

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

67, from April 1 to June 30, 2022

August 12, 2022



A Norwegian ship ended up in June 2022 on Gadani beach (Pakistan). Her economic value is estimated at 15.5 millions US\$ (15.3 millions €). The motto of her shipowner is "Dividend is a priority". See p. 37.

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Cover photo : the tanker *Nordic Passat*, renamed *Lydia* on Gadani beach, June 2022.
© Gadani Ship Breaking Yard

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



Seas dressed in black

Robin des Bois has published an inventory of merchant ships stuck in Ukrainian ports in the Black sea and sea of Azov after the Russian invasion of February 24, 2022 (see "[Ukraine/Russia. Exclusive. Cargo ships and sailors hostages of the war](#)", April 20, 2022). Some merchant ships hit by missiles were able to escape. Others sank; the *Azburg* sunk at Mariupol should be refloated without difficulty. Among warships, the wreck of the *Saratov* sunk in Berdyansk was refloated in July.

Azburg (ex-Kroonborg). IMO 9102899. General cargo carrier. 27 years old. Length 130 m. Deadweight 10,028 t. Domenica flag. Classification society Bureau Veritas. Built in 1995 in Westerbroek (Netherlands) by Ferus Smit. Detained in 2010 in Montreal (Canada) and in 2020 and 2021 in Antwerp (Belgium). Owned by MSCO Global Ltd (Malta). She docked at berth 16 in the port of Mariupol (Ukraine) on February 23, 2022. She arrived from Burgas (Bulgaria). On April 3, she was struck by two Russian missiles. The day after, there was a second attack on the ship in the evening, a fire broke out in the engine room, the *Azburg* suffered a water ingress and finally sunk. One seaman among the 12 crew members was taken to hospital. The others were evacuated to other docked ships.



Azburg, July 2019, Rotterdam (Netherlands).
© Krijn Hamelink



April 2022, *Azburg* in Mariupol (Ukraine).
© Black Sea News

Helt (ex-Carisma, ex-Beetpulp Trader, ex-Hella, ex-Hel). IMO 8402589. General cargo carrier. 37 years old. Length 79 m. Deadweight 2,086 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1985 in Sliedrecht (Netherlands) by Van Eijk. 5 detentions in 1998 in Gênes (Italy), in 2000 in Liverpool (United Kingdom), in 2013 in Horten (Norway), in 2019 in Nowy Port (oland) and in 2021 in Rotterdam (Netherlands). Owned by UK-registered Marlowe Assets LP care of AS Vista Shipping Agency (Estonia).

On February 20, 2022, the *Helt* left the port of Chornomorsk on ballast. She dropped anchor about 20 miles off the coast. On March 3, there was an explosion, the ship has hit a drifting mine and sank. Her last known location was 46,38618° N / 31,09558° E. The 6 crew members were rescued.



January 2018, *Helt*, Ijmuiden (Netherlands).
© Erwin Willemse



March 2022, *Helt* sinking in the Black Sea.
© image Twitter

Millenial Spirit (ex-Freyja, ex-Hordafor Pilot, ex-Essberger Pilot, ex-Tom Lima, ex-Solvent Explorer, ex-Essberger Pilot). IMO 7392610. Chemical tanker. 48 years old. Length 77 m. Deadweight 2,200 t. Moldovan flag. Classification society Registro Italiano Navale. Built in 1974 in Lauenburg (Germany) by Hitzler. Detained in 2002 in Newcastle (United Kingdom), in 2012 in Esbjerg (Denmark) and in 2020 in

Olviia (Ukraine). Owned by Domenica-registered Enertrans Ltd care of Millennial Energy Trading Ltd (Malta).

On February 24, 2022, the *Millennial Spirit* was hit by two missiles. The fire spread to the superstructure. The crew evacuated. Two crewmen had to be taken to hospital. The *Millennial Spirit* had been drifting on her own in the Black Sea for more than four months. On the morning of July 7, she was torpedoed by the Russian air force and sank.



May 2019, *Freyja*, future *Millennial Spirit*
© Jim Roger Olausen



February 25, 2022, *Millennial Spirit*.
© Ministry of Defence of Ukraine

Moskva (ex-*Slava*). Missile cruiser. 39 years old. Length 186 m. Russian flag. Built in 1979 in Mykolaiv (Ukraine, then Soviet Union) by 61 Kommunara shipyard.



Moskva, ex-*Slava*. © Marine-Nationale

The *Moskva* is the flagship of the Russian Black Sea fleet. On April 14, 2022, she was hit by a Ukrainian missile. Her position was 45° 10' 43.39 north, 30° 55' 30.54 east according to the European satellite Sentinel-146, about 50 miles off the Ukrainian coast. She reportedly sank during an attempted towage to Crimea, with 510 sailors on board. The human toll of the shipwreck is unknown.

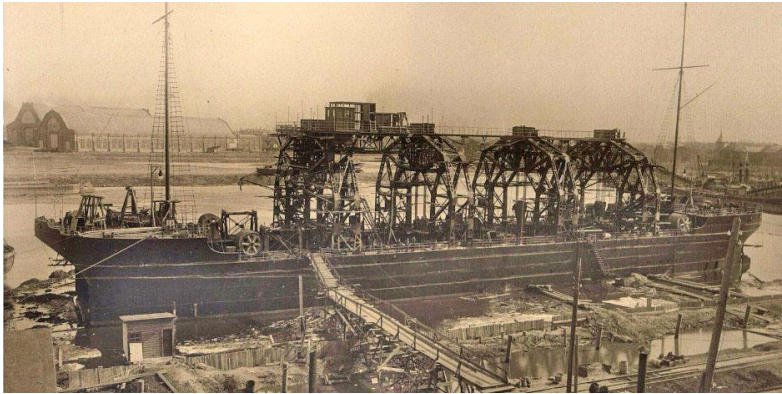


April 2022, the *Moskva*. © reseau-socials-twitter

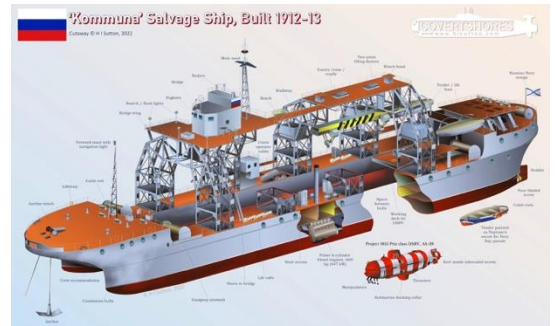
In late April, an evaluation operation with regard the salvage of the wreck or the equipment on board was mentioned. The *Kommuna*, a salvage vessel built in 1912 in St. Petersburg, was considered for the preparatory explorations. The *Kommuna* is a 96 m long and 18 m wide catamaran equipped with lifting structures. She was originally built to rescue sunken submarines, which she was able to lift and carry between her two hulls. She was refitted in 1974 and can also accommodate a small deep-sea exploration submarine. The *Kommuna* was spotted in the area of the sinking, but no information has been released about her missions. It could be to recover parts considered strategic by the Russian military staff.

