ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

 # 66, from January 1 to March 31, 2022

June 16, 2022

From Kamchatka to Alang via the Kuril Islands, a 13,000 km-long last voyage for the *Moskovskaia Olimpiada*.

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Cover photo : the factory ship *Moskovskaya Olimpiada*, Kuril Islands Strait, Pacific Ocean, May 2021. © **Sketches**

Thanks to all shipspotters,
in particular Pascal Bredel, Erwan Guéguéniat, Marc Ottini* and *Vladimir Tonic.

Black Sea and Sea of Azov, the refuge of substandard ships

The war in Ukraine and the blockade of ports confirm the diagnosis of "Shipbreaking" # 59 (106 derelict ships). The merchant ships operated in the Mediterranean and in its adjacent seas often suffer obsolescence, fly flags of the last chance and accumulate deficiencies and detentions while keeping on trading in the Mediterranean, in the Black Sea and in the Sea of Azov. The absence of EU-approved ship recycling yards including in Bulgaria, in Romania and in Greece, enables substandard ships to sail as usual even though they are dangerous for the crews and for the marine and river ecosystems.

Robin des Bois has spotted and pointed out 93 merchant ships blocked since the Russian invasion of Ukraine in the ports of Mariupol, Berdyansk, Kherson, Mykolaiv, Yuzhny, Odessa and Chornomorsk in the Black Sea and the Sea of Azov (see (cf. Ukraine/Russie. Exclusive : cargo ships and sailors hostages of the war, April 20, 2022). Among these prisoners of war, 17 have a worrying profile and should have been scrapped a long time ago. Altogether, their detentions mounted up to 86, 2 of them were banned from the ports of Paris Memorandum for multiple detentions. They are 35 years old and more, 6 of them are more than 40 years old. 8 are river and sea-going ships built during the Soviet era for domestic inland traffic and coastal navigation in the Baltic, the Mediterranean or the Black Sea. They fly the flags of Comoros (3), Belize (2), Cameroon (2), Malta (2), Moldova (2), Ukraine (2), Palau (1), Panama (1), Tanzania (1) and Vanuatu (1).

River and sea-going general cargo carrier

Five *Sormovskiy*-type river and sea-going sisterships or project 1557. 88 ships of this type from 1967 onward by Krasnoye Sormovo yard in Gorki/Nijni Novogorod (Russia) located at the Volga-Oka confluence, 400 km away from Moscow, 34 from 1969 onward by Volodarsky yard in Rybinsk (Russia) located at the Volga-Cheksna confluence, 260 km away from Moscow.

Afanasiy Matyushenko, April 13, 2016 on Dniepr river. © **Vadim Dnepr**

Alfa Orionis, July 1, 2021 on Dniepr river, Kherson region. © **Felix21**

Afanasiy Matyushenko. IMO 8227783. 38 years old. Length 114 m. Deadweight 3,157 t. Ukrainian flag. Classification society Ukraine Shipping Register. Built in 1984 in Gorki/Nijni Novogorod. 6 detentions in 2006 in Chioggia (Italy), in 2009 in Koper (Slovenia) and Valletta (Malta), in 2013 in Alexandria (Egypt), in 2019 in Constanta (Romania) and in 2021 in Thessaloniki (Greece). Owned by Ukrrichflot JSC (Ukraine). She arrived at Chornomorsk from Samsun (Turkey) on February 15, 2022.

Alfa Orionis (ex-*Sergiy Radonezhskiy*, ex-*Acaste*, ex-*Dolphin-7*, ex-*Nikolay Krivoruchko*). IMO 8228036. 38 years old. Length 114 m. Deadweight 3,134 t. Comorian flag. Classification society Ukraine Shipping Register. Built in 1984 in Gorki/Nijni Novogorod. 6 detentions in 2002 in Ortona (Italy), in 2006 and 2007 in Gaeta (Italy), in 2012 in Gemlik (Turkey) and in 2017 and 2018 in Rostov on Don (Russia). Owned by Marshall Islands-registered Orion Shipping & Trade Ltd care of Trimorya Shipping & Trade Co (Turkey). She arrived at Kherson on November 3, 2021.

Sormovskiy-121. IMO 8133578. 40 years old. Length 114 m. Deadweight 3,353 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Rybinsk. 4 detentions in 1999 in Brunsbüttel (Germany), in 2003 in Grado (Italy), in 2014 in Antalya (Turkey) and in 2018 in Rostov on Don (Russia). Owned by Marshall Islands-registered Balkan Shipping & Trade Ltd care of Trimorya Shipping & Trade Co (Turkey). She arrived at Chornomorsk from Ochakiv (Ukraine) on February 21, 2022.

Sormovskiy-121, July 1982, prior launching. **© Volodarskiy yard Archives**

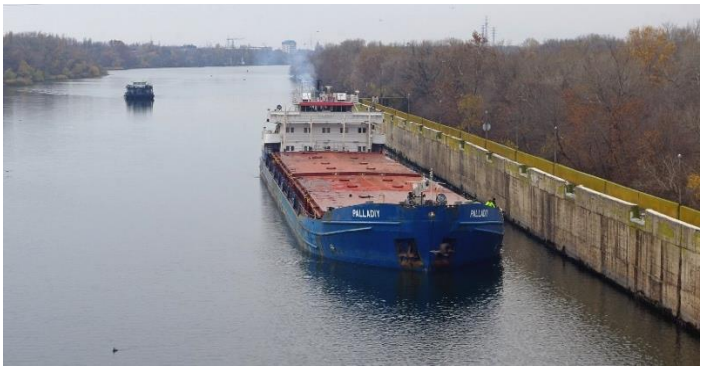
Steel Cougar (ex-*Ivan Sergiyenko*). IMO 7942128. 42 years old. Length 114 m. Deadweight 3,315 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Gorki/Nijni Novgorod. 7 detentions in 2007 in Gaeta (Italy), in 2010 in Azov (Russia), in 2013 in Burgas (Bulgaria), in 2016 in Rostov on Don (Russia), in 2017 in Azov again, in 2019 in Volos (Greece) and in 2020 in Burgas again. Owned by Belize-registered Cougar Maritime Ltd care of Onyx Gemi Isletmeciligi Denizcilik Hizmetleri Tic Ltd (Turkey). She arrived at Kherson from Burgas (Bulgaria) on February 22, 2022.

Vasiliy Bozhenko. IMO 8623999. 38 years old. Length 114 m. Deadweight 3,135 t. Ukrainian flag. Classification society Ukraine Shipping Register. Built in 1984 in Gorki/Nijni Novogorod. 5 detentions in 2006 in Patras (Greece), in 2009 in KavKaz (Russia), in 2013 in Eregli (Turkey), in 2016 in Gemlik (Turkey) and in 2019 in Samsun (Turkey). Owned by Ukrrichflot JSC (Ukraine). She arrived at Chornomorsk from Samsun (Turkey) on February 16, 2022.

Steel Cougar, November 29, 2021. **© Felix 21**

Vasiliy Bozhenko, October 4, 2021. **© Maksim dnp**

Palladiy (ex-*Volgo-Don 5087*). IMO 8856261. 38 years old. Length 139 m. Deadweight 4,903 t. Cameroonian flag. Classification society Vega Register. *Volgo-Don*-type vessel. 225 ships of this type were built by Soviet yards from 1960 to 1980 and Romanian yards from 1968 to 1990. the series had several variants, the initial project 507 then projects 507A, 507B, 1565, 1565M and 1566. *Volgo-Don* ships were meant to carry in their holds or on deck general cargo in bulk or in container, coal, timber, stone, grain, on the Soviet river network and between the maritime ports in the Baltic Sea, Mediterranean or Black Sea. The *Palladiy* belongs to series 1565M. She was built in 1984 in Oltenita (Romania) located at the Danube-Arges confluence by Oltenita Santierul Naval. 8 detentions in 2014 in Eregli (Turkey) and in Rostov on Don (Russia), in 2015 in Azov (Russia) and Tuzla (Turkey), twice in 2016 in Rostov on Don again and in 2017 in Azov and in Rostov on Don again. Banned in April 2017 from the ports of the Memorandum of Paris for multiple detentions. Owned by St. Kitts and Nevis-registered Saluta Shipping Ltd care of Riverwind Trade Ltd (Turkey). She arrived at Kherson on February 2, 2022.



Palladiy, November 9, 2021, Dniepr river (Ukraine). **© Felix21**

Selim (ex-*Ivan Akulov*). IMO 8728036. 43 years old. Length 114 m. Deadweight 2,893 t. Ukrainian flag until February 2017 then Tanzanian. Classification society Mediterranean Shipping Register. *Volgo-Balt*-type river and sea-going vessel or project 2-95 A/R. Built in 1979 in Komarno (Slovakia) on the Danube river by Zavody Tazkeho Strojarstvo. 5 detentions in 2001 in Eleusis (Greece), in 2009 in Koper (Slovenia), in 2016 in Kocaeli (Turkey), in 2018 in Azov (Russia) and in 2021 in Volos (Greece). Owned by Impuls Ltd (Ukraine) care of Private Enterprise Sea Star based in Kherson (Ukraine). She arrived at Kherson from Bandirma (Turkey) on January 4, 2022.

Selim, February 1, 2018, on Koshevaya river, Kherson region (Ukraine). **© Stringer**

General cargo carrier

Haci Emine Ana (ex-*Ismail Kaptanoglu*, ex-*Kazim Kolotoglu*). IMO 8117847. 38 years old. Length 118 m. Deadweight 8,170 t. Palau flag. Classification society Phoenix Register of Shipping. Built in 1984 in Tuzla (Turkey) by Deniz Endustrisi. 5 detentions in 1999 in Novorossiysk (Russia), in 2002 in Blaye (France), in 2006 in Constanta (Romania), in 2016 in Pivdennyi (Ukraine) and in 2018 in Poti (Georgia). Owned by Marshall Islands-registered Fer Shipping Co Ltd care of Ocean Eagle Shipping & Trading Co Ltd (Turkey). She arrived at Mykolaiv from Yalova (Turkey) on February 23, 2022.

Haci Emine Ana, April 17, 2019, Istanbul (Turkey). **© Ahmet Ünlügil**

Skymoon 1 (ex-*Sitia Bay*, ex-*Seher Yildizi*, ex-*Phoros*, ex-*Icaro*, ex-*Naica*, ex-*Ayca*). IMO 8311522. 38 years old. Length 82 m. Deadweight 3,252 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Istanbul (Turkey) by Desan Deniz Insaat. 8 detentions in 2003 in Pescara (Italy) and Pozzalo (Italy), in 2004 in Genoa (Italy), in 2007 in Santa Cruz de Tenerife (Canary Islands, Spain), in 2009 in Rijeka (Croatia), in 2012 in Aliaga (Turkey), in 2015 in Braila (Romania) and in 2017 in Novorossiysk (Russia). Owned by Starof Shipping SA (Turkey). She arrived at Mykolaiv from Gemlik (Turkey) on February 23, 2022.

Skymoon I, in Drapetsona (Greece), January 14, 2022. **© Giwrgos Mertis**

Sea Lord (ex-*Tamoyo Maiden*, ex-*Sea Pantheon*, ex-*Express Progress*, ex-*Clipper Mandarin*, ex-*Sifnos Island*). IMO 8314885. 36 years old. Length 145 m. Deadweight 17,297 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. 3 detentions in 2013 in Kandla (India), and in 2017 in Novorossiysk (Russia) and Bandar Abbas (Iran). In May 2013, the *Sea Lord* made the headlines after dropping anchor off Sharm el Sheik (Egypt) in a coral reef protected area. Several coral reefs were devastated. Owned by Marshall Islands-registered Blooming Shipholding Co; ship manager GMZ Shipmanagement (Lebanon). She arrived at Kherson from Istanbul (Turkey) on February 21, 2022.

June 2011, the *Tamoyo Maiden* arriving in Shanghai (China). © **R Ruehmann**

November 2020, the *Sea Lord*, Istanbul (Turkey). **© Cavit Ege Tulca**

Tuzla (ex-*Maria P*, ex-*Lady Virginie*, ex-*Vitorino Nemesio*, ex-*Nicolette*, ex-*Nicole*). IMO 7920364. 42 years old. Length 86 m. Deadweight 3,943 t. Vanuatu flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Oldenburg (Germany) by Brand Schiffswerft. 9 detentions in 2009 in Eleusis (Greece), in 2010 in Sevilla (Spain), in 2011 in Koper (Slovenia), in 2012 in Aliaga (Turkey), in 2013 in Theodossie (Crimea, Ukraine), in 2014 in Ochakiv (Ukraine), in 2015 in Mersin (Turkey), in 2016 in Ashdod (Israel) and in 2020 in Kherson (Ukraine). Banned in June 2011 from the ports of the Paris Memorandum for multiple detentions. Owned by Marshall Islands-registered Cayeli Shipping Ltd care of Akay Sokak Barbaros Mah (Turkey). She arrived at Kherson from Samsun (Turkey) on February 23, 2022.

Tuzla at berth in Volos (Greece), June 2016. **© Hans Joseph Jacobs Wedel**

Zeybek (ex-*Sari Zeybek*, ex-*Corn Pride*, ex-*Klippergracht*). IMO 8213732. 38 years old. Length 106 m. Deadweight 5,022 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1984 in Shimizu (Japan) by Miho. 10 detentions in 2008 in Antwerp (Belgium), in 2012 in Ashdod (Israel), in 2013 and 2015 in Aliaga (Turkey), in 2017 in Constanta (Romania), Bizerte (Tunisia) and Novorossiysk (Russia), twice in 2018 in Novorossiysk again and in 2021 in Aveiro (Portugal). Owned by Panama-registered Med Net Shipping Trading Inc; ship manager Aknur Denizcilik Vedis (Turkey). She arrived at Mykolaiv from Beirut (Lebanon) on February 23, 2022.

Zeybek, August 2017, Novorossiysk (Russia). © **Yevgeni B**

Bulker

Amadore (ex-*Sea Amethyst*, ex-*Amethyst*, ex-*Cardona*). IMO 8520824. 35 years old. Length 143 m. Deadweight 12,569 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gijon (Spain) by Juliana Gijonesa. 3 detentions in 2008 in Greenore (Ireland) and in 2017 in Odessa (Ukraine) and Thessaloniki (Greece). Owned by Amadore Maritime Ltd (Malta). She arrived at Kherson from Constanta (Romania) on February 23, 2022.

Amadore, February 19, 2020, Ilyichevsk port. © **Sawa Muratov**

Ro Ro

Cenk M, in theBosporus, April 1, 2020. © **Cengiz Tokgöz**

Cenk M (ex-*Habib Neccar*, ex-*Luigi Pa*, ex-*Isola delle Stelle*, ex-*Bayard*). IMO 7382366. 47 years old. Lengthened in 1981 from 137 to 167 m. Deadweight 9,962 t. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1975 in Floro (Norway) by Ankerlokken Floro for the Norwegian owner Fred Olsen & Co. Owned by Marshall Islands-registered Black Sea Global Corp care of Marmara Denizcilik AS (Turkey). She arrived at Chornomorsk from Karasu (Turkey) on February 23, 2022.

Car carrier

Cenk Car (ex-*Royal Ray*, ex-*Silver Sun*, ex-*African Challenger*, ex-*Keum Gang*). IMO 8611984. 36 years old. Length 95 m. Deadweight 2,674 t. Maltese flag. Classification society Registro Italiano Navale. Built in 1986 in Ulsan (South Korea) by Hyundai. 7 detentions in 2001 in Manila (Philippines), in 2003 in Antwerp (Belgium), in 2004 in Savona (Italy) and A Coruna (Spain), in 2005 in Zeebrugge (Belgium), in 2007 in Antwerp again and in 2019 in Constanta (Romania). Owned by Malta-registered Cenk Group Ltd care of Marmara Denizcilik AS (Turkey). She arrived at Chornomorsk from Poti (Georgia) on February 24, 2022.

Cenk Car, August 25, 2021, Istanbul. © **Olaf**

River and sea-going tanker

Volgoneft-268. IMO 8230962. 43 years old. Length 133 m. Deadweight 4,701 t. Cameroonian flag. Classification society Russian Maritime Register of Shipping. *Volgoneft*-type product tanker or project 1577; 70 ships of this series were built between 1967 and 1979 by Volgogradskiy SZ in Volgograd (Russia) and Ivan Dimitrov yard in Rousse (Bulgaria). Built in 1979 in Volgograd. Owned by Marshall Islands-registered Trust Company Complex. She arrived at Chornomorsk from Rostov on Don on December 21, 2021.

Volgoneft-268, Sea of Azov, June 20, 2005. **© Vladimir Nikonov**

Tanker

Punta Nera. IMO 8604228. 36 years old. Length 52 m. Deadweight 599 t. Cameroonian flag. Classification society Registro Italiano Navale until November 2021 then Mediterranean Shipping Register. Bunkering tanker built in 1986 in La Spezia (Italy) by Cantieri Ferronavale San Bartolomeo. Sold in November 2021 by her Genoese owner Ciane-Anapo SpA to Technoshipservice LLC based in Odessa (Ukraine). The Italian *Punta Nera* became the Cameroonian *Ecoservice* and headed for Ukraine in December. She arrived at Chornomorsk from Yuzhny on February 20, 2022.

Punta Nera, Genoa Old Port, April 16, 2019. **© Daniel Klein**

November 30, 2021, renamed *Ecoservices*, prior departing Genoa. **© Technoshipservice**

The *Xelo*, a Black Sea regular sunk in the Mediterranean

April 15, 2022. The Tunisian authorities were in a state of alert. An oil tanker that had anchored in the Gulf of Gabes to take shelter from rough sea condition sent out a distress call: she suffered a water ingress and her engine room was flooded. She finally sank the next day at a depth of 15-20 meters, 3 miles off the coast. The Georgian master, the 4 Turkish and 2 Azerbaijani seamen were rescued. An oil spill was feared as the tanker was believed to carry 750 tons of fuel oil. She was identified as the *Xelo*, flying the flag of Equatorial Guinea and owned by Turkish interests. She had left Sfax about 100 km north of Gabes and reported to be next heading to the port of Damietta in Egypt.

Xelo, Gulf of Gabès, April 16, 2022. © **Tunisia Ministry of Defense**

The *Xelo'*s profile is worrying. She is 45 years of age. She was built in the Netherlands as a general cargo carrier. She was sold in May 1996 to the Ukrainian Black Sea Shipping Co then from October 2003 onwards to various Russian interests. Since 2004, she has been exclusively operated in the Black Sea and in the Russian river network. In May 2014, her purpose changed, she was registered by IMO as a bunkering tanker. In June 2020, she was acquired by Star Energy Inc (Turkey). In July 2021, she was renamed *Melo* and deflagged from Russia to Cameroon. When she sank, she was still identified as the Cameroonian *Melo*, her changes of identity - *Xelo* - and nationality - Equatorial Guinea - dated February 2022, were not taken into account or notified to the official databases.

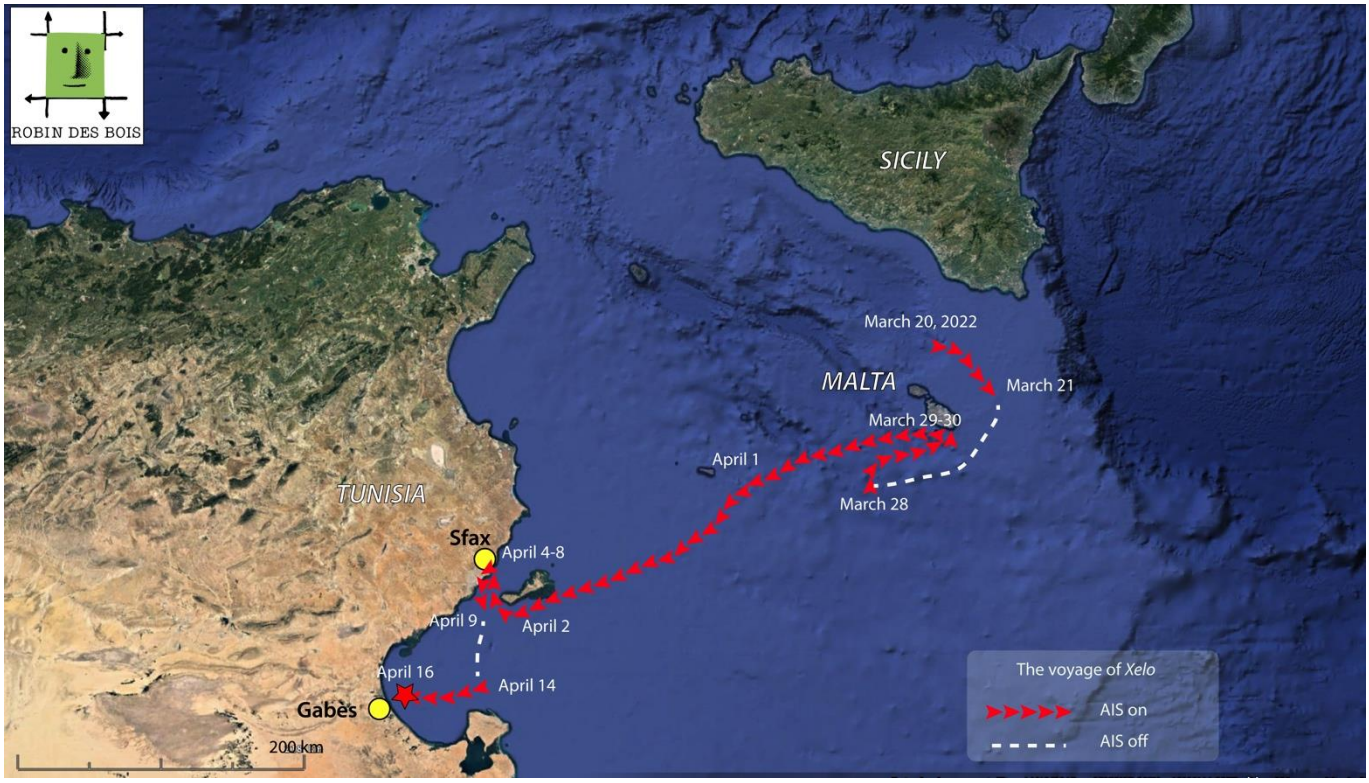
The general cargo carrier *Multi Carrier,* Port-Saint-Louis-du-Rhône (France), December 1, 2001. © **Malcolm Cranfield**

as the bunkering tanker *Liman*, in the Sea of Azov, September 21, 2017. © **Pavel Emelyanov**

An underwater inspection of the hull was carried out in the days following the shipwreck. No oil leakage was reported "for the time being" according to the Tunisian authorities. They have planned to pump out the fuel tanks. Italian response vessels were sent to assist in the operations as part of an Italian-Tunisian cooperation. It turned out that the tanks were filled with seawater. Equipment in the navigation room and the GPS system of the ship have been vandalized. In addition to be a substandard ship which should have been scrapped years ago, the *Xelo* is suspected of illegal trafficking, deliberate scuttling and insurance fraud.

