New York, June 1973

In the background, the unrivalled star, distinctive among all, France, let’s talk about her in the feminine as the Anglo-Saxons do when talking about ships, France for one of her last calls in New York.

In the middle ground, the tanker Esso Brussels is being towed, fire-devastated after being hit on the night of 2 June 1973 by the container ship Sea Witch, a giant at the time. At the end of this disaster, 17 sailors died, 3 from the Sea Witch and 14 from the Esso Brussels, and New York experienced its first post-war oil spill. The Esso Brussels was not considered a total loss. She was acquired by Greek shipowners and continued trading as Petrola XVII. She was scrapped in Aliaga in October 1985.

As for the container ship Sea Witch, she was lengthened and converted into Chemical Pioneer, homeport New York. Shortened to Chem P, she left Philadelphia on December 14, 2021 to be scrapped in the Indian subcontinent. Her last Atlantic crossing was plagued with mechanical problems. She was expected in Malta for bunkering on December 31. She crossed the Strait of Gibraltar at reduced speed on January 25, 2022. The Chem P remained docked in Algeciras (Spain) until February 18. She resumed her voyage. There is still a long way to go to Pakistan, Bangladesh or Alang for this 54-year-old resurrected ship.

For more information, please visit The END p. 70-75
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Robin des Bois
Organisation Non Gouvernementale de Protection de l'Homme and de l'Environnement since 1985
14 rue de l'Atlas 75019 Paris, France
tel : 33 (1) 48.04.09.36 - fax : 33 (1) 48.04.56.41
[www.robindesbois.org](http://www.robindesbois.org)
[contact@robindesbois.org](mailto:contact@robindesbois.org)

**Edition and translation**: Christine Bossard and Jacky Bonnemains
**Documentation and Illustrations**: Christine Bossard and Jacky Bonnemains
**Director of Publication**: Charlotte Nithart

**Front page photo**: June 1973, the tanker *Esso Brussels* under tow to Hoboken yard and in the background the *France* departing New York City. © Bill Miller

*Thank you to all shipspotters, in particular Pascal Bredel, Erwan Guéguéniat, Eric Le Rouge and Marc Ottini.*

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14 rue de l'Atlas 75019 Paris, France
tel : 33 (1) 48.04.09.36 - fax : 33 (1) 48.04.56.41
[www.robindesbois.org](http://www.robindesbois.org)
[contact@robindesbois.org](mailto:contact@robindesbois.org)

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Noe, stuck in Lorient, until when?

Vintage ships are too often appealing. They are lures that lead to a dead end. The Noe is a typical victim of these uncertain conversion projects ending up in a comedown, whether they are led by opportunistic entrepreneurs or by nostalgic people of good will.

Episodes 1, 2 and 3. From 1959 to 1999, 40 years of hard work

On 16 May 1959, the trawler Olavur Halgi - Saint Olaf - leaves Viana do Castelo shipyard (Portugal). She is named after King Olaf II of Norway (~995-1030), known as the Saint, a Viking converted to Christianity who is said to have been baptised in the city of Rouen by the archbishop and brother of the Duke of Normandy. The Olavur Halgi is the second of three side trawlers built by the Portuguese yard. Her sisterships are Leivur Õssurson, delivered on January 17, 1959 and Vagbingur on June 26, 1959. They have been ordered by the Home Government of the Faroe Islands. Their purpose is cod fishing. They are also equipped for freezing and salting cod and for producing fish meal and liver oil. They are 61-m long, their hull is ice-strengthened, their aluminium alloy superstructure is watertight, their top speed is 13 knots. They have an operational range of 60 days at sea without refuelling.

In the 1960s, cod fishing. © Brumlebass/Ship Nostalgia

The Olavur Halgi's first homeport is Fuglafjördur, the "Bird Fjord", in the Faroe Islands. She is usually manned by 52 fishermen. For 17 years, she has been one of the biggest employers in the village and its surroundings. On April 26, 1976, she leaves for her last fishing trip from Fuglafjördur.
In 1977-78, she is painted in grey colour to be used by the coast guard as a fisheries patrol vessel, still as Olavur Halgi. Besides, she is still registered as a patrol vessel by the IMO and official databases. In 1996, she is sold to a Norwegian shipowner for operation as a standby-safety vessel assigned as Veavag to the service of oil platforms in the North Sea. A brief career.

**Episodes 3, 4, 5. From 1999 to 2022, 23 years of lost illusions**

In 1999, the former Olavur Halgi turns 40. After fishing and tender, a new life is opening up for her. She has been acquired by Carabin Sarl, a company run by the French TV producer and presenter Olivier Chiabodo, and is docked in Lorient. She becomes the Noe, registered in Kingston to fly the flag of Saint Vincent and the Grenadines. She is to be transformed into a floating audiovisual studio, sailing around the world to supply documentaries for a future television channel focusing on adventure and the environment. The metamorphosis of a humble sea worker into an "audiovisual expedition ship" including a technical studio, a TV set, 13 luxury cabins, a panoramic restaurant, a helicopter platform, and her upgrading to the regulatory safety standards require extensive work. It is interrupted for unpaid bills but then resumes. After two years, the conversion is completed and "Noe will be back at sea" is the headline in the local press. Unfortunately, Carabin Sarl goes bankrupt, then into judicial liquidation in December 2005. Noe remains at berth and later has to move along the Ro Ro bridge in Lorient's commercial port.

The administrator in charge of liquidating the assets of Carabin Sarl admits it, "I sold everything, except the boat". On two occasions the auctions were unsuccessful. However, in 2007, Riaz Barday, a Madagascan businessman, had won the bid. The former aeroplane pilot, founder of the Aeromarine airline specialising in medical evacuations, also a owner of hotels and of the Lemuria Park, an animal and plant park, and a producer of ylang ylang on Nosy-Be island in the north of Madagascar, wanted to use her for a tourist project. The sale was contested in court by two other potential buyers.
Noe, stuck in Lorient, until when?

![Image](image1.jpg)

A Lorient, August 2010. © Jack Daussy

January 2013. The Commercial Court of Paris approves the sale of the Noe to Riaz Barday; the businessman is now coming out with a luxury hotel project in Madagascar. This time, that’s for sure, the Noe will be rehabilitated as a palace. In Brittany, the shipyards of Lorient and Concarneau are ready to apply for the job. First of all, it will be necessary to drydock the ship and check the hull and engines that have not run for nearly 15 years. If all goes well, Noe could be in Madagascar for New Year’s Eve 2013-2014. Another illusion. The project remains deadlocked. No work. Noe gets bogged down in Lorient.

March 2019. The port of Lorient and the region of Brittany are losing patience. If the owner persists in neglecting his ship, forfeiture of property will be declared and the Noe will be scrapped.

February 2020. An outsider appears on the scene. La Bellevilloise, created in 2006, is a Parisian company dedicated to cultural and artistic events. It is located in the "people's house" of the first Bellevilloise, a workers’ cooperative born in the aftermath of the Commune, which mixed necessity groceries, community services, cultural activities and trade union and political activism until 1936. The Bellevilloise 2-version of Noe, co-managed with Riaz Barday, will be a "showboat" with a bar and restaurant, docked for as long as it takes in the cities and countries that will host her. The first port of call considered is Lisbon, in southern Portugal, the birthplace of the Noe. The upgrading and refitting work will be carried out in Saint-Nazaire or Lisbon depending on the negotiations underway. La Bellevilloise is hoping for a green light to tow the Noe at the end of March and expects three to six months of work. Then, an unexpected guest, the Covid-19, enters the scenario.

March 12, 2021. Riaz Barday dies of the virus in the CHU of Reunion Island where he has been transferred from his quarters in Nosy-Be.

November 22, 2021. The Noe is moved from the bridge of the commercial port to the cruise ship quay. She has to undergo clean-up works prior to her expected departure in early 2022, this time to Bordeaux. The "show boat" project is still in the pipeline. The Noe could also be scrapped in the EU-approved yards of the Gironde estuary or of the port of Brest, a show not to be missed if you wear a FFP3 face mask to protect yourself from asbestos fibres or, better still, a full mask with a P3 filter for those who are not clean shaven or for long-term observations.

![Image](image2.jpg)

November 22, 2021, Noe is moving under tow. © Ouest France
In mid-December, the Libyan Ports and Maritime Authority warned that the ex Libyan-flagged FSO (Floating Storage and Offloading) unit *Sloug* had gone adrift. She was spotted at latitude 32°04'02" N / longitude 19°00'03" E, about 50 miles from Benghazi in eastern Libya. No man was on board, she was out of control, her AIS has been disconnected for a long time. Vessels transiting in the area were urged to be vigilant and to inform the Joint Rescue Coordination Centre (JRCC) of any sightings. Ports and towing companies were advised to be ready to set up an emergency unit and react in the event of a collision. Since these worrying warnings, there has been no news about the *Sloug*. She did not appeared on any radar screen, she disappeared from regional and even more from international concerns.

Yet the *Sloug* is not a ghost that could go unnoticed. With a length of 348,90 m, a deadweight tonnage of 251,502 and a lightweight of 43,500 t, the *Sloug* was built in 1973 as the VLCC *Agip Sardegna*. In 1985, she was acquired by the Libyan National Oil Corp (NOC) and converted into a FSO unit. From 1989 to 2017, she was operated in the Bouri oil field 120 km northwest of Tripoli (Libya) by Mellitah Oil & Gas, jointly owned by the NOC (70%) and Italy’s ENI (30%). In 2017, the *Sloug* was replaced by a new unit, the *Gaza Marine Terminal* (IMO 9673135). In January 2020, now useless, she was put up for sale as is, with all oil residues still on board. The tender stressed that the buyer will be responsible for all preparatory operations and towing to the scrapping yard. Covid delayed the transaction.

In fall 2021, the *Sloug* was reported sold, even though there has been no update in the official databases mentioning any new owner(s). Some "Rapid Support Company" based in Tunisia was in charge of the disconnection operations from the mooring system prior to the final voyage. On November 5, 2021, while work was in progress on board the FSO, a chain connecting her to the mooring buoy snapped violently. Six workers, including four Tunisians, were killed and several others were injured.

According to the information available, in early December, the *Sloug* was finally taken in tow by the *Asso Ventinove*. The initially reported destination of the convoy was Malta, before heading towards a shipbreaking yard, presumably in Turkey. The *Asso Ventinove*, built in 2008, is an anchor handling
Wanted, the Sloug

supply tug with a total power of 12,000 bhp. She is owned by Naples-based Augusta Offshore SpA. She is normally assigned to service the Bouri oil field. She is regularly called upon to rescue distress ships off the Libyan coast. Indeed, on October 2, 2021, she picked up 65 migrants who were drifting on a wooden boat that had run out of power. The towing of the Sloug went badly. On December 7, the convoy had travelled 150 km from the Bouri field, the towline broke south of Malta. The FSO drifted eastwards. The Asso Ventinove followed her until December 13 and then returned to Bouri. No information on whether the Sloug was taken over, secured or sunk has been published by the Libyan authorities. The scrap value of the Sloug in Turkey is around 15 million US$.

Initial towing by the Asso Ventinove and then drift.


Sloug, Bouri oil field, November 3, 2008. © Tomasz Ludwik
To be or not to be scrapped? (continued)
Due to legal, sanitary or speculative issues, delayed arrivals in shipbreaking yards and diversions are increasing. Here is a small, non-exhaustive list.

Endgames
The ex Japanese cruise ship Fuji Maru (IMO 8700474) was reported to be scrapped in April 2021 (see "Shipbreaking" # 63, p. 19-20 and "Shipbreaking" # 64, p. 4). At the time, her price per ton was 443 US$. However, in August 2021, she was spotted in Ningde, China, shortened to Fuji and deflagged to Sierra Leone. For scrapping or conversion in a Chinese yard? Speculation is underway. Hoax alarm. On November 26, the ex cruise ship left Ningde. She has been acquired for an undisclosed amount by the well-named Last Voyage DMCC registered in the United Arab Emirates, the motto of which is "a smooth last voyage". Along the way, the ex-Fuji Maru was renamed Jin and deflagged to St Kitts and Nevis. Her new classification society is the Capital Register of Shipping, based in Texas, whose stated aim on its website is to "redefine marine classification". On January 15, the ex-Fuji Maru arrived off Gadani beach. According to her automatic identification system (AIS), her ultimate flag was that of Palau. Pakistan is turning towards cruise industry. It has also welcomed this quarter the Celestyal Experience ex-Costa NeoRomantica (see p. 25) and is waiting for the Oriental Dragon.