According to the spokesman of the Ukrainian Ministry of Defence, the Russian Navy conducted a two-week operation mobilizing 5 to 7 unspecified vessels and extracted various sensitive equipment and

bodies of missing sailors. According to the Russian authorities, the shipwreck caused only one death and 27 missing persons, a toll that has been questioned by the families of sailors on board the Moskva. There were about 500 men on board.



The salvage vessel *Kommuna* in 1917



Kommuna cutaway

© HI Sutton

Saratov (ex-*Voronezhsky Komsomolets*). Landing ship, the first of the *Alligator*-class or project 1171; 14 sisterships were built. 56 ans. Length 113 m. Russian flag. Built in 1966 in Kaliningrad (Russia) by Yantar shipyard. She could carry 20 tanks or 45 armoured vehicles and 300 soldiers.

On March 24, 2022, the *Saratov* was unloading military equipment in Berdyansk port in the Sea of Azov. She was hit by a Ukrainian attack, ammunition carried on board exploded, a fire burst out. The *Saratov* sank in the port. The human toll is unknown. Two other landing ships of the *Ropucha*-class were in the port at the time of the attack and managed to escape. On July 1, the Russian spokesman announced that the *Saratov*, or what was left of her, has been refloated and could be repaired in a Crimean yard.



Saratov, July 2006. © Andrey Brichevsky



July 2022, refloating. © Telegram/ Vladimir Rogov

Spasatel Vasily Bekh (ex-SB-739). MMSI 273542830. Type 22870-salvage tug commissioned by the Russian Navy, she was based in the Black Sea. Built in 2017 in Astrakhan (Russia) by Zvezdochka JSC. Length 57 m. 6 tugs of the series have been built since 2014, one more ship is under construction.

On 17 June 2022, the tug was to supply the Snake Island then occupied by the Russian Navy. She left from Sevastopol. She was attacked by Ukrainian drones. Hit by two missiles, she sank at 03:54 local time (00:54 UTC), in the vicinity of 45° 12' 15" N, 30° 36' 42" E. The human toll is unknown.

Streletskaia bay, Crimea, Sevastopol,
April 7 avril. © Artem Balabin



France: on mainland and overseas.

The *Rio Tagus* and the *Noe* have been cluttering up the wharves of Sète and Lorient for 11 and 23 years respectively. The agony of the *Rio Tagus* has come to an end in Brest. For the *Noe*, the story is going on, but in Bordeaux.

In New Caledonia, the *Grete Theresa* has settled in the port of Nouméa for 10 years now. We fear a "reefing", so to say a scuttling, which is an expeditious method to get rid of a wreck. (cf. The scuttling of the *Cosette* in Martinique, "[Shipbreaking](#)" # 35, p. 1-2).

Rio Tagus

On June 26, 2022, the *Rio Tagus* left Sète after eleven and a half years stuck at berth. She has been loaded onto the semi-submersible vessel *Yacht Express* for her last voyage from the Mediterranean Sea to Brittany and Brest port.

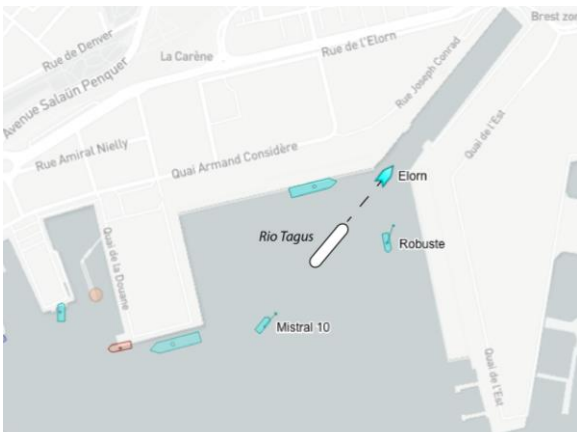


July 26, loaded in Sète with a dredger from Montenegro bound for Northern Europe
© Région Occitanie/Gilles Lefancq

On July 1, the *Yacht Express* dropped anchor in the bay of Brest. The *Rio Tagus* was refloated and towed the following morning by the tug *Elorn*, which took her to the dry dock n°1 in the commercial port, helped by the *Mistral 10* and the *Robuste*.



Towage of the *Rio Tagus* in the bay of Brest. © Yannick Le Bris



July 2nd, 7:14 am, Brest basin n°5 and dry dock n°1



The *Rio Tagus* in dry dock n°1 DR

After the *Rio Tagus*' entry into the dry dock n°1, there is no time to chill. Removal of asbestos, cutting, Navaleo has scheduled a month of work to complete the recycling.



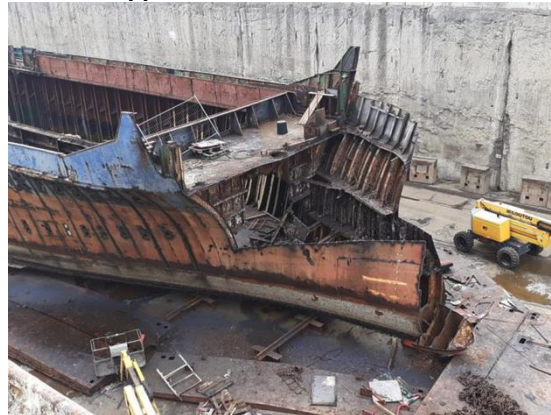
© Navaleo



© Philippe Schwal/Navaleo



© Philippe Schwal/Navaleo



© Navaleo



Is Brest (Finistère, Brittany) going to specialize into the scrapping of Mediterranean wrecks? From Nice to Gibraltar, there is no EU-approved shipbreaking yard.