Her activities are far from clear. On March 20, she was spotted north of Malta heading east. She switched off her AIS (Automatic Identification System) on March 21 and disappeared from radar screens until March 28. On March29, she dropped anchor east of the Maltese archipelago prior setting off towards Tunisia and docking in Sfax on April 4. She departed on April 8, switched off her AIS again on April 9, was back in the air on April 14 in the Gulf of Gabès where she finally sank.

The crew was held in custody for further investigation on the nature of the *Xelo*'s activities and the circumstances of her sinking. In the wake of the shipwreck, Equatorial Guinea, the flag state, announced that it was suspending the registration of 395 vessels that had allegedly usurped its flag, as well as the issuing of all international registrations.



March 20 - April 16, 2022

***Xelo* (ex-*Melo*, ex-*Liman*, ex-*Multi Carrier*, ex-*Snipe*, ex-*Petrel*, ex-*Union Pearl*). IMO 7618272. Length 60 m, deadweight 1,010 t. Cameroonian flag since July 2021, then Equatorial Guinea in February 2022. Unknown classification society. Built in 1977 in Grave (Netherlands) by Grave B.V Scheepswerf. Ex general cargo carrier converted in 2014 to tanker and registered as a bunkering tanker. Detained in 2002 in Rotterdam (Netherlands), in 2003 in Ceuta (Spain), in 2004 in Rodbyhavn (Denmark) and in February 2022 during 15 days in Neapolis (Greece).**

Paris Memorandum of Understanding without Russia

The 55th Committee of the Paris Memorandum of Understanding held from 16 to 20 May 2022 in Bucharest (Romania) has suspended the membership of Russia until further notice. The Paris Memorandum of Understanding came into force on July 1, 1982 and aims to eliminate substandard ships through the coordination and harmonization of ship inspections in the ports of signatory countries.

Prior to the 55th Committee meeting, 27 countries were signatories to the Paris Memorandum: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Slovenia, Spain, Sweden and the United Kingdom.

Russia did not overfill "Shipbreaking" with deficiencies or detentions reported on merchant vessels by its inspectors in the ports of Murmansk, St. Petersburg or Kaliningrad in the Arctic Ocean and the Baltic Sea. On the other hand, thanks to the vigilance of port inspectors in Novorossiysk, Black Sea, the Russian contribution with regard the clean-up of the world fleet was significant. In coordination and synergy with the other member states, it has driven dozens of cargo ships that had become hazardous for crews and the environment out of business. In the issue # 66 of "Shipbreaking" about ship demolition between January 1 and March 31, 2022, 3 of them had been pointed out and detained in Novorossiysk.

"Shipbreaking" regrets the sidelining of Russia. This technical thread that connected it to the other signatory states could be also considered as a kind of diplomatic channel. Now in the Black Sea, which is frequented by many ships banned from the Atlantic and the Western Mediterranean, only Romania and Bulgaria remain members of the Paris Memorandum. Ukraine, Georgia and Turkey are only signatories to the Black Sea Memorandum of understanding.

Paris MoU

on Port State Control

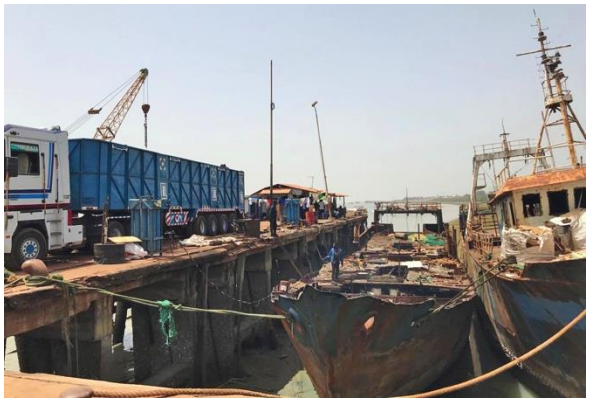
Shipbreaking in Africa: Guinea-Bissau

There is no official shipbreaking industry in Africa. As a result, unseaworthy vessels are piling up on the coasts and in ports. In the Bay of Nouadhibou (Mauritania), 109 wrecks abandoned by shipowners from all over the world (including China, Spain, Morocco and Algeria) were identified in 2002. 74 were removed between January 2011 and November 2012, an action funded by the European Development Fund. Most of these vessels were fishing vessels. (See "Shipbreaking" # 20, "Shipbreaking in Mauritania" and "Shipbreaking" # 51, p. 7-8). Foreign companies continue to discard end-of-life vessels which degrade the marine environment in Africa.

Bissau. **Screenshots Google Earth**

Bissau fishing port **© Tiniguena** Ilha do Rei

A new cemetery is developping in Bissau. According to the director of the Maritime and Port Institute of Bissau, "it is only about six vessels that have been operating in Guinea-Bissau waters under a fishing agreement with China for more than 30 years. Having reached the end of their life, it is normal to have them scrapped in Guinea-Bissau". At the same time, does he consider as normal the scrapping of these wrecks to be carried out afloat by workers with no helmets, gloves or safety shoes, and that this informal activity has been insidiously established in the estuary of the Rio Geba without any impact study and without any protocol for the management of hazardous waste? The scrap metal is sent back to China and transported in shiny trucks to the export port, while asbestos and oily sludge are dumped in holes or who knows where.



Scrapping in Bissau. **© Tiniguena**

© **Tiniguena**

© **Iancuba Danso/Deutsche Welle**

For their part, the NGO Tiniguena and its director Miguel de Barros speak of about fifteen wrecks and it seems that the photos prove them right.

In the year 2020, in June, the Guinea-Bissau Minister of Fisheries Malam Sambu said that the cooperation between Guinea-Bissau and China was very fruitful in the field of fishing for the national economy. It is probably less so for the national ecology.

Chinese ships waiting to be scrapped. © **Tiniguena**

Pollution, nuisances on the littoral and physical risks for the shipbreaking workers have to be added to the overfishing of fishery resources and to the frauds on catch reports.

Fishing agreements between African countries and third countries should, at least include a clause stating that end-of-life vessels will be scrapped in the countries of origin or in the countries of last operation in yards that meet the criteria of the Hong Kong Convention on ship recycling.

False alarm

Sale & Purchase

Demolition Sales

ALLIED Shipping Research

03rd - 09th January 2022

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US$/ldt	Buyer	Sale Comments
Bulker	PAUL R. TREGURTHA	69,172	1981	U. S. A.	15,167	N/A	undisclosed	bss "as is" EC USA

Paul R. Tregurtha (ex-*William J. de Lancey*). IMO 7729057. Self unloading laker, the "Queen of the Great Lakes", the longest ship currently operated on the Great Lakes. Length 309 m, 15,167 t. USA flag. Classification society American Bureau of Shipping. The bow and mid-section were built in 1981 by American Shipbuilding Co in Toledo (Ohio, USA), the stern part in Lorain (USA) where the completion was also carried out. Owned by Interlake Steamship Co (USA). In early January 2022, brokers reported she was sold for demolition. On January 15, 2022, she arrived in Duluth (Minnesota, États-Unis) for winter lay-up. Since January 21, 2022, her status in the Equasis database is "to be broken up".

Information		Since
IMO number :	7729057	
Name of ship :	PAUL R. TREGURTHA	(during 1990)
Call sign :	WYR4481	
MMSI :	366904940	
Gross tonnage :	36360	(since 01/05/2021)
DWT :	69172	
Type of ship :	Self-Discharging Bulk Carrier	(during 1981)
Year of build :	1981	
Flag :	United States of America	(during 1990)
Status of ship :	To Be Broken Up	(since 21/01/2022)
Last update :	17/05/2022	

" to be broken up ", update May 17, 2022. **Sources Equasis**

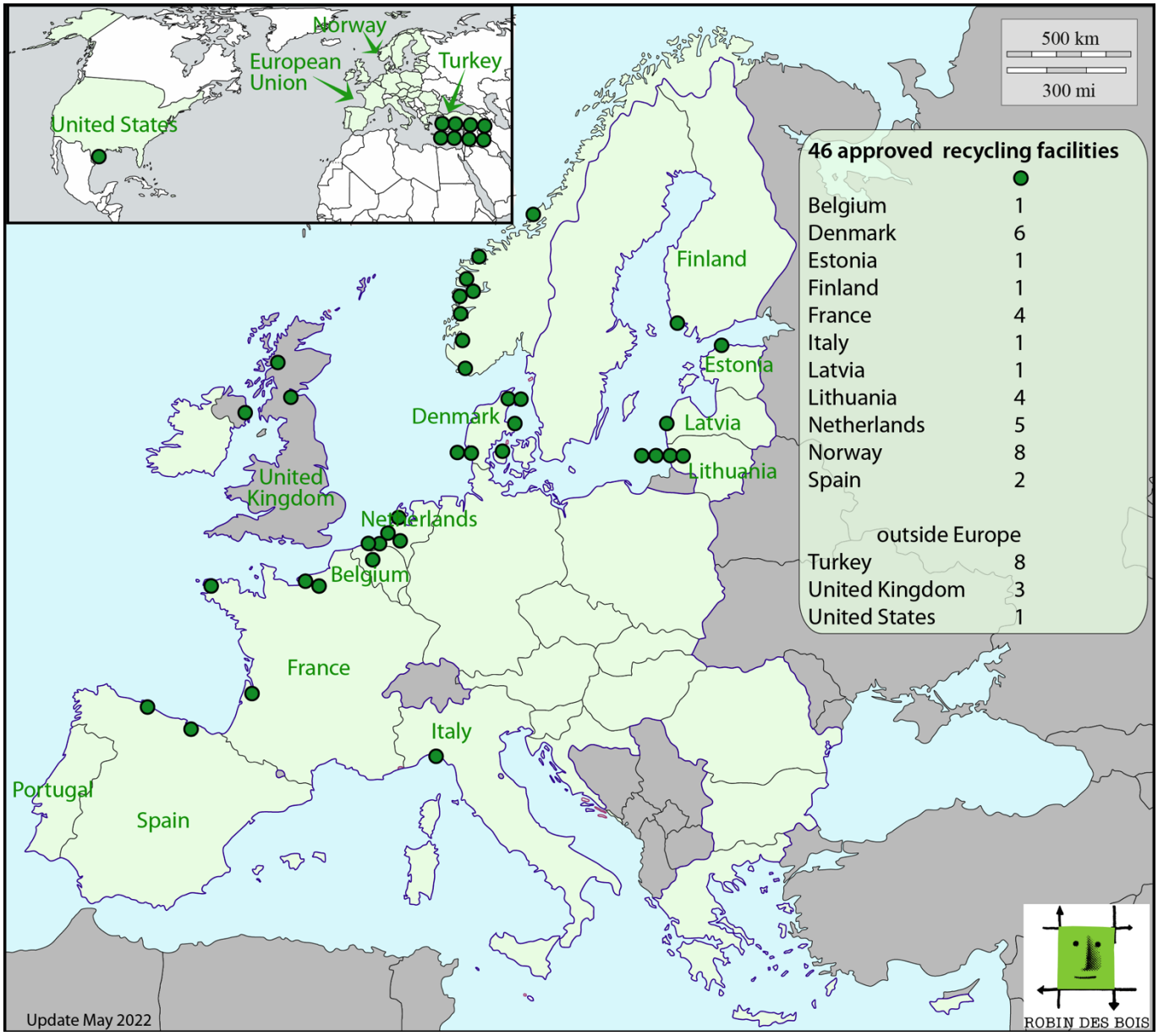
Too long to go through the locks leading to the St. Lawrence Seaway and the ocean, she will have to be scrapped in a Canadian or a US yard on the Great Lakes. Laker lovers doubt she is about to be scrapped. Spared from seawater corrosion, this type of ship has a longer life expectancy than ocean-going vessels. For example, the *Mississagi* towed for demolition in October 2021 was 78 years old (see "Shipbreaking" # 65, p. 59). This would be a false alarm, the Queen actually resumed her service on the Great Lakes at the end of the winter lay-up even though her status is still "to be broken up".

Arrival in Duluth for winter lay-up. **Screenshot Duluth Harbor Cam**

EU-approved list of ship recycling yards - update

The 9th list of shipbreaking yards approved by the European Commission was published on April 30, 2022. Ships flying the flag of a Member State must be broken up by these only yards since the entry into force of the European regulation (January 1, 2019).

This update confirms the draft document published on the EU website on February 15, 2022. It even includes an additional approved yard, i.e. a total of 46, the Scottish yard Kishorn Port Ltd. KPL's application has been accepted (see on this subject "Shipbreaking" # 65, p. 10-11). Scrapping is carried out there exclusively in dry dock.



There is no EU-approved yard in Portugal anymore, there are still not any in Germany and Greece.

1st quarter 2022 overview, January-February-March

129 ships to be scrapped (-16%), 1.1 million tons (-2%). Less ships, a tonnage almost equivalent to that of the 4th quarter 2021. In tons, Bangladesh (41%) retains the number 1 position, ahead of India (29%) and Pakistan (18%).

tonnage recycled
1 Bangladesh, 450,000 t (41%)
2 India, 313,000 t (29%)
3 Pakistan, 196,000 t (18%)
4 Turkey, 60,000 t (6%)

ships
1 India, 43 (33%)
2 Bangladesh, 40 (31%)
3 Pakistan, 16 (12%)
4 Turkey, 11 (9%)

The share of oil tankers, chemical tankers and gas carriers is still dominant but is decreasing, with 57% compared with 70% in the previous quarter.

The other cargo ships - bulk carriers, general cargo carriers, reefers, container ships - are still rare in the scrapyards.

This quarter again, only one container ship was scrapped, the 49-year old veteran *Matsonia* with a capacity of 1750 teu, built, operated and scrapped in the USA.

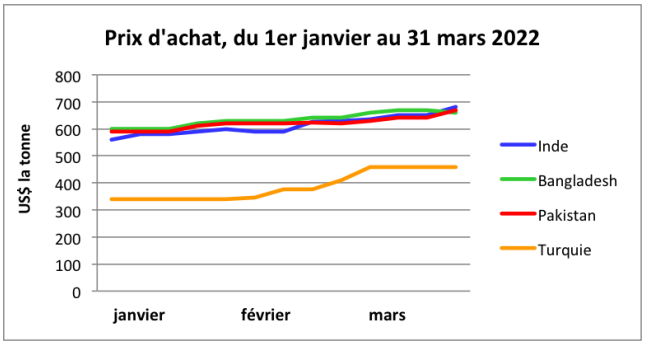
13 ferries and cruise ships have been beached or are expected in the shipbreaking yards. Two singularities are noted: without taking into account the *Lyubov Orlova* precedent, Canada played with fire and exported the *Nordik Express* to Santo Domingo (p. 23); the ex-Turkish ferry and training ship *Piri Reis Universitesi* was beached in ... Alang (p. 25).

tonnage recycled by category
1 : tanker, 628,000 t (58%)
2 : bulker, 204,000 t (19%)
3 : ferry/cruise ship, 117,000 t (11%)
4 : offshore service vessel, 51,000 t (5%)
5 : general cargo carrier, 15,000 t (1%)

Ships by category
1 : tanker, 63 (50%)
2 : offshore service vessel, 14 (11%)
3 : ferry/cruise ship, 13 (10%)
4 : bulker, 11 (9%)
5 : factory ship/fishing ship, 7 (6%)

After several months on an already high plateau, prices per ton have resumed a steady rise. In March 2022, they reach nearly 700 US$ per ton in the Indian subcontinent and 500 US$ in Turkey.

The chemical tanker *Bow Flower* owned by the Norwegian Odfjell Chemical Tankers AS has reached the record price of 1310 US$ per ton thanks to her stainless steel tanks. She was beached in Alang (p. 58).



Bow Flower, 1310 US$ per ton. © **Ultrabarqueros**

112 ships were scrapped in the Indian subcontinent (78%) and in Turkey (9%).
Only 5 ships, with a maximum length of 89 m, are being broken up by approved yards in the European Union (3 in Denmark, 1 in Lithuania, 1 in Spain). A sixth one is being scrapped in Malta in a non EU-approved yard.

101 ships (78%) had been delivered a class certificate by an IACS (International Association of Classification Societies) member.

55 years. This is the age of the veteran of the selection, the Turkish Ro Ro *Zafer*, German-built, beached in Aliaga (p. 60). Five other ships to be scrapped were 50 years old and over, among which three passenger ships, the *Noor* (p. 21), the *Oriental Dragon* (p. 31) and the *St. Damian* (p. 25-26) and two vessels related to the fishing industry, the *Dynamic Explorer* (p. 32) and the *Harengus* (p. 34).

The veteran *Zafer*, September 2021. © **Azer Mursalov**

The average age of all categories is 31 years.

The youngest one is the chemical tanker *Halcon Trader*, 6 years old (p. 60).

47 ships (36%) were deflagged prior to the last voyage. Ships to be scrapped were flying the funeral flag of St. Kitts and Nevis (19), Comoros (7), Palau (6), Sierra Leone and Gabon (3 each).

45 ships (34%) were built in the European Union, in Norway and in the United Kingdom.

42 ships (33%) were detained prior scrapping. The podium of substandard vessels distinguishes the chemical tanker *Queen I* flying the often usurpated flag of Guyana (p. 60) and the general cargo carrier *Irmak* (p. 39) discarded and scrapped in Malta, both at first place (8 detentions), the general cargo carrier *Lavender* (p. 39) beached in Pakistan and the reefer *Cheng Hang* (p. 35) beached in Bangladesh (6 detentions each) at third place.

Queen I. © **Ed Kaas**

Irmak. © **Jim Croucher**

24 ships (19%) 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, 6 in Turkish yards and 4 in European yards,

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

72 ships (56%) are less than 150 m long, 24 between 150 and 200 m and 33 over 200 m, including 1 VLCC over 300 m.

The longest and heaviest is the Greek VLCC *New Inspiration*, 333 m in length, over 40.000 t lightweight, beached in Pakistan (p. 52). She is followed by the cruise ship *Century Harmony*, ex-*Carnival Fascination* also beached in Pakistan (p. 28). Pakistan is setting up on the cruise ship market.

New Inspiration. 20 years old, 333 m, 40,737 Ldt . Scrap value, over 26 million US$. **© Salah Uddin**

Gadani Beach, Pakistan

Century Harmony, 28 years old, 262 m; 31,197 Ldt. Scrap value, over 20 million US$. **© Gadani Shipbreaking Yard**

Ferry

9 demolitions. Average age, 42 years. 5 were built by European or Norwegian yards; they were sailing at the end of their career in the Mediterranean, Black Sea or Red Sea, in regions less demanding than Northern Europe in terms of ship safety. 3 are bound for Turkish scrapyards, 2 for the Indian sub-continent. Europe exports, so does Canada. The Canadian ferry *Nordik Express* should be scrapped in Santo Domingo. The Turkish *Piri Reis Univesitesi* was beached in Alang.

Al Salmy 4 (ex-*Express Santorini*, ex-*Chartres*). IMO 7330040. Ex rail ferry, registered as a ferry after her rails were removed in 1993. Length 115 m, 4,540 t. Deflagged from Comoros to United Arab Emirates for her last voyage renamed *Aqua Myth* then *Myth*. Classification society Registro Italiano Navale. Built in 1974 in Prairie-au-Duc (France) by Dubigeon-Normandie for Sealink, a subsidiary of the French state-owned rail company SNCF. She connected the English and French ports as a passenger ferry in summer time, as a rail ferry in winter time.

Chartres, outbound Calais (France), August 1993. © **Pascal Bredel**

From December 1990 to June 1991, she was chartered by the French government to transport supply and equipment during the 1st Gulf War (August 2, 1990 / February 28, 1991) following the Iraqi invasion of Kuwait. Back to civilian life, she resumed her roundtrips between England and France. The rails were removed in 1993, she has since then been registered as a ferry.

Chartres, in the Great Bitter Lake, January 28, 1991, chartered for military transport. © **Yvon Perchoc**

In December 1993, she was 19 years old and left Northern Europe for Greece after she was acquired by Agapitos Line for operation on the company's service between Piraeus and the Cyclades, Paros, Naxos, Santorini, as *Express Santorini*. She was sold in 1999 to Minoan Flying Dolphin. From 2007 onward, she was regularly chartered by Atlanticoline to connect the Islands of the Azores archipelago during the summer months. Detained in 2016 in Lisbon (Portugal). In 2016, she joined the fleet of Salem Al Makrani Cargo Co (United Arab Emirates). Acquired in November 2021 by Navoco Shipholding Ltd (Cyprus). She left Oman and was beached for demolition in Alang.

Ponta Delgada (Azores), May 2009. © **Tony Hogwood**

September 2017. © **Salem Al Makrani Cargo**

Hanchang Gangwon (ex-*Galaxy Gangwon*, ex-*Suisen*). IMO 9116278. Length 200 m, 11,121 t. Panamanian flag. Unknown classification society. Ex Japanese fast ferry built in 1996 in Tokyo (Japan) by Ishikawajima-Harima for Shin Nihonkai Ferry Co. Her top speed was 31.4 knots, she used to connect Tsuruga on Honshu Island to Otaru and later Tomakumai on Hokkaido Island. In 2012, she was replaced by a new *Suisen*, she was 16 years old, she remained laid up in Aioi until 2019.