"Shipbreaking" # 57, p. 65-66, related the tribulations of the bulk carrier Crystal Gold. Grounded in Bangladesh during Cyclone Mora in 2017, turned into an attraction for Parki beach users, photographers and amateur videographers, sold for scrapping in 2018, prevented from demolition by the Ministry of Environment in 2019 and then authorised again subject to 32 conditions, the Crystal Gold remained stuck in the sand for four and a half years. On November 16, 2021, the Ministry of the Environment allowed Four Star Enterprises to resume demolition work in accordance with the requirements previously defined and under the supervision of a committee representing various government bodies and local authorities.
Work can start. Four Star Enterprises, which acquired the wreck in 2018, hopes to have it completed within three months. If all goes well... On December 12, the monitoring committee stopped the operations: it said it had not been informed of their start. Since then, demolition has resumed and is progressing. For the time being.

**Poker move**

A number of ships are awaiting the $ escalation. The trend is more than ever towards speculation and last minute renegotiation. We have seen a number of ships diverted from the yards initially announced. For example, the Brazilian *Lindoia*, expected in India in a yard that had been delivered a statement of compliance with the standards of the Hong Kong Convention (see "Shipbreaking" # 64, p. 52), was finally beached in Chattogram as the Gabonese *Indoia*. The Algerian LNG carrier *Ramdane Abane*, built in Saint-Nazaire (France), left Algiers on November 19. She too was beached in Chattogram, after being deflagged to Palau and renamed *Madame*; she was expected in India (cf. "Shipbreaking" # 62, p. 1-2).

The oil tankers *Penny H* and *Peron* are still reported "to be broken up" (cf. see "Shipbreaking" # 64, p. 55-56). They are still hesitant about their destination.

The ex Scandinavian ferry *Prinsessan Birgitta* had become the Greek *Prince* (IMO 7347548) in 2018, then the *Princess*, flying the flag of the Comoros prior leaving Greece in July 2021 (see "Shipbreaking" # 63, p. 16-17). She was expected in an Indian scrapyard. On the way, she said to be heading for Colombo (Sri Lanka) and eventually arrived in Bangladesh, after she was acquired by a higher bidder. She was hoping to hit the jackpot, but was pushed out of the game. BELA (Bangladesh Environmental Lawyers Association) lodged a complaint for illegal export of waste, her beaching was delayed. However, the net is wide.

In 2021, 117 ships belonging to European shipowners were sold for scrapping outside Europe, 86 of which in the Indian subcontinent.
Update of the European list of approved shipbreaking yards: Scotland's return

The European Commission published on 16 December 2016 its first list of approved shipbreaking yards. Ships flying the flag of a Member State must be exclusively directed to these yards since the entry into force of the EU Regulation (January 1, 2019).

The draft update is available on the European Commission’s website since 15 February 2022. There are 45 sites, compared to 44 in the previous list. There are few changes. There are no plans to integrate Indian or new Turkish scrapyards. The 9th list is to be published in the 4th quarter of 2022.

Scotland is making a comeback. Dales Marine Services of Leith on the East Coast has applied as a third country yard. The inspection report published on January 25, 2022 confirmed its compliance with the EU Regulation. Its application was accepted. Dales Marine Services was already on the EU pre-Brexit list.

On the North West coast, another Scottish yard, Kishorn Port Ltd (KPL), is on the starting line and has applied for inclusion in the EU list. KPL dry dock was excavated and built on the Loch Kishorn shoreline. The site originally specialised in the construction of gravity foundations for oil platforms. The Ninian Central Platform was built there in 1978; it was a 15m diameter, 600,000 ton structure, 7 tugs were required to bring it to the North Sea site.

The yard had fallen into decay in the 1990s. Its regeneration has taken time since 2008. KPL is now positioned as a site for the maintenance, renovation and dismantling of North Sea oil and gas platforms. It also intends to develop its service offering for offshore renewable energy structures.

In 2019, it welcomed for refitting the first drilling rig in over thirty years, the Ocean GreatWhite, one of the largest in the world.

After carrying out the scrapping of the wrecked cargo ship Kaami in 2020 (see "Shipbreaking" # 60, p. 13-14), the yard was allowed to break up ships up to 160 m in size, in accordance to the dimensions of the facilities.

In April 2021, the Highland Council granted the permit for the extension of the dry dock which, in the future, will enable the dismantling of ships and offshore structures up to 250 m in length.

The current dry dock and the planned extension. © The Highland Council-report PLN/028/21
The Able Uk yard in Hartlepool, where the ex French aircraft carrier *Clemenceau* was scrapped, was removed from the EU list at the end of the Brexit transition period on December 31, 2020. It has also applied to be approved again. The application is still under review.

Portugal is slow to renew the authorisation of the Navalria-Docos shipyard in Aveiro. It is no longer valid since 31 December 2021. As a result, the yard is no longer considered an EU-approved facility.

An additional yard has been approved in Amsterdam (Netherlands). In the Mediterranean, the Genoa yard San Giorgio del Porto remains alone.

In Turkey, shipbreaking workers were on strike since mid-February. They called for wage increase and better working conditions. All shipbreaking yards are concerned including the eight EU-approved facilities. The Turkish yards have experienced a series of fatal accidents. Death, asbestos and stress are haunting Aliaga.

Germany and Greece still have no EU-approved shipbreaking yards.
4th quarter overview, October-November-December 2021

153 ships to be scrapped (-14%), 1.1 million tons (-25%). Fewer ships, fewer tons than in the 3rd quarter, there was no year-end boom. All the major shipbreaking countries are marking time, in particular India (-38%) and Bangladesh (-32%). The gap between the top three has narrowed: Bangladesh (37%) ranks n°1, followed by India (21%) and Pakistan (18%).

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>ships</th>
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<tbody>
<tr>
<td>1 Bangladesh, 414,000 t (37%)</td>
<td>1 Bangladesh, 44 (29%)</td>
</tr>
<tr>
<td>2 India, 235,000 t (21%)</td>
<td>2 India, 41 (27%)</td>
</tr>
<tr>
<td>3 Pakistan, 198,000 t (18%)</td>
<td>3 Pakistan, 27 (18%)</td>
</tr>
<tr>
<td>4 Turkey, 91,000 t (8%)</td>
<td>4 Turkey, 13 (8%)</td>
</tr>
</tbody>
</table>

The share of oil, chemical and gas tankers is still prevailing. They represent 52% of the ships to be scrapped, 70% of the tonnage. Altogether oil and gas carriers, seismic vessels and offshore service vessels account for 55% of the vessels scrapped in the fourth quarter of 2021.

Other ships, bulk carriers, general cargo ships, reefers and container ships are almost absent from scrapyards. The only container ship scrapped this quarter is the small 30 year old Da Fa with a capacity of 310 teu. In 2016, 200 container ships were scrapped and the flow has continued until early 2019. Tankers, especially oil tankers, are taking over in the yards. With the recovery in world trade, to overcome the shortage in container ships, some bulkers carry a number of boxes on deck and shipbuilding yards are considering to convert tankers into container ships, just another way of making gold out of red.

10 ferries and cruise ships, having suffered Covid and mobility restrictions, arrived or are expected to arrive in the shipbreaking yards.

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>ships</th>
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<tbody>
<tr>
<td>1 : tanker, 784,000 t (70%)</td>
<td>1 : tanker, 80 (52%)</td>
</tr>
<tr>
<td>2 : ferry/cruise ship, 89,000 t (8%)</td>
<td>2 : offshore service vessel, 25 (16%)</td>
</tr>
<tr>
<td>3 : bulker, 73,000 t (7%)</td>
<td>3 : ferry/cruise ship, 10 (6%)</td>
</tr>
<tr>
<td>4 : offshore service vessel, 43,000 t (4%)</td>
<td>4 : reefer, 6 (4%)</td>
</tr>
<tr>
<td>5 : general cargo carrier, 18,000 t (2%)</td>
<td>5 : fishing ship/factory ship, 6 (4%)</td>
</tr>
</tbody>
</table>

Prices per ton are on a high plateau, around 600 US$ per ton in the Indian sub-continent, rising slightly to 330 US$ per ton in Turkey.

23 chemical tankers were deemed for scrapping. 5 of them were sold for more than 850 US$ per ton because of their stainless steel tanks; they have been beached or are expected to be in India. The Yuhua Star fetched 1040 US$, an exceptional price. She was beached in Alang renamed Yeti and deflagged to St Kitts and Nevis.
131 ships were scrapped in the Indian subcontinent (76%) and Turkey (7%).

115 ships (75%) had been delivered a class certificate by an IACS (International Association of Classification Societies) member.

78 years old. This is the age of the veteran of the selection, the US laker Mississagi built during World War II in 1943. She will remain on the Great Lakes and is to be scrapped in Canada (p. 59). The oldest sea-going vessels, 54 years old, are the livestock carrier Albaraka 7 scrapped in Pakistan and the South Korean fishing vessel Hae In No 21 scrapped in India as Minas (p. 30). In total, seven ships over 50 years old were scrapped, including another livestock carrier, the 51-year-old Albaraka 8, and the 53-year-old chemical tanker Chemical Pioneer, built in 1968 as a container ship, which suffered a collision and a fire and was later rebuilt as a chemical tanker (see The END, p. 70-75).

The average age of all categories is 31.

The three youngest used to work in the oil sector. The offshore service vessels PFS Courage, Armada Firman 3 and Sea Pollock (p. 68, 64 and 65) were 11, 12 and 13 years old.

53 ships (35%) were detained prior scrapping. The podium of substandard vessels distinguishes the Togo-flagged general cargo carrier and drug trafficker Natalia (p. 27) on the top step (12 detentions), the Tanzania-flagged livestock carrier Al Baraka 8 (10 detentions) on the 2nd (p. 15) and on the 3rd the Taiwanese reefer Oriental Chilian (p. 32) ex aequo with another general cargo carrier the Vologda 50 (p. 29) used by the Russian navy for various transports including arms to Syria (9 detentions each).
52 ships were deflagged for the last voyage. 33% of the ships to be scrapped were flying a funeral flag. Saint Kitts and Nevis (13) is ahead of Comoros (11), Gabon (7) and Palau (6). Note the arrival of the flags of Guyana (3) and Sao Tome & Principe (2).

The Sao Tome & Principe registration is regularly reported as false (see Asia Adventurer p. 50, Liquid Era p. 53). The flag of Guyana raises questions. In January 2022, Dakar customs seized illegally transported ammunition worth 3 billion CFA (5 million US$) on board the Eolika registered in Georgetown, Guyana. The Guyana Maritime Authority denies any responsibility or connection with the vessel, which has not been on its register since December 2021. The delegation for the registration of ships in its international register had been granted to the Inter-national Maritime Safety Agency for Guyana (IMSAG), a subsidiary of a certain Aryavart Corporation based in Chandigarh (India). The Guyana Maritime Authority adds that this delegation was withdrawn from IMSAG in August 2021. Therefore, with no delegated body, it is reasonable to assume that vessels operating under the Guyana flag outside the Caribbean region are fraudulently registered. The Mariana (p. 42) would have been registered in October 2021, the Big Orange 25 (p. 64) in November 2021.

47 vessels (31%) were built in the European Union, Norway and the United Kingdom.

32 ships (21%) belong to owners established in the European Union, the European Economic Area or the United Kingdom. 14 were scrapped in yards of the Indian subcontinent, 9 in European yards, especially Danish and Norwegian (7 ships) and 9 in Turkish yards.

21 km is the length of the convoy of scrapped ships.

96 ships (64%) are less than 150 m long, 19 between 150 and 200 m and 36 over 200 m, including 3 VLCCs and one VLOC over 300 m.

The heaviest are the VLCCs Assos and Sea Latitude. The Assos, now SOS, was beached in Chattogram (p. 37). The final destination of the Sea Latitude is to date unknown. Their scrap values exceed 25 million US$.

Scrap value as SOS, 25 million US$. © Jacek Komorek
Livestock carrier

Good news for cows and sheep. Three livestock carriers have been beached at Gadani slaughterhouse. The two oldest were over 50 years old, the youngest was 43. The Albaraka 7, Albaraka 8 and Al Iman used to call ports in Saudi Arabia, Egypt, Somalia, Sudan or Djibouti where Port State Controls are moderately stringent. The eaten-away by age and manure Albaraka 7 and Albaraka 8 were managed by Coral Technical Services. In the fleet of the Jordanian ship manager are three other livestock carriers, the Bashar One Transport (IMO 8506361), Alkhairat 9 (IMO 9152806) and Al Mabrouka 10 (IMO 6817003) with a similar profile that were or are approved by the European Union. Cf. the report by Robin des Bois “78 EU-approved livestock carriers”.