Concerning the *Rio Tagus*, see also on Robin des Bois' website :

"Non à l'expulsion du *Rio Tagus*", December 16, 2016

"Démolition du *Rio Tagus*: courrier aux autorités", June 1st, 2017

"The *Rio Tagus* stuck in Sète", September 25, 2017

"La bataille du *Rio Tagus* n'est pas perdue", April 9, 2018

"The *Rio Tagus* slow-speed death", – "Shipbreaking" # 57 p. 6, November 2019

"Ubu, commandant du *Rio Tagus*", July 8, 2020

"Le départ du *Rio Tagus*, un festival de plus pour l'Occitanie", June 21, 2022

"Sète expédie ses déchets à Brest" July 1st, 2022

Noe. Last minute

In its bulletin "[Shipbreaking](#)" # 65, p 3-5, Robin des Bois has narrated the long and hard-working career of the former cod-fishing ship *Olavur Halgi* built in 1959. Although she was bought in 1999, her new dream life under the name of *Noe* has been a succession of disillusion. Neither the project of a floating Tv studio, nor the luxury hotel have become a reality, but the Parisian entertainment company La Bellevilloise is giving a new chance to the old trawler with a project of "show-boat" combining a bar, a restaurant, artistic events, conferences and exhibitions... Her departure from Lorient to Bordeaux where she will shed her old skin was initially scheduled for March 2022. As she had been discarded for 23 years, the preparatory works for her voyage were more tedious than expected.

It is by a radiant day, on the 1st of August 2022, that the *Noe* left the Morbihan harbor (Brittany) towed by the *TSM Drenec*. The convoy arrived safely in the port of Bordeaux on the evening of August 2, 2022. Lorient passed the buck to Bordeaux, and the rusted ship is now moored alongside the quays of the Garonne close to the Bassens shipbreaking yard.



*Noe's departure, registered in Kingston as the *Rio Tagus*, towed by the *TSM Drenec*, August 1, 2022.
© Dominique Morvan/Le Télégramme.*

Grete Theresa

Grete Theresa (ex-*Celine*, ex-*C-Bitez*). IMO 9119440. Length 67 m. The chemical tanker has successively flown the flags of Turkey, Bahamas, Isle of Man, Denmark, Singapore and now France since January 2010. Classification society: Bureau Veritas. Built in 1996 in Tuzla (Turkey) by Celik Tekne Sanayil ve Ticaret As. Detained in 2000 in Brunsbüttel (Germany) and in Middlesbrough (United Kingdom). She was acquired in June 2009 by Société de Transport des Îles based in Nouméa (New Caledonia, France) and was reflagged to France. Since July 2012, she has remained idle in Nouméa alongside the Jules Ferry wharf.

Like all the discarded vessels, she has been subject to various intrusions and damages. She suffered at least one fire in November 2018. There isn't any established ship dismantling facility in New Caledonia. The French Navy and the Maritime Affairs Directorate of New Caledonia, based in Nouméa, still hesitate to tow her offshore. There is no evidence that *Grete Theresa* will be able to endure her last voyage to be scuttled.



Grete Theresa, Nouméa. DR

The ex-*Pic Saint Loup* to be broken up

Before being registered by IMO in 2009 as a chemical tanker, the *Pic Saint Loup* (cf. p. 43) was a wine tanker with a deadweight of 1,934 tons. She was a regular in the port of Brest (Brittany, France) where wine trade has long been flourishing. At the time of the French Revolution (1789), the wine delivered in barrels by sailboat or by barge accounted for a quarter of the port traffic in Brest. At the beginning of the 20th century, as larger and faster steamers developed, the volumes increased. Trade became global, and wine was imported from Spain, Portugal and especially from Algeria. During the interwar period, the volumes exploded and reached 800,000 hectoliters per year. In France, only the port of Rouen outstripped Brest.



View of the port of Brest (detail), 1774.

Louis Nicolas Van Blarenberghe.
Oil on canvas, 125 x 195 cm
Fine Arts Museum of Brest métropole
océane.



Wine trade in Brest port. Erwan Guéguénat Collection.

After the 2nd World War, Brest and its harbor recover. The traffic restarts. In 1944, cellars with a capacity of 37,500 hectoliters are built on the Malbert Quay to receive the bulk wine transported by wine tankers. The cargoes are transferred by four underground pipelines directly from the ship's tanks to unloading tanks, and finally to the cellars' tank.

The *Pic Saint Loup* delivered wine produced in Sicily, Sardinia and Puglia. Some of her calls in Brest were noticed. On March 22, 1986, she delivered 28,000 hectoliters of wine loaded at Gallipoli (province of Lecce, Puglia, Italy). The wine was adulterated. The authorized additions of sugar were replaced by additions of wood alcohol. The first tests carried out by the customs on 6,000 hectoliters of wine indicated methanol concentrations up to 38 g/liter when the normal level is 0,2 g/l and the lethal level is 3 g/liter. The wine tanker was sequestered pending other analysis on the rest of the cargo. She then resumed trading.



February 8, 1986



The *Pic Saint Loup* at quayside in Brest
© Yvon Perchoc

March 31, 1988

On October 21, 1988, the *Pic Saint Loup* was mobilized to lighten the *Pointe de Lesven* (IMO 7403055), another wine tanker delivering Italian wine. The helicopter carrier *Jeanne d'Arc* coming back to the military port had rammed into the *Pointe de Lesven* in the morning. The tanker's pierced hull spilled a red tide of several hundreds of hectoliters of wine in the bay of Brest. 4,000 hectoliters were transferred from the tanks of the *Pointe de Lesven* to those of the *Pic Saint Loup*.



The *Pointe de Lesven* (red) damaged in front of the *Pic Saint Loup* (blue), October 21, 1988, in front of the Leduc cellars. **Photo Caradec. Collection Erwan Guéguénat.**

The sanitary norms on foodstuff transport marked the fall of bulk wine trade. In Brest, the Leduc cellars were destroyed in 1998. The *Pic Saint Loup* was sold in 2002. She continued for a while transporting wine for Winetrans SA or El Vino Shipping NV. Since 2009, she was categorized as a chemical tanker. Despite the succession of owners, she has always operated under her original name.



Pic Saint Loup leaving the Guadalquivir (Portugal), January 30, 2013. © **Juandofer**

4 detentions: in 2002 in Piraeus (Greece), in 2010 in Ghent (Belgium) and Valencia (Spain) and in 2013 in Damietta (Egypt).

The *Pic Saint Loup* was laid-up in Tuzla since 2014. She was acquired in November 2019 from her Turkish owner Desas Deniz Servisleri Ticaret by an undisclosed Greek shipowner, and towed to Greece. She officially became the Greek *Poseidonas* but remained stuck in Piraeus. In March 2022, she was acquired by the Marshall Islands-registered Zedare Shiptrading Corp. She was towed for demolition in Aliaga, Turkey.