The fast ferry *Suisen*, 1997.
© Yoshiharu Kaneda

She was acquired by the South Korean shipowner Hanchang Shipping in April 2019. In September, she was towed to Sokcho port (South Korea). After some refitting work, she was supposed to start sailing in March/April 2020 on a South Korea-China-Russia-Japan route. She was a Covid victim too. Work did not start; The *Hanchang Gangwon* remained stuck at berth. In 2022, she was sold as is for demolition. She became the Comorian *Gangwon 1*. She will have to be towed. Her destination is to date unknown.

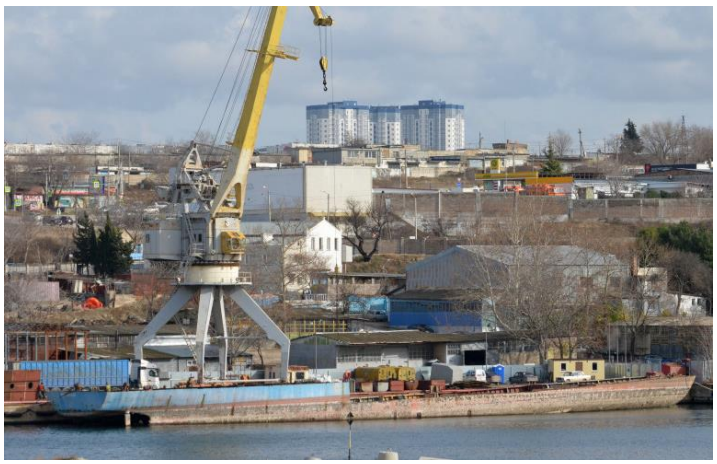
May 1, 2020, Sokcho port, (South Korea).
© Vladimir Tonic

Indigo (ex-*Princessa Elena*, ex-*Regina Elena*, ex-*Printsessa Yelena*, ex-*Metangula*). IMO 8888824. Length 88 m, 1,870 t. Last known flag Sierra Leone. Classification society Russian Maritime Register of Shipping until 2012. Built in 1991 in Yichang (China) by Yichang Shipyard.

Prinsessa Elena, berthed at Istanbul old cruise terminal in May 2011. **© Marc Ottini**

Detained in 2010 and 2011 in Sevastopol (Crimea, Ukraine). Her last official owner since 2005 was Multigrade Ltd based in Novorossiysk (Russia). She has not been not operated since 2011. Though she is still registered by IMO as *Princessa Elena*, she would have been sold in May 2014, renamed *Indigo* and reflagged to Sierra Leone. Despite refitting plans, she never left Sevastopol. She is now being broken up in the Crimean yard.

Indigo, May 4, 2017, Sevastopol, Ukraine.
© Evgeniy



February 2, 2022. Sevastopol, Ukraine.
© Snip/Shipspotting

Noor (ex-*Barakat*, ex-*St. Clair*, ex-*Treg*, ex-*Tregastel*, ex-*Njegos*, ex-*Travemünde*). IMO 7104441. Length 118 m, 4,844 t. Comorian flag since 2018, then St. Kitts and Nevis for her last voyage. Classification society Registro Italiano Navale until November 2021 then Capital Register of Shipping. Built in 1971 in Bremerhaven (Germany) by Schichau Unterweser for the Danish company Moltzau Line A/S later renamed Gedser-Travemünde Ruten A/S.

© JB Jensen *Travemünde* Baltic sea *Njegos* **Collection Ulrich Streich**

The *Travemünde* was operated on the service connecting Gedser, south of Falster Island (Denmark) and Travemünde, in Lübeck bay (Germany). In December 1980, she was acquired by Prekookeanska Plovida (Yugoslavia), based in Bar. The *Travemünde* was renamed *Njegos* after the prince-bishop and poet and most famous member of the Montenegrin House of Petrovic Njegos. Initially, she was chartered and continued trading in the Baltic sea until June 1981 and then moved to the Mediterranean. There, she was assigned to the Bar (Yugoslavia) / Bari (Italy) route.

Njegos, docked in Bar (Yugoslavia). **© Duka**

(...)

From May to July 1984, the *Njegos* was chartered by Brittany Ferries based in Roscoff (Brittany, France) for its service from Roscoff and Saint-Malo (France) to Portsmouth (United Kingdom) then by Sally Line on the Ramsgate / Dunkirk route from July to October 1984.

Tregastel, June 1985. **© Erwan Guéguéniat**

In 1985, the ship was back in the hands of Brittany Ferries for a three-year charter. She was renamed *Tregastel* while initially keeping the Yugoslavian flag. In the summer of 1986, she was docked in Saint-Malo and could have considered a career change under pressure of the yacht race amateurs at the departure of the "Route du Rhum" trying to have a drink at the "Tregastel Bar". Brittany Ferries acquired the ship in 1987. She was refitted in February-March in Kiel (Germany) by Howaldtswerke, stabilizing fins and a bow bulb were added, she was reflagged to France.

In December 1991, the *Tregastel* was laid up and sold to the British shipowner P&O which shortened her to *Treg* and then renamed her *St Clair* when she was handed over to its Scottish branch P&O Scottish Ferries. In 2002, she was acquired by Mohamed Ahmed Baaboud (Saudi Arabia) and left Europe for the Red Sea. She was renamedd *Barakat*, then *Noor* in 2011. She was operated between Jeddah (Saudi Arabia) and Suakin (Sudan).

Barakat, in the Red Sea in June 2009.
© Marc Ottini

Noor, beached in Chattogram, February 2022**.**
© Salah Uddin

On August 12, 2021, the *Noor* hit a rock off Suakin. The hull and propeller were badly damaged. The *Noor* was declared a total loss. Acquired by Marshall Islands-registered Olivia Navigation Ltd care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh.

Nordik Express (ex-*Tartan Sea*, ex-*Scotoil 4*, ex-*Theriot Offshore IV*). IMO 7391290. Length 67 m. Canadian flag until June 2021 then Panamanian. Classification society Lloyd's Register of Shipping. Built in 1974 in Seattle (USA) by Todd-Pacific for Theriot Offshore Inc. She belonged to a series of 6 ice-strengthened ships meant for the supply and service of offshore platforms in the North Sea and simply named *Theriot Offshore I* to *VI*. The siblings were sold in 1977 to Scotoil Services from Aberdeen (Scotland, United Kingdom) and renamed after the same principle *Scotoil 1* to *6.* In 1979 the Scotoil ships were sold to the offshore service provider J. Ray MacDermott based in the USA (see "Shipbreaking" # 49, p. 32 and "Shipbreaking" # 52, p. 48) for supporting oil exploration and development off Newfoundland and Nova Scotia. The *Scotoil 4* became the *Tartan Sea*.

As the offshore supply vessel *Tartan Sea*, April 13, 1985.
© Tugfax-Mac Mackay

As the ferry *Nordik Express*.
© Gerald Bouchard

In 1984, the *Tartan Sea* was acquired by Secunda Marine Services Ltd of Dartmouth, Nova Scotia. In 1987, her owner converted her after being awarded a contract by the Quebec Ministry of Transport for a weekly service to 15 ports on the Gulf of St. Lawrence from Rimouski in the estuary and as far east as Blanc Sablon on the north shore of the gulf. One year later she was taken over by the Canadian group Desgagnés under its subsidiary Relais Nordik and was renamed *Nordik Express.* In 2001, her cargo and passenger capacity was improved to accomodate 268 passengers and carry 68 containers.

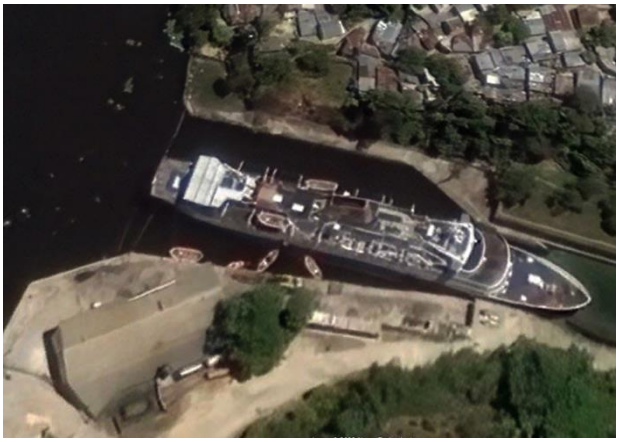
Unloading in St. Augustin. © **Gregory Gerault**

The *Nordik Express* was operated on the Lower North Shore weekly service from midi-April to mid-January until 2013. She was replaced by *Bella Desgagnes* but remained in the fleet as a reserve ship if necessary. Since May 2019, her official status in the Equasis database was "laid-up". She remained

docked in Quebec, except in January 2021 when she replaced the *Bella Desgagnes* which was suffering engine troubles.

In June 2021, the group Desgagnés announced the sale of the 47-year old veteran to Grimston World Inc, a British Virgin Islands-registered company. She was shortened to *Rd Express* and deflagged. Despite her age, the ferry is supposed to resume trading and carry cargo and passengers from Santo Domingo to Puerto Rico. This further trading is made easier by the fact that "the new owners do not have to comply with regulations as we have in Canada", according to the CEO of Desgagnés. Lloyd's Register of Shipping considers the ship was since then sold for scrapping. Prior to her departure for the Caribbean, the *Rd Express* had to be restored to working order. Her departure was delayed. She was detained in Quebec City in March 2022 for various deficiencies. On March 22, she left Quebec il bound for Santo Domingo. The ex-cruise ship *Lyubov Orlova* lost in the North Atlantic in February 2013 while being towed to demolition in Santo Domingo has been wiped from memories (see on this subject "*Lyubov Orlova*, the ghost ship" and "Shipbreaking" # 36, p. 65-68).
The ex-*Nordik Expess* was spotted docked on the left bank of Ozama river in Santo Domingo Este. The site was previously owned by Ciramar which planned in the years 2010 to develop the shipbreaking industry on two facilities in Santo Domingo (cf "Shipbreaking in America", "Shipbreaking" # 30 p. 2). The site of Las Calderas on the southern coast is today operated by Dominicana Caribbean Shipyards, the site of Santo Domingo Este by Joseph Industrial Shipyard & Drydock. On their websites, both companies emphasize on their experience with regard ship repair. Shipbreaking has been a sporadic activity. The Santo Domingo Este yard scrapped for example the ex-*Palm Beach Princess* (IMO 6402937, ex-*Ilmatar*) in 2014-2015. Is it about to scrap the *Nordik Express*?

The *RD Express* at berth, April 2022. **Screenshot Google Earth**



April 23, 2014 demolition of the *Palm Beach Princess* February 2, 2015
Screenshot Google Earth

Orcadia (ex-*Saturn*). IMO 7615490. Length 70 m. Deflagged from the United Kingdom to Palau for her last voyage. Unknown classification society. Built in 1978 in Troon (United Kingdom) by Ailsa Sb Co for the Scottish State-owned company Caledonian MacBrayne. The CalMac, as the Scots call her, was the result of the merging in 1973 of two historical companies, Caledonian Steam Packet Co founded in 1889 and David MacBrayne Ltd founded in 1851. The *Saturn* was operated from 1978 to 2011 in the Firth of Clyde, on the Scottish west coast. She could carry 694 passengers and 36 cars.

Saturn. **© Richard Gréville**

Laid-up in 2011, she was sold in 2015 to Pentland Ferries, another Scottish company based in St. Margaret's Hope in the Orkney Islands, in Northern Scotland. She was renamed *Orcadia.*

Acquired by Creta Cargo V Maritime Co (Greece) in November 2021. Towed for demolition in Aliaga by *Christos LXI* (IMO 7351070) in February 2022.

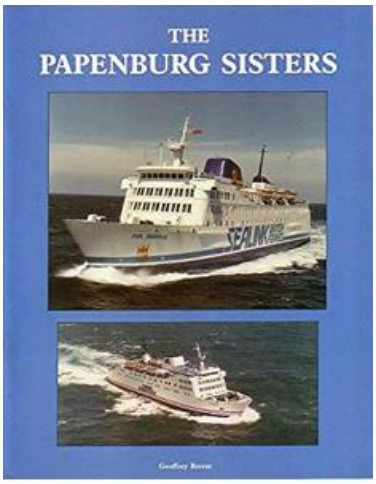
Orcadia, leaving Greenock (Scotland), April 22, 2015.
© Andrew Comrie

Piri Reis Universitesi (ex-*Ankara*, ex-*Masovia*). IMO 7615672. Length 127m, 1,750 t. Turkish flag. Classification society Turk Loydu. Built in 1983 in Szczecin (Poland) by A. Warskiego Szczecinska. 3 detention: in 2003 in Brindisi (Italy), in 2007 in Sochi (Russia) and in 2011 in Bari (Italy). Operated from 1985 onward successively by the Turkish companies DB Deniz Nakliyati TAS, Turkish Maritime Lines and Denizcilik Turizm Denizciki. She was acquired in 2015 by Piri Reis Universitesi (Turkey), the maritime university founded in 2008 to be used as a school ship. On February 2, 2022, the university issued a call for tender for the sale of the ship as is in Istanbul (Turkey). And an Indian yard scoop the pot! 488 US$ per ton. She became the Gabonees *Raees*. She left Tuzla. She was beached in Alang.

Ankara, docked in Eminonu in July 2012. **© Marc Ottini**

© Piri Reis University

St. Damian (ex-*Ionian Spirit*, ex-*Roslagen*, ex-*Wasa Express*, ex-*Viking 3*, ex-*Wasa Express*, ex-*Viking 3*). IMO 7128887. Length 107 m, 4,200 t. Panamanian flag. Classification society Polish Register of Shipping. Detained in 2008 in Igoumenitsa (Greece) and in 2021 in Bari (Italy). Built in 1972 in Papenburg (Germany) by Jos L. Meyer Werft. The ex-*Viking 3* belonged to a series of 9 ferries built by the Lower Saxony yard established in 1795 on the banks of Ems River. The *Apollo* (IMO 7006314), *Viking 1* (IMO 7018599), *Viking 3, Diana* (IMO 7224370), *Viking 4* (IMO 7310258), *Azteca* (IMO 7393171), *Viking 5* (IMO 7349601), *Coromuel* (IMO 7324833), *Puerto Vallarta* (IMO 7349596) were known as the Papenburg Sisters. Six were built for the Finnish Viking Line, three for the Mexican State. The *St Damian*, ex-*Viking 3* is the last of the siblings to be broken up. She follows her sistership *Apollo* which was beached in Aliaga in the summer of 2021 (cf. "Shipbreaking" # 63, p. 12-14).



The Papenburg Sisters, Geoffrey Breeze, 1988.
Kingfisher Railway Productions.

The *Viking 3* entered service on April 24, 1972 for Viking Line on the line connecting the Finnish ports of Naantali and Marihamn to Kappelskär in Sweden. In 1983, she left the Baltic Sea for one season on the Ramsgate (United Kingdom) / Dunkirk (France) route and returned to her native sea. She was operated by several managers, under various names, still in the Baltic Sea until May 2007. She was then 35 years old and was sold to a Greek company, Anonimi Naftiliaki Metaforiki Eteria. She was supposed to be delivered to her new owner in September 2007. The sale failed but the ferry was acquired by Agoudimos Line and left for the Mediterranean.

Viking 3.
Collection Peter Askandler

Ionian Spirit, Brindisi, August 21, 2008.
© Jan Vinther Christensen

In 2016, she was acquired by the Italian Seamed Trading Shipping for operation on the route connecting Brindisi to Vlora, Albania, as *St. Damian*.

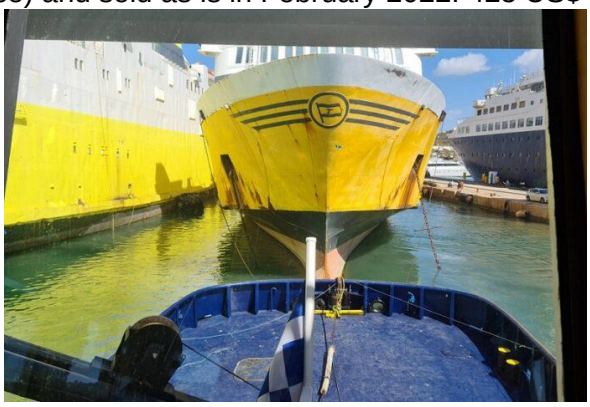
St. Damian docked in Brindisi, April 27, 2018. **© Marc Pingoud**

ferry

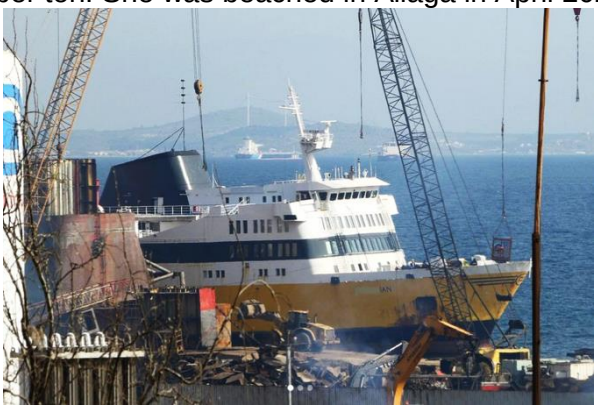
In February 2020, she was inspected by Albanian police officers upon arrival in Vlora. They discovered a truck loaded with various waste, of which some hazardous waste declared as cleaning products. The master of the *St. Damian*, the truck driver and one trafficker were questioned by the police.

Waste transported by truck on the *St Damian*. © **Il Quotidiano di Puglia**

The *St Damian* resumed her service until September 2021. She was decommissioned in Salamina (Greece) and sold as is in February 2022. 425 US$ per ton. She was beached in Aliaga in April 2022.



Departure under tow. © **arxipelagos-gr**



Aliaga. © **Selim San**

Yener Ciner (ex-*Ostfold*, ex-*Krym*, ex-*Ostfold*, ex-*Basto II*). IMO 7727425. Length 100 m, 2,471 t. Turkish flag. Classification society Turk Loydu. Built in 1979 in Stavanger (Norway) by Moss Rosenberg. She used to be operated on the service connecting Moss and Horten in Oslo fjord. She was renamed *Ostfold* in 1991, and was handed over to several Norwegian oners. In 1999, she left the fjords after she was acquired by Caronte and Tourist SpA based in Reggio Calabria (Italy) for operation in Messina Strait still as *Ostfold*. In 2014, she was sold to Anrusstrans (Russia), became the *Krym* and headed for the Black Sea. In March 2019, she became the Turkish-flagged *Yener Ciner*. Her last owner was Ege Roro Deniz Lojistik (Turkey). She was beached for demolition in Aliaga in March 2022.

Ostfold, July 1992. © **Peter F. Pohl**

Yener Ciner, March 2022, arrival in Aliaga. © **Selim San**

Cruise ship

Two of the 8 *Fantasy* class cruise ships built in Finland for Carnival Corp were beached in shipbreaking yards. One in Turkey, the other one in Pakistan. The *Fantasy*, *Imagination*, *Inspiration* have been previously beached in Aliaga in 2020-2021. The scrapping of the *Ecstasy* is planned for October 2022. Carnival Corp claims to comply with a strict policy of only selling its end-of-life ships to EU-approved green recycling facilities. In 2020, the company got rid of the *Carnival Fascination* supposedly for further trading, but it is no surprise these plans never materialized.

Carnival Sensation (ex-*Sensation*). *IMO* 8711356. Length 262 m, 28,760 t. Bahamian flag. Classification society Lloyd's Register. Built in 1993 in Helsinki (Finland) by Kvaerner Masa. Detained in 2006 in Cape Canaveral (USA). Owned by Carnival Corp (USA). The *Sensation* left Miami on March 18, she was beached in Aliaga on April 5.

Carnival Sensation, Miami, November 2018. **© Trevor Henry**

April 2022, Aliaga. **© Selim San**

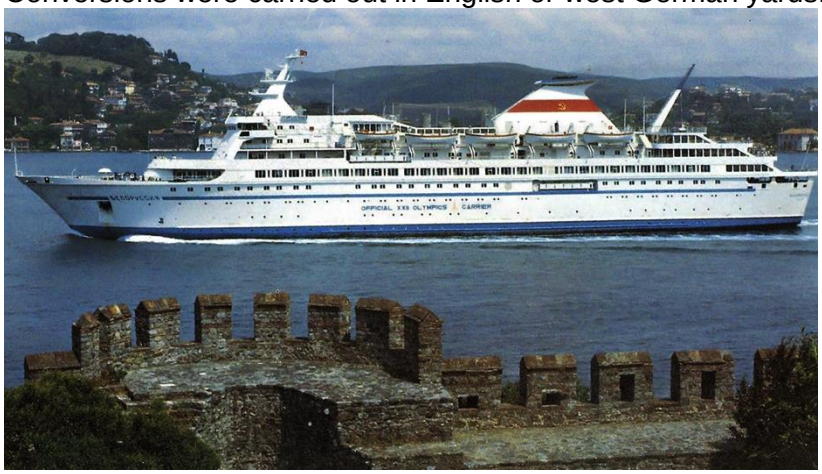
Century Harmony (ex-*Carnival Fascination*, ex-*Fascination*). IMO 9041253. Length 262 m, 31,198 t. Panamanian flag. Classification society Lloyd's Register. Built in 1994 in Helsinki (Finland) by Kvaerner Masa. Struck by the pandemic, the ex-*Carnival Fascination* was reported "to be broken up" in September 2020. She remained anchored off Cadiz (Spain) and was eventually sold to the China-based Century Cruises that pretended to operate her for Asian cruises. Continued health restrictions in China and the suspension of cruises torpedoed the business plan, if there was one. In October 2021, the *Century Harmony* was acquired by St. Kitts and Nevis-registered Nina Services Corp care of Integrated Maritime Management (SG) Pte Ltd (Singapore). She was shortened to *Y Harmony*, left China and was beached in Pakistan.