Albaraka 7 (ex-Captain Zakaria, ex-Captain Schaban, ex-Niki, ex-Alexfay III, ex-Sealove, ex-Rebena). IMO 6728159. Ex general cargo carrier converted in 2010 at the age of 43. Length 73 m, 1,300 t. During her lifetime as a livestock carrier, she successively flew the flags of Tanzania, Togo, Moldova and finally Togo again Togo. Classification society Dromon Bureau of Shipping. Built in 1967 in Stade (Germany) by Stader. 7 detentions: in 2005 in Constanta (Romania), in 2006 in Izmir (Turkey) and again in Constanta, in 2007 in Alexandria (Egypt), in 2008 in Aliaga (Turkey) then again in Alexandria and in 2010 in Mersin (Turkey). Owned by Marshall Islands-registered Al Basha Shipping Inc care of Coral Technical Services (Jordan). Sold for demolition in Pakistan.

Albaraka 8 (ex-Abdallah, ex-Celine M, ex-Sea Star III, ex-Larnaca Town, ex-Celine M, ex-Sea Lion I, ex-Celine M, ex-Commodore Clipper, ex-Mayo, ex-Hibernian Enterprise). IMO 7021845. She was still registered by IMO as a general cargo carrier but was converted likely in 2010 at the age of 40. Length 78 m, 1,300 t. Tanzanian flag. Classification society Korea Classification Society. Built in 1970 in Westerbroek (Netherlands) by Ferus Smit. 10 detentions: in 2000 in Piraeus (Greece), in 2003 in Sochi (Russia), in 2004 in Constanta (Romania), in 2007 in Ploce (Croatia), in 2008 in Novorossiysk (Russia) and Antalya (Turkey), in 2009 in Larnaca (Cyprus) and in Alexandria (Egypt) and in 2010 in Thessaloniki (Greece). Owned by Marshall Islands-registered Adahi Shipping Co care of Coral Technical Services (Jordan). Sold for demolition in Pakistan.

Heavy load carrier

Dredger
Ferry

8 demolitions. Average age 40 years. In all of 2019, the last pre-Covid year, only 16 were scrapped. Ferries subject to travel restrictions are victims of Covid, as are cruise ships. 5 belonged to a European shipowner. Only the Danish Holger Danske was scrapped by a European yard.

If we look at the car ferry owner shifting, the carnival of flags, their exile from Japan to the Indian Ocean, the Mediterranean and then the Red Sea, we can understand the catastrophic statistics of the traffic with regard human losses.

The report by Robin des Bois on accidents on board ships transporting passengers hadscounted more than 12,000 dead between 2008 and 2018.


The latest disaster of the ro-ro ferry Euroferry Olympia of Grimaldi Group confirms our concerns. The Euroferry Olympia was built in 1995 in Gdansk (Poland) by Stocznia Gdanska S.A. for Poseidon Schiffahrt OHG of Lübeck (Germany). During the first part of her career, she was operated as Transeuropa from Germany to the Baltic Sea ports. In 2001, she was handed over to Finnlines Germany, a subsidiary of the Grimaldi Group. In 2013, at the age of 18, when the ferries are no longer considered good enough to sail in Northern Europe, she headed for the Mediterranean on the Grimaldi Euromed SpA service connecting Greece and Italy.

Until the disaster of the night of February 18, 2022. To date, 10 truckers are still missing. Among the 281 survivors are 2 Afghan stowaways. The human toll of the disaster could be higher. The Euroferry Olympia will be declared a total loss and will eventually be delivered to a shipbreaking yard after the completion of the investigation on the causes of the accident. As for the environmental impacts of this air oil spill, they will go down the drain as usual, as well as the exposure of workers to toxic dust and ashes in the shipbreaking yard.

February 20, 2022. © Petros Giannakouris/AP
Bari (ex-Winner 9, ex-Isla de Botafoc, ex-Stena Cambria, ex-St. Anselm). IMO 7813937. Length 130 m, 6,395 t. Cyprus flag then St. Kitts and Nevis in September 2021, she was finally beached as the Gabonese Altair. Classification society Polish Register of Shipping. Built in 1980 in Belfast (Northern Ireland, United Kingdom) by Harland & Wolff. Detained in 2015 in Igoumenitsa (Greece). Owned by Ventouris Ferries (Greece). Acquired in September 2021 by United Offshore Ltd (United Arab Emirates) prior to her departure for demolition in Bangladesh.

The *St. Anselm* was the second in a series of four ships built for BR Sealink by the Northern Irish yard, along with the *Galloway Princess*, *St. Christopher* and *St. David*. She sailed on her maiden voyage on the Dover-Calais route on October 27, 1980. The Chamber of Commerce and Industry of Calais noted with satisfaction the economical side of her cheap fuel; the polluting factor was not taken into consideration at the time.

In 1990 the *St. Anselm* was acquired by the Swedish company Stena Line AB. She was renamed *Stena Cambria* but still UK-flagged. She was operated to or from UK ports, on the Folkestone / Boulogne, Calais / Dover, Newhaven / Dieppe, Holyhead / Dun Laoghaire, Stranraer / Larne routes but the arrival of larger ferries pushed her out of business. She was decommissioned in January 1999 in Zeebrugge. She was sold to Maritimia Formentera Ibiza and left Northern Europe. After refitting in Gijon shipyard (Spain), she entered service in November 1999 as the Spanish-flagged *Isla de Botafoc* on the Ibiza / Barcelona route. In July 2009, she was put up for sale and decommissioned in Alicante.

In March 2010, she was reported to be scrapped. She had been renamed *Winner 9*, she was flying the funeral flag of St. Kitts and Nevis. But change of agenda, she eventually headed towards Piraeus, underwent upgrading work including new cabins and became the *Bari*, ready to resume service between Italy and Albania. She was operated on the Bari-Durres routes by the Greek owner Ventouris Ferries under the flag of Cyprus.
In December 2019, she arrived at Kynosoura Dockyard to be refitted. In late January 2020, she left Greece bound for Durres. She was supposed to resume her Durres / Bari service. She remained stuck at berth because of the virus.

In October 2021, she left Durres as the St. Kitts and Nevis-flagged Altair, and headed for Port Said (Egypt), Djibouti and Colombo (Sri Lanka). She was finally beached in Chattogram on December 3 deflagged to Gabon.

**Express Pegasus** (ex-Express Dionysos, ex-Pegasus, ex-Espresso Malta, ex-Espresso Venezia). IMO 7521651. Length 125 m. Greek flag. Classification society Registro Italiano Navale. Built in 1977 in Leghorn (Italy) by Luigi Orlando for Trans Tirreno Express. The Sardinian company was in financial troubles. The ship was finally delivered to Adriatica di Navigazione which did not operate her but chartered her to Tirrenia di Navigazione, a shipowner established in Naples in 1936.

As **Espresso Venezia**, she sailed until 1989 all the roads of the Tyrrhenian Sea towards Catania, Genoa, Leghorn, Naples, Porto Torres, Reggio Calabria, Syracuse. She was then transferred back to Adriatica for trading in the Adriatic. Briefly, Tirrenia bought her the following year to use her on its Malta service as **Malta Express**. In 1994, the ex-**Espresso Venezia** was acquired by Ventouris Ferries and started a final Hellenic operational life. She was handed over to various Greek shipowners, Minoan Flying Dolphins, Hellas Flying Dolphins, and at last Hellenic Seaways Maritime SA in 2005.

In 2018, the Attica group took control of Hellenic Seaways. The **Express Pegasus** was at the time seen as a veteran among the other Attica vessels. She was confined to not very popular and Greek state-subsidized routes. She connected Sitia on the east coast of Crete to Rhodes via Kassos, Karpathos and Chalkis. She could carry up to 190 vehicles and 1294 passengers. On August 24, 2020, 42 passengers were on board when she ran aground in shallow waters. She managed to make it to Kassos despite a
water ingress. After a temporary repair, the *Express Pegasus* was able to reach the Perama shipyards near Piraeus. Her status in the Equasis database was since that date in casualty/under repair. The work was cancelled. In December 2021, she was towed as *Pegasus X* to Aliaga by tug *Christos XXXIV*.


*Holger Dansk*, arrival in Puttgarden (Denmark) in April 2013. © Marc Ottini

*Lubenice* (ex-*Seto*). IMO 8351118. Length 59 m. Croatian flag. Classification society Croatian Register of Shipping. Built in 1983 in Omishima (Japan) by Fujiwara. Ex Japanese ferry exported towards Croatia in 1998 when she was acquired by Jadrolinia. She could carry 70 vehicles and 350 passengers.

*August 1995, the Seto, Takamatsu (Japan)* © Daisuke Nimura  
*August 2014, the Lubenice, in Sobra, Mljet Island (Croatia)*. © Igor Jadrusic

Her last route connected Prapratno on mainland and Sobra, on Mljet Island, south of Croatia. In mid-2021, Jadrolinia auctioned the ferry. The company was hoping to get 5 million kuna (750,000 US$). There were no buyers. The *Lubenice* was finally acquired by a Turkish scrapyard. In late December, the *Lubenice* was docked at Dubrovnik, waiting for the green light to start her voyage towards Aliaga. The scrapping of the ship preceding her in the Turkish yard fell behind. The *Lubenice* will have to wait until March 2022. A blessing in disguise? The water level in a ballast tank has risen for an unknown reason. The ferry was supposed to sail on her own power. At least, the delay will enable to check the cause of the rise in water level, make the necessary repairs and avoid a possible sinking.
Mahabbah (ex-Superferry, ex-Blue Aegean, ex-Ionian Star, ex-Superferry, ex-Izu No. 3, ex-Cassiopeia). IMO 7210305. Length 138 m, 6,614 t. Deflagged from Saudi Arabia to Gabon for her last voyage. Classification society Bureau Veritas. Built in 1972 in Hashihama (Japan) by Hashihama Zosen. Detained in 2001 in Brindisi (Italy) and in 2003 in Cork (Ireland). Ex-Japanese ferry operated in the Archipelago until 1991 by Ocean Tokyu Ferry Co and then acquired by Strinzis Line and exported to Greece at the age of 19. She was serviced as Superferry, Ionian Star and Blue Aegean, in the Mediterranean but also on the Cork / Swansea line operated by Swansea Cork Ferries, a subsidiary of Strinzis Line since 1992. In 2002, she was acquired by the Ireland-based Briarstar Limited and continued sailing on the Cork / Swansea route until 2006.

In 2006, the ferry was sold to the Saudi-established company International Trading, was renamed Mahabbah and headed for the Red Sea. Since then, she connected Safaga (Egypt) and Jeddah (Saudi Arabia) on a 35 hour-voyage with a maximum allowed capacity of 1000 passengers.

Sold as is in Khor Fakkan (United Arab Emirates). 525 US$ per ton. She left Jeddah on December 1, bound for Khor Fakkan, she was beached in Chattogram on January 3, 2022.
**Masarrah** (ex-Express Afroditi, ex-Stena Adventurer, ex-Stena Hibernia, ex-St. Columba). IMO 7507019. Length 129 m, 5,700 t. Deflagged from Saudi Arabia to Gabon for her last voyage. Classification society Registro Italiano Navale. Built in 1977 in Aalborg (Denmark) by Aalborg Verft pour Sealink UK.

She entered service as the *St. Columba* on the line connecting Dun Laoghaire (Ireland) and Holyhead (Wales, United Kingdom). In 1990, Sealink was taken over by Swedish shipowner Stena Line. The ferry was refitted and renamed *Stena Hibernia* later *Stena Adventurer*. In 1996, she was replaced by the high speed vessel *HSS Stena Explorer*.

An option to reassign the *Stena Adventurer* on the Dover-Calais route was considered but the project was dropped and the ship was sold in May 1997 to the Greek shipowner Agapitos Express Ferries, which sold it to another Greek shipowner in 1999. She was laid up in autumn 2005 and sold one year later to Namma International Trading (Saudi Arabia). Sold as is to Khor Fakkan (United Arab Emirates). 525 US$ per ton. She left Khor Fakkan shortened to Asarrah, and was beached in Gadani.

December 2, 2021, the *Asarrah* is beached in Gadani, plot 69. © Gadani Shipbreaking Yard
**Sassnitz. IMO 8705383. Length 171 m, 9,805 t. Swedish flag. Classification society Lloyd's Register until September 2020 then Registro Italiano Navale. Built in 1989 in Frederikshaven (Denmark) by Danyard as a rail ferry for the East-German Deutsche Reichsbahn.**

1989, under construction. [Collection Ton Grootenboer](#).