Laid-up in Eleusis (Greece), June 2021. © **Marc Ottini**

Overview 2nd quarter, April-May-June 2022

111 ships to be scrapped (-14%), 718,000 tonnes (-34%). Fewer ships, smaller ships, the tonnage has collapsed compared with the 1st quarter of 2022. The overall tonnage is the lowest in 14 years. Tonnages in Indian yards have shrunk by -20%, they have been divided by more than 2 in Bangladesh and Pakistan. India (35% of the global tonnage) takes the lead, ahead of Bangladesh (27%) and Pakistan (13%).

tonnage recycled

- 1 India, 246,000 t (34%)
- 2 Bangladesh, 193,000 t (27%)
- 3 Pakistan, 90,000 t (13%)
- 4 Turkey, 54,000 t (8%)

ships recycled

- 1 Bangladesh, 32 (29%)
- 2, India 31 (28%)
- 3 Turkey, 12 (11%)
- 4, Pakistan 11 (10%)

The share of oil, chemical and gas tankers is dominant, slightly up from 57% in the previous quarter to 61%.

No container ship was scrapped this quarter.

9 ferries and cruise ships were delivered in the scrapyards. The *Marella Dream*, *Mytilene* and *Theofilos*, laid-up in Greece, were towed to Turkish yards. The *Lomaitivi Princess V* from Fiji, the *Star Pisces* from Port Klang (Malaysia) and the *Black Watch* from Yalova (Turkey) were beached in Alang, the Filipino *Mary the Queen* and the Japanese *Mikasa* in Bangladesh. The ex-Cypriot *Salamis Filoxenia*, renamed *Titan* and deflagged to Palau, travelled 6,500 km from Greece to Pakistan.

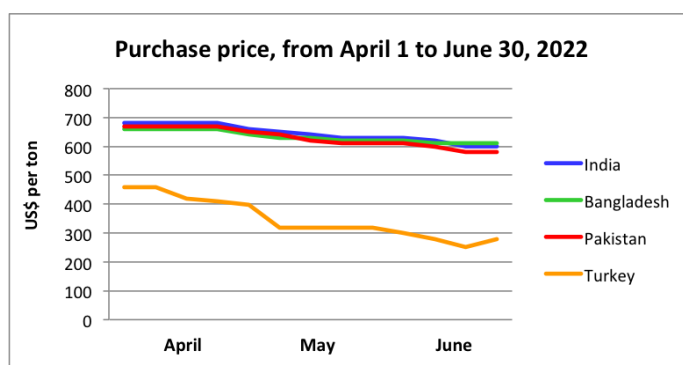
tonnage recycled by category

- 1 : tanker, 437,000 t (61%)
- 2 : ferry/navire de croisière, 87,000 t (12%)
- 3 : vraquier, 56,000 t (8%)
- 4 : navire de services in l'offshore, 41,000 t (6%)
- 5 : cargo réfrigéré, 17,000 t (2%)

Ships recycled by category

- 1 : tanker, 47 (42%)
- 2 : navire de services in l'offshore, 16 (14%)
- 3 : ferry/navire de croisière, 9 (8%)
- 4 : general cargo carrier, 9 (8%)
- 5 : cargo réfrigéré, 7 (6%)

Following the momentum of the previous quarter, a few vessels reached a selling price over 700 US\$ per ton in April. From May onwards, prices declined. In the Indian subcontinent, they fell by 100 US\$ in two months, a drop of 14%. In Turkey, purchase prices offered by yards have fallen by 30%; the scrap value was close to 500 US\$ in April, in late June it was below 300 US\$.



88 ships were scrapped in the Indian subcontinent (68%) and in Turkey (11%).

Nine ships, with a maximum length of 90 m, were scrapped or are awaiting scrapping in approved yards of the European Union (8 in Denmark, 1 in Norway). Five of them are offshore service vessels, three are general cargo vessels and one is a fishing vessel. European yards only deal with small fry.

72 ships (65%) had been delivered a class certificate by a member of the International Association of Classification Societies (IACS). For 18 of them (16%), the classification society has not been reported to the official databases.

63 years old. This is the age of the veterans, the drilling ship *Aban Ice* and the accommodation ship *Evangelya*. The *Aban Ice* (p. 50) was built as an ore carrier in Dunkirk, France. Her destination is not officially known but her last location was off Mumbai, so she is expected to be beached in India. The *Evangelya* (p. 57), a former Norwegian ferry used at the end of her career in the Caspian Sea, was beached in Turkey. A total of eight ships aged 50 years or more were scrapped, including the ex-liner

Black Watch (p. 15) and the cattle carrier *Albaraka 6* (p. 14), which was beached in Alang, and the general cargo carrier *Coastal Venture*, which was scuttled off South Carolina (p. 26-27).



Aban Ice, February 2017, Lavgan (India).
© Ralph Binu Lawrence



Evangelya désarmé in Lavrion, Grèce),
September 2020. © Nikos Palamaris

The average age for all categories is 33 years.

The youngest is the 10-year-old offshore service vessel *Tag 6* (p. 54), owned by the bankrupt Indian shipowner Tag Offshore Ltd.

44 ships (40%) were deflagged for the last voyage. The vessels to be scrapped flew the funeral flags of St. Kitts and Nevis (12), Palau (7), Comoros (6), Tanzania and Gabon (4 each).

36 ships (32%) were detained prior to scrapping. The podium of substandard ships is tied for first place between the cattle carrier *Albaraka 6* beached in Alang (p. 14) and the river and sea-going general cargo carrier *Lizori* (p. 28) beached in Turkey (8 detentions each). Three vessels were detained 6 times, the reefers *Global Mariner* (p. 31) beached in Bangladesh and *Reina Cristina* beached in India (p. 32) and the cement carrier *Sheng Ho* (p. 48) beached in Bangladesh.



Lizori. © Felix 21



Albaraka 6. © Andreas Schlatterer

33 ships (32%) were built in the European Union, Norway and the United Kingdom.

29 ships (26%) belonged to shipowners established in the European Union, the European Economic Area or the United Kingdom. 13 were bound for Indian sub-continent yards, 7 for Turkish yards and 4 for European yards. The *Stolt Groenland*, which suffered a major fire in South Korea, is being scrapped in a local yard (see The END, p. 59).



Stolt Groenland, September 2019. Screenshot Korea Now

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

82 vessels (74%) are less than 150 m long, 12 are between 150 and 200 m and 17 are more than 200 m, including 3 supertankers of more than 300 m.

The largest and heaviest ones are the Greek-owned VLCCs *Hikari* and *Kyoto*, 333 m and 330 m in length, and the Cypriot *Niki*, 330 m (p. 35-36). Expected in Bangladesh, they have not yet been beached. Their official status is still "to be broken up".