Information		Since
IMO number :	9041253	
Name of ship :	CARNIVAL FASCINATION	(since 01/10/2007)
Call sign :	C6FM9	
MMSI :	309682000	
Gross tonnage :	70538	(since 01/06/1994)
DWT :	7180	
Type of ship :	Passenger (Cruise) Ship	(during 1994)
Year of build :	1994	
Flag :	Bahamas	(since 01/03/2000)
Status of ship :	To Be Broken Up	(since 17/09/2020)
Last update :	29/09/2020	

September 17, 2020 "to be broken up". **Screenshot Equasis**

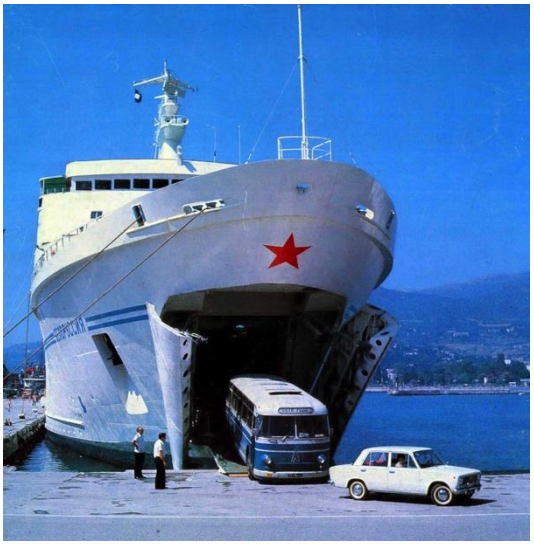
February 18, 2022, *Century Harmony*, beached in Gadani, plot # 40. **© Gadani Shipbreaking Yard**

Delphin (ex-*Kazakhstan II*, ex-*Byelorussiya*). IMO 7347536. Length 156 m, 8,594 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1975 in Turku (Finland) by Wartsila.
In the early 70s, the Black Sea Shipping Company (BLASCO) based in Kyiv, Ukraine, at the time Soviet Union, ordered 5 ships to the the Finnish yard. They were meant for the domestic ferry traffic in the Black Sea.. The *Byelorussiya* was the first sibling, followed by the *Gruziya*, *Azerbaydzhan*, *Kazakhstan* and *Kareliya*. After entering service, it soon appeared that their car carrying capacity was far too small compared to the passenger carrying capacity. Considering their high standard of passenger comfort, similar to that of western world vessels, it was decided to convert all the sisterships to cruise ships. Conversions were carried out in English or west German yards.



Byelorussiya, 1980.

Collection Seven_Balls



Yalta Port, Black Sea, 1981.

After the collapse of the USSR in December 1991, the Black Sea Shipping Co *Byelorussiya*-class ships were reflagged to Ukraine and then scattered and sold one after another to various shipowners around the world.

The ferry *Byelorussiya* was converted to cruise ship in 1986 in Bremerhaven (Germany) by Lloyd Werft yard. Until 1992, she was operated for cruises departing Sydney during the austral summer and in Europe the rest of the year.

In September 1992, the *Byelorussiya* entered Singapore ship repair yard for maintenance. She developped a list, filled with water and had to be refloated. She was towed to Bremerhaven for refitting. When she left the yard in December 1993, she was renamed *Kazakhstan II*. She was chartered by the German cruise operator Delphin Seereisen which later acquired her in 1996 and renamed her *Delphin*.

Kazakhstan II, departing Le Havre (France), Mai 18, 1995.

© Pascal Bredel

Delphin, arriving at Pointe à Pitre (Guadeloupe, France), April 2,1999.

In January 2012, the *Delphin* was sold to Mauritius-registered Vishal Cruises Pvt Ltd care of Brodsko Upravljanje doo (Croatia). She continued to be chartered by German cruise operators. In December 2016, the shipowner went bankrupt, the cruise ship was laid up in Split (Croatia) at Victor Lenac shipyard.

cruise ship

Delphin, in the Strait of Gibraltar in 2014. © **Marc Ottini**

In 2018, a project with the Argentinian operator Alteza Cruises failed. Alteza, a newly established company for the South American market, went bankrupt even before starting any activity.The *Delphin* remained discarded. In 2022, she was auctioned as is. The Turkish shipscrapping yard BMS Gemi won the bid. It was the only bidder. 480 US$ per ton.

Delphin, in Rijeka (Croatia), June 20, 2019. © **Vladimir Tonic**

Aliaga, April 2022. © **Selim San**

The ex-*Byelorussiya* is being scrapped just before the ex-*Gruziya* renamed *Salamis Filoxenia,* expected in Pakistan and which will be listed in the next issue of "Shipbreaking" (#67). The ex-*Kareliya* was at the end of her career the floating casino *Starry Metropolis* operated in Hong Kong and beached for demolition in Alang in 2021 (cf. "Shipbreaking" # 62 p. 23), as for the ex-*Kazakhstan* beached on November 13, 2011 (cf. "Shipbreaking" # 26, p. 12-13) as *Adventure*. As for the ex-*Azerbaydzhan* renamed *Enchanted Capri*, she was laid up after being lately used an accomodation vessel for offshore workers in the Gulf of Mexico. She ran aground near Alvarado (State of Veracruz, Mexico) after dragging anchor in October 2020. She has not been removed.

Enchanted Capri, December 2021, beached in Alvarado.
Screenshot Cazadores de la Noche.mx

Oriental Dragon (ex-*Long Jie*, ex-*Omar III*, ex-*Pongnae*, ex-*Hyundai Pongnae*, ex-*Superstar Sagittarius*, ex-*Sun Viking*). IMO 7125861. Length 172 m, 10,300 t. Deflagged from St. Kitts and Nevis to Panama for her last voyage shortened to *Dragon*. Classification society Lloyd's Register of Shipping until 2021 then Capital Register of Shipping. Built in 1972 in Helsinki (Finland) by Wartsila. The ex-*Sun Viking* was with the *Song of Norway* and the *Nordic Prince* one of the three ships ordered to the Finnish yard by the newly established Royal Caribbean Cruise Line in the early 70s.

Simplon Postcards

In 1997, she was sold by her historical owner and was handed over to Star Cruises then Hyundai Merchant Marine and eventually to a number of Asian companies which operated her as a casino cruise ship. Her last owner was Worldport Co Ltd (Hong Kong, China).

Oriental Dragon, Shanghai (China) in June 2008. © **Marc Ottini**

© Oriental Dragon Cruises

Covid permanently brought the end of operation for the ex-*Sun Viking*. Detained in December 2020 in Penang (Malaysia) and then discarded. Auctioned by order of the High Court of Kuala Lumpur (Malaysia) following complaints filed by the crew and various creditors. Acquired by Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in Pakistan.

February 2022, *Dragon*, Gadani plot 64. © **Gadani Shipbreaking Yard**

Factory ship

A factory ship is a fishing vessel with processing and conservation facilities, allowing it to remain at sea for several months. After sorting, evisceration, filleting, the fish are usually frozen. Some factory ships have machinery to produce fish liver cans, fishmeal and extract fish oil.

Six of these big predators of the world ocean have been sold for scrapping. Indian yards bought them at a premium for their high percentage of non-ferrous metals. The *Dmitriy Pashchenko* was reportedly sold to a Bangladeshi yard but has not yet been beached.

The three sisterships *Dmitriy Pashchenko*, *Helsingfors* and *Moskovskaia Olimpiada* belonged to the large *Pulkovskiy Meridian*-type factory ship family or project 1288. 113 units were built in Mykolaiv South by the Ukrainian yard Chornomorskiy SZ between 1974 and 2011. They were equipped for pelagic and ground fishing and freezing (60 tons/day) and for the production of fish meal (35 t/ day of raw fish), fish liver oil (2.4 tons/day of raw fish) and canned fish livers (6000 cans/day).

Dmitriy Pashchenko. IMO 8628145. *Pulkovskiy Meridian*-type. Length 104 m, 3,800 t. Deflagged from Russia to Palau in October 2021. Classification society Russian Maritime Register of Shipping. Built in 1988. Her homeport was Nakhodka in the Russian Far East. Acquired in October 2021 by Singapore-registered Delta Link Pte Ltd. Sold for demolition in Bangladesh.

Dmitriy Pashchenko, Nakhodka Bay (Russia), July 7, 2016. © **Andy Ru**

Dynamic Explorer (ex-*Yamato*, ex-*Yamato Maru*). IMO 7027021. Length 109 m, 3,588 t. Deflagged from Argentina to Palau in August 2021. Classification society Nippon Kaiji Kyokai. Built in 1970 in Mukaishima (Japan) by Hitachi. Acquired in November 2011 by Dynamic Marine SA (Argentina). She is still registered as a factory ship though her Argentinian owners present themselves as a seismic research specialist and service provider to the offshore oil industry. Her conversion was probably not carried out considering the lack of evidence with regard any oil industry-related activity. She was beached in Alang on February 6, 2022.

Dynamic Explorer, Buenos Aires (Argentina), July 7, 2012. © **Fabian Pesikonis**

Helsingfors (ex-*King Bora*, ex-*Revaflower*, ex-*Shama*, ex-*Kondrat Bilutin*, ex-*Kondrat Bilyutin*). IMO 8033297. *Pulkovskiy Meridian*-type. Length 104 m, 3,930 t. Cameroonian flag. Classification society Russian Maritime Register of Shipping. Built in 1982. Owned by St. Vincent and the Grenadines-registered Mont Albert Ltd care of Sundborn Management Ltd (Cyprus). She left West Africa and was beached in Alang on March 19. 730 US$ per ton.

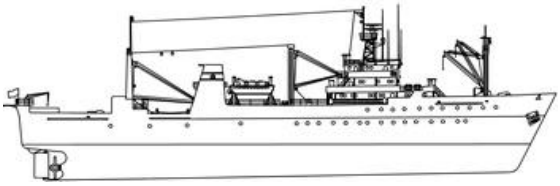
factory ship

Moskovskaia Olimpiada, May 2021, Kuril Islands strait, Pacific Ocean. © **Sketches**

Moskovskaia Olimpiada. IMO 7832359. *Pulkovskiy Meridian*-type. Length 104 m, 3,916 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1980. Owned by Okeanrybflot JSC Russia). Her homeport was Petropavlovsk-Kamchatskiy. She left the Russian Far East and was beached Alang on March 23. 755 US$ per ton.

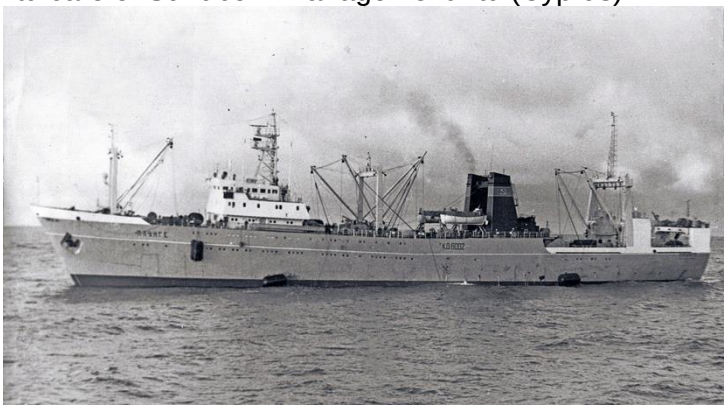
Pavel Panin. IMO 7703998. Length 94 m, 3,153 t. Deflagged from Russia to St. Kitts and Nevis in January 2022 and finally Gabon for her last voyage. Classification society Russian Maritime Register of Shipping until February 2022 then Union Marine Classification Society. Built in 1980 in Gdansk (Poland) by Gdanska Lenina yard. One of the 35 ships of the *Ivan Bochkov*-type (project B-408) built between 1978 and 1988 by the Polish yard. They were equipped for pelagic and ground fishing, freezing (45 tons/day) and for the production of fish meal (50 t/ day of raw fish), fish liver oil (2 tons/day of raw fish) and canned fish livers (1 ton/day of raw fish). Owned by Rybprom-1 JSC (Russia). Acquired by Prayati Shipping (India) prior to her departure for demolition in India.

Pavel Panin, March 2003. **Collection B.V. Lemachko**



© http://soviet-trawler.narod

Sveaborg (ex-*King Dory*, ex-*Plunge*). IMO 7610414. Length 118 m, 5,016 t. Cameroonian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Gdansk (Poland) by Polnocna. She was the second in a series of 5 *Sprut*-type factory ships or project B-400 built by the Polish yard between 1978 and 1980. They were equipped for pelagic and ground fishing, freezing (50 tons/day) and for the production of fish meal (50 t/ day of raw fish), fish liver oil (5 tons/day of raw fish) and canned fish livers (9000 cans/day). Owned by St. Vincent and the Grenadines-registered Camelford Ltd care of Sundborn Management Ltd (Cyprus).



Plunge. © **Zhenechka Padonak**

Sveaborg, Las Palmas, January 27, 2019. © **Frafo**

On December 24, 2020, the *Sveaborg* was docked at the port of Las Palmas (Canaries, Spain) undergoing maintenance work. A fire broke out in the engine room. Despite response by the firefighters, three Ukrainian seamen were found dead, two other suffered smoke inhalation and had to be taken to hospital. Sold for demolition in India. 795 US$ per ton.

© Bomberos de Las Palmas

Fishing ship

Harengus. IMO 7128851. Length 81 m, 1,713 t. Deflagged from Argentina to Palau for her last voyage shortened to *Haren*. Unknown classification society. Built in 1972 in Hamburg (Germany) by Norderwerft Ulrich Harms. Owned by Harengus SA (Argentina). Decommissioned in Mar del Plata (Argentina). Acquired by Marshall Islands-registered Return Shipping Ltd prior to her departure under tow towards Alang.

Harengus, February 2, 2011 © **Searaider**

Reefer

Cheng Hang (ex-*Afric Star*, ex-*Tundra Consumer*, ex-*Del Monte Consumer*). IMO 8713562. Length 158 m, 6,904 t. Deflagged from St. Kitts and Nevis to Panama for her last voyage shortened to *Hang*. Classification society Bureau Veritas until March 2021 then Capital Register of Shipping. Built in 1990 in Puerto Real (Spain) by AESA. 5 detentions: in 2002 in Valparaiso (Chile), in 2005 in Adelaide (South Australia, Australia), in 2009 in Bushire (Iran), in 2011 in Algeciras (Spain) and in 2014 in Killybegs (Ireland). Owned by Chenghang International Shipping (Hong Kong, China). Acquired by Machtrans Ship Management Pvt Lt (India) prior to her departure for demolition in Bangladesh.

Afric Star, off Vladivostok (Russia), September 2019. **© Sergei Skriabin**

Cheng Hang, February 2, 2022, in Busan prior to her departure towards Chattogram. **© Vladimir Tonic**

Itfa 3 (ex-*Igloo Sea*, ex-*Schoener*). IMO 7905833. Length 81 m, 1,278 t. Thai flag. Unknown classification society. Built in 1980 in Capelle (Netherlands) by Ysselwerf. Owned by Supachoke Marine Group (Thailand). Acquired by PK Shipping & Agency Co Ltd (Thailand). Sold for demolition in Bangladesh.

Itfa 3, December 2010, Port Mahachai (Thailand). **© Karl Seltenhammer**

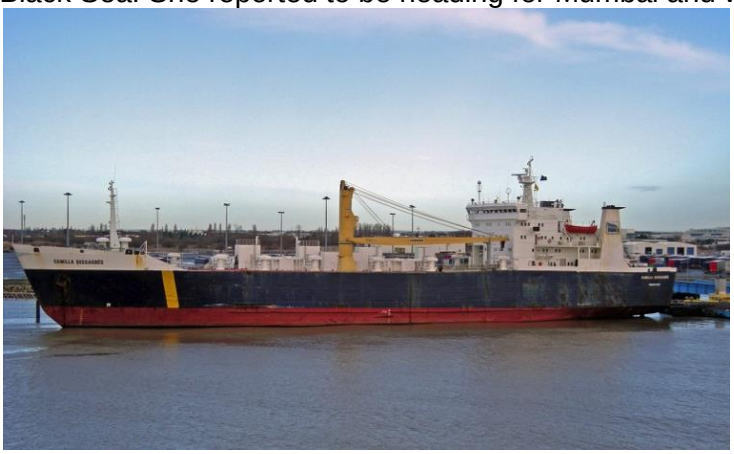
Ocean Mariner (ex-*Star Mariner*, ex-*Reefer Dolphin*). 8217104. Length 125 m, 3,290 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Kochi (Japan) by Kochi Jyuko. 3 detentions in 2013, 2017 and 2021 in Fuzhou (China). Owned by Good Success Transportation (Hong Kong, China). Sold for demolition in Bangladesh.

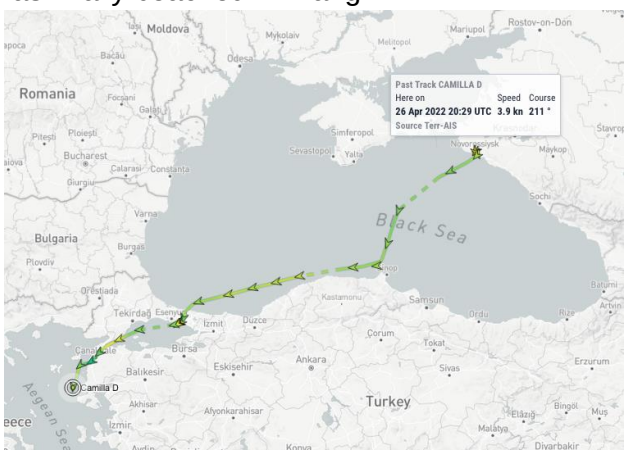
Ocean Mariner, Kaohsiung (Taiwan), July 23, 2018. **© Ya Ray Yang**

Ro-Ro

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

Camilla D (ex-*Camilla Desgagnes*, ex-*Camilla*). IMO 8100595. Length 133 m, 5,129 t. St. Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Schacht-Audorf (Germany)) by Krogerwerft. Detained in 2018 in St. Petersburg (Russia) and in 2019 in Vlissingen (Netherlands). Owned by Moderale Trading Ltd (Cyprus). Sold for demolition in the Indian subcontinent, with no specification on the final destination. She left Novorossiysk (Russia) on April 26 and crossed the Black Sea. She reported to be heading for Mumbai and was finally beached in Alang.

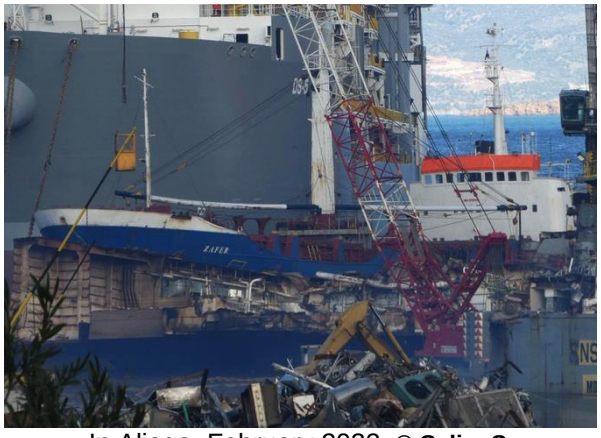




Camilla Desgagnes in Montoir (France), January 16, 2008.
© Erwan Guéguéniat

Zafer (ex-*Athina Sky I*, ex-*Lady Linda I*, ex-*Marianna II*, ex-*Rigel K*, ex-*Anna*, ex-*Cenk II*, ex-*Dursun Reis*, ex-*Lisa B*, ex-*Zejtun*, ex-*Taos*, ex-*Wasa*). IMO 6723915. Length 75 m. Turkish flag. Unknown classification society. Built in 1967 in Neuenfelde (Germany) by Sietas. Detained in 1998 in Brindisi (Italy). Owned by an undisclosed Turkish company. Beached for demolition in Turkey.

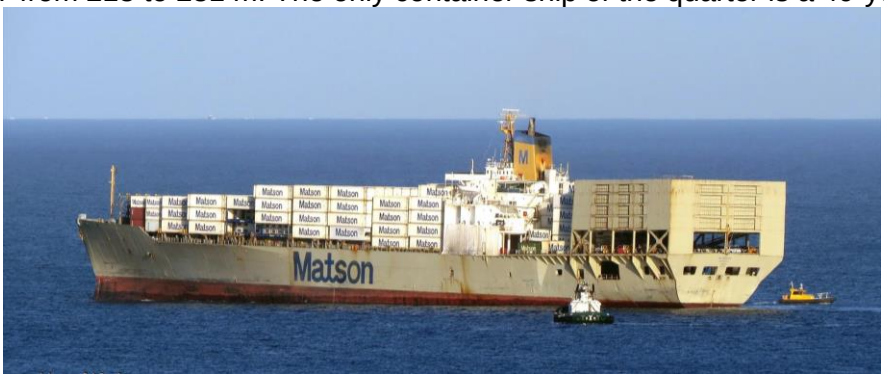
Zafer, July 7, 2019, Mersin. **© Vovashap**



In Aliaga, February 2022. **© Selim San**

Container ship

Matsonia. IMO 7334204. Conro. 1750 teu. Length 232 m. USA flag. Classification society American Bureau of Shipping. Built in 1973 in Chester (Pennsylvania, USA) by Sun Shipbuilding & Drydock Co; lengthened in 1987 from 213 to 231 m. The only container ship of the quarter is a 49-year old veteran.