She made her first run in the Baltic Sea in March 1989, a few months before the fall of the Berlin Wall. In 1993, she was transferred to DFO, established as the merger of the ferry branches of the East German and West German railway companies. In 1998, the Sassnitz was handed over to the German-Danish operator Scandlines, which had taken control of DFO. She continued connecting the German ports and Trelleborg (Sweden). In 2012, she was bought by the Swedish shipowner Stena Ro Ro AB, which took over several Scandlines lines in the Baltic. She remained German-flagged.

[Sassnitz, in DFO times, Collection Peter Asklander](#) [Sassnitz, departing Trelleborg, June 2017. © Marc Ottini](#)

Covid brought her end forward. On March 14, 2020, Stena announced the suspension of the line operated by the Sassnitz between Sassnitz (Germany) and Trelleborg, then its permanent closure on April 8. She was decommissioned in Uddevalla (Sweden). In July 2020, she was reflagged to Cyprus but did not resume sea-going operations. On September 25, 2021, she left Sweden, took bunkers at Brest (France) early October and was beached in Aliaga on October 2 under the Swedish flag.

[Sassnitz bunkering in Brest, October 5, 2021. Condemned by Covid 19, next call Aliaga. In the background, the Adventure of the Seas, under maintenance. © Erwan Guéguéniant](#)
St. Leo the Great (ex-Superferry 21, ex-Sun Flower Nishiki), IMO 9042764. Length 151 m, 6,833 t. Deflagged from the Philippines to Comoros for her last voyage shortened to St. Leo. Classification society Bureau Veritas. Ex Japanese ferry built in 1992 in Toyohashi (Japan) by Kanasashi for Kansai Kisen Co Ltd (Japan). Later operated by Japan Railway Construction, Transport and Technology Agency. She had two garage decks and could carry 942 passengers, 55 crew members and 180 containers.

Sold in 2010 for further operation by Aboitiz Transport System then 2GO Group in the Philippines. Acquired in November 2021 by Liberia-registered Iliana Shipping Ltd as is in Manila (Philippines) and beached in Bangladesh. 400 US$ per ton.
Cruise ship

Celestyal Experience (ex-Costa NeoRomantica, ex-Costa Romantica). IMO 8821046. Length 220 m, 24,541 t. Deflagged from Cyprus to Liberia for her last voyage renamed Antares Experience. Classification society Registro Italiano Navale. Built in 1993 in Breda (Italy) by Fincantieri, completed in Marina di Carrara by Nuovi Cantieri Apuania.

Sold in August 2020 by the Italian shipowner Costa Cruise, a subsidiary of Carnival Corp (USA) to the Greek Celestyal Cruises aiming to increase the capacity of its fleet. The ex-Costa NeoRomantica arrived at Piraeus and became the Celestyal Experience. She never resumed cruise operation. Celestyal Cruises remained cautious faced with Covid impacts. In September 2021, one year after purchase, the Celestyal Experience was sold to Beacon & Bay Shipping Services registered in the United Arab Emirates. The capital gain announced by the Greek shipowner was 3.5 million US$. The vessel, renamed in the meantime Antares Experience, was sold to New Choice Enterprises, a scrapyard of Gadani. On her arrival in Pakistan, the ex-Italian liner made a strong impression. The director of New Choice Enterprises, rather than scrapping her, would like to see her moored in Karachi, transformed into a floating hotel to boost tourism. There is no dock available in Karachi. The Antares Experience was beached on plots 42-43.
Superstar Libra (ex-Norwegian Sea, ex-Seaward). IMO 8612134. Length 216 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1988 in Turku (Finland) by Wartsila. Detained in 2000 in Houston (Texas, USA). She made her debut for Norwegian Cruise Line (NCL) as the cruise ship Seaward. With a maximum capacity of 1796 passengers, she was operated on one-week-cruises departing Miami towards the Caribbean and Mexico.

She was renamed Norwegian Sea in 1997, still part of the NCL fleet. In 2000, NCL was taken over by Star Cruises, a subsidiary of Genting Hong Kong, the cruise branch of the Malaysian conglomerate Genting. The Norwegian Sea was transferred from NCL to Star Cruises in 2005 and became the Superstar Libra. After a first season in the Mediterranean, she was operated for cruises intended for the Indian market at first, then in Asia, departing Malaysia, Thailand, Singapore or Hong Kong.

In March 2018, Genting Hong Kong announced that the Superstar Libra would end operation as a cruise ship as of June 27, 2018. In July 2018, she left Asia for Europe via the Suez Canal. She was heading to the MV Werften shipyard in Wismar, Germany, which was acquired in 2016 by Genting Hong Kong. MV Werften was to build two Global-class mega-ships for Dream Cruises, another Genting subsidiary. The first one under construction is the 342-meter-long Global Dream, which can accommodate 4,700 to 9,000 passengers and 2,500 crew members on her 19 decks, according to the company's brochure. The Superstar Libra was meant to serve as an accommodation vessel for workers and subcontractors of the "Global" project. 116 employees would be assigned to the hotel and catering services. The ex-cruise ship would be refurbished, repainted, docked in the MV Werften facilities and connected to the city's wastewater system in June 2019. According to the schedule, she should welcome her first residents in December 2019. The arrival of the Covid-19 turned the plan upside down. The cabins remain empty.

In the fall of 2021, the Superstar Libra was sold for demolition in Turkey. On November 3, she left the shipyard dock pending the arrival of the tug that would tow her to Aliaga. The departure clearance was delayed. The regulatory file for exportation of the ex-liner under the Basel Convention on the control of transboundary movements of hazardous waste is not ready. Today, the MV Werften shipyards are bankrupt, their owner and only client, the Genting group, is in turmoil, the Global Dream has no buyer and is not completed, the Superstar Libra is still in Wismar. To date, there is no EU-approved ship recycling yard in Germany.

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November 3, 2021, change of wharf in Wismar. © MV1
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.

5 demolitions, 2% of the global tonnage. 2 ships on the podium of substandard ships. Only one ship, the *Saga Wave*, is over 150 m in length. Average age, 36 year.


July 2021. *Natalia* was officially handed over to the Marshall Islands-registered Natalia Marine Co Ltd care of GMZ Ship Management Co S.A (Lebanon). Newly deflagged to Palau, she left Lebanon and called at Iskenderun. She was one more time detained, she was allowed to leave on July 23. She was spotted sailing at very low speed (1 knot) along the Algerian coast. Illegal cargo transshipments are suspected.
On August 8, 2021, based on information from MAOC-N (Maritime Analysis and Operations Centre Narcotics, a Lisbon-based agency fighting illicit drug trafficking by sea and air) and Irish and French services, the Spanish customs and police stopped the ship 40 miles south off Fuerteventura Island (Canary Islands, Spain). The Natalia is allegedly heading for Lagos (Nigeria). When the Armada vessels arrived, she had developed a list due to a water ingress and was likely to sink. She was diverted to Las Palmas. The search of the Natalia uncovered 20 tons of hashish distributed into 638 bags worth 400 million €. The 11 Syrian seamen were arrested.

The ship was seized. The Spanish authorities do not lose time. In November, they have awarded the contract of shipbreaking of the Natalia to the local yard Logiscrap SA which is not included in the EU-approved list of facilities; though, the yard is approved by the Government of the Canary Islands since October 3, 2017.

Saga Wave. IMO 8918289. Length 199 m, 10,679 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. 600 US$ per ton. The selected shipbreaking yard must have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.

Vologda-50 (ex-Dadali, ex-Ahmet Kuris, ex-Libertas, ex-Kevin, ex-Chica, ex-Sophie, ex-Sophie Rickmers, ex-Transporter, ex-Durmus Usta, ex-Haci Mustafa Torlak). IMO 8220759. Length 111 m. Russian flag. Unknown classification society. Built in 1985 in Pendik (Turkey) by Denizcilik Bankasi. Bronze medalist in the substandard ship contest with 9 detentions: in 1998 in A Coruna (Spain), in 2000 in Rouen (France), in 2006 in Leghorn (Italy) and Izmir (Turkey), in 2007 in Alexandria (Egypt), in 2008 in Setubal (Portugal), in 2009 in Marin (Spain), in 2014 in Aliaga (Turkey) and in 2015 in Damietta (Egypt). Despite or because of her condition, she was acquired in 2015 by the Russian authorities from her Turkish owner Bulkhan Shipping & Trading to be used as an auxiliary transport ship for the military Russian navy. Among other things, she was used to transport ammunition to Syria.

On January 14, 2016, Ivan Lyudogovskiy, 25 years old, radio operator, was taking part to the mooring maneuvers of the Vologda-50 in the port of Sevastopol. He was injured by a cable that broke at the end of the towage operation. He died five days later of his injuries in hospital. The Vologda-50 continued her para-military activities. She is being broken up in Sevastopol (Crimea).
Factory ship
Two predators of the world ocean were beached in Alang. The sisterships Bratya Stoyanov and Star SKN 151 belonged to the large family of Pulkovskiy Meridian-type factory ships or Project 1288. 113 units were built in Nikolayev South by the Ukrainian shipyard Chernomorskiy SZ between 1974 and 2011. They were equipped for pelagic and ground fishing, freezing (60 t/day), canned fish-liver production (6000 cans no. 6/day), fish meal production (35 t/day of raw material) and liver oil production (2,4 t/day of raw material).

Bratya Stoyanov. IMO 8729987. Length 104 m, 3,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989. Owned by SC Fishing Fleet (Russia). She left Kaliningrad (Russia) on the Baltic Sea on November 26, she arrived at Alang on December 24 after a 14,000 km-long voyage via the Suez canal.


Fishing ship
Hae In No. 21 (ex-Bo Go No. 21, ex-Duk Chang No. 1, ex-Tae Chang No. 10, ex-Partra No. 10, ex-Sanyo Maru, ex-Kotoshiro Maru No. 1). IMO 6803947. Length 68 m, 899 t. Deflagged from South Korean to Palau for her last voyage renamed Minas. Unknown classification society. Built in 1967 in Shimizu (Japan) by Kanasashi. Owned by Hae In Fisheries Co Ltd (South Korea). Acquired in July 2021 by Fewell SA registered in Uruguay prior to her departure for demolition in India.

Tong Young No. 303 (ex-Dong Baeg No. 303, ex-Dong Won No. 308). IMO 7831367. Length 55 m, 554 t. Deflagged from South Korean to Palau in June 2021. Unknown classification society. Built in 1979 in Busan (South Korea) by Daedong SB Co. Owned by Tong Young Industries Co Ltd (South Korea). Acquired in June 2021 by Uruguay-registered Fewell SA, deflagged and renamed Video. She left Port Elizabeth (South Africa), she was beached in Alang on December 8.

Valentin (ex-Ichinskiy, ex-Breeze). IMO 8724418. Length 55 m, 816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Khabarovsk (Russia) by S.M.Kirova. She was one of the 100 Raduzhnyy-type refrigerated fish carriers or project 1350 built by the Russian Far-East yard between 1974 and 1986. She could carry 310 t of frozen fish. Since 2001, she has been registered by IMO as a fishing ship. Owned by Fishery Plant Valentin Co Ltd (Russia). Renamed Dalnegorsk, she left Vladivostok on October 9 on her own power and was beached for demolition in Bangladesh.
**Container ship**

*Da Fa (ex-Dongjin Tokuyama, ex-Sky Express, ex-Musashino Maru)*. IMO 9005601. 310 teu. Length 113 m, 2,640 t. Mongolian flag. Classification society United Maritime Classification. Built in 1991 in Setoda (Japan) by Naikai. Detained in 2010 in Tokuyama (Japan). Owned by Good Win Group Inc registered in Belize. She left Kaohsiung (Taiwan) on November 16 and was beached in Bangladesh.

![Da Fa](image)

*Da Fa, in Keelung (Taiwan), 9 September 2020. © Eric Hu*

**Reefer**


*Oriental Chilan, Kaohsiung (Taiwan), 3 October 30, 2020. © Ya Ray Yang*

*September 11, 1983, the Baltic in Ijmuiden (Netherlands). © Peter Inpijn*

*December 19, 2011, the Silver Sea Line 2 in Samutsakorn (Thailand), © Trakul Pumsnoh*
**Ozersk (ex-Komsomolskaya Smena)**. IMO 8226973. Length 95 m, 2,260 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 on the Volga River in Zelenodolsk (Russia) by A.M. Gorkogo. She was the youngest of the 4 Tatarstan-type fish carrier siblings or project 1351 build by the Tatar yard between 1977 and 1984. Detained in 2002 in Hakodate (Japan). Owned by M-Trade LLC (Russia). Her homeport was Nakhodka. Sold for demolition in Bangladesh. 600 US$ per ton. In 2014, the Tatarstan, the eldest sibling, was sold to Bangladesh at 400 US$ per ton (cf. "Shipbreaking" # 36, p. 14).