Hikari. 19 years old, 333 m, 38,673 t. Scrap value, 23 million US\$. © Tommy Chia



Kyoto. 22 years old, 330 m, 42,099 t. Scrap value, 25 million US\$.
© Foggy



Niki. 22 years old, 330 m, 40,743 t. Scrap value, 27 million US\$.
© Sakis Antoniou

Livestock carrier

Albaraka 6 (ex-*Ghareeb S*, ex-*Alalaa II*, ex-*Britta*, ex-*Latona*, ex-*Corvus*, ex-*Impala*, ex-*Obotrita*). IMO 6823155. Ex-general cargo carrier converted in 2012 at the age of 44. Length 75 m, 1,645 t. Deflagged from Sierra Leone to St. Kitts and Nevis for her last voyage. Classification society Dromon Bureau of Shipping. Built in 1968 in Neuenfelde (Germany) by JJ Sietas.



The general cargo carrier *Britta* passing Portishead en route for Avonmouth, May 14, 2000.
© Malcolm Cranfield



The livestock carrier *Albaraka 6*, at berth in Jeddah (Saudi Arabia), August 31, 2020.
© Andreas Schlatterer

8 detentions: in 2001 in Naples (Italy), in 2004 in Ploce (Croatia), in 2005 in Constanta (Romania), in 2007 in Koper (Slovenia), in 2008 in Porto Nogaro (Italy), in 2009 in Patras (Greece), Barletta (Italy) and Marina Di Carrara (Italy). Owned by Al Basha Shipping Inc based in Jordan. Acquired in March 2022 by United Arab Emirates-registered Las Oil Trading and beached for demolition in Alang on May 13, 2022.

The ship manager of the *Albaraka 6* was Coral Technical Services, a Jordanian company specialized in the management of substandard livestock carriers among which the *Alkhairat 9* and the *Bashar One Transport* two ships approved by the European Union for the transport of live animals.

About livestock carriers see the report by Robin des Bois "[78 EU-approved livestock carriers](#)".

78 EU-approved livestock carriers



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



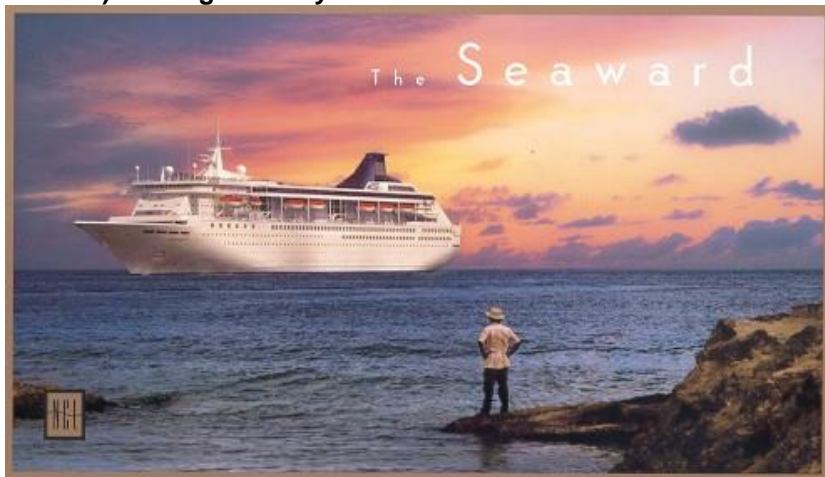
Albaraka 9, in Alang, May 19, 2022. © Alang Info

Cruise ship

4 demolitions. Average age 41 years. All of them had been built in Europe, 3 in Finland, 1 in Germany. They did not survive the Covid pandemic. The *Marella Dream* which had been laid up in Eleusis for 2 years was towed to Turkey. The three others headed for India and Pakistan. All of them were previously deflagged to Palau, Comoros or St. Kitts and Nevis.

Epilogue

The *Superstar Libra* (IMO 8612134), ex-Norwegian Sea, ex-Seaward, was reportedly sold for demolition in Turkey in Autumn 2021 (cf. "[Shipbreaking](#)" #65, p. 26). Since August 2018, the ex-cruise ship was used as an accommodation vessel in Wismar for workers at the MV Werften yard. Her owner Genting Hong Kong is facing bankruptcy. She left Germany on April 11, 2022 under tow, bound for Salamina (Greece). Rumours pretend she may be converted to a floating hotel. Actually, she was beached by the tug *Christos LXI* (IMO 7351070) in Aliaga on May 31. The ex-Seaward had become the Togolese *Libra*.



Seaward. © Simplon Postcards



Libra in Aliaga. © Selim San

Black Watch (ex-Star Odyssey, ex-Westward, ex-Royal Viking Star). IMO 7108930. Length 205 m, 15,285 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1972 in Helsinki by Wärtsilä. Jumboized in 1981 and lengthened from 178 to 205 m. Detained in Lübeck (Germany) and in 2011 in Southampton (United Kingdom).

The *Black Watch* was the oldest of three sisterships built for the Royal Viking Line from San Francisco (USA) specialized in luxury cruises. Her last owner, Fred Olsen, organized in late August 2020 online farewell cruises for the sisterships *Black Watch* and *Boudicca*. The two cruise ships were supposedly to be converted to accommodation vessels (cf. "[Shipbreaking](#)" # 61 p. 6-7). A ploy. The *Boudicca* was beached for demolition in Aliaga on May 17, 2021 nicknamed *Edi* (cf. "[Shipbreaking](#)" # 63, p. 19). In March 2022, the *Black Watch* was renamed *Bodun*, then in April *Odin*. In the mean time, she was deflagged to Comoros then to Palau. She had been acquired by Machtrans Ship Management Pvt Ltd, an Indian specialist in end-of-life ships. On April 16, 2022, she left the Turkish shipyard in Yalova, sea of Marmara. She was beached in Alang on June 18.

The youngest sister *Albatros* was beached in Alang in 2021 (cf. "[Shipbreaking](#)" # 64 p. 1-2).



Odin, beaching in Alang. © Shipbreaking Group

Marella Dream (ex-*Thomson Dream*, ex-*Costa Europa*, ex-*Westerdam*, ex-*Homeric*). IMO 8407735. Length 243 m, 19,391 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Papenburg (Germany) by Jos L Meyer; lengthened in 1990 from 204 to 243 m. Detained in 2012 in Alicante (Spain) and in 2015 in Toulon (France).



Thomson Dream, arriving in Toulon (France), August 22, 2010. © **Pascal Brede**

The *Marella Dream* owned by Marella Cruises (United Kingdom), a subsidiary of the German group TUI has been waiting to be scrapped since June 2020. Her last cruise departing Malaga (Spain) on March 1, 2020 was canceled due to Covid contamination on board. Passengers had to disembark. One sick crew member died on board. The *Marella Dream* had to remain anchored off Malaga until early June 2020, then off Malta, and was finally berthed at Zadar (Croatia). On October 1, 2020, she was "withdrawn from service" and laid up in Eleusis bay (Greece). A touch of paint shortened her *Ella*, she was deflagged to Comoros. Her departure towards the scrapyards was expected. The Turkish yards are fully booked. A transoceanic towage to the Indian subcontinent was not excluded (See "[Shipbreaking](#)" # 60, p. 48-49).