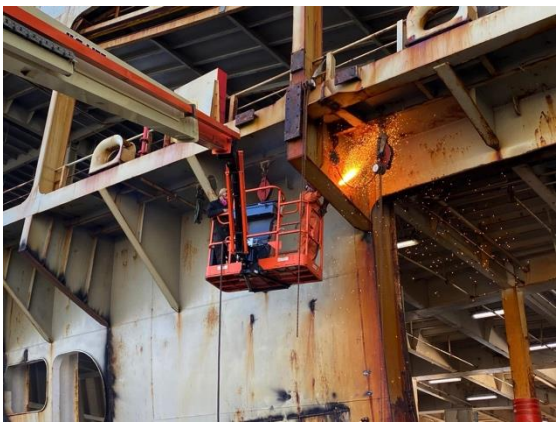
Matsonia departing Honolulu (Hawai, USA), May 12, 2017. © **Max Wei**

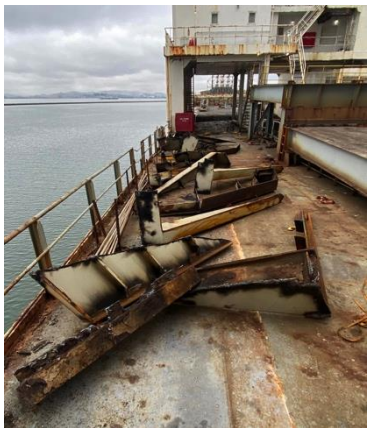
The *Matsonia* was the fifth ship in the *Ponce de Leon*-class conro family, a series designed for the US domestic transport towards Hawai, Puerto Rico or Alaska. 12 were built by Sun Shipbuilding, another one by General Dynamic in Quincy (Massachussetts). The *Matsonia* is the last of the siblings to be scrapped. One of her sisterships, the 1974-built *El Faro* sank on October 1, 2015 off the Bahamas with her crew of 33.

Matsonia, docked in San Francisco, April 7, 2009. © **Pascal Bredel**

departing under tow towards Brownsville. © **Ron Greger**

In February 2019, the *Matsonia* was reponsible for an oil spill in San Francisco Bay. An underwater inspection reported cracks under the waterline and next to a bunker tank. Owned by Matson Navigation Co Inc (USA). She was laid-up in Oakland (California, USA). She was towed for demolition in Brownsville (Texas, USA).





Cutting. © **Ron Greger**

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.

6 demolitions, 1% of the global tonnage. 2 ships on the substandard ship podium. Only one ship, the *Lavender,* beached in Pakistan, was over 150 m in length. The *Nordvaag* is to be broken up in a Danish yard. The *Irmak* discarded in Malta for over 10 years is being scrapped on the spot. Average age at the time of demolition 32 years.

Ahmet Onel (ex-*Sami A*, ex-*Vento di Scirocco*). IMO 8420361. Ex Ro Ro converted in 2011. Length 115 m. Panamanian flag. Classification society Turk Loydu. Built in 1987 in Leghorn (Italy) by Fincantieri Italiani. Detained in 2017 in Monfalcone (Italy). Owned by Marshall Islands-registered Ahmet Onel Shipping Ltd care of Marmara Islands Shipping Corp (Turkey). She arrived on November 15, 2021 at Yalova yard (Turkey) to have her engine repaired, she was finally towed to Aliaga on January 20, 2022 by the *Yumurtalik* (IMO 7531761).

Vento di Scirocco, La Spezia (Italy), February 21, 1997. **© Carlo Martinelli**

Sami A, southbound in the Bosporus, February 2006. **© Marc Ottini**

Ahmet Önel, passing off Rumeli Kavagi southbound in the Bosporus, August 2014. **© Marc Ottini**

Ahmet Onel, Aliaga yard, February 2022. **© Selim San**

Global 1 (ex-*Long Yang 28*). IMO 8656647. Length 76 m, 1,563 t. Burmese flag. Unknown classification society. Built in 2010 in Jiangdu (China) by Yangzhou Longchuan. Owned by an undisclosed Burmese company since 2016. Beached for demolition in Pakistan.

Irmak (ex-*Troy*, ex-*Trobo*). IMO 7514490. Length 75 m. Tanzanian flag. Classification society Turk Loydu. Built in 1976 in Trondheim (Norway) by Orens MV; lengthened in 1980 from 60 to 75 m. 8 detentions: in 2004 in Novorossiysk (Russia), in 2005 in Burgas (Bulgaria), in 2006 in Varna (Bulgaria) and Koper (Slovenia), in 2007 in Mykolaiv (Ukraine), in 2008 again in Novorossiysk then in Trabzon (Turkey) and in 2010 in Temtyuk (Russia). Owned by Sahpet Shipping Co Ltd (Turkey). Towed in May 2011 to Valletta (Malta) after suffering an engine failure. She was declared a total loss and never left Malta. Discarded for over 10 years, she is finally being scrapped. There is no approved yard in Malta.

Scrapping in Malta. © **Emmanuel L.**

Lavender (ex-*Coral of Sea*, ex-*Spirit of Sea*, ex-*Quseir*, ex-*Shadwan Island 1*, ex-*Al Esraa*, ex-*Luta*, ex-*Turnu Maprele*). IMO 9037020. Length 159 m, 6,492 t. Palau flag. Classification society International Register of Shipping. Built in 1996 in Galati (Romania) by Galati SN. 5 detentions: in 2007 in Gijon (Spain) and Antwerp (Belgium), in 2008 in Antwerp again then in Brest (France) and in 2019 in Aqaba (Jordan). Her detention in Brest as *Al Esraa* followed a suspicion of oil discharge off Ushant. She was spotted on September 29, 2008 by French Navy aircrafts with an 11 km-long oil sheen in her wake. She was diverted to Brest then allowed to leave after paying a 350,000 € bail. In July 2009, the court of Brest condemned the shipowner to a one million € fine. Owned by Sea Gate Management Co SA (Egypt). Beached for demolition in Pakistan

Al Esraa docking at Brest on October 1, 2008, diverted on suspicion of oil discharge. © **Erwan Guéguéniat**

Coral of Sea, Red Sea, October 8, 2017 © **Achim Egenolf**

Nand Aparna (ex-*Prime IV*, ex-*Nand Aparna*). IMO 9082087. Length 75 m, 797 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Surat (India) by Magdalla. Owned by Simcement Pvt Ltd (India). Sold for demolition in India.

Nordvaag (ex-*Blikur*). IMO 7704849. Lengthened in 1984 from 77 to 89 m. Danish flag. Classification society Det Norske Veritas. Built in 1979 in Rissa (Norway) by Fosen MV. Detained in 2017 in Grimsby (United Kingdom). Owned by Norresundby Rederi & Shipping A/S (Denmark). She was laid-up in Floro (Norway). On January 31, 2022 she was towed for demolition in Grenaa by the EU-approved yard Fornaes Ship Recycling.

Blikur, Klaksvik port, Faroe Islands, May 2, 2005. © **Hilmar Snorasson**

Nordvaag in Tromsø (Norway), July 20, 2016. © **Ulf Kornfeld**

Heavy load carrier

Ocean Force (ex-*Condock III*, ex-*Condock*, ex-*Penhir*, ex-*Condock*, ex-*Condock III*). IMO 8215613. Length 107 m, 4,393 t. Belize flag. Classification society Det Norske Veritas. Built in 1983 in Husum (Germany) by Husumer Kroeger.

Condock III, at Le Havre (France), April 1991. © **Pascal Bredel**

4 detentions in 1999 in Lorient (France) When she was owned by Compagnie Morbihannaise and Nantaise de Navigation, in 2004 in Cartagena (Spain), in 2013 in Venice (Italy) and in the summer of 2021 for 118 days in Philadelphia (USA). Owned by British Virgin Islands-registered Redbrick Ventures Ltd care of Prime shipping International Ltd (Ukraine). Immobilized since February 2021 in Philadelphia following a lawsuit filed by the Panamanian charterer CAC Maritime Ltd against the shipowner. The crew was repatriated in July 2021. A replacement crew of 7 Ukrainian seamen was hired in order to ensure the ship's maintenance and safety.

The District Court of Delaware ordered the sale of the *Ocean Force*. The auction was conducted on February 18, 2022. The ship was awarded for a price of 198 US$ per ton. The Court sale order precised that the ship would be sold free and clear of all liens, claims, mortgages and encumbrances. The crew was not mentioned. On February 6, the 7 men were owed 87,545,93 US$ in unpaid wages since November 2021.

The new shipowner planned to release the men at the end of their contract. To go where ? Since February 24 and the Russian invasion in Ukraine, to the forced immobilization of their ship are added the distance from their homeland and the anguish for their families and relatives. In March, the seamen received their back pay. On April 20, the US authorities finally authorized the seven men to enter the United States without going through internment.

The crew of the *Ocean Force*. From left to right, Vadym Koval, Vitaliy Boyko, Andrii Taupe, Gennadiy Shevchenko, Viktor Kushmila, Volodymyr Shykhov and Sergiy Kuzhbarenko.
© Tyger Williams, The Philadelphia Inquirer

As for the ship, it was at first planned to have her repaired in the Caribbean. After a call in Freeport (Bahamas), her reported destination today is Tripoli (Libya). She now flies the flag of St. Kitts and Nevis. Her official status is still "to be broken up".

Bulker

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

11 demolitions of which 8 ships bound for Bangladesh. 9% of the ships to be scrapped, 19% of the global tonnage.

Alam Cetus (ex-*Aquajoy*). IMO 9278521. Length 289 m, 23,982 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2003 in Sasebo (Japan) by Sasebo HI. Owned by Cetus Vessel Pte Ltd (Singapore). Sold as is in Manila (Philippines). 675 U$ per ton. Her official status is "to be broken up" since February 2022. To be confirmed. She was renamed *Lila Nantong*. She left Indonesia, according to her latest AIS data, she was spotted in the Gulf of Kutch (India), halfway between Gadani and Alang.

Aquajoy, Rio de Janeiro (Brazil), December 2, 2014.
© Edson de Lima Lucas

Information		Since
IMO number :	9278521	
Name of ship :	LILA NANTONG	(since 01/04/2022)
Call sign :	A8TY6	
MMSI :	636014457	
Gross tonnage :	87590	(during 2003)
DWT :	171009	
Type of ship :	Bulk Carrier	(during 2003)
Year of build :	2003	
Flag :	Liberia	(since 01/09/2009)
Status of ship :	To Be Broken Up	(since 18/02/2022)
Last update :	26/04/2022	

"To be broken up". **Source Equasis**

Bashundhara-8 (ex-*Atro-3*, ex-*Furia* R, ex-*Fairy Queen*). IMO 9119971. Length 190 m, 7,782 t. Bangladeshi flag. Classification society Registro Italiano Navale. Built in 1996 in Tamano (Japan) by Mitsui. Detained in 2011 in Melbourne (Victoria, Australia). Owned by Atro Shipping Ltd (Bangladesh).
The *Bashundara-8* was accused of a hit-and-run collision while in route to Singapore on November 28, 2014. In the early hours of the day, she collided with the *Bandhan* which was fishing shrimp in the Bay of Bengal. The *Bandhan* capsized and sank about 50 km off the coast of Bangladesh, with 29 fishermen on board. Three were rescued by another fishing vessel, of whom one died of his injuries, 26 were reported missing. The *Bashundara-8* continued trading. On March 20, 2022, she arrived for demolition in Chattogram.

Bashundara 8, Singapore, April 3, 2016.
© Mick Warrick

Relatives of the *Bandhan* fishermen reported missing. **© Daily Star**

bulker

Bell (ex-*Bluebell*). IMO 9123180. Length 269 m, 17,649 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Arka Global Marine Services LLC (United Arab Emirates). Sold for demolition in Bangladesh.

Bell, March 2022, Chattogram. © **Fazlur Rahman**

Berge Aoraki (ex-*Cape Camellia*, ex-*Cape Daisy*). IMO 9223590. Length 289 m, 21,285 t. Isle of Man flag. Classification society Lloyd's Register. Built in 2000 in Tsu (Japan) by NKK. Owned by Berge Bulk Maritime Pte Ltd (Singapore). She was reported sold for demolition in Bangladesh in March 2020 for 375 US$ per ton including 450 t of bunkers. She arrived off Chattogram on March 23, 2020. The yards were closed because of the ungoing Covid lockdown in Bangladesh. The *Berge Aoraki* was not allowed to be beached. 2 years later, she was beached for real, still in Chattogram. Selling price, 640 US$ per ton.

Berge Aoraki, Tata Steel terminal, Ijmuiden (Netherlands), July 24, 2018. © **Patrick Deenik**

Berge Arctic (ex-*BW Arctic*, ex-*Berge Arctic*). IMO 9221906. Length 292 m, 27,461 t. Panamanian flag. Classification society Det Norske Veritas. Built in 2001 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Sold for demolition in India. 660 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.

Best Vision (ex-*Kamishima*, ex-*Shirakami*, ex-*Noshiro Maru*). IMO 9057018. Length 240 m, 13,616 t. Deflagged from Panama to Comoros to for her last voyage renamed *One Vision*. Classification society Intermaritime Certification Services. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Detained in 2020 in Sohar (Oman). Owned by Ocean Faith International Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

Best Vision, Sohar port, February 15, 2015. **© Rik van Marle**

bulker

Cape Enterprise. IMO 9241669. Length 290 m, 22,043 t. South African flag. Classification society Nippon Kaiji Kyokai. Built in 2003 in Sakaide (Japan) by Kawasaki. Owned by Singapore-registered Water Front Shipping Pte Ltd care of Kawasaki Kisen Kaisha Ltd (Japan). Sold for demolition in India. 650 US$ per ton including 1000 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.

Cape Enterprise, South China Sea, September 3, 2021.
© Rutger Hofma

Alang, plot 84. © **Shipbreaking Facebook Group**

Cape Sun. IMO 9174725. Length 289 m, 22,396 t. Panamanian flag. Classification society Lloyd's Register. Built in 1999 in Ulsan (South Korea) by Hyundai. Detained in 2019 in Newcastle (Australia). Owned by Glory Bright Shipping Ltd (Hong Kong, China). Sold as is au Vietnam. Her new official owner is Arka Global Marine Services LLC. She was renamed *Cape Shanghai*. Her status is still "to be broken up". She was spotted on the Indian East coast 655 US$ per ton.

Cape Sun, Vanino, Russie April 20, 2021. © **Andy Ru**

Information		Since
IMO number :	9174725	
Name of ship :	CAPE SHANGHAI	(since 01/04/2022)
Call sign :	HOVU	
MMSI :	353530000	
Gross tonnage :	87614	(during 1999)
DWT :	171746	
Type of ship :	Bulk Carrier	(during 1999)
Year of build :	1999	
Flag :	Panama	(since 01/03/2021)
Status of ship :	To Be Broken Up	(since 11/03/2022)
Last update :	12/04/2022	

"to be broken up"
source: Equasis

Voyage of the *Cape Shanghai* ex-*Cape Sun*. **Source MarineTraffic**

K Phoenix. IMO 9123415. Length 269 m, 17,724 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Detained in 2021 in Robert's Bank (Canada). Owned by SK Shipping Co Ltd (South Korea). Acquired as is in South Korea by Arka Global Marine Services LLC registered in the United Arab Emirates in July 2021. The *K Phoenix* was one in a series of ships reported to be scrapped but that actually did not show up in the scrapyards (cf. "Shipbreaking" # 64, p. 4-6, "To be or not to be scrapped?").

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

At the time, she became the Liberian-flagged *Phoenix I*, left Busan, called in Borneo Islands, and was then spotted anchored in the Gulf of Kutch, in Northwest India, halfway between Gadani and Alang. Her status was changed to "in service", she sailed to the port of Salalah (Oman) in late October 2021. She actually did not resume trading. She was beached in Chattogram in early April 2022. In July 2021 her reported selling price was 552 US$ per ton. With a current average price around 700 US$ per ton, the capital gain is about 2.5 million US$.

Phoenix 1, Chattogram. © **Salah Uddin**

May 6 (ex-*Cna 5*, ex-*Rong Xing*, ex-*Ace 5*, ex-*Fu Xing 10*, ex-*Ariadne*, ex-*Nikolas*). IMO 8200527. Length 190 m, 8,243 t. Since July 2020, that is to say in one year and a half, she successively flew the flags of Belize, China, Panama, Sierra Leone and finally St. Kitts and Nevis. Unknown classification society. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. In the summer of 2019, the *Fu Xing 10* was one of the ships reported to be scrapped as part of the restructuring of the fleet of her owner Zhejiang Fuxing Shipping Co, a subsidiary of Ningbo Marine (see "Shipbreaking" # 56, p. 59). She did not have time to reach a scrapyard. In July 2020, she became the *Ace 5*, then the *Rong Xing* in August, the *CNA 5* in September and the *May 6* in December 2021. Acquired in January 2022 by Last Voyage DMCC registered in the United Arab Emirates. She left Kaohsiung (Taiwan) and was finally beached in Chattogram on February 3, shortened to *Y6*.

Race (ex-*ABML Grace*, ex-*Mineral Sines*). IMO 9224738. Length 289 m, 22,037 t. Liberian flag. Classification society Bureau Veritas. Built in 2002 in Okpo (South Korea) by Daewoo. Detained in 2015 in Ningbo (China) then Dampier (Australia). She was expected to be scrapped in Bangladesh two years ago. Sold as is in Manila (Philippines) in February 2020 for 376 US$ including 200 t of bunkers, the Covid gave her a respite. Acquired in September 2020 by Continental Vessel Brokering (USA), The Maltese *ABML Grace* became the Liberian *Race.* She was beached in Chattogram in April 2022.

ABML Grace, Vancouver, Canada, July 16, 2016, 2018. © **csaba**

Cement carrier

Sigap (ex-*Endurance*). IMO 9149196. Length 130 m, 3,440 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Shanghai (China) by Zhonghua Shipyard. Owned by Indobaruna BulkTransport PT (Indonesia). Nippon Kaiji Kyokai reports she was sold for scrapping. She was spotted at last in Jakarta (Indonesia). She could be scrapped by a local yard.

Sale & Purchase

Demolition Sales

ALLIED Shipping Research

24th - 30th January 2022

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US$/ldt	Buyer
Bulker	SIGAP	9,086	1997	China	3,440	N/A	other

Sigap, Mahalayati port (Indonesia), 2016. © **Cekmint Flotilla**

Tanker

63 demolitions from January to March 2022, 628,000 tons, 58% of the global scrapped tonnage. The share of oil tankers, chemical tankers and gas carriers has fallen compared to the previous quarter (70%). The average age at the time of demolition was 27 years. The detention rate prior scrapping is 27% for oil tankers, 50% for gas carriers and 45% for chemical tankers.

The tanker market is a monopoly of the Indian sub-continent (99% of the tonnage).
11 tankers belonged to shipowners established in the European Union and in Norway, of which the VLCC *New Inspiration* owned by the Greek company New Shipping, the largest vessel of the quarter. They were sent to yards in Bangladesh (6), Pakistan (3) and India (2). One tanker was scrapped in Europe in a Lithuanian yard: the 42-year-old Russian chemical tanker *Saltstraum*.

57% were crude oil tankers or product tankers, 37% chemical tankers, 6% gas tankers.

36 oil tankers. 21 were "small" units of less than 80,000 tons Deadweight, 14 were between 80,000 and 200,000 tons, only 1 is a VLCC of more than 200,000 tons. Almost half (17) were beached in Bangladesh.
23 chemical tankers. 8 were bound for Indian yards, 8 for Bangladeshi yards. India paid 1310 US$ per ton for the *Bow Flower*, the absolute record ever reported by "Shipbreaking".
4 gas carriers including the Indonesian LNG carrier *Berge Komodo*.

Oil tanker

Admarine 100 (ex-*Sam*, ex-*Regent*, ex-*Relentless*, ex-*Polyanka*). IMO 8913629. Converted to Floating Storage unit (FSO, Floating, Storage and Offloading) in 2016. Length 183 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1992 in Incheon (South Korea) by Halla. Detained in 2003 in Trieste (Italy). Owned by Advanced Energy Systems (Egypt). Her destination of demolition is undisclosed but she reports to be heading for Pakistan.

Al Salam (ex-*Al Forat*, ex-*Sea Marshal*, ex-*Alam Budi*). IMO 9224568. Length 182 m, 9,409 t. Tanzanian flag. Classification society Bureau Veritas. Built in 2001 in Onomichi (Japan) by Onomichi Zosen. Owned by Marshall Islands-registered Vistula Shipping Inc care of Trust Company Complex (Marshall Islands). Sold for demolition in Bangladesh. 661 US$ per ton including 750 t of bunkers.

Alabama Star (ex-*Andimilos*, ex-*Antimilos*, ex-*Senatore*, ex-*Ariadne Jacob*). IMO 9282998. Length 228 m, 13,638 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2004 in Geoje (South Korea) by Samsung. Owned by Liberia-registered Thomson Partners Ltd care of Virono Union Maritime SA (Greece). Sold for demolition in Bangladesh. 721 US$ per ton.

Alabama Star, July 2020, Ijmuiden (Netherlands). © **RuudCoster**

oil tanker

Anastasia I (ex-*Cakra Patriot*, ex-*Aegean Legend*) IMO 9200964. Double hull. Length 244 m, 16,897 t. Panamanian flag. Classification society Bureau Veritas. Built in 2000 in Geoje (South Korea) by Samsung. On November 19, 2020, the *Anastasia I in* route on ballast from Singapore to Dubai suffered an engine failure. She went adrift and was about to ran aground on Andaman and Nicobar Islands. She was finally taken under tow by the Indian Coast Guard. Owned by Eastern Euro Ship Management (India). She had resumed trading. In April 2022, she was beached in Bangladesh.

Anastasia I, Chattogram, April 5, 2022. © **Salah Uddin**

The Indonesian shipowner Pt Buana Lintas Lautan (BULL) claims on its website a fleet of 34 oil tankers and 3 gas carriers. The *Bull Sembawa*, *Bull Sulawesi*, *Bull Kalimantan*, *Brotojoyo*, *Explorindo-I* have already been broken up (see "Shipbreaking" # 63, # 64 and # 65). A new batch is going to be scrapped. To the oil tankers listed below, we must add the gas carrier *Gas Komodo* (p. 63).
As for the *Bull Damai* I owned by PT Gemilang Bina Lintas Tirta, subsidiary of BULL, reported sold for demolition by several brokers, she seems to be playing overtime, her status is still "in service".