![Ozersk, in the Sea of Japan](image1)

**Star Mariner (ex-Hai Feng 638, ex-Cook Star, ex-EW Cook, ex-Tosa Maru)**. IMO 8613920. Length 118 m, 3,137 t. Panamanian flag. Classification society China Classification Society until 2019. Built in 1986 in Fukuoka (Japan) by Fukuoka Zosen. 5 detentions: in 2001 in Villagarcía de Arosa (Spain), in 2008 in Philadelphia (USA) and Agadir (Maroc), in 2009 in Killybegs (Ireland), in 2019 and 2020 in Fuzhou (China). Owned by Hong Kong Yaode Asia Shipping (Hong Kong, China). Sold for demolition in Bangladesh.

![Star Mariner](image2)

**Tai Xing (ex-World Mora, ex-World Fontaine)**. IMO 8210273. Length 92 m, 2,036 t. Deflagged from Panama to Gabon and finally Tuvalu for her last voyage. Classification society China Classification Society. Built in 1982 in Kochi (Japan) by Kochi Eiho. Owned by Shandong Zhonglu Fishery Shipping (China). Sold for demolition in Bangladesh.

![Tai Xing, May 22, 2019](image3)
Ro-Ro vessels load or unload through ramps or doors wheeled cargoes including trucks or trailers but also crates and loads transferred with trolleys and stored on a garage deck. Handling is said to be horizontal by opposition to traditional vertical handling using cranes or gantries. This type of vessel is known as Ro-Ro (Roll On/Roll Off). Rail ferries are equipped with rails to accommodate wagons.

**Banda Sea** (ex-Super Servant 6, ex-Dan Mover). IMO 8106056. Ex-heavy load carrier converted in 1995 to semi submersible vessel and lengthened from 139 to 175 m, then converted to rail ferry in 2000. Length 175 m, 11,792 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Detained in 2016 in Mobile (Alabama, USA). Owned by Singapore-registered Gulf South Shipping Pte Ltd care of Seabulk Fleet Management LLC (USA). Sold as is in Mobile (USA) for demolition. 440 US$ per ton. The same transformations were carried out on her sistership **Bali Sea** (cf. "Shipbreaking" # 62, p. 49). She was sold for demolition in February 2021 at 314 US$.

**Chodziez** (ex-Divio, ex-Chodziez). IMO 8302301. Length 147 m, 7,656 t. Deflagged from Poland to Panama in September 2021 and finally Comoros for her last voyage shortened to Hodzi. Classification society Polish Register of Shipping. Built in 1988 in Gdynia (Poland) by Komuny Paryskiej. 4 detentions: in 2003 in Fredrikstad (Norway), in 2019 in Genoa (Italy), in 2021 in Gioia Tauro (Italy) and in 2021 for 31 days in Karystos (Greece). Owned by Polish Ocean Lines (Poland). Acquired by Marshall Islands-registered Cham Maritime Ltd care of Viya Ship Management Co based in Istanbul (Turkey) prior to her departure for demolition in Bangladesh.

![Dodo, August 25, 2018 Jeddah (Saudi Arabia).](image)

**Eurocargo Patrasso (ex-Super-Fast Canarias, ex-Brabant).** IMO 9131527. Length 185 m. Maltese flag. Classification society Registro Italiano Navale. Built in 1998 in Ancona (Italy) by Fincantieri Italiani. Detained in July 2021 in Salerno (Italy) then in November in Cagliari (Italy). Owned by Malta Motorways of the Sea Ltd, a Maltese subsidiary of Grimaldi group (Italy). She was beached in Aliaga on December 28.

![Superfast Canarias, arriving at Montoir (France) on February 19, 2008.](image)  ![Eurocargo Patrasso, December 2021.](image)
Tanker

80 demolitions from October to December 2021, 784,000 tonnes, 70% of the global scrapped tonnage. The relative share of oil and chemical tankers and gas carriers is almost stable compared to the previous quarter (74%). The average age at the time of demolition is 27 years. The detention rate prior scrapping is 22% for oil tankers, 54% for chemical tankers and 60% for gas carriers.

The tanker market is an almost monoply of the Indian subcontinent (91% du tonnage). No tanker was scrapped in Europe. 11 belonged to European shipowners of which 6 to Greek shipowners. They headed for the yards of India (4), Bangladesh (3) and Turkey (3).

64% were crude oil or product tankers, 30% chemical tankers, 6% gas carriers.
51 oil tankers. 30 were "small" units of less than 80,000 t deadweight, 19 between 80,000 and 200,000 t deadweight, 2 were VLCCs over 200,000 t. Nearly half of them (23) were beached in Bangladesh. 24 chemical tankers. 14 ended up in Indian yards.
5 gas carriers. They were small units specialized in Liquid Petroleum Gas (LPG).

Oil tanker


She was deflagged to Panama and renamed Alba Sun in June 2019. Owned by Panama-registered Alba Sun Tankers Corp care of Brizo Tankers Shipmanagement (United Arab Emirates). She seems to have been barely trading. In 2020, she was only spotted in the Chinese ports of Longkou, Jinzhou and Yantai and in Port Klang, Malaysia. She was beached for demolition in Pakistan on October 30, 2021.

**Aris** (ex-Polaris, ex-Chinook, ex-Glasgow, ex-Calinesti). IMO 9037147. Double hull. Length 189 m, 11,443 t. Deflagged from Marshall Islands to Comoros for her last voyage renamed *Laris*. Classification society Det Norske Veritas. Built in 2001 in Galati (Romania) by Damen Galati. Owned by Coral Shipping Corp (Greece). Sold as is in the United Arab Emirates to Sicaro Group Corp registered in St. Kitts and Nevis prior to her departure for demolition in Bangladesh. 585 US$ per ton.


*Bunga Kenanga (ex-Four Cutter)*. IMO 9189122. Double hull. Length 228 m, 13,037 t. Deflagged from Malaysia to Comoros for her last voyage shortened to Bunga. Classification society American Bureau of Shipping. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Aet Petroleum Tanker (Malaysia). Acquired by St. Kitts and Nevis-registered Sicaro Group Corp prior to her departure for demolition in India.

*Chang Li (ex-Livia, ex-United Earning, ex-Palma Prima, ex-Global Pallas, ex-Selene, ex-Perak, ex-Global Pallas)*. IMO 9087661. Length 112 m, 2,771 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1994 in Imabari (Japan) by Higaki Zosen. 4 detentions in 2006 in Shenzen (China), in 2007 in Shenzen again then in Zhangjiagang (China) and in 2013 in Guangzhou (China). Owned by Shining Power Industrial Ltd (Hong Kong, China). Sold for demolition in Bangladesh.
**Chemtrans Star** (ex-**Aliakmon**). IMO 9185516. Double hull. Length 229 m, 13,260 t. Deflagged from Liberia to Gabon for her last voyage shortened to **Star 7**. Classification society American Bureau of Shipping. Built in 2000 in Dalian (China) by Dalian New Shipbuilding HI Co. Owned by Chemikalien Seetransport GmbH (Germany). Sold for demolition in Bangladesh.

*Chemtrans Star in the English Channel TSS, August 2006. © Marc Ottini*

**Cumhuriyet**. IMO 9225081. Double hull. Length 274 m, 24,370 t. Deflagged from Turkey to Gabon for her last voyage. Classification society Det Norske Veritas. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Beykoz Tankercilik AS (Turkey). Sold as is in Singapore for demolition in Bangladesh. She was renamed **Blue Ship** in October then **Blue Dhir** in December and was beached in Chattogram in January. 610 US$ per ton.

*Cumhuriyet, outbound in the Bosporus, July 2012. © Marc Ottini*

**D&K I** (ex-**Topless**, ex-**Mikom Accord**). IMO 9164677. Double hull. Length 183 m, 9,212 t. Deflagged from the Marshall Islands to St. Kitts and Nevis for her last voyage shortened to **D1**. Classification society Lloyd's Register of Shipping. Built in 1998 in Onomichi (Japan) by Onomichi Zosen. Owned by D & K Holdings LLC (United Arab Emirates). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 640 US$ per ton.

*D&K1, unloading in Bristol (United Kingdom), September 18, 2011. © Arthur Terry*


ETC Mena (ex-ETC Isis, ex-Opal Queen). IMO 9229427. Double hull. Length 247 m, 16,696 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Saijo (Japan) by Imabari Zosen. 3 detentions: in 2014 in Geelong (Victoria, Australia) and in 2016 in Taman (Russia) and Port Arthur (Texas, USA). Owned by Egyptian Tanker Co (Egypt). Sold as is in Singapore for demolition in Bangladesh. 630 US$ per ton including 400 tons of bunkers.


Fostrau, at Le Havre (France), March 1993. © Pascal Bredel
Indiga (ex-Lunni), IMO 7421942. Ice breaking double hull. Length 164 m, 6,486 t. Deflagged from Russian to St. Kitts and Nevis for her last voyage shortened to Ind. Classification society Russian Maritime Register of Shipping. Built in 1976 in Rendsburg (Germany) by Nobiskrug. Sistership of the Varzuga derouted for demolition in Brest France after an unsuccessful towage towards Turkey in May 2021 (cf. "What future for the Christos XXIV and the Varzuga" and "Shipbreaking" # 63, p. 52-53). The Lunni (Atlantic puffin) was the eldest of four siblings named after birds and built for the Finnish company Neste Shipping Oy. She was handed over to Russian interests, the Murmansk Shipping Co in 2003 then Bunkering Co in 2018. She was sailing in pairs with the Varzuga to supply the Russian Arctic ports. She sailed to Pakistan on her own power. She traveled over 15,000 km from Murmansk to Gadani.

Jacob (ex-Max Jacob, ex-Soyang), IMO 9188788. Double hull. Length 274 m, 22,572 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Okpo (South Korea) by Daewoo. Owned by Reta Link Pte Ltd (Singapore). Sold as is in Batam (Indonesia) for demolition in Bangladesh. 600 US$ per ton including 300 t of bunkers of which 200 t of marine diesel. Her departure is close: she has just been renamed Taco and now flies the funeral flag of St. Kitts and Nevis.


Ladinda (ex-Lasmo Riau, ex-Pandita Natna Saghara, ex-Giewont II), IMO 7361269. Ex VLCC converted to 1984 to a floating storage unit FSO. Length 284 m, 21,614 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Ross (Germany) by Howaldtswerke-DW for Polska Zegluga Morska. Owned by EMP Malacca Strait SA (Indonesia). Reported sold as is in Indonesia in April 2019 for demolition in the Indian subcontinent at 370 US$ per ton (cf. "Shipbreaking" # 56, p. 43). The sale was cancelled. On December 14, 2021, she arrived at Chattogram under tow of Skandi Giant (IMO 9226437).

Muskie (ex-Tamar, ex-Torm Tamar, ex-Tamar). IMO 9256638. Length 228 m, 13,842 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 2003 in Okpo (South Korea) by Daewoo. Owned by Prime Marine Management Inc (Greece). The Greek shipowner announced the demolition of her two tankers Muskie and Walleye. The Walleye was beached in an Indian yard that had been delivered a statement of compliance with the Hong Kong Convention (cf. p. 48). The Muskie left Singapore and was beached in Bangladesh on November 21. 627 US$ per ton.

Navion Anglia. IMO 9204752. Double hull. Length 265 m, 26,475 t. Deflagged from Norway to Togo for her last voyage. Classification society Det Norske Veritas. Built in 1999 in Puerto Real (Spain) by AESA. Owned by Altera Infrastructure (Norway). Laid up in Piraeus (Greece). Acquired by Dido Steel Corp SA Liberia-registered prior to her departure for demolition in Turkey.

Navion Stavanger, December 27, 2011, Angra dos Reis (Brazil). © Cesar T. Neves


Norvarg, May 22, 2015, Honninggsvag (Norway). © Tor Olaisen


Ocean Winner (ex-British Endeavour). IMO 9242479. Double hull. Length 183 m, 8,749 t. Deflagged from Singapore to Comoros for her last voyage shortened to Win. Classification society American Bureau of Shipping. Built in 2002 in Ulsan (South Korea) by Hyundai. Detained in 2010 in Kwinana (Western Australia, Australia). Owned by Dafa Shipping Pte Ltd (Singapore). Sold as is in Malaysia for demolition in Bangladesh. 595 US$ per ton.