Ella, laid up in Eleusis, June 2022, a few days prior to her departure to Aliaga. © **Marc Ottini**

Finally, in June 2022, the ex-*Marella Dream* is towed and beached in Aliaga by the tug *Christos LXI* (IMO 7351070).



Ella, arrival and beaching in Aliaga. © **Selim San**

Salamis Filoxenia (ex-*Van Gogh*, ex-*Club 1*, ex-*Club Cruise I*, ex-*Odessa Sky*, ex-*Gruziya*). IMO 7359400. Length 157 m, 9,127 t. Deflagged from Cyprus to Comoros in March 2022 and Palau in April 2022. Classification society Lloyd's Register of Shipping. Built in 1975 in Turku (Finland) by Wartsila.

The *Gruziya* (Georgia, in Russian language) was the second in a series of five ships built for the Black Sea Shipping Co based in Kiev (Ukraine, then Soviet Union).



The Soviet cruise ship *Gruziya*, promotional brochure. Collection Eugene Iron

Initially designed for ferry services in the Black Sea, then converted to cruise ships, none of the kins is sailing today. The ex-*Kazakhstan* and *Kareliya* were scrapped in Alang, the oldest one, the ex-*Byelorussiya* renamed *Delphin*, was towed to Aliaga, the ex-*Azerbaydzhan* is discarded and rotting after running aground on the Mexican coast (cf. "[Shipbreaking](#)" # 66, p. 29-30).



Gruziya, at le Havre (France), January 1992.
© Pascal Brede!l



Odessa Sky, Bremerhaven (Germany), September 1997. © Ralf Gierke

The ex-*Gruziya*, renamed *Odessa Sky*, was auctioned in 1998 and acquired by the Netherlands-based Club Cruises. She was chartered as *Club Cruise I*, *Club 1* and *Van Gogh* to various cruise operators until Club Cruises went bankrupt in 2009. She was then purchased by Cyprus-based Salamis Lines and was renamed *Salamis Filoxenia*. She was operated for cruises from 2 to 8 days departing Cyprus.



Salamis Filoxenia, May 2012, in Limassol (Cyprus).
© Marc Ottini



September 30, 2018, at berth in Heraklio (Crete, Greece). © Pascal Brede!l

In 2018, Pampa Cruises planned to acquire her and rename her *Arrecife*. The Argentinian company was not able to finance the agreed 7,7 million US\$, the sale was canceled. Covid 19 stopped any further operation of the *Salamis Filoxenia*. She remained laid up in Perama (Greece). Salamis Lines was declared bankrupt.

In March 2022 the ex-cruise ship was acquired by Prime Spot Ship Trading from Dubai for 4.1 million US\$ (or 450 US\$ per ton) and sold one month later to Machtrans Ship Management Pvt Ltd. In the mean time, she was deflagged twice and renamed *Phoenix Titan* then *Titan*. She was eventually beached for demolition in Pakistan.

Titan beached in Gadani, plot 6-7 © Gadani Ship Breaking Yard



Star Pisces (ex-*Kalypso*). IMO 8710857. Length 177 m, 16,723 t. Deflagged from the Bahamas to St. Kitts and Nevis for her last voyage shortened to *Pisc*. Classification society Det Norske Veritas. Built in 1990 in Turku (Finland) by Masa Yards for Reder AB Slite (Finland) and operated by the Viking Line on its service linking Mariehamn (Finland) and Stockholm (Sweden).

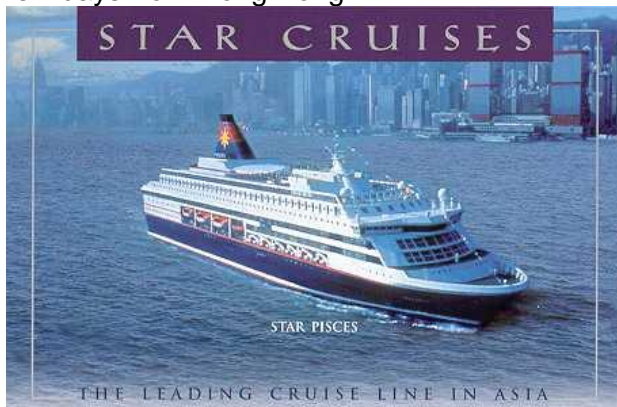


Kalypso, Mariehamn, 1990.
© Korpo



Kalypso, official Viking Line postcard.
© Simplon postcards, printed by Niklas Vykort

In 1994, the *Kalypso* was acquired by Star Cruises and headed for Asia to be operated for cruises of a few days from Hong Kong.



© Simplon postcards



In Hong Kong, February 28, 2005 © Adaf



2018, at Hong Kong ferry terminal. © Marc Ottini

Star Cruises, a subsidiary of the Genting Group from Hong Kong (China) went bankrupt in April 2022, three months after her mother company. The *Star Pisces* was acquired by VDLV (United Arab Emirates) prior to her departure for demolition. She left Port Klang (Malaysia) and was beached in Alang. 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.



"Pisc". © Hemrajsinh Vala



"Pisc", Alang, along with the "Rich" (left). © Jitendra Solanki

Ferry

5 demolitions. Average age 46 years. They were built in Europe, in Japan or in Canada. 4 had been exported at the end of their career far away from their initial area of operation. 2 were beached in Turkey, 2 in Bangladesh and 1 in India.

Epilogue

In July 2021, the *Prince* (IMO 7347548), ex-Scandinavian ferry *Prinsessan Birgitta*, left Greece, her last country of operation, to be scrapped in the Indian subcontinent (cf. "Shipbreaking" # 63, p. 16-17). She was initially expected in India, sailed furthermore up to Chattogram where a Bangladeshi scrapyards had placed a higher bid. She arrived as the Comorian *Prinsess*, The Bangladeshi authorities did not allowed her beaching. A filed had been lodged regarding an illegal export of waste. She has since then been waiting in the Bangladeshi waters (cf. "Shipbreaking" # 65, p. 9, "Poker"). She got forgotten, was renamed *Rich* and was finally beached in Alang on June 17, 2022. A lot of fuss about nothing and a way out of hell for the crew.



June 2022, the *Rich*, ex-*Prince*, is getting beached in Alang. © Shipbreaking Group -FaceBook

Lomaitivi Princess V (ex-*Queen of Nanaimo*). IMO 6404375. Lengthened in 1974 from 104 to 130 m, 3,477 t. Fiji flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Victoria (British Columbia, Canada) by Victoria Machinery Depot Co. Ltd for the British Columbia Ferry Authority. She could carry 164 cars and 1005 passengers and crewmembers.



