-Acqua Chiara, ex-Omega 805, ex-Wilbur Mariner). IMO 7405912. Length 64 m, 1,246 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1976 in Tjorvaag (Norway) by Smedvik. Owned by Intermarine (United Arab Emirates). Sold for demolition in India.

Offshore Hunter (ex-Salwa, ex-Hunter, ex-Fahed II). IMO 8218287. Length 56 m, 773 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Singapore by Southern Ocean Shipbuilding. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in Mumbai, India.

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.

Posh Verdant, February 2010. © Ian John



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 Shipyard.



July 4



OS Shipyard, Busan.
© Vladimir Tonic

July 18

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.



Rotterdam, August 2, 2010 © Aart van Bezooijen



Feda shipbreaking yard (Norway). © Johan Trommel

Seamec-1 (ex-*Peerless Stena 1*, ex-*Drive Ocean*, ex-*British Providence*, ex-*Tender Tartan*). IMO 8216019. Length 76 m, 2,680 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Kragero (Norway) by Tangen Verft. Owned by Seamec Ltd (India). Sold for demolition in India.



Seamec-1, Mumbai (India), December 2011. © Hartmut Ehlers

Tag 18 (ex-*Highland Trader*, ex-*Safe Truck*). IMO 9136242. Length 67 m, 1,451 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Brevik (Norway) by Brevik Construction. Owned by Tag Offshore Ltd (India). Sold for demolition in Mumbai, India.

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.



27 October, the *Thor 1* on the *St. Lawrence*, is coming to tow the *Salarium*. © Marc Piché.

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.



Vighnaharta, off Mumbai, April 2016. © Dries Stommen

Standby safety vessel

Vos Protector (ex-*Viking Protector*, ex-*Cam Protector*, ex-*Sentry Hemne*). IMO 8215455. Length 47 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1983 in Turku (Finland) by Laivarakenne. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Esbjerg (Denmark) by Smedegaarden AS.



Vos Protector, Aberdeen, (United Kingdom), October 2018. © **George 58**



Vos Sentinel Firth of Forth (United Kingdom), April 2014. © **Kingsley Stern**

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

Arco Beck (ex-*Cambeck*). IMO 8817722. Hopper capacity, 2739 m³. Length 100 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1989 in Kinderdijk (Netherlands) by IHC Holland Dredgers. Owned by Hanson Marine Ltd (United Kingdom). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Cambeck, off Terneuzen (Netherlands), May 1997. © **Pascal Bredel**



Arco Beck, upstream the Schelde, April 2017. © **Marc Ottini**



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.



from Sète to Alang.

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](#)).



Mukran, at berth in Klaipeda (Lithuania).
© Igor Shevchenko



Mukran, October 1986, transport of cast iron ingots in wagon from Klaipeda to Sassnitz (German Democratic Republic). © Bernardas Aleknavičius

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.



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).



November 2012, Kanonersky shipyard, St. Petersburg. © kifir239



October 2014, in the Black Sea, Tsemesskaya Bay (Novorossiysk). © ShipPhoto.ru

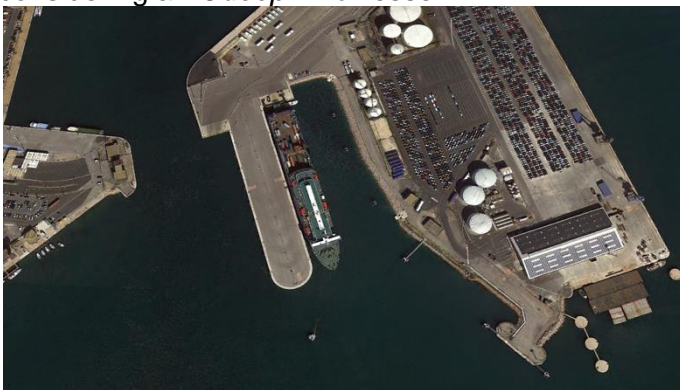
In April 2018, she entered Tallinn ship repair yard in Estonia. This was the beginning of the road to hell. The Russian shipowner was in financial troubles. In addition, its diplomatic situation was complicated by accusations of illegal trafficking to Crimea at the time of the annexation. Unpaid bills 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.



Mach 2019, Tallinn (Estonia), after purchase by Ocean Fresh Water. © Tallart

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.



At berth in Sète, April 2020. screenshots

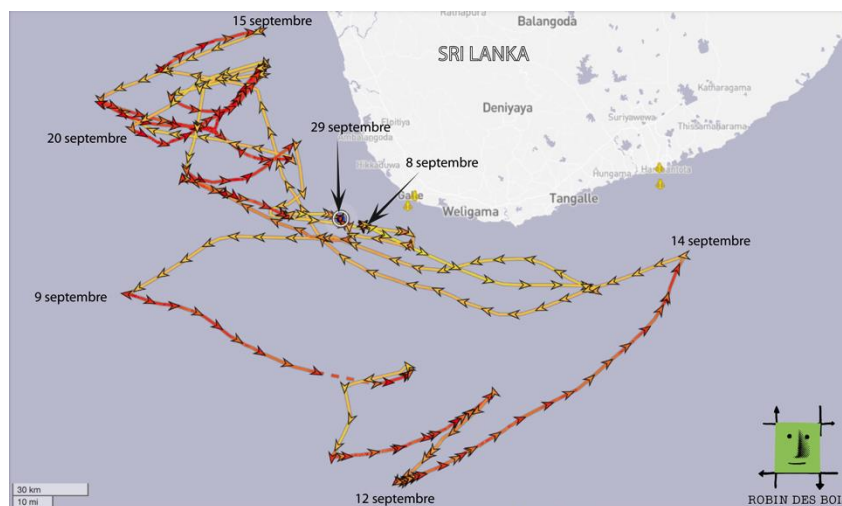
The "visionary" project had to face technical and financial difficulties and Covid. The *Odeep One* remained stuck in Sète. OFW director, creative or opportunistic depending on one's point of view, obtained in April 2020 the authorization to produce and bottle hydroalcoholic gel. Setting up a production 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 Pte 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.



September 8-29, the ex-*Odeep One* shilly-shallying off Sri Lanka.

Robin des Bois has been tracking the former *Odeep One* since her departure from Sète. 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, personal 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; Vebeg; Vessel Finder; Vessel Tracker; Week (the); WK Webster.