Ocean Winner, anchored off Singapore, June 2008. © Marc Ottini

Oman Pride, Port of Sohar (Oman), September 11, 2020. © Rik van Marle


In October 2018, the Brazilian oil company Petrobras announced the sale of the three tankers Pirai, Piraju and Pedreiras th for demolition in India. Price per ton: from 284 to 303 US$ (cf. "Shipbreaking" # 58, p. 44 and 45). The three ships had been sold as is but did not leave Rio de Janeiro. The sales were cancelled. In September 2020, the trio would have been put up for sale again but remained in Brazil.

On December 17, 2021, the Raj flying the flag of St. Kitts and Nevis was beached in Alang. She was actually the Pirai, renamed, deflagged and arrived on her own power from Brazil. The Piraju, renamed Raju and also deflagged to St. Kitts and Nevis joined a few days later. They had been acquired by the Indian cash buyer Best Oasis. Price per ton: 545 US$, twice the reported price in 2018. The Pedreiras is still located in Brazil, her status is "to be broken up".

Pirai. IMO 8617081. Length 224 m, 13,779 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage shortened to Raj. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil).

Piraju. IMO 8617079. Length 224 m, 13,409 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage shortened to Raju. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil).

From left to right, Piraju, Pedreiras and Pirai, October 13, 2020, Niteroi (State of Rio de Janeiro, Brazil). © Edson de Lima Lucas
Polar Rock (ex-Ce-Merapi, ex-Nissos Christiana). IMO 9116632. Length 241 m, 16,620 t. Russian flag. Classification society American Bureau of Shipping. Built in 1996 in Imari (Japan) by Namura. Owned by Trans Fin-M (Russia). In April 2017, the Polar Rock succeeded to the Kola Bay (IMO 8208335) as a floating storage in Kola Bay in the Arctic, used to enable the oil transshipment on tankers when the ice has formed in the ports of the Peninsula (cf. "Shipbreaking" # 50, p. 36). Sold for demolition in Pakistan or in Bangladesh. 645 US$ per ton. In January 2022, she was still spotted in Murmansk.


Sea Latitude (ex-DHT Chris, ex-Overseas Chris). IMO 9217981. Double hull. Length 335 m, 42,682 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Ulsan (South Korea) by Hyundai. Detained in 2008 in Zhoushan (China). Owned by Da Shun Shipping Pte Ltd (Singapore). Sold as is in Batam (Indonesia). 571 US$ per ton and an additional payment for bunkers. The destination of demolition is to date unknown. She was spotted at last in Singapore area.

Two ships owned by Sociedad Nacional de Combustiveis de Angola (SONANGOL), the State-owned company compagnie d’État responsible for the exploitation and production of oil and natural gas in Angola, have been reported to be sold for demolition. The destination of the sisterships Sonangol Girassol and Sonangol Luanda is not known to date. They have been laid up in Singapore. 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.


**Sun Zim (ex-Srichaiya, ex-Jasa 98, ex-Teruwa Maru).** IMO 8609151. Length 81 m, 1,120 t. Deflagged from Domenica to Sierra Leone for her last voyage renamed Xin Da. Classification society Sing Lloyd. Built in 1986 in Hashihama (Japan) by Taihei Kogyo. Owned by Sino Chance Enterprise Inc (Taiwan). Acquired by Jia Hang Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh.
**Oil Tanker**

*Umnenga I* (ex-*Althea*). IMO 9173733. Length 248 m, 18,001 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage renamed *Mega*. Classification society American Bureau of Shipping. Built in 1999 in Okpo (South Korea) by Daewoo. Owned by Liberia-registered Nevado Navigation SA care of MM Marine Inc (Greece). Sold as is in Port Elizabeth (South Africa) for demolition in India. Acquired by Machtrans Ship Management Pvt Ltd (India). 578 US$ per ton including 730 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.


*Vladimir Velikiy* (ex-*Rn Kavkaz, ex-Seatriumph*). IMO 9227455. Double hull. Length 274 m, 24,850 t. Relagged from Russia to Cyprus in July 2021 then Comoros for her last voyage shortened to *Vlad*. Classification society Bureau Veritas. Built in 2002 in Samho (South Korea) by Samho HI. Owned by JSC Rosnefteflot (Russia). Sold for demolition as is in Batam. 590 US$ per ton. Acquired by Blue Whale Maritime Pvt Ltd (India) and beached in Bangladesh.

*Walleye* (ex-*Ottawa, ex-Torm Ottawa, ex-Ottawa*). IMO 9256626. Double hull. Length 228 m, 13,907 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 2003 in Okpo (South Korea) by Daewoo. Owned by Prime Tanker Management Inc. Sold for demolition in India. 627 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.
On April 24, 2021, the *Wisdom* was anchored off Baniyas (Syria). She was used to transfer oil from VLCCs and supply Baniyas refinery. A worker was doing some welding work on a cargo tank, residual gases ignited and exploded. The worker and two sailors were killed. On 9 May, another explosion occurred on board the *Wisdom* in the engine room. The fire was extinguished by the crew. On 10 August, the *Wisdom* was docked in Latakia for maintenance. She suffered a third fire in four months. Two workers were injured. The ship was declared a total loss. She was beached for demolition at Aliaga on October 30.

*Xing Da* (ex-*Tian Shun*, ex-*Kowa Maru No. 2*). IMO 9033529. Bitumen tanker. Length 69 m. Belize flag. Unknown classification society since 2016. Built in 1992 in Kochi (Japan) by Shin Kochi Jyuko. Owned by Kwong Tai Lung Investment Ltd (Hong Kong China). Sold for demolition. Her final destination is to date unknown. She was spotted at last in Singapore Strait.

*Yuan Sheng* (ex-*Chang Wo*, ex-*Intertek*, ex-*Daikaku Maru*). IMO 9054602. Length 103 m, 1,880 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1992 in Higaki (Japan) by Imabari. Owned by Lian Sheng International Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

**Chemical tanker**

*Asia Adventurer (ex-Zhong Hua 7, ex-Karen C).* IMO 8820119. Length 112 m, 2,763 t. Sierra Leone flag from January 2015 onward, then unknown since 2016. Her latest registration in Sao Tome & Principe in September 2021 was fraudulent. Classification society Nippon Kaiji Kyokai. Built in 1989 in Imabari (Japan) by Asakawa. 3 detentions: in 2001 in Butzfeld (Germany), in 2010 in Xiamen (China) and in 2012 in Haldia (India). Owned by FOB Shipping Co Ltd registered in Saint-Vincent-et-Grenadines care of Babil Marine Shipping Services LLC (United Arab Emirates). Sold for demolition in India, where she was beached on December 3 as *Coral*.


*Banyan Pride (ex-P Russel, ex-Port Russel, ex-Meriom Joy).* IMO 9223265. Length 168 m, 9,495 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2002 in Guangzhou (China) by Guangzhou Intnl. 4 detentions: in 2007 in Antwerp (Belgium) and Augusta (Italy), in 2019 in Nakhodka (Russia) and in 2020 in Gibraltar (United Kingdom). Owned by Bermuda-registered Iolani Shipping Ltd. Sold as is in Kandla for demolition in India. 595 US$ per ton.
chemical tanker


Chemical Pioneer (ex-C.V. Sea Witch). IMO 6806444. Built in 1968 in Bath (Maine, USA) by Bath Iron Works. Ex container ship damaged in 1973, laid up until 1983 and rebuilt as a chemical tanker by Newport News Shipbuilding. Length 210 m, 12,465 t. Deflagged from the USA to St. Kitts and Nevis for her last voyage shortened to Chem P. Classification society American Bureau of Shipping. Owned by USS Vessel Management LLC (USA). Sold as is in Philadelphia (USA). 515 US$ per ton including 308 t d'inox. The destination of demolition is undisclosed. See the chapter The END, p. 70-75.


Liquid Era, Piraeus (Greece), December 16, 2013. © Kozanitis Leonarodos


Melati Dua (ex-Bunga Melati Dua). IMO 9123661. Length 177 m, 10,170 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Sold for demolition in India.


July 1997, Bunga Melati Satu, arriving at Le Havre (France). © Pascal Bredel

chemical tanker

*Pelican (ex-Saehan Estrella, ex-Hermia)*. IMO 9203332. Length 131 m, 4,235 t. Indian flag. Classification society Indian Register of Shipping. Built in 1999 in Uwajima (Japan) by Miyoshi. Owned by Seven Islands Shipping Ltd (India). Sold as is in Sri Lanka for demolition in India. 942 US$ per ton. She has just been renamed *Perfect*, now flying the funeral flag of St. Kitts and Nevis and announces to be departing towards Bhavnagar (India).

*Sulphur Tripper*. IMO 9118989. Molten sulphur tanker. Length 64 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mukaishima (Japan) by Mukaishima Zoki. Owned by Mitsubishi Chemical Logistics (Japan). Considered by Nippon Kaiji Kyokai as sold for recycling since October 2021. She was spotted at last in Kudamatsu (Japan).


*Swiftchem*, passing Istanbul, October 21, 2021. © Ahmet Ünlügil

*Tiina Too (ex-Valor, ex-Namisa, ex-Diamond Park, ex-Diamond Wave)*. IMO 9031492. Length 112 m, 2,763 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1992 in Imabari (Japan) by Asakawa. Owned by Marshall Islands-registered Helios Maritime Inc care of Maru LLC (Ukraine). Owned for demolition in India. 955 US per ton. She left Constanta (Romania) on December 7, she announced to be heading for Karachi (Pakistan) and was beached in Alang on January 8.

*Tiina Too*, passing Istanbul, October 21, 2021. © Ahmet Ünlügil
Towdah Hana (ex-Kobe Pioneer). IMO 9044102. Length 74 m, 990 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Busan (South Korea) by Daedong SB Co. Owned by Hana Marine Co Ltd (South Korea). Arrived for demolition in Busan (South Korea).

Towdah Hana, December 2, 2021, Pal Pal shipbreaking yard, Busan (South Korea). © Vladimir Tonic;


Win Lotus (ex-Win 1, ex-May 1, ex-STT Kingston, ex-MMM Kingston, ex-Rosalie). IMO 8919972. Length 111 m, 2,468 t. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1990 in Yawatahama (Japan) by Kurinoura. 6 detentions: in 2004 in Zhangjiagang (China) and Hong Kong (China), in 2006 in Maoming (China), in 2007 in Daesan (South Korea), in 2012 in Tanjung Perak (Indonesia) and in 2016 in Dumai (Indonesia). Owned by Sino Chance Shipping Co Ltd registered in St Vincent and the Grenadines. Acquired in November 2021 by New Century Shipping Hong Kong (Hong Kong, China) prior to her departure for demolition in Bangladesh. 695 US$ per ton.

Yuhua Star (ex-Zhu Min Victoria, ex-Spring Ursa). IMO 9157519. Double hull. Length 139 m, 4,603 t. Panamanian flag. Classification society Nippon Kajii Kyokai. Built in 1997 in Akitsu (Japan) by Shin Kurushima. Owned since February 2021 by Hong Kong Asia International (Hong Kong, China). Sold as is in the United Arab Emirates for demolition in India. 1,040 US$ per ton, the highest price of the quarter. She was beached in Alang as the Yeti flying the flag of St. Kitts and Nevis.

October 19, 2010, Spring Ursa loading at Neptune 2 terminal in Vancouver (Canada). © Malcolm Millar
Gas carrier

**Duckyang Gas** (ex-**Nichitama Maru**). IMO 8921884. Length 71 m, 1,140 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Honai (Japan) by Shirama. Owned by Duck Yang Shipping Co Ltd (South Korea). The **Duckyang Gas** collided with the general cargo carrier **Nanei Maru** in Kanmon Strait (Japan) on September 20, 2020. Sold for demolition in Bangladesh.

**Happy Harrier** (ex-**Tarquin Trader**). IMO 8716514. Length 98 m, 2,194 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1988 in Kure (Japan) by Ishikawajima-Harima. Owned until 2013 by Bernhard Schulte Shipmanagement (Germany). Detained in 2008 in Butzfleth (Germany).

In November 2013, shipbrokers reported the **Happy Harrier** to be sold for scrapping in Turkey (cf. "Shipbreaking" # 33, p. 20). Since then, she has been considered "broken up" in the IMO and Equasis databases, with no update on a change of flag or a change of ownership. Though, on December 9, 2021, a gas carrier named Harriet flying the flag of Comoros arrived off Alang beach. She had left Sharjah (United Arab Emirates) on her own power on November 24, her identification IMO number is 8716514, that of the supposedly broken up **Happy Harrier**. She was arrested by the Indian Authorities for the purpose of investigations. She was listed by the US Department of the Treasury as a vessel suspected of illegal activities. The clandestine has not been yet officially beached.