October 3, 2015, *Queen of Nanaimo*, Vancouver, Canada. © Dennis J. Dubinsky



November 2017, *Lomaitivi Princess V* prior to her departure towards Fidji. © Jim Thorne

In 2017, at the age of 53 and despite propeller troubles, she was sold to the fijiian company Goundar Shipping Ltd. A well-organised channel, this is the 3rd British Columbia ferry to leave for further trading in the Pacific archipelago after the *Queen of Prince Rupert* (IMO 6525179) in 2011 and *Queen of Chilliwack* (IMO 7700415) in 2014. They were renamed *Lomaitivi Princess* and *Lomaitivi Princess III*, they are still operated. The *Lomaitivi Princess V* was beached in Alang on June 7, 2022.

Mary the Queen (ex-*Ciudad de Valencia*). IMO 7915802. Length 138 m, 6,479 t. Deflagged from the Philippines to Gabon for her last voyage. Unknown classification society. Built in 1984 in Valencia (Spain) by Union Naval de Levante. During her European years, the *Ciudad de Valencia* was operated by Transmediterranea mainly between Valencia, Barcelona and the Balearic Islands then from 2006 onward on the services from Algeciras, Malaga or Almeria to the Moroccan ports of Nador and Tangier or to the Spanish enclave of Mellila.



Ciudad de Valencia, July 25, 2003 in Barcelona.
© Bernd Steinmetz



September 17, 2006, in Malaga.
© Folke Österman



January 31, 2010, Port Said (Egypt), en route to the Philippines. © Giuseppe Boato

In 2009, the *Ciudad de Valencia* was acquired by Romblon Shipping Lines (Philippines). She entered service as *Mary the Queen* on the route from Manila to Romblon and Masbate islands in the center of the archipelago. Her Filipino career was short and marked by groundings due to weather events. On May 4, 2011, the *Mary the Queen* ran aground in Manila Bay. She was laid up for two years and then towed to Bataan to be repaired. October 19, 2015. She was still in Bataan. Typhon Lando (or Glenda) washed over the Philippines. The *Mary the Queen* broke her moorings and was blown across the bay and ashore. Acquired by Key West Shipping Line Corp (Philippines) prior to her departure for demolition in Bangladesh under tow of tug *West Ocean 8* (IMO 7417264).



Grounded in Manila Bay, October 2015. © Danny Pata/The Standard

Mikasa (ex-*New Ashizuri*). IMO 8502808. Length 74 m, 1,435 t. Deflagged from Japan to Belize for her last voyage. Unknown classification society. Built in 1985 in Kochi (Japan) by Kochi for Sukumo Kanko Kisen Co. She was operated on the 78 km-long route between Saiki, on Kyushu island, and Sukumo, on Shikoku island, the two large islands in the south of the Japanese archipelago. In July 2018, the *New Ashizuri* was seized for unpaid bunker bills totalling 20 million yens. The Saiki-Sukumo route was shut down in October 2018. The *New Ashizuri* was sold in May 2019 to Iki Shogyo Kaihatsu KK (Japan) and renamed *Mikasa*. Acquired by Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan) prior to her departure for demolition in Bangladesh.



New Ashizuri, port of Sukumowan, February 17, 2018. © Saigen Jiro

Liquidation of NEL Lines

Established in 1972 as part of the development of the northern Aegean islands, NEL Lines (Naftiliaki Eteria Lsvou, i.e. Maritime Company of Lesbos) is declared bankrupt in 2015. The company has to cease operations. The routes subsidized to open up the islands are lost to its rival operators. The NEL ships are chartered for a while and then laid-up, sold or sent to the scrapyard.

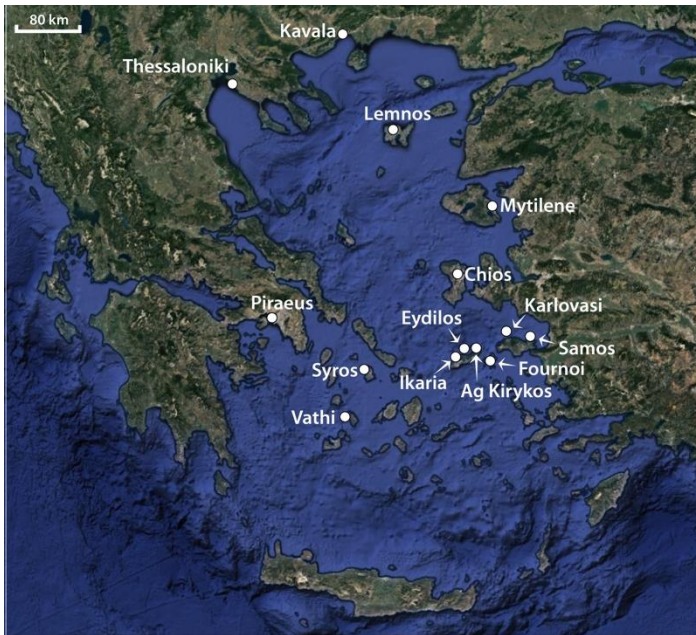
Mytilene (ex-*Vega*). IMO 7332672. Length 137 m, 6,500 t. Deflagged from Greece to Togo in 2020. Classification society Registro Italiano Navale. Ex Japanese ferry built in 1973 in Setoda (Japan) by Naikai for Shin Higashi Nippon Ferry Co which links since 1964 Hokkaido Island and Honshu Island. The ex-*Vega* is one of these dozens of Japanese ferries exported towards Greece when they are replaced in the archipelago by more modern ships.



Vega, in 1989 au port de Tomakomai © Takayuki Murata

The *Vega* was acquired by NEL Lines in 1990. After some refitting work was carried out in 1991-1992, she entered service as *Mytilene*, after the main city on Lesbos island, on the Piraeus-Chios-Mytilene route then Thessaloniki-Lemnos-Kavala until 2013. She was then transferred on the Piraeus-Syros-Eydilos-Agios Kyrikos-Fournoi-Karlovasi-Vathi service then to the Thessaloniki-Kavala-Lemnos-Chios-Mytilene-Samos-Ikaria route.

ferry



Mytilene, October 2007. © Costas Krallis



Arriving at Piraeus, May 2013. © Marc Ottini



Mytilene laid-up in Eleusis along with the *Penelope A*, April 2017. © Marc Ottini

In February 2015, she was decommissioned in Samos after suffering an engine failure then transferred and laid-up in Eleusis Bay. She was acquired in 2020 by Anen SA (Greece) but never resumed sailing. In late May 2022, shortened to *Lene*, she left Greece under tow of tug *Christos XXXIV* (IMO 7907415), bound for Aliaga. Her sistership *Rodanthi* (ex-*Virgo*) was scrapped in 2013, also in Aliaga after a second life in Greece for GA Ferries. (cf. "[Shipbreaking](#)" # 30, p,12).