Aquanus (ex-*FSL Perth*, ex-*Torm Marie*). IMO 9299355. Double hull. Length 245 m, 19,699 t. Deflagged from Singapore to Marshall Islands in October 2021 then to St. Kitts and Nevis for her last voyage shortened to *Aqua*. Classification society Lloyd's Register. Built in 2006 in Dalian (China) by Dalian SB Industry Co. Acquired by United Arab Emirates-registered Last Voyage DMCC. Sold as is in Gulei (China), She was beached in Pakistan. 635 US$ per ton, not certified gas free for hot works.

Aquanus, Vlissingen (Netherlands),6 July 2020. © **Eric Menger**

Bull Papua (ex-*Elise Schulte*, ex-*Ammon*). IMO 9209295. Double hull. Length 241 m, 15,682 t. Deflagged from Indonesia to Comoros to for her last voyage renamed *Pappy*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Imari (Japan) by Namura. She left Khor Fakkan (United Arab Emirates) and was beached in Chattogram. 650 US$ per ton.

Pappy, Chattogram. © **Salah Uddin**

Kapten Caroq (ex-*Fsl Piraeus*, ex-*Torm Margrethe*). IMO 9299343. Double hull. Length 245 m, 20,015 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 2006 in Dalian (China) by Dalian SB Industry Co. Sold for demolition in Bangladesh. (...)

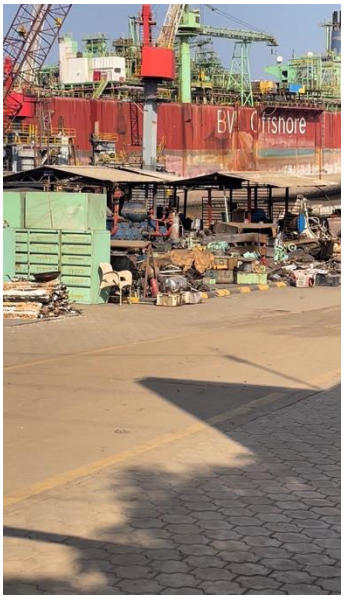
Petrogaruda (ex-*Gardenia*, ex-*DHT Sophie*, ex-*Overseas Sophie*). IMO 9248837. Double hull. Length 244 m, 19,015 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 2003 in Samho (South Korea) by Hyundai. Detained in 2017 in Geelong (Victoria, Australia). Sold for demolition in Bangladesh. 650 US$ per ton.

Petrogaruda. © **BULL** In Chattogram, March 20, 2022. © **Fazlur Rahman**

BW Cidade de Sao Vicente (ex-*BW Peace*, ex-*BW Endeavour*, ex-*Whakaaropai*, ex-*Ellida*, ex-*Umn Shaif*, ex-*Vincenzia*). IMO 7380693. Converted in 1995 to FPSO (Floating, Production, Storage and Offloading). Her engines were removed in 1996. Length 266 m, 27,130 t. Singapore flag. Classification society Det Norske Veritas. Built in 1976 in Tsurumi (Japan) by Nippon Kokan. Owned by BW Offshore Singapore (Singapore). Towed from Oman where she was laid-up and beached in Alang shortened to *Vice* at the Priya Blue Industries facility. She was acquired for 12.8 million US$, i.e. 471 US$ per ton.

BW Cidade de Sao VIcente, February 28, 2010. © **Dawid M**

Regarding its selection, BW Offshore highlights compliance with the standards of the Hong Kong Convention on ship demolition. The shipowner insists that a third party inspector will be monitoring the application of health, safety and environmental regulations on the yard. The shipowner intends to pay a "safe recycling" bonus at the end of the operation. On April 21, a nitrogen cylinder exploded on the Priya Blue site and killed one worker. The bonus is not endangered. According to BW Offshore, the accident was not related to the scrapping of the "*Vice*".



BW Cidade de Sao Vicente, Priya Blue yard. © **Peter Hornung**

Chemtrans Rugen (ex-*Maersk Rugen*, ex-*Maersk Ramsey*). IMO 9167186. Double hull. Length 171m, 8,725 t. Deflagged from Liberia to Comoros to for her last voyage shortened to *Rugen 7*. Classification society Lloyd's Register. Built in 2001 in Guangzhou (China) by Guangzhou International. Detained in 2021 in Ulsan (South Korea). Owned by Sarlin Enterprises SA care of Chemikalien Seetransport-Cyprus Ltd, a Cyprus subsidiary of German owner Chemikalien Seetransport GmbH. Sold as is in Batam for demolition in Bangladesh. 635 US$ per ton and an additionnal payment for bunkers.

Maersk Rugen in Donges (France), January 24, 2008. **© Erwan Guéguéniat**

Chemtrans Rugen, passing Sariyer (Turkey) downbound Bosporus, May 26, 2011. **© Marc Ottini**

Darush (ex-*Cyrus 3*, ex-*Amber*, ex-*Vemaoil VIII*, ex- *Kyokuryu Maru*). IMO 8223268. Length 106 m, 2,000 t. Tanzanian flag for her last voyage renamed *Sea Lady VIII* then *Trident Bird*. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Hakata Zosen. 3 detentions: in 2004 in Gibraltar (United Kingdom), in 2012 in Bandar Abbas (Iran) and in 2016 in Bandar Abbas again. Owned by Marble Maritime Inc (Iran). Acquired by Marshall Islands-registered Tyron Shipping Ltd prior to her departure for demolition in Pakistan.

Trident Bird beached in Gadani plot 119, March 2022. **© Gadani Shipbreaking Yard**

Eiho Maru No,3. IMO 8921195. Length 70 m, 1,135 t. Deflagged from Japan to Sierra Leone for her last voyage renamed *Sonic.* Unknown classification society. Built in 1990 in Kinoe (Japan) by Matsuura Zosensho. Owned by Yokohama Yusosen KK (Japan). Sold to Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan) prior to her departure for demolition in Bangladesh.

Eiho Maru No,3, Chiba port (Japan), February 25, 2020. **© Katsumi Yamamoto**

oil tanker

Ekah (ex-*Bokwang No,1*, ex-*Sun Yang 15*, ex-*Shinmei Maru*). IMO 8605703. Length 73 m. Sierra Leone flag. Classification society Union Bureau of Shipping. Built in 1986 in Akitsu (Japan) by Kishigami Zosen. Detained in 2019 in Busan (South Korea). Owned by Carpediem Corp Marshall Islands-registered care of ENG Korea Co Ltd (South Korea). Scrapped in Busan (South Korea) by OS Shipbuilding.

Ekah, off Busan (South Korea), December 19, 2021 and being broken up at OS Shipbuilding yard, January 23, 2022. **© Vladimir Tonic**

Gala (ex-Winsome, ex-*Umm Habayeb*, ex-*Blue Pearl*, ex-*Jubilant*, ex-*Blue Sun*, ex-*Arafura Sea*). IMO 9192260. Length 244 m, 16,885 t. Deflagged from Liberia to Panama in October 2020, Gabon in March 2021, Guyana in May 2021 and finally St. Kitts and Nevis prior to her beaching in Chattogram. Classification society Croatian Register of Shipping. Built in 2000 in Ulsan (South Korea) by Hyundai.
In March 2020, Zodiac Maritime with headquarters in London (United Kingdom) sold its tanker *Blue Sun*. She was successively handed over to a number of United Arab Emirates-registered companies, Kader Management Shipping, Doris Shipping Inc, Umn Habayreeb Shipping care of Lynx Marine LLC and finally Winsome Shipping LLC also care of Lynx Marine LLC. At the same time, the *Blue Sun* was renamed and deflagged 5 times.

Blue Sun, Suez Canal, June 5, 2019. **© Ivan Meshkov**

Garin (ex-*Opal Sea*, ex-*Serifopoulo*). IMO 9081825. Length 183 m, 9,597 t. Cook Islands flag. Classification society Registro Italiano Navale. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Topaz Tankers Shipmanagement Inc (United Arab Emirates). Sold as is in Oman for demolition in Pakistan. 576 US$ per ton.

Opal Sea, November 2016, Fujairah (United Arab Emirates). **© gwrdave**

Glorisilver (ex-*Ievoli Silver*, ex-*Silver*). IMO 8916487. Length 104 m, 2,182 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1992 in Viareggio (Italy) by Esercizio. Detained in 2004 in Genoa (Italy) and in 2007 in Cagliari (Italy). Owned by JSC Fortune Tanker (Russia). Sold for demolition in India.

Glorisilver, Vladivostok (Russia), November 29, 2021.
© Sergei Skriabin

Hippo (ex-*Araluen Spirit*, ex-*Helix*). IMO 9134713. Double hull. Length 183 m, 12,141 t. Indonesian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Waruna Nusa Sentana PT (Indonesia). Sold for demolition in Bangladesh. 642 US$ per ton.

Hippo, Balikpapan (Indonesia), May 2, 2016. **© Husni**

Houston (ex-*Gus W. Darnell*, ex-*Ocean Champion*). IMO 8220761. Length 187 m, 9,089 t. USA flag. Classification society American Bureau of Shipping. Built in 1985 in Tampa (Florida, USA) by Tampa Shipbuilding for Ocean Product Tankers from Houston, Texas. From her delivery and until 2005, she was chartered by the Military Sealift Command (MSC) as the replenishment tanker AOT-1121 *Gus W. Darnell*. In September 2005, she was back to civilian life and to her owner USS Vessel Management LLC (USA).
She left Tacoma (Washington State, USA) on November 6, 2021. She was anchored off Sri Lanka in early April. She was finally beached in Alang.

Gus W. Darnell.
© US Navy

Houston, in West Deptford (New Jersey, USA), August 22, 2019.
© Brian Kushner

Kapten Caroq. IMO 9299343. see Pt Buana Lintas Lautan (BULL) vessels p. 47

oil tanker

New Hellas (ex-*Hellas Warrior*). IMO 9221891. Double hull. Length 248 m, 17,586 t. Deflagged to Liberia for her last voyage renamed *Star I*. Classification society Bureau Veritas. Built in 2001 in Okpo (South Korea) by Daewoo. Detained in 2001 in Trieste (Italy). Owned by New Shipping Ltd (Greece). Sold for demolition in Pakistan. 650 US$ per ton.

New Hellas, arrival at Willemstad (Curaçao), March 30, 2019. © **Adrian Hobson**

Star I in Gadani, plot 11, March 2022.
© **Gadani Ship Breakign Yard**

New Inspiration (ex-*Nippon*). IMO 9237527. Double hull. Length 333 m, 40,737 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Ariake (Japan) by Hitachi. Owned by Liberia-registered Symmetrical Investment Co care of New Shipping Ltd (Greece). Sold for demolition in Pakistan. 660 US$ per ton.

New Inspiration, Gadani, April 4, plot 123. © **Salah Uddin**

Niigata (ex-*Sea Hawk*, ex-*Sea Condor*, ex-*Jinwei*, ex-*Shozui Maru*). IMO 8005977. Length 105 m, 2,085 t. Mongolian flag. Unknown classification society. Built in 1980 in Usuki (Japan) by Usuki Tekkosho. Owned by Sinar Cemerlang Marine (Malaysia). Sold for demolition in Bangladesh. 600 US$ per ton.

Sea Hawk, December 28, 2007, Singapore
© **Hajo Schaefer**

Niko (ex-*Alexandra*, ex-*Alexandra PV*, ex-*Chernomorskiy*). IMO 8228256. Length 77 m, 1,126 t. Comorian flag. Classification society Ukraine Shipping Register. Built in 1984 in Rousse (Bulgaria) by Ivan Dimitrov. She was one of the 60 *Eridan*-type tankers or project 610 built by the Bulgarian yard between 1982 and 1992. They were meant to supply cargo and fishing vessels with bunkers, in the ports or at sea. Detained in 2016 in Izmir (Turkey). Owned by Panama-registered Star Light Cargo SA care of Wectra Impex SL (Turkey). Sold for demolition in Aliaga.

Niko, Istanbul, June 27, 2021
© Sitki Mataraci

Niko (green) in front of the *Yener Ciner* and the *Carnival Sensation*. **© Selim San**

North (ex-*Ardic*, ex-*Azerbaijan*, ex-*Champion*). IMO 9252979. Double hull. Length 238 m, 16,224 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Yokosuka (Japan) by Sumitomo HI. Owned by Panama-registered Marblue Shipping Company SA care of SR Navigation SA (Greece). She was beached for demolition in Bangladesh.

Azerbaidjan in Messina Strait (Italy), November 4, 2020. **© Tomasello Letterio**

Nusa Merdeka (ex-*Anavatos*, ex-*Neptune Voyager*). IMO 9249178. Length 244 m, 17,297 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 2003 in Geoje (South Korea) by Samsung. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold for demolition in Bangladesh. 670 US$ per ton.

Pedreiras. IMO 8421171. Length 218 m, 14,457 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1994 in Niteroi (Brazil) by Ishibras. Owned by Petrobras (Brazil). After the *Raj*, ex *Pirai*, and the *Raju*, ex-*Pirajui* (cf. "Shipbreaking" # 65 p. 44), it is now *Raja*'s turn, ex-*Pedreiras*, to be beached in Alang. She was the last of the three Brazilian tankers reported to be scrapped in October 2019 then in fall 2020. Unlike her colleagues, the *Pedreiras* had to be towed all the way from Rio de Janeiro.

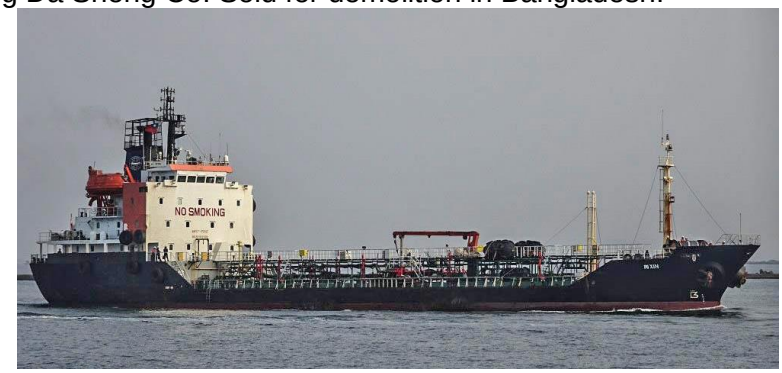
Pedreiras, March 13, 2007, Rio de Janeiro (Brazil).
© Edson de Lima Lucas

Petrogaruda. IMO 9248837. see Pt Buana Lintas Lautan (BULL) vessels p. 47

Qinghai Lake (ex-*Baltic*, ex-*Turquoise*, ex-*Baltimore I*, ex-*Baltimore*, ex-*Eagle Baltimore*). IMO 9111632. Double hull. Length 254 m, 16,365 t. Togolese flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Marshall Islands-registered Trust Company Complex. Sold for demolition in Bangladesh.

Qinghai Lake in Singapore, May 9, 2021. **© SG Shipspotter**

Ri Xin (ex-*Sing Da Sheng*, ex-*Hoang Son 27*, ex-*Mars*, ex-*Amursk*). *IMO* 9121302. Length 98 m, 1,872 t. Deflagged from Panama to Sierra Leone for her last voyage. Classification society Vietnam Register of Shipping. Built in 1996 in Ulsan (South Korea) by Cheunggu Marine Industry Co. Last known owner Samoa-registered Sing Da Sheng Co. Sold for demolition in Bangladesh.



Ri Xin, April 6, 2017 at Kaohsiung (Taiwan). **© Ya Ray Yang**

SCF Ural. IMO 9231509. Double hull. Length 275 m, 23,303 t. Deflagged from Liberia to Gabon for her last voyage shortened to *Ra 2*. Classification society Det Norske Veritas. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by Liberia-registered Beautiful Seaways Inc care of SCF Management Services Ltd (Russia). Sold for demolition in Bangladesh. 674 US$ per ton. She left Singapore on March 5 and dropped anchor off Galle (Sri Lanka). For a last minute renegotiation?

SCF Ural unloading in Portland, Maine (USA), May 7, 2013. **© John Nordby**

Seaways Silvermar (ex-*Overseas Silvermar*, ex-*Silvermar*, ex-*LMZ Zacvi*). IMO 9239630. Double hull. Length 228 m, 13,242 t. Deflagged from Marshall Islands to Comoros to for her last voyage shortened to *Silver*. Classification society Lloyd's Register of Shipping. Built in 2002 in Okpo (South Korea) by Daewoo. Owned by International Seaways Inc (USA). Acquired by Blue Whale Maritime Pvt Ltd prior to her departure for demolition in India.

Star 2 (ex-*Arzu*, ex-*Katabami Maru*). IMO 8816340. Length 102 m, 2,126 t. Deflagged from Marshall Islands to St. Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1988 in Iwagi (Japan) by Iwagi Zosen. Owned by Marshall Islands-registered Al Wid Marine Services Inc care of White Coast Shipping Inc (Iraq). Sold for demolition in Pakistan.

Arzu, August 28, 2017, anchored off Fujairah (United Arab Emirates). © **Foggy**

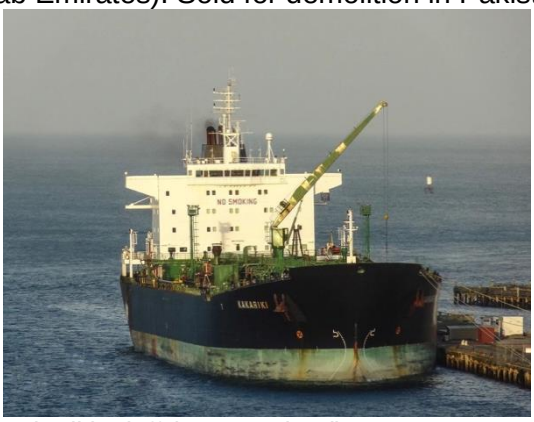
Stybarrow Venture Mv 16. IMO 9331476. Tanker FPSO. Length 274 m, 32,081 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 2007 in Geoje (South Korea) by Samsung. Owned by Modec Inc (Japan). Laid-up since 2015. Sold for demolition in March to United Arab Emirates Last Voyage DMCC. She was renamed *Venture* and deflagged to St. Kitts and Nevis. She was towed and beached in Alang.

Taeha (ex-*Wha Jin No,107*, ex-*Yeo Myung No,7*, ex-*Jukyeng No. 5*). IMO 9117870. Length 61 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Busan (South Korea) by Hapo. Owned by Taeha Shipping Co Ltd (South Korea). Sold for demolition in a local South Korean yard.

Tecoil Polaris (ex-*Roskem 1*, ex-*Aleksandr Demidov*, ex-*ST-1345*). IMO 8883290. Ex general cargo carrier registered as tanker since 2004. Length 87 m, 1,095 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Volgograd (Russia) by Volgogradskiy SZ. Owned by Tecoil Shipping Ltd (Russia). Detained in 2017 in Kotka (Finland). In June 2018, she arrived at Immingham (United Kingdom) to load lubrication oil. The Port Authority reported concerns about the master's and crew's competency while the vessel was approaching Immingham docks. After inspection, the tanker was not allowed to leave. She was moved to Hull on the other side of the Humber river. She has been discarded since December 2018. She was auctioned in March 2022. Her destination is to date unknown.

Tecoil Polaris discarded in Hull. © **Eduard Legskii**

Thuraya (ex-*Laye*, ex-*Royal Majestic*, ex-*Kaki Star*, ex-*Emirates Star*, ex-*Kaki*, ex-*Kakariki*). IMO 9158305. Double hull. Length 183 m, 11,916 t. Gabonese flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Szczecin (Poland) by Szczecinska. Owned by Emirates Shipping Co (United Arab Emirates). Sold for demolition in Pakistan. 655 US$ per ton.



Kakariki, Bluff (New Zealand), May 31, 2013
© Vagabong Voyager

Thuraya, beached in Gadani plot # 50, February 19, 2022.
© Gadani Shipbreaking Yard

Umuroa (ex-*Ionikos*, ex-*Star Trader*, ex-*Kyokuwa Maru*). IMO 8017815. Converted in stockage flottant FPSO in 2007. Length 241 m, 21,776 t. Deflagged from Singapore to St. Kitts and Nevis to for her last voyage shortened to *Roa*. Classification society Det Norske Veritas. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Detained in 2002 in Sydney (Australia). Owned by BW Offshore AS (Singapore). Sold as is in Batam (Indonesia) for demolition in India. 620 US$ per ton.
BW Offshore continues to highlight its choice of scrapyards. After Priya Blue chosen to scrap the *BW Cidade de Sao Vicente* (see p. 48), Baijnath Melaram is praised for its statement of compliance with the standards of the Hong Kong Convention issued by NKK. Here too, BW Offshore has appointed a third party expert to monitor compliance with health, safety and environmental regulations. If all goes well, the shipowner will receive a bonus at the end of the dismantling.