*PP1, upstream the Chao Phraya towards Bangkok May 2006. © Karn Rattanaprkarn*

**Ramagas (ex-Clipper Skagen, ex-Havkatt, ex-Gaz Horizon, ex-Sigulda).** IMO 8813063. Length 158 m, 6,705 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1989 in Papenburg (Germany) by Jos L. Meyer Werft for the Soviet Sovcomflot. In her early days, she was operated by the Latvian Shipping Company with Ventspills as a homeport. In November 1994, she was handed over to Norwegian interests. Detained in 2012 in St. Croix (US Virgin Islands) and in 2014 in Neapolis (Greece). Owned by Liberia-registered Ramagas Shipping SA care of Benelux Overseas Inc (Greece). Sold for demolition in India. 675 US$ per ton.

*Gaz Horizon, docked at Le Havre (France), May 1993. © Pascal Bredel*  
*Ramagas, beached in Alang, December 2021. © Alang Today*
Bulker

Bulks 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.

5 demolitions: one ship in her seventies, two casualties, one ex-hostage in Yemen and the penultimate survivor of the fleet of ex VLCCs converted to VLOCs.

Ambition Journey (ex-Papayiannis, ex-Curia, ex-Euro Pescadores). IMO 9216690. Length 190 m, 7,904 t. Deflagged from Panama to Comoros for her last voyage shortened to Journey. Classification society Nippon Kaiji Kyokai. Built in 2001 in Oshima (Japan) by Oshima Shipbuilding Corp. Owned by QQ International Shipping Ltd (Hong Kong, China). On August 2, 2021, the Ambition Journey was en route for China with a 49,950 t nickel ore cargo. Shortly after departing from Homonhon Island, west of the Filipino Archipelago, she suffered an engine failure, went adrift and ran aground on Sulangan Island. The 21 Chinese crew were evacuated, brought to the nearest city and placed in Covid quarantine for 14 days. On September 23, the Ambition Journey was refloated by the Filipino Harbor Star Shipping Services (HSSS). The contract includes refloating, cargo unloading, monitoring of possible spills, clean up operations and towing to repair yard. The Ambition Journey was towed to Davao on Mindanao Island south of the Archipelago. Her status since August 2 was "casualty / repairing. In December, she was reported sold as is for demolition. She was beached in Chattogram by tug Errie (IMO 9474462).

Berge Kangchenjunga (ex-Pacific Crystal, ex-Diamond Falcon). IMO 9073438. Length 322 m, 39,613 t. Deflagged from the Isle of Man to Comoros for her last voyage shortened to Junga. Classification society Lloyd's Register of Shipping. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Berge Bulk Maritime Pte Ltd (Singapore). The Berge Kangchenjunga was an ex-VLCC converted to VLOC (Very Large Ore Carrier) in 2010. "Shipbreaking" # 60 had identified 35 converted ships still alive as of encore January 1, 2020 (cf. "The VLOCs' ex VLCCs flop", p. 5). Since the Stellar Daisy shipwreck on March 31, 2017, this type of conversion is considered as dangerous by experts and crew. Sold as is in Singapore. 630 US$ per ton including enough bunkers for the voyage. On December 24, 2022, she left Zoushan (China) to remain anchored off Lumut (Malaysia) in Malacca Strait. Last speculation prior beaching in Bangladesh or Pakistan. She weighed anchor on January 24, heading for Chattogram. Berge Kangchenjunga is the penultimate of the 35 to be scrapped; now remains the lone Berge Fuji.
bulker

**Force-One** (ex-*Vina del Mar*, ex-*MST Callao*, ex-*Navios Pioneer*, ex-*Western Hope*, ex-*Sanko Taurus*). IMO 8309000. Length 180 m, 7,140 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Force Shipping (Egypte)). Detained in 2005 in Vancouver (Canada), in 2008 in Patillos (Chile) and in 2014 in Tuticorin (India) and Kandla (India). Reported sold for demolition in India in December 2015. 282 US$ per ton, an average price at the time (cf. "Shipbreaking" # 42, p. 40). The **Force-One** was then located in Hoddeidah (Yemen) in the Red Sea. Civil war was raging, the ship was not able to leave Yemen. She did not resume trading. On December 20, 2021, she arrived under tow for demolition in Gadani.

| IMO number : | 8309000 |
| Call Sign : | 3EUV6 |
| MMSI : | 359475000 |
| Gross tonnage : | 221545 |
| DWT : | 388656 |
| Type of ship : | Self-Discharging Bulk Carrier |
| Year of build : | 1985 |
| Flag : | Panama |
| Status of ship : | To Be Broken Up |
| Last update : | 23/12/2015 |

2015, to be broken up

**Mississagi** (ex-*George A. Sloan*, ex-*Hill Annex*). IMO 5128467. Length 189 m. Canadian flag. Classification society American Bureau of Shipping. Built in 1943 in Ecorse (USA) by Great Lakes Engineering Works as *Hill Annex*. She was one in a series of 16 ships ordered by the US Maritime Commission during World War II to carry iron ore from Lake Superior ports. She was renamed *George A Sloan* in honor of a US Steel Corp director prior delivery to the Pittsburgh Steamship Company, a subsidiary of the mining company.

**George A. Sloan**, on the Saginaw. © Dan Maus  
**Mississagi**, April 2021, laid up in Sarnia. © Igor Pitirimov

At the end of season 2000, the *George A. Sloan* was laid up in Sarnia, Ontario (Canada) south of lake Huron Huron. She has been acquired by the Canadian company Lower Lakes Towing Ltd. Her hull changed colours, the ship was renamed *Mississagi*, after Mississagi Strait north of Lake Huron and upgraded to Canadian standards.

She was definitely decommissioned in April 2021, again in Sarnia. Towed in October for demolition in Sault-Ste Marie (Ontario, Canada) by Purvis Marine. At 78 years, the *Mississagi* is the oldest ship that was scrapped in 2021.
St. Clair. IMO 7403990. Self unloading bulker. Length 235 m, 11,745 t. US flag. Classification society American Bureau of Shipping. Built in 1976 in Sturgeon Bay (USA) by Bay Shipbuilding Corp. She was one in a series of 10 ships ordered by American Steamship Co (USA) dans le cadre d’un programme de subvention pour la modernisation des flottes. In particular, she was assigned to the transport of coal from Superior (Wisconsin) to the Belle River thermal plant in St. Clair (Michigan).

At Sarnia, Ontario, May 2012. © Lorraine Morrill

On February 16, 2019, the St. Clair was docked at the mouth of the Maumee River in Toledo (Ohio, USA). A shipkeeper was assigned to monitor the vessel but did not have to remain on board during the whole winter lay-up. During daytime, workers of H. Hansen Industries were carrying out maintenance and repair work. At 16:45, the foreman while checking the different worksites noticed a white smoke in the engine room, considered it was residual fumes from hot works, started an exhaust fan to remove the smoke and left the ship at 18:00. In the evening, the chief engineer of the Great Lakes Trader, another laker on winter lay-up, noticed smoke coming out of the St. Clair. It was 20:10. He called the H. Hansen foreman who then phoned the St. Clair shipkeeper. Another American Steamship Co shipkeeper who was on the spot was alerted to go and check the ship. Meanwhile, the Great Lakes Trader chief engineer warned a friend who is also a fireman and who eventually dialed the emergency number. Firefighters arrived on the spot at 20:55.

February 16, 2019, 22:20. The St. Clair and her conveyor belt on fire. Photo by the Great Lakes Trader chief engine
A fire has started next to an engine room workshop and was spreading quickly. It took 36 hours of fight to the port fire brigade to extinguish it. The self-unloading belt and the superstructure were ravaged. The ship was declared a total loss. The NTSB (National Transportation Safety Board) report on the fire points the lack of operating internal procedures to ensure continuous monitoring of the ship during winter lay-up.

The St. Clair had remained docked in Toledo. On December 7, 2021, the Canadian tug Molly M.I. (IMO 5118838) arrived to take charge of her, destination Marine Recycling Corp ship recycling yard in Port Colborne (Ontario, Canada).
Cement carrier

*Hebat* (ex-*Taka Maru No. 3*). **IMO** 7926904. Length 97 m. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Indobaruna Bulk Transport PT (Indonesia). Considered sold for recycling by Nippon Kaiji Kyokai. Her latest known location was Cilegon (Indonesia).

![Hebat](image1)

*Hebat*, on Barito river, South Kalimantan (Indonesia). © Iwan Afwan

Car carrier

*Tenerife Car*. **IMO** 9249984. Length 133 m, 6,023 t. Deflagged from Madeira (Portugal) to Cameroon for her last voyage shortened to *Ari*. Classification society Lloyd's Register of Shipping then Guardian Bureau of Shipping since October 2021. Built in 2002 in Vigo (Spain) by Barreras J.. Detained in 2005 in Southampton (United Kingdom) and in 2013 in Tyne (United Kingdom). Owned by Flota Suardiaz S.A. (Spain). Acquired by Albania-registered Shega Trans SA prior to her departure for demolition in India.

![Tenerife Car](image2)

August 31, 2015, outbound Marseille (France). © Pascal Bredel

September 17 2017, *Tenerife Car*, in Montoir (France). © Erwan Guéguéniat
Seismic research vessel

Atlantic Enterprise (ex-Geco Triton, ex-American Champion, ex-Prelude, ex-Karen June, ex-Karen Wood). IMO 7202554. Length 83 m, 4,083 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1970 in Mobile (USA) by Bender Welding & Machine Co as the fishing ship Karen Wood for Northwest Fishing Group Ltd. Her homeport was Juno, she was specialized in crab fishing in the Alaskan waters. When her license expired, she was sent to Namibia to catch fish but did not prove as successful. She was sold to the offshore service provider Western Geco and sent to Aukra yards, Norway, in 1998. The crane used to lift crab pots was removed. She was converted to seismic research vessel in Hebburn (United Kingdom) by Tyne Tees Dockyard and lengthened from 63 to 83 m. Since 2015, she was officially owned by Seychelles-registered Aztec Maritime Corp care of Castle Ship Management Ltd (Gibraltar), her shipmanager was Atlantic Marine & Aviation LLP (United Kingdom). She arrived for demolition in Gadani on December 7, 2021.

SW Marquis (ex-Polar Marquis, ex-Geo Atlantic, ex-Polar King, ex-Oceanic King, ex-Polar King). IMO 9190298. Converted and operated as a cable layer between 2003 and 2006, and then converted back to seismic research vessel. Length 94 m. Norwegian flag. Classification society Det Norske Veritas. Built in 2000 in Flekkefjord (Norway) by Flekkefjord Slip. Owned by Shearwater Geoservices Assets (Norway). On November 11, 2019, the Polar Marquis was at work off Senegal. A fire broke out in the engine room. Since then, her official status in the Equasis database has been "casualty / repairing". She was towed to Europe and later declared a total loss. On December 18, 2021, she finally left Norway under tow of FFS Arion (IMO 9056789), and headed for Aliaga.
Offshore service vessel


Armada Firman 3. IMO 9411252. Length 75 m, 2,522 t. Deflagged from Mexico to St. Kitts and Nevis in August 2021 then to Palau for her last voyage renamed Siren. Classification society American Bureau of Shipping. Built in 2009 in Singapore by Drydocks World. Owned by Bumi Armada Navigation (Malaysia). Acquired by Best Oasis prior to her departure for demolition in India.

Armada Firman 3, 12 August 2009, Campeche Bay, Gulf of Mexico. © Luis E Ramirez


Cape Atlas (ex-Isla de Cedros, ex-Seacor Empire, ex-Nicor Empire). IMO 8218964. Length 60 m. US flag. Classification society American Bureau of Shipping. Built in 1982 in Escatawpa (USA) by Moss Point Marine. Owned by GulfMark Management Inc (USA). Her status in the Equasis database is "laid-up". She would have been scrapped in Morgen City (Louisiana, USA).


Don Jose, February 1, 2020, Puerto Montt (Chile). © C. Fleddermann


Energy Girl, Maassluis, heading for Rotterdam (Netherlands), mai 2012. © Ria Maat
The Norwegian service provider Solstad Offshore and its subsidiaries continue restructuring. The aim is to reduce the fleet to 80-90 vessels, i.e. to dispose of 37 decommissioned or obsolete vessels. Some are being sold for further operation, others are to be scrapped. Solstad intends to develop its offshore wind energy business in partnership with Aker Solutions ASA and DeepOcean Norway AS. 7 vessels considered old and unsuitable for future markets have been reported to be scrapped by the Norwegian yard Greenyard. Their age ranges from 21 to 25 years, except for the 13-year-old Sea Pollock. Four are to be broken up at the yard’s facility in Kleven, three in Feda. The Sea Panther had arrived earlier this year in Feda (see "Shipbreaking" # 64, p. 80).