Departure towards Aliaga. © Arxipelagos

ferry

Theofilos (ex-Pollux, ex-Abel Tasman, ex-Nils Holgersson). IMO 7362108. Length 149 m, 8,611 t. Togolese flag for her last voyage shortened to *Ilos*. Unknown classification society. Built in 1975 in Rendsburg (Germany) by Nobiskrug for TT Line (Germany) on the Travemünde (Germany) / Trelleborg (Sweden) route.



Nils Holgersson. © Hans Deijs



Abel Tasman departing Melbourne (Australia). © Gordy

In 1985, she crossed the globe after she was acquired by the government of Tasmania. She has been connecting Devonport in the north of the island and Melbourne for 10 years. In 1994, she returned to Europe, this time to the Mediterranean, in the hands of Ventouris Ferries and then NEL Lines the following year. She was a fleet mate of the *Mytilene* (p. 22) at Nel Lines until the bankruptcy of the company.



2012, *Theofilos* arriving in Salamina. © Marc Ottini

The *Theofilos* was also acquired by Anen lines (Greece) prior the eruption of Covid-19. She remained laid-up at Spanopoulos yard in Perama. Towed for demolition in Turkey in May 2022 by tug *Christos LXI* (IMO 7351070).



Theofilos departing Eleusis. © screenshot Arxipelagos



Theofilos, beached in Aliaga, May 16, 2022. © Serkan Deniz

Car carrier

Super Shuttle RoRo 3 (ex-*Atsuta Maru*). IMO 8808173. Length 129 m, 5,078 t. Deflagged from the Philippines to St. Kitts and Nevis for her last voyage. Unknown classification society. Built in 1989 in Kawajiri (Japan) by Kanda Zosensho.



The car carrier *Atsuta Maru* arriving in Yokohama (Japan), January 15, 2008. © John Jedrlinic



Super Shuttle Roro 3, at Batangas (Philippines), June 20, 2011. © Foggy

Ex Japanese car carrier, she was sold in 2009 to the Filipino Asian Marine Transport Corp (AMTC). She is still registered by IMO as a car carrier her upper deck was adapted to accomodate passengers. She was operated on the service connecting Batangas on Luzon island north of the archipelago and Cagayan de Oro on Mindanao in the South, via Masbate and Mandaue. Towed for demolition in Bangladesh by tug *TC Sapphire* (IMO 9309265).



In Mactan Channel, Cebu (Philippines), July 26, 2017. © Mike Baylon



Chattogram. © Hsm Marine

General cargo carrier

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

9 demolitions, 1% of the global tonnage. Two were river and sea-going vessels of the *Sormovskiy*-type with a length of 114 m, all the others were less than 100 m. The average age at the time of demolition is 44 years. Three ships were over 50 years of age. Three ships belonging to European shipowners were broken up in EU-approved yards in Denmark and Norway. The *Coastal Venture*, 51 years old, was scuttled off South Carolina in the chain of underwater dump sites established with the blessing of South Carolina State authorities.

Al Wakra (ex-*Al Wakrah*, ex-*Sea Intrepid*, ex-*Sea Trader*, ex-*Spiegelgracht*). IMO 7715991. Length 80 m, 2,050 t. Tanzanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Shimizu (Japan) by Miho. 5 detentions in Iran: in twice in 2011 in Bandar Khomeini and in 2016, 2017 and 2018 in Asaluyeb. Owned by Al Balha Trading & Marketing (Saudi Arabia). Sold as is in Sharjah (United Arab Emirates). Her destination of demolition is to date unknown.



Spiegelgracht.

© Stichting Maritiem-Historische Databank



Al Wakra, Dammam (Saudi Arabia), April 1, 2013.

© Dmitry Rostopshin

Coastal Venture (ex-*Strong Icelandier*, ex-*Industrial Patriot*, ex-*Sunmar Star*, ex-*Nerma*, ex-*Kirsten Th*, ex-*Elin S*). IMO 7119678. Length 72 m, 774 t. USA flag. Classification society American Bureau of Shipping. Built in 1971 in Svendborg (Denmark) by Svendborg Skibs pour Rederiet A.E.Sorenson A/S (Denmark).



Elin S, leaving Goole (United Kingdom). © PWR

In 1991, she was sold to American interests. She has been operated by various shipowners on the west and east coasts up to Alaska. Her last owner, since 2010, was Stevens Transportation LLC (USA) from Yorges Island (South Carolina). In 2021, the cargo carrier is 50. She is laid up. The promoters of the "South Carolina Memorial Reef" have set their hearts on the venerable. Their goal is to add a new piece to the "Charleston Deep Reef" located 52 miles (96km) off the entrance of the Charleston harbor. This

general cargo carrier

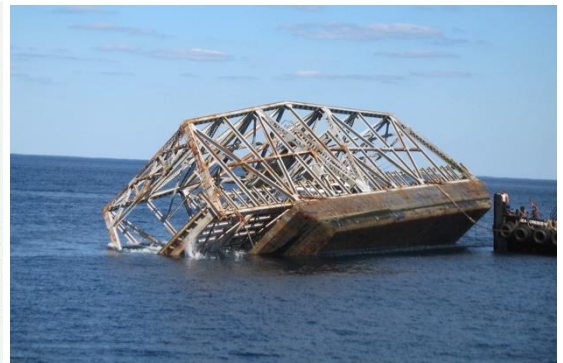
artificial reef has been launched in 2014 with the scuttling of a pile of two barges, a crane, the chassis of a truck, various equipment and a stack of old maritime containers.

The underwater landfill has grown in 2017 with the former Highway 41 swing bridge before the *Coastal Venture*.



2014, barge and equipment, 82 m

© SCDNR / V Palmetto



2017, swing bridge, 39 m

Supported by the recreational fishing lobby, a subscription has been launched on the website of the South Carolina Memorial Reef to collect the 500.000 US\$ needed for the cleaning, the towing and the scuttling of the *Coastal Venture* on the location approved by the South Carolina Department of Natural Resources (SCDNR). Donation is tax-deductible.

Goal achieved. On June 1, 2022, the *Coastal Venture* left Charleston naval base under tow and was "reefed".



Coastal Venture, 72 m, at berth.

© South Carolina Governor's Cup Billfishing Series



June 1, 2022, the *Coastal Venture* before scuttling

© Wally Jenkins



The *Coastal