Ionikos, Singapore, February 18, 2004.
© Martin Klingsick

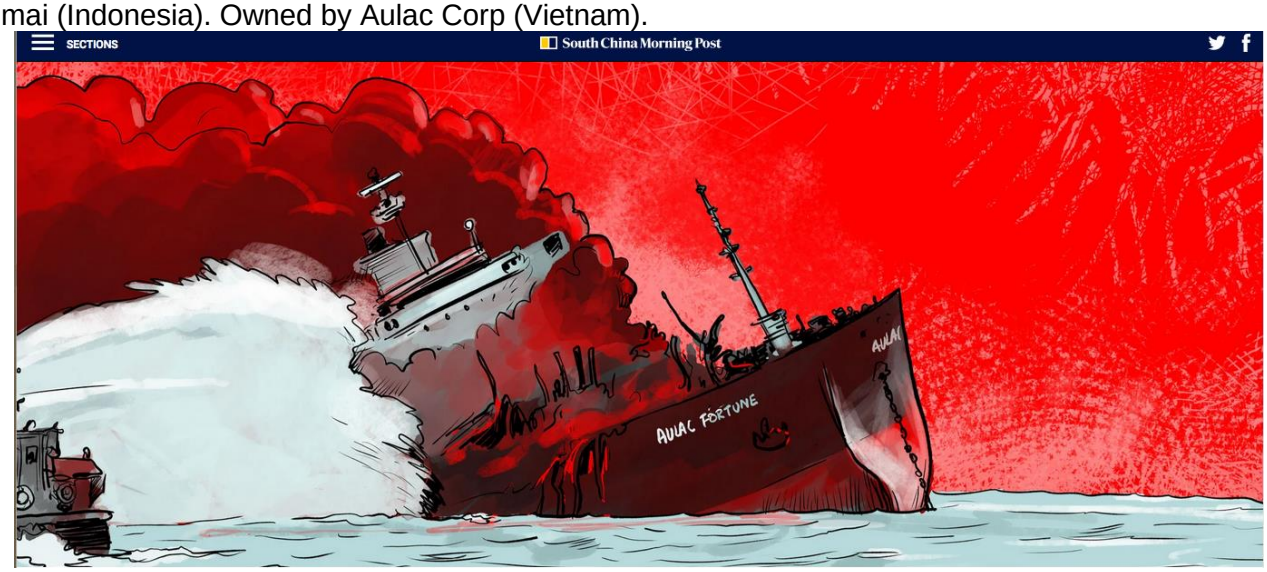
The FPSO *Umuroa*, July 12, 2012. **© John Kirkland**

VL 10 (ex-*Nisshun Maru*). IMO 8820810. Length 83 m, 1,215 t. Thai flag. Unknown classification society. Built in 1989 in Namikata (Japan) by Yamanaka. Detained in 2009 in Haikou (China). Owned by VL Enterprise PLC (Thailand). Sold for demolition in Bangladesh.

Chemical tanker

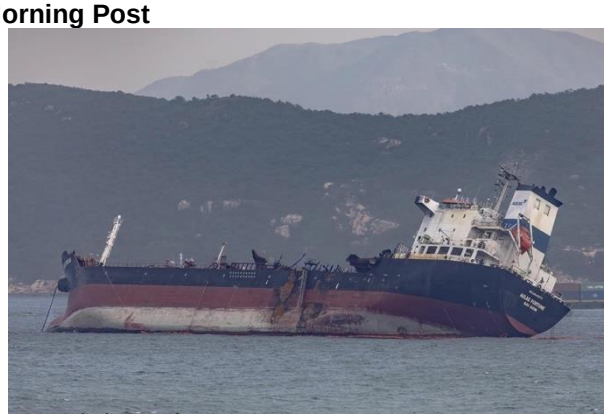
Aristos (ex-*Kraken Rider*, ex-*Mercini Lady*). IMO 9241073. Double hull. Length 182 m, 10,534 t. Comorian flag. Classification society Lloyd's Register Lloyd's Register. Built in 2004 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Detained in 2012 in Haldia (India). Owned by Hong Kong-registered City Honest Ltd care of Vroom Marine Ventures FZE (United Arab Emirates). Sold for demolition in Bangladesh. 675 US$ per ton.

Aulac Fortune (ex-*Sea Ruby*, ex-*Samho Freedom*, ex-*Samho Silver*). IMO 9541277. Length 144 m, 5,744 t. Deflagged from Vietnam to Panama for her last voyage shortened to *C Fortune*. Classification society Nippon Kaiji Kyokai. Construit 2010 in Samho (South Korea) by Samho HI. Detained in 2012 in Dumai (Indonesia). Owned by Aulac Corp (Vietnam).



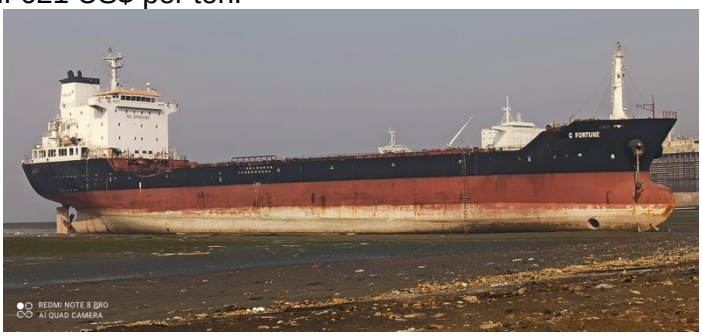
South China Morning Post

Aulac Fortune, January 8, 2019. © **Abs Bablu**



January 17, 2019. © **Ricardo de Treend**

On January 8, 2019, the *Aulac Fortune* left Dongguan (China). She had to take bunkers prior heading for Thailand. The operation was carried out 1 mile south off Lamna Island (Hong Kong, China). There were explosions, the ship caught fire. One seaman was killed, two were reported missing, the 23 others were rescued. Acquired in December 2021 by Da Yao Shipping Ltd (Hong Kong, China). Towed for demolition in Bangladesh. 621 US$ per ton.



C Fortune, Chattogram, February ,3 2022. © **Fazlur Rahman**

chemical tanker

Bow Flower. IMO 9047491. Length 183 m, 11,277 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1994 in Govan (United Kingdom) by Kvaerner Govan. Detained in 2012 in Dumai (Indonesia). Owned by Odfjell Chemical Tankers AS (Norway). Sold for demolition in India. 1310 US$ per ton including 2400 t of stainless steel. A record price. 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.

Bow Flower, passing off Walsoorden (Netherlands downstream the Schelde, August 2016. © **Marc Ottini**

Castillo de Monterreal. IMO 9145437. Length 182 m, 10,043 t. Deflagged from Malta to Liberia for her last voyage shortened to *Casti*. Classification society Bureau Veritas. Built in 2002 in Kherson (Ukraine) by Khersonskyi SZ. Owned by Empresa Naviera Elcano SA (Spain). In February 2022, she was sold and concealed off Gibraltar prior to her departure for demolition in Bangladesh.

Castillo de Monterreal, anchored off Barcelona (Spain), July 2019. © **Marc Ottini**

Chem Transia (ex-*Kowa Maru n°1*). IMO 9032305. Length 65 m, 541 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Usuki (Japan) by Shitanoe. Owned by Hana Marine Co Ltd (South Korea). After the *Pretty Hana* ("Shipbreaking" # 64, p. 66) and the *Towdah Hana* ("Shipbreaking" # 65, p. 55) she is being broken up in Busan shipbreaking yard.

Distya Phushti (ex-*Cape Blanc*). IMO 9179127. Double hull. Length 179 m, 10,222 t. Indian flag. Classification society Indian Register of Shipping. Built in 1998 in St. Petersburg (Russia) by Admiralty Shipyard. 4 detentions: in 2017 in Vassiliko (Cyprus), Tarragona (Spain) and Limassol (Cyprus) and in 2021 in Teluk Bayur (Indonesia). Owned by Midas Shipping Ventures Pvt Ltd (India). Sold for demolition in Bangladesh.

Cape Blanc, September 26, 2014, Kaliningrad canal (Russia). © **Pavel Feklistov**

chemical tanker

Elka Bene (ex-*Bene*, ex-*Asirat*)). IMO 9234496. Double hull. Length 189 m, 12,389 t. Deflagged from Liberia to St. Kitts and Nevis to for her last voyage shortened to *Kane*. Classification society American Bureau of Shipping then Capital Register of Shipping since February 2022. Built in 2002 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Bene Maritime care of European Product Carriers Ltd (Greece). Acquired by the aptly named Last Voyage DMCC based in the United Arab Emirates prior to her departure for demolition in Bangladesh.

Elka Bene, passing Perama (Greece) outbound Eleusis bay, September 2020. © **Marc Ottini**

Kane, March 2022, Chattogram. **© MD Nayem**

Express (ex-*Golden Express*). IMO 9185891. Length 115 m, 2,999 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Hakata (Japan) by Murakami Hide. Detained in 2013 in Dumai (Indonesia) and in 2019 in Belawan (Indonesia). Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India. 930 US$ per ton including 282 t of stainless steel.

Express, January 24, 2021, Changi Beach, Singapore. **© Nathaniel Wong**

Fair Pigasos. IMO 9424429. Length 126 m, 3,803 t. Liberian flag. Classification society China Classification Society. Built in 2010 in Yueqing (China) by Xinshun Group. Owned by Liberia-registered Alfa Ena Shipping Ltd care of Fairdeal Group Management SA (Greece). Towed for demolition in Pakistan.

Fair Pigasos, January 2022, plot 66, Sadaf Enterprises. © **Gadani Shipbreaking Yard**

chemical tanker

Glier (ex-*Stolt Tern*, ex-*Jytte Terkol*, ex-*Stolt Jytte Terkol*). IMO 8920529. Length 96 m, 1,806 t. Deflagged from Russia to Sierra Leone for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1991 in Aarhus (Denmark) by Aarhus Flydedok. Owned by Brams-Bunker LLC (Russia). Sold for demolition in India.

Stolt Tern, oubound Le Havre (France), June 2009.
© Marc Ottini

Glier, Vladivostok (Russia), December 5, 2017.
© Sergei Skriabin

Halcon Trader. IMO 9742053. Length 150 m, 6,144 t. Filipino flag. Classification society Bureau Veritas. Built in 2016 in Akitsu (Japan) by Shin Kurushima. Owned by Ratu Shipping Co SA (Japan). Sold for demolition in India.

Halcon Trader, Alang, February 2022. **© Bharat Dihora**

Harmony (ex-*Andreas*, ex-*Atlantic Liguria*, ex-*As Liguria*, ex-*Robin*). IMO 9192741. Double hull. Length 183 m, 8,356 t. Deflagged from India to Gabon for her last voyage. Classification society Indian Register of Shipping. Built in 1999 in Jinhae (South Korea) by Daedong SB Co. Owned by Seven Islands Shipping Ltd (India). On March 26, The *Harmony* left Tuticorin in the State of Tamil Nadu on the Indian east coast. On March 27, she dropped anchor off Colombo (Sri Lanka). On March 30, the Indian *Harmony* became the Gabonese *Armony*. On May 5, she raised anchor bound for Gadani shipbreaking yard, Pakistan. 650 US$ per ton including 240 t of bunkers.

Horizon (ex- *Pacific Horizon*). IMO 9183312. Double hull. Length 190 m, 8,116 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1999 in Onishi (Japan) by Shin Kurushima. Detained in 2019 in Panjjang (Indonesia). Owned by Glory Ship Management Pte Lt (Singapore). Beached for demolition in India.

Horizon, April 9, 2016, South China sea
© Vladimir Knyaz

chemical tanker

Navarino (ex-*Vadero Linnea*, ex-*Hummel*). IMO 8806826. Length 145 m, 4,409 t. Deflagged from Panama to Guyana for her last voyage renamed *Oceanic*. Classification society Det Norske Veritas. Built in 1989 in Kiel (Germany) by Lindenau. Owned by Hanan Shipping LLC (United Arab Emirates). Sold for demolition in Pakistan.

Navarino, Sharjah (United Arab Emirates), October 2018. © **Rutger Hofma**

Oceanic, March 2022, Gadani. © **Badar Ullah Khan**

Noah Hana (ex-*Hanyang Ace*). IMO 9152569. Length 85 m, 1,364 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Banguhjin. Owned by Hana Marine Co Ltd (South Korea). She is being broken up in Busan, South Korea, by Pal Pal yard.

February 2, 2022

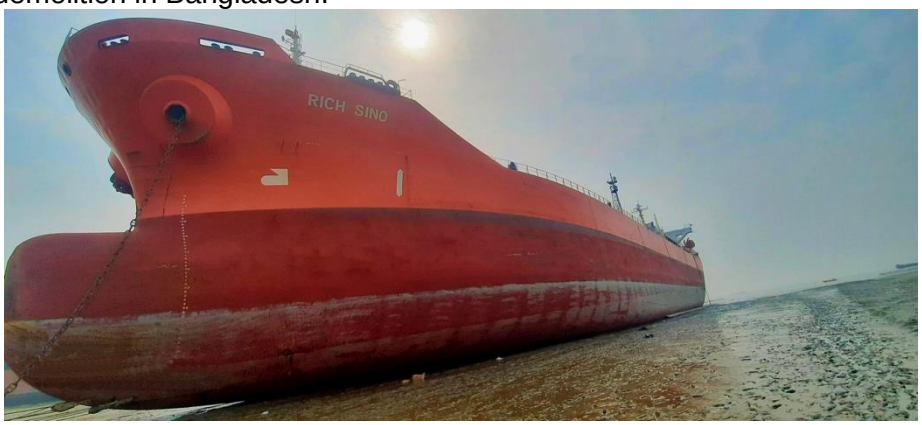
Noah Hana, Busan Pal Pal yard February 20, 2022

© **Vladimir Tonic**

Prosperity (ex-*Chemstar Ace*). IMO 9145308. Double hull. Length 148 m, 5,314 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Onishi (Japan) by Shin Kurushima. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India. 930 US$ per ton including 580 t of stainless steel 304 US$.

Queen I (ex-*Silva Z*, ex-*Silva*, ex-*Kirsten*, ex-*Torm Kirsten*, ex-*Tempera*, ex-*Georgia*). IMO 8614467. Length 228 m, 16. 282 t. Deflagged rom Panama to Guyana for her last voyage renamed *Sea Prinses* but this registration is reported as false. Classification society Panama Maritime Documentation Services. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. 8 detentions in China: twice in 2014 then in 2015, 2017, 2018 and 2019 in Guangzhou and in 2014 and 2019 in Quanzhou. Owned by Euromax FZC (United Arab Emirates). Sold for demolition in Pakistan.

Rich Sino (ex-*Formosa Seven*). IMO 9110638. Length 175 m, 7,301 t. Panamanian flag. Classification society Bureau Veritas. Built in 1996 in Onishi (Japan) by Shin Kurushima. Detained in 2012 in Khark Island (Iran) and in 2019 in Shanghai (China). Owned by Enrich Sino International Ltd (Hong Kong, China). Sold for demolition in Bangladesh.



Rich Sino, Mehreen Ship Recycling yard. © **Abid Ahmad**

Saehan Chemstar (ex-*Southern Tiger*, ex-*Ryushin*). IMO 9058517. Length 114 m, 2,518 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Hayashikane Shipbuilding & Engineering. Owned by Saehan Marine Co Ltd (South Korea). Sold for demolition in India.

Saltstraum. IMO 7922130. Length 80 m, 1,117 t. Deflagged from Russia to Comoros in November 2020 then reflagged to Russia. Classification society Det Norske Veritas. Built in 1980 in Molde (Norway) by Bolsones Verft. Owned by KD Bunker Ltd (Russia). She was reported sold for scrapping in July 2021 but did not show up in the yards (cf. "Shipbreaking" # 64 "to be or not to be scrapped ?", p. 5-6). The sale to Marine Master Ltd registered in London (United Kingdom) was cancelled for unknown reasons. She was briefly renamed *Abidjan Star* "to be broken up", then again the *Saltstraum* stated "in service". A very short overtime. She arrived in Klaipeda on July 30, 2021, she did not leave the Lithuanian port. In January 2022, she is being broken up in an approved yard.

Saltstraum, Rotterdam, December 15, 2009.
© **Aart van Bezooijen**

Saltstraum, February 2022, Klaipeda (Lithuania).
© **Gena Anfimov**

Sapphire, (ex-*Ocean Pride*, ex-*Sapphire*). IMO 9114969. Double hull. Length 143 m, 5,503 t. Deflagged from Italy to Panama for her last voyage renamed *Sapper*. Classification society Registro Italiano Navale. Built in 1997 in Ancona (Italy) by Morini. Owned by Finbeta SpA (Italy). Acquired by United Arab Emirates-registered Neptune Seaway Ltd prior to her departure for demolition in India.

SC Aurora (ex-*Li Ming Nv Shen*, ex-*SC Aurora*, ex-*Dong Myung No,103*, ex-*Bu Yong*). IMO 9158331. Length 85 m, 1,212 t. Deflagged from Hong Kong to Palau for her last voyage renamed *T Aurora*. Classification society China Classification Society. Built in 1996 in Mokpo (South Korea) by Ilheung. Detained in 2001 in Shantou (China). Owned by Shanghai Junzheng Shipping (China). Acquired by Lucky Star Shipping Ltd prior to her departure for demolition in Bangladesh.

Star (ex-*Romeo*, ex-*Epiphany*, ex-*Alpine Stealth*, ex-*Stena Stealth,* ex-*Alpine Stealth*, ex-*Juniper*). IMO 9252060. Double hull. Length 183 m, 9,612 t. Liberian flag. Classification society Bureau Veritas. Built in 2002 in Pula (Croatia) by Uljanik. Detained in 2003 in Dampier (Australia). Owned by Liberia-registered Midgard Services SA care of IMS SA (Greece). Sold for demolition in Bangladesh.

Star, Piraeus (Greece), October 20, 2021. **© Giwrgos Mertis**

Gas carrier

Apoda (ex-*Kurzeme*). IMO 9133094. Length 160 m, 9,835 t. Deflagged from Singapore to St. Kitts and Nevis for her last voyage renamed *Odin*. Classification society Lloyd's Register. Built in 1997 in Ulsan (South Korea) by Hyundai. Detained in 2021 in Prince Rupert (Canada). Owned by Apoda Shipping Pte Ltd care of Wilhelmsen Ship Management Singapore Pte Ltd (Singapore). Acquired as is in Singapore by St. Kitts and Nevis-registered Linus Maritime Inc prior to her departure for demolition in India. 550 US$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai or Registro Italiano Navale.

Kurzeme, at berth in Le Havre (France), August 14, 2000. **© Pascal Bredel**

Kurzeme departing Donges, off Montoir (France), February 8, 2008. **© Erwan Guéguéniat**

Gas Komodo (e-*Commander N*, ex-*Berge Commander*). IMO 8910897. Length 224 m, 18,848 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Tsu (Japan) by NKK. Owned by Pt Buana Lintas Lautan (BULL). Cf. p. 47. Sold for demolition in Bangladesh. 680 US$ per ton. She has not left Indonesia yet.

Berge Commander. **© Vesseltracker**

Gas Komodo. **© BULL**

Melody (ex-*Golden Sea*, ex-*Blue Way*, ex-*Happy Girl*, ex-*Sunny Girl*). IMO 8800298. Length 98 m, 2,292 t. Deflagged from Cameroon to Comoros to for her last voyage. Classification society Maritime Bureau of Africa. Built in 1989 in Ulsan (South Korea) by Hyundai. 4 detentions: in 2014 in Aliaga (Turkey) and Mangalia (Romania), in 2015 in Bakar (Croatia) and in 2017 in Novorossiysk (Russia). Last known owner St. Kitts and Nevis-registered NFS Shipping Inc, ship manager Arvina Trade Ltd (Turkey). Sold for demolition. She was beached in Alang on March 13.

Happy Girl, downstream the Schelde, April 2005. **© Marc Ottini**

Happy Girl, at Le Havre (France), March 4, 2011. **© Pascal Bredel**

Melody, laid-up in Eleusis bay (Greece), March 2020. **© Babis Kouremetis**

Shoei Maru. IMO 9020857. Length 70 m, 995 t. Deflagged from Japan to Belize for her last voyage renamed *Fox*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Honai (Japan) by Shirahama. Owned by Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh.

Shoei Maru, April 29, 2017, Kanmon Strait (Japan). **© Vladimir Tonic**

Seismic research vessel

Bourbon Fulmar. IMO 9668518. Length 54 m. Cyprus flag. Classification society Bureau Veritas. Built in 2013 in Dubai by Grandweld and Fabrication Services. Owned by Bourbon Offshore (France). The *Bourbon Fulmar* was laid-up in Abidjan (Côte d'Ivoire). Acquired in January 2022 by Optimus LLC (Russia). Her status is "to be broken up" since February, The English-flagged tug *SMS Shoalbuster* (IMO 9557604) was in charge of the towage to Aliaga shipbreaking yards.

Bourbon Fulmar, under tow of *SMS Shoalbuster*, off La Palmas (Canary Islands, Spain).
© Juan Carlos Diaz Lorenzo

Oceanic Challenger (ex-*Geo Challenger*, ex-*Ocean Challenger*). IMO 9194115. Ex cable layer converted in 2006. Length 96 m, 3,524 t. Norwegian flag. Classification society Det Norske Veritas. Built in 2000 in Mangalia (Romania) by Daewoo-Mangalia. Laid-up in Dunkirk (France) in October 2015 then from 2019 onward in Norway after CGG vessels were handed over to Shearwater Geoservices AS (Norway).

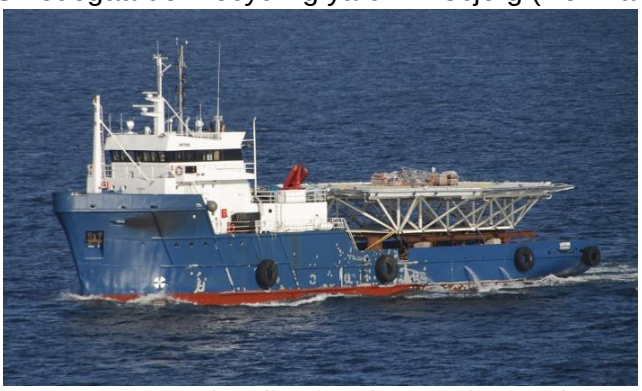
November 29, 2014, in Brest (France), *Oceanic Challenger* 2017, laid-up in Dunkirk
© Erwan Guéguéniat **© Marc Ottini**

Towed for demolition in Turkey by the *Amber* (IMO 9194115). The *Oceanic Challenger* is the second Shearwater vessel to be scrapped after the *Polar Marquis* (cf. "Shipbreaking" # 65, p. 63). Two other ships are due to be scrapped later this year, the *SW Emerald* and *SW Eagle*. Shearwater highlights the compliance of the chosen Turkish yards with the European regulation. The criterion of proximity is not considered. The *Polar Marquis* and *Oceanic Challenger* were both towed from Norway where 8 yards are EU-approved.