Gema 1, Sharjah (United Arab Emirates), December 2018. © Rutger Hofma


Intergulf (ex-Duke Supplier, ex-Forest Lake, ex-Skaulake). IMO 7403031. Length 64 m, 1,179 t. Deflagged from the Bahamas to Comoros for her last voyage shortened to Inter G. Unknown classification society since 2015. Built in 1975 in Turku (Finland) by Laivateollisuus Oy. Owned by Intermarine (Sharjah) Ltd (United Arab Emirates). Laid up in Sharjah. She arrived for demolition in India under tow of the River Rhine (IMO 7501132), a small Singapore-built tug, also 46 years old and in 1975 and beached for demolition in the wake.

Intergulf, October 2021, arrival in Alang towed by River R. © Pankaj Sahani-capture d'écran

Intergulf (ex-Queen Supplier, ex-Java Sun, ex-Pan Sun, ex-Omega 803, ex-Active Rey). IMO 7423720. Length 65 m, 1,503 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage. Unknown classification society since 2016. Built in 1976 in Trondheim (Norway) by Trondhjems MV. Detained in 2009 in Asaluyeb (Iran). Owned by Intermarine (Sharjah) Ltd (United Arab Emirates). Acquired by Oasis Global Marine Services registered in the United Arab Emirates prior to her departure for demolition in Pakistan.
offshore service vessel


Moon Energy (ex-Elite Energy, ex-Bianca, ex-Allawi 10, ex-Samos, ex-Storm X, ex-Atorre, ex-Torre, ex-Sea I, ex-Veesea Hurricane, ex-Canary Island). IMO 7390674. Length 56 m, 772 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in New Orleans (USA) by American Marine. 4 detentions: in 2004 in Valletta (Malta), Katokolon (Greece) and Piraeus (Greece) and in 2008 in Limassol (Cyprus). Owned by Oscar Middle East Ship Management LLC (United Arab Emirates). Beached for demolition in Pakistan as Troy.

Normand Atlantic. IMO 9155054.

Normand Borg. IMO 9229477. see the chapter on Solstad vessels, p. 65

Normand Neptun. IMO 9121053.


*Ocean Sharm, December 9, 2021, Gadani. © Badar Ullah Khan*

PFS Courage. IMO 9428566. Length 63 m, 2,167 t. Indian flag. Classification society Indian Register of Shipping. Built in 2010 in Surat (India) by ABG Shipyards Ltd. Owned by Tirupati Vessel Pvt Ltd (India). Sold for demolition in Mumbai (India).

Sea Pollock. IMO 9392951. *see the chapter on Solstad vessels, p. 65*

Sea Tiger. IMO 9166376.


*Maridive V, Valletta (Malta), December 2012. © Anthony Vela*  
*Sir Gee (blue) and Lord Gee © Badar Ullah Khan*

True Grit (ex-Al-Kumze, ex-True Grit). IMO 7048398. Length 55 m, 923 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1971 in Moss Point (USA) by Halter Marine. Owned by Intermarine (United Arab Emirates). Acquired by Marshall Islands-registered Kosmos Marine International prior to her departure under tow for demolition in India. The True Grit left Sharjah (United Arab Emirates), where she was laid-up, under tow of Saab (IMO 8899548) also flying the flag of St. Kitts and Nevis, ex-Gemilang Samudera built in 1995 in Samarinda (Indonesia). The convoy arrived off the Indian coast, the towline broke. Sea conditions are rough, the Saab found shelter in Mumbai. The True Grit went adrift and ran aground on rocks 3 miles off Malabar Hill, the most exclusive and upmarket residential neighbourhood of Mumbai. She was stuck on the rocks for four days, until a more powerful tug came to refloat her and bring her to the scrapyard.

*© Mid-Day/Social media*
Tug

Christos XXII (ex-Banckert, ex-Smit Colombo, ex-Smit Enterprise). IMO 7230135. Length 44 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Millingen (Netherlands) by Bodewes, H.H.. Detained in 2014 in Gibraltar (United Kingdom). Owned by Spanopoulos Group SA (Greece). The Christos XXII has been used regularly to tow end-of-life vessels. On January 13 2013, she was involved in a collision with the Emsstrom, a German ex-fisheries patrol vessel which she was supposed to tow from Emden (Germany) to Aliaga. According to the MAIB (Marine Accident Investigation Report), the Christos XXII was anchored off Tor Bay (United Kingdom). Her master wanted to investigate the cause of the list developped by the Emsstrom during the voyage. He was rather used to sailing in the Mediterranean, he would not have taken into account the tide that would have pushed the tow to collide with the tug. The Emsstrom sank the next day in 25 m of water (see "Christos XXII, the salvage tug that brings bad luck"). The status of the Christos XXII in the Equasis database is still "in service". The Worldwide Tug & OSV News magazine reports her demolition in Aliaga in December 2021.

Nakoa (ex-Sea Vixen, ex-Ellen Foss, ex-Chinook, ex-Margaret George). IMO 7626231. Length 36 m. US flag. Classification society American Bureau of Shipping. Built in 1976 in Houma (Louisiana, USA) by Quality Equipment Inc for Crowley Marine Services based in San Francisco (California, USA). In 1999, she suffered a fire off the coast of Alaska. The fire started in the galleys, the tug was badly damaged, towed to Seattle and declared a total loss. Though, in 2001, she was sold to Hawai-based Smith Maritime Company. After repair, she eventually sailed to Honolulu. She kept the same name, though she was handed over to a number of shipowners. She was laid-up in Tacoma (State of Washington) in 2020. Owned by Kirby Offshore Ltd (USA). Her status in the Equasis database is still "in service". She would have been scrapped in November 2021 in Coos Bay (Oregon, USA).

Nakoa, approaching Anacortes (State of Washington, USA), May 24, 2010. © Joel Kifer

The *Sea Witch* was delivered by Bath Iron Works (Maine, USA) in September 1968. She was the first in a series of 6 container ships. She was then a giant, the largest ship ever built in the state of Maine. She was 186 m long and could carry 1070 teu. Her forecastle hosted the bridge deck and accommodations for deck officers, the aft castle housed the engine rooms and accommodations for engineering officers and of most of the crew.

For 5 years, the *Sea Witch* was operated on the Atlantic service.

June 1, 1973, 23:29. She left the Howland Hook container terminal on Staten Island, New York. She was carrying 402 20-foot and 328 40-foot containers. At least 34 boxes were containing hazardous materials. A docking pilot was guiding her into the Kill van Kull; two tugs were in attendance until the vessel reached the northeast tip of Staten Island.

June 2, 0:23. A harbour pilot relieved the docking pilot for the last phase of the trip. The *Sea Witch* speed
was increased to 14 knots and the vessel started to change course when she came out of the Kill van Kull.

0h29. The Sea Witch passed the Staten Island Ferry Terminal and headed for the Narrows with a course to 167°.

Four ships were in the anchorage area of the Strait, including the tanker *Esso Brussels*, which was the nearest to the Verrazzano-Narrows Bridge. The *Esso Brussels* was built in 1960 in Malmö (Sweden) by Kockum Mekanista. She had a 340,000 barrels (50,000 t) capacity. She had left Bonny (Nigeria) on May 18 with a cargo of 319,402 barrels of light crude oil. She arrived in New York on May 31 at around 6 pm. She had dropped anchor. She was awaiting orders for berthing and unloading. The day before, part of the cargo was transhipped to make her lighter and easier to dock. The *Esso Brussels* was displaying the prescribed signal lights, a mate and an able seaman were keeping a proper lookout on the bridge in the midcastle, most of the crew were sleeping or preparing to go to bed.

0h37. On the Sea Witch, the pilot ordered a course change to port to 158° to "aim" for the centre of the bridge. The container ship did not change course. "The master exclaimed, "That damn steering gear again! The Sea Witch was still on full speed, heading towards the coast and the ships at anchor.

0h39. The pilot started blowing the distress whistle, the general alarm rang. The captain ordered the engine full astern.

On the *Esso Brussels*, the watchmen understood that a collision was imminent and sounded the general alarm.
0h42. The *Sea Witch* crashed into the starboard side and got locked to the *Esso Brussels*. Three full tanks were hit. The oil leaked out and caught fire. The fire spread to the bow and the forward lifeboat could not be used.

The crew of the *Esso Brussels* rushed aft. Launching the lifeboat was perilous. It was crowded, hand cranking proved complicated, the engine could not be started. The *Sea Witch*’s engines were blocked full astern. The lifeboat was drawn in and coming closer to the furnace. The seamen of the *Sea Brussels* jumped overboard into the water.

The rescue vessels saved 26 of them. The search operations carried out until 17 June were able to recover 12 victims, including the captain. One crew was found dead on board the wreck and another was reported missing.
Within minutes, the fire engulfed both ships. The crew of the Sea Witch took refuge in the aft castle. They cannot fight the flames, the most powerful fire hoses were located outside on the deck. They were out of reach, immersed in flames. The men could only use the interior auxiliary fire hoses coiled inside the aft castle. The deck containers caught fire, there was more and more explosions of hazardous materials.

The two ships on fire and adrift under Verrazzano bridge. © America’s Fireboat

The Sea Witch and the Esso Brussels locked together went adrift under the Verrazzano-Narrows bridge and eventually ran aground in Gravesend Bay. An hour after the collision, the Firefighter fire brigade was able to raise two ladders and evacuate 30 crew from the Sea Witch and the harbour pilot. The body of the Master, who had died of a heart attack, was lowered to the deck of the Firefighter. 7 men wearing life jackets who had jumped into the water after the collision were recovered by other boats. Two crew were fatally injured by explosions.

The Sea Witch (left) and Esso Brussels (right) aground, on fire and still locked together the morning after the collision. © America’s Fireboat

The National Transportation Safety Board (NTSB) report published three years after the accident questions the design and reliability of the steering system and the lack of emergency procedures on board the Sea Witch. Repeated steering gear failures on board the Sea Witch and her sisterships were not taken into account. They were not reported to the coastguard. The absence of a secondary independent steering gear control prevented the failure to be immediately identified and rectified. Five minutes elapsed between the loss of control of the Sea Witch and the collision. The NTSB report emphasises that the speed of the vessel as she was heading towards the Atlantic Ocean did not leave
the master with a sufficient safety margin to take adequate remedial action to avoid the collision or reduce its effects.

The death toll from the disaster is 17. 31,000 barrels of oil (4,500 t) were spilled, some of which reached and polluted nearby beaches. The loss of cargo and damage to the two ships was estimated at the equivalent of 145 million current US$.

According to the experts' findings, the integrity of the steel hulls was not affected despite the intense heat. Both ships survived.

The *Esso Brussels* remained at Hoboken yard for a year before being acquired by the Greek shipowner Iphigenia Shipping and Trading Corp. The wreck was towed to Piraeus. She was stripped of her forecastle and refitted. The ex-*Esso Brussels* continued trading as *Petrola XVII*, *Spiro* and *Petrola XXXVI* and was scrapped in Aliaga in October 1985.
The Sea Witch remained as was for 8 years at the Brooklyn Naval Base. In 1981, she was sold and towed to Newport News yard, Virginia. She was cut up. The stern section and engine compartments were retained. The ex container ship was converted into a chemical tanker. She was lengthened from 186 to 210 metres. The Sea Witch became the Chemical Pioneer, a name she kept throughout her second operational life. Her home port was New York.


rebuilt as the chemical tanker Chemical Pioneer, Philadelphia, June 2021. © Steve Hall

In October 2021, the Chemical Pioneer was sold as is for demolition. Her selling price was 515 US$ per tonne, a usual rate in the Indian subcontinent and in particular in Alang. On December 14, she left Port Richmond in Philadelphia (USA) and announced that to be heading for Malta, where she was likely to take bunkers before completing her voyage. She was expected off Malta on December 31, 2021. She has been shortened to Chem P and was flying the St Kitts and Nevis funeral flag. She obviously experienced technical difficulties. She had set off at a pace of 10-12 knots. Between December 21 and January 6, she alternated engine failures, drifts, restarting at slow speed and uncertain trajectories. On January 6, she resumed her voyage towards the Strait of Gibraltar at reduced speed. On January 25, she docked in Algeciras (Spain). She remained there until February 18. She resumed her voyage, reporting to be headed for Malta.

Chemical Pioneer, heading for the scrapyard, Part 1.
Sources

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