Beached in Aliaga. © **Selim San**

Offshore service vessel

Aas Supplier (ex-*Urter*, ex-*Atlantic Vigou*r, ex-*Sea Transporter*, ex-*Queen Supplier*). IMO 7424762. Converted to fishing ship from 1988 tto 2008. Length 58 m. Noewegian flag. Unknown classification society. Built in 1974 in Eid (Norway) by Nordfjordeid; completed in Tjorvaag by Smedvik. Owned by Maritime Management AS (Norway). On January 25, 2022, the *AAs Supplier* arrived on her own power at Smedegaarden recycling yard in Esbjerg (Denmark).



Urter, May 2010, heading for Skansen (Norway). **© Malhiermalda**

Aas Supplier, Smedegaarden yard, Esbjerg (Denmark), March 2022. **© Manfred**

Greatship Rohini. IMO 9522532. Length 78 m, 2,525 t. Indian flag. Classification society Indian Register of Shipping. Built in 2010 in Colombo (Sri Lanka) by Colombo Dockyard. Owned by Greatship India Ltd (India).

Greatship Rohini. **© JDC Plugg**

In Colombo (Sri Lanka), November 2016 **© Manish Verma**

She suffered a fire on February 13, 2021 in the Arabian Sea. A crew of 18 men was on board. The fire burst out in the engine room, 3 seamen were trapped and died. Towed to Mumbai and sold as is for demolition in Alang. 649 US$ per ton.

© Indian Coast Guard

Kigoriak (ex-*Talagy*, ex-*Kigoria*, ex-*Canmar Kigoriak*). IMO 7824261. Length 91 m, 4,855 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in East St John (New Brunswick, Canada) by Saint John Shipbuilding. Owned by FEMCO-Management Ltd (Russia).

Drilling ship and its support fleet.
© Pack Ice Management on the Grand Banks - Noble Denton Canada Ltd

Canmar Kigoriak.
© Supply Operations In Ice Conditions - Kimmo Juurmaa & Göran Wilkman

The *Canmar Kigoriak* was an oil exploration pioneer in the Canadian Arctic deepwaters, the first of the innovative icebreaking supply tugs built for Dome Petroleum and its subsidiary Canmar (Canadian Marine Drilling Ltd). The second one was the *Robert Lemeur*, scrapped in 2016 (see about oil exploration in the Canadian Arctic "Shipbreaking" # 46, "The incredible story of *Robert Lemeur*", p. 79-82). Dome Petroleum sold its two vessels in 1997. They had continued their career in the offshore oil industry.

The *Kigoriak* just arrived for demolition in Alang. 745 US$ per ton including a 26-ton spare propeller, 4 spare blades and 4 generators.

The *Kigoriak* in route to Alaska, June 2002. **Collection Vim Plokker.**

Nove (ex-*Med Dove*, ex-*Med Nove*, ex-*Seabulk Dove*, ex-*Red Dove*, ex-*Armada Giant*). IMO 8318233. Length 62 m, 1,144 t. St. Kitts and Nevis flag. Classification society Indian Register of Shipping. Built in 1991 in Singapore by Southern Ocean. Detained in May 2021 in Mumbai (India). Owned by Seychelles-registered Durmast Enterprises Ltd care of Papaa Shipping Pvt Ltd (India).

In 2019, she carried out the towage of the Canadian ferry *Sir Robert Bond* from Nova Scotia to India (cf. "Shipbreaking" # 56, p. 21-22). In January 2022, *Nove* was beached for demolition in Alang.

Nove, Ortona (Italy), August 1, 2017. © **Alfredo Ciampoli**

PFS Brave. IMO 9428580. Length 63 m, 1,810 t. Deflagged from India to St. Kitts and Nevis to for her last voyage shortened to *Brave*. Classification society Indian Register of Shipping until November 2011 then Capital Register of Shipping. Built in 2009 in Surat (India) by ABG. Owned by HR Commercials Pvt Ltd (India). Sold for demolition in India.

PFS Brave, off Mumbai (India), February 11, 2015.
© Mohammed Zeeshan Lokeman

SAR Ranger (ex-*Sentinel Ranger*, ex-*Ranger*, ex-*Normand Ranger*). IMO 8119596. Length 64 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Haugesund (Norway) by Haugesund MV. Owned by SAR Offshore AS (Norway) care of Hoyland Offshore AS (Norway). Sold for demolition in Denmark by Smedegaarden AS.

Since the liquidation of Tag Offshore Limited in September 2019, the company's vessels have been offered for sale. The first one to be scrapped was the oil tanker *Tag Navya*, seized for unpaid bills and whose crew was claiming salary arrears of more than 12 million Indian rupees, or 157,000 US$ (see "Shipbreaking" # 61, p. 60). The bids followed one after another. The *Tag 7, 16, 17, 18, 19, 20, 21, 22* have already been beached in Alang yards (see ""Shipbreaking" # 62 p. 113, # 63 p. 70 and # 64 p. 81). Three more units arrived for demolition this quarter.

Tag-4 (ex-*PFS Energy*). IMO 9428554. Length 63 m, 1,803 t. Indian flag. Classification society Det Norske Veritas. Built in 2009 in Surat (India) by ABG. Towed for demolition in Alang.

Tag-5. IMO 9378993. Length 63 m, 1,764 t. Deflagged from India to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 2009 in Surat (India) by ABG. Sold for demolition in India.

Tag-8 (ex-*Kestrel K,* ex-*Al Amin*). *IMO* 9549554. Length 62 m, 2,000 t. Deflagged from India to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 2009 in Fuzhou (China) by Fujian Mawei SB Co. Sold for demolition in India.

Tag 4 **© Alang Info**

Tag 5. **© Rogerio Corderio**

Tag 8. **© Viktor**

Up Safira. IMO 9307712. Length 85 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 2005 in Nanjing (China) by Jinling Shipyard. Owned by Panama-registered Padow Shipping Inc care of Ravenscroft Ship Management Inc (Florida, USA). Laid-up since September 2020 in Tuxpan (Mexico). She would have been scrapped by a local Mexican yard.

Tug

Sayyaf. IMO 9085302. Length 41 m, 771 t. Deflagged from the United Arab Emirates to St. Kitts and Nevis for her last voyage. Classification society Lloyd's Register until October 2021 then International Register of Shipping. Built in 1994 in Bromborough (United Kingdom) by McTay Marin. Owned by Las Oil Trading (United Arab Emirates). Sold for demolition in India.

Sayyaf, June 13, 2001, Zirku Island (United Arab Emirates). © **Hans Schaefer**

Offshore support vessel (various)

Balai Mutiara (ex-*Stena Caribbean*). IMO 9228875. Ex chemical tanker converted in 2013 and registered by IMO as a "production testing vessel", a ship used on the oil fields for optimizing well production. Length 121 m, 5,613 t. Deflagged from Malaysia to St. Kitts and Nevis for her last voyage shortened to *Tiara*. Classification society Bureau Veritas until November 2021 then International Register of Shipping. Built in 2002 in Gdynia (Poland) by Gdynia Stocznia. Owned by BC Petroleum Sdn Bhd (Malaysia). Acquired by Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition in India.

As chemical tanker. © **Martin Klingsick**

As offshore support vessel. © **nmj shipspotting**

Fugro Adventurer (ex-*Adams Surveyor*). IMO 9261152. Length 70 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 2002 in Dongguan (China) by Guangdong Hope Yue. Owned by Fugro Marine Services BV (Netherlands). Sold for demolition in Turkey.

© **Marine Traffic**

Aliaga, February 2022. © **Selim San**

Kreuz Installer (ex-*Asiaflex Installer*, ex-*Venturer*, ex-*CSO Venturer*, ex-*Stena Venturer*, ex-*Essar Stena 1*, ex-*Dynamic Constructo*r, ex-*Seabex One*). IMO 8007171. Registered as a diving support vessel. Length 129 m, 5,525 t. Bahamian flag, Deflagged from the Bahamas to St. Kitts and Nevis for her last voyage shortened to *Installer*. Classification society Indian Register of Shipping. Built in 1981 in Rendsburg (Germany) by Nobiskrug Werft. Lengthened in 1995 from 101 to 129 m and widened from 21 to 24 m. Owned by Kreuz Subsea Technologies Pte Ltd (Singapore). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd prior to her departure for demolition in India. She used to work as a duet with the barge *Kreuz Supporter*, also beached in Alang.

Kreuz Installer, May 2015. © **nmj/Shipspotting**

Beached at Alang. © **Alang Info**

Kreuz Installer, Singapore, May 2017. **Screenshot Tommy Chia**

MNG Capt James Cook (ex-*Beta 1*, ex-*Beta*, ex-*Geco Beta*). IMO 7909853. Length 92 m, 2,778 t. Deflagged from Mongolia to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping. Built in 1980 in Brevik (Norway) by Trosvik Verksted; lengthened in 1985 de 75 in 92 m. Owned by the private maritime security company MNG Maritime Ltd (United Kingdom) and operated as a floating armoury.. Sold for demolition in India.

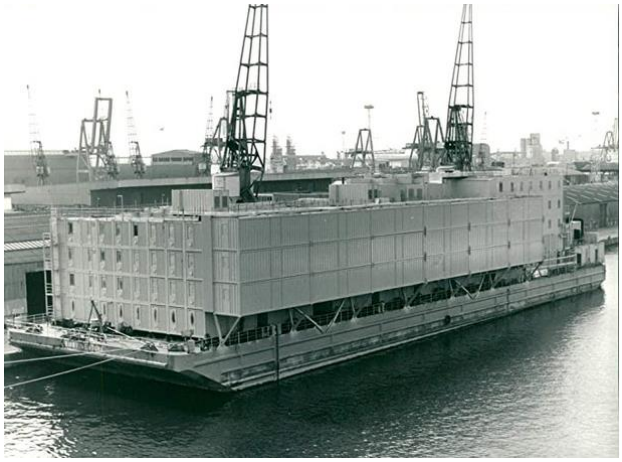
MNG James Cook in the Red Sea, July 2020. © **Maurice Kramer**

Venture (ex-*Bibby Venture*, ex-*Safe Dominia*, ex-*Finnboda II*). IMO 8638774. Registered as an offshore support and accomodation vessel. Length 94 m, 4,408 t. Deflagged from St. Vincent and the Grenadines to St. Kitts and Nevis in May 2021. Unknown classification society. Built in 1980 in Stockholm (Sweden) by Gotaverken Finnboda A/B. Owned since 2017 by Halani Shipping Pvt Ltd (India). In mai 2021 she was sold to Marshall Islands-registered High Ocean Inc care of Jerusalem Shipping LLC (United Arab Emirates) and became the St. Kitts and Nevis-flagged *High Ocean IV*. She was beached in Alang in February 2022 as *High One.*

The incredible destiny of the Bibby Sisters

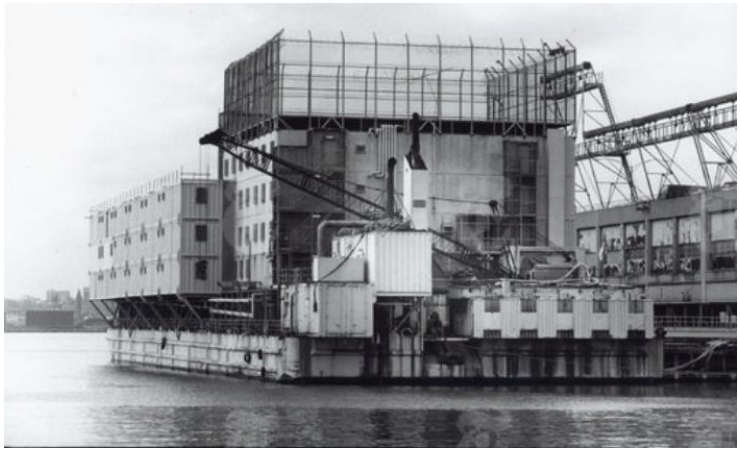
Built in Stockholm in the early 80's as accommodation barges for the oil industry in the North Sea and named *Finnboda I* and *Finnboda II*, they were later acquired by the British company Bibby Line and sailed across the Atlantic for the first time under tow to be used as floating barracks for the British infantry during the Falklands War (April 2 - June 14, 1982).They returned to England and were laid up in the port of Tilbury.

Bibby Venture, in Tilbury (United Kingdom), back from the Flaklands. © **Jack Willis**



Tilbury, August 1987. © **Press Association Photo**

Turn of events! Four years later, they were chartered by the New York State Correction Department, crossed the Atlantic again in 1987, and opened as prison facilities in March 1988 and May 1989 after 42 million US$ of refitting work. They each housed 386 prisoners. After 4 years of operation, the *Bibby Venture* and the *Bibby Resolution* moored in Manhattan were facing the threat of a lawsuit from the Army Corps of Engineers responsible for the use of federal rivers and docks. Greenwich Village and the Lower East Side did not fall under the spell of these raised and electrified hybrid facilities from which no one has ever managed to escape. Neighborhood protests bursted out. At the end of December 1992, the *Bibby Venture* was evacuated. The fire department had required urgent fire prevention and management work to be carried out and in 1993 the Bibby Sisters were permanently rejected from the New York prison ecosystem.



Floating prison in New York © **Correction News**

(...)

The story is now over for the *Bibby Venture*, but for the *Bibby Resolution* it is going on.

In January 1997, she was acquired by the British prison administration for nearly 4 million £ (5.4 million €) and an additional 800,000 (over one million €) for the transatlantic transfer. She was then moored in the former naval base in Portland, Dorset County. After several months of work, she was able to accomodate 400 prisoners serving the end of their sentences on five floors, 250 guards and other prison staff. Ann Owers, Chief Inspector for Prisoners, denounced the unacceptable conditions of accommodation in most of the cells, which did not have a view of Weymouth Bay through the bars. Prisoners are confined without daylight and without air other than that of a deafening and failing ventilation. Under fire from critics, the floating prison was closed in 2005.

HMP Weare, 2007, Portland. **©Tarbatness**

But the *Bibby Resolution* is unstoppable and has not finished to give a hard time to her guests. Instead of being sunk to serve as a training spot as wished by the Portland and Bay Area Divers Association, she was sold to the Sea Trucks Group, renamed *Jascon 27* and after some refurbishment work, she was towed in 2009 to Nigeria where, in the port of Onne, she is used as accommodation for oil industry workers in the Gulf of Guinea. She was decommissioned in 2016/2017 but has not yet been scrapped. Like her sister, she is probably full of asbestos.

Jascon 27, January 5, 2010, off Marin (Spain), en route for Nigeria.
© Angel Luis Godar Moreira

The Bibby Line marked the history of merchant shipping with the sinking of the ore carrier *Derbyshire* on September 9, 1980 in the South China Sea. It also deserves notoriety for its floating penal colonies which it describes as "coastel" in its historical overview.

Miscellaneous

Pipelayer

Quanta Iroquois (ex-*Bisso Iroquois*, ex-*Global Iroquois*, ex-*DLB 323*, ex-*BAR 323*). IMO 8758287. Length 122 m, 12,194 t. Deflagged from Vanuatu to Comoros to for her last voyage shortened to *Roqu*. Classification society American Bureau of Shipping. Built in 1973 in the USA by Todd Shipyard Corp. Owned by Quanta Marine Services Llc (USA). Acquired by St. Kitts and Nevis-registered Amador Ventures Co prior to her departure for demolition in India.

Global Iroquois, June 2008 departing Vittoria (Brazil). © **Erik Azevedo**

Livestock carrier

Albaraka 3 (ex-*Marzooqah*, ex-*Visayan Trader*, ex-*Feng Tian*, ex-*Ugland Freighter*, ex-*Hilda Isabel*, ex-*Ugland Freighter*, ex-*Ramses Freighter*). IMO 7712963. Ex Ro Ro converted in 2014 at the age of 33 years. Length 97 m, 1,963 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1978 in Brevik (Norway) by Trosvik Verksted. Detained in 2005 in Kobe (Japan). Owned by Marshall Islands-registered Al Rizq Shipping & Livestock care of Coral Technical Services (Jordan). Sold for demolition in India.

The Ro Ro *Marzooqah*, at berth in Jeddah, June 2009. © **Marc Ottini**

The livestock carrier *Albaraka 3* at berth in Jeddah, December 2018. © **Ivan Meshkov**

Yacht / houseboat

Esperanza (ex-*Eco Fighter*, ex-*Echo Fighter*, ex-*Vikhr-4*). *IMO* 8404599. Length 72 m, 1,794 t. Dutch flag. Unknown classification society. Built in 1984 in Gdansk (Poland) by Polnocna. She was the 4th ship in a series of 14 response and firefighting tugs built between 1983 and 1987 by the Polish yard for the Soviet government. Acquired by lthe NGO Greenpeace, she has been registered since 2001 by IMO as "yacht" and by the Equasis database as "houseboat". Owned by Stichting Greenpeace Council (Netherlands).

Le *Vikhr4*. © **J&G Ship & Maritime Photography**

Esperanza, September 2020. © **Linse 51**

On February 12, 2022, the *Esperanza* was towed for demolition in Gijon in the EU-approved yard DDR Vessels.

February 2022. © **DDR Vessels**

The END : *Marine Pioneer*, the rhino horn trafficker

"Shipbreaking" has often reported, dissected, revealed that maritime livestock carriers or general cargo ships after having been around the block with their rust on the world ocean were used for their last voyage to transport cocaine or migrants instead of heading for demolition. It is not the first time either that "On the Trail", Robin des Bois' other publication devoted to the smuggling of endangered species, mentions cargoes of ivory, pangolin scales or rhinoceros horns on board container ships bound for Asia. But this is the first time that the story of a substandard ship dedicated during her last voyage to the exclusive transport of 250 kg of rhinoceros horn is told and deciphered.

The *Chang Jiang No.8,* March 2010, Kanmon Strait (Japan). **© AF van Rhijn**

The *Tatsu Hiro Maru n°5*, 74 m long, 1,600 tons deadweight, was built in 1988 by Higaki shipyard in Imabari, Japan and started operating in 1989 under the Japanese flag. She connected Japan and China and began to be examined very closely by port State inspectors at the age of 12. Between the year 2000 and 2018, she accumulated 567 deficiencies and 9 detentions. Her bad reputation was well established among Tokyo Memorandum of Understanding signatory states. The fact that the *Tatsuhiro Maru No.5*, which became the *Chang Jiang No.8* in December 1998 and then the *Shun Fa 16* in April 2013, was deflagged from Japan to Cambodia in 1998 and was flying the Sierra Leone flag in 2013 did not change anything. She even got collared in South Korea and acquired the high risk ship status in 2014. In March 2018 and May 2018, 21 deficiencies were reported in the ports of Chiba and Niigata (Japan).

The *Shun Fa 16*, June 2016, Kanmon Strait (Hapan). **© TKS**

It was then in July 2018 that the destiny of the small multi-sanctioned general cargo ship changed. At the age of 30, she is now called the *Marine Pioneer* and is flying the Belizean flag. Her owner is the Hongkong Zhontuo Shipping Co of Hong Kong (China), founded on July 17, 2018 at the same time as it purchased the vessel. Her manager is Kind Glory Shipping Co Ltd also Hong Kong-based. In addition to the *Marine Pioneer*, Kind Glory Shipping Co Ltd is officially the manager of seven other vessels (three

general cargo ships, two bulkers, one tanker and one chemical tanker), mostly since the years 2020-2021.

On January 28, 2019, Xiamen Customs received a tip-off that "Wang", a Chinese expatriate in Mozambique, was organising an exceptional delivery of rhino horns by sea. The port of Xiamen, Fujian province, was until then used by smugglers to import ivory. Between 2011 and 2015, several tonnes of "white gold" were seized there, in containers from Kenya, Tanzania and Uganda, officially carrying sandalwood, cashew nuts, scrap metal and bovine hides. In Fujian province, many workshops specialised in the processing of illegal ivory and other animal materials, with downstream sales and distribution channels in other Chinese provinces, have gone through time and defied bans. Considering that in 2019 the price of ivory is falling (2,000 to 2,500 US$/kg) and that the price of rhino horn is at its peak (60,000 US$/kg), it was plausible that Xiamen would become a horn hub. The networks are stable but the materials they trade are as fickle as the stock exchange prices. The Chinese customs took the information seriously.

Marine Pioneer, June 2019

The *Marine Pioneer* is indeed about to become a pioneer and to our knowledge a unique case. She left Wenzhou, Zhejiang province, on March 5, 2019. This departure was spotted by Chinese investigators with all the more interest as "Wang" resides in Wenzhou when he is in China. The *Marine Pioneer* arrived in Mozambique in mid-April. Mozambique in southern Africa is one of the favourite countries for smugglers to ship ivory, pangolin scales, precious woods and rhinoceros horns by sea to Asia, particularly from the port of Pemba. Most of the horns originate from poaching in South Africa's Kruger Park.

On May 5, the *Marine Pioneer* left African waters, sailed across the Indian Ocean again and was spotted at the beginning of June in Malacca Strait, thanks to her AIS which was switched on discontinuously.

Chinese customs and police were waiting for her in the wings.

Eight patrol boats and 288 sailors and customs officers were on the alert. On 17 June at 2pm, the *Marine Pioneer* was spotted off Guangdong. During the night, she was boarded and arrested off Xiamen. The 11 Chinese and Burmese crew members were gathered on deck. Fourteen sports bags were finally discovered in a lubricant oil tank. They contained 145 horns and horn sections with a total weight of 250 kg. The value of the seizure was 100 million yuan, i.e. 14.85 million US$ and 59,400 US$ per kilo. Also seized from "Wang" and his accomplices were an elephant tusk, a leopard skin and worked ivories.

The investigation is not over. The *Marine Pioneer* was moved from Xiamen to the port of Longhai in the Jiulong River estuary, west of Xiamen Bay. She is still docked there.

Photos: screenshots China Customs

Sources:
Robin des Bois, personnal sources, archives and research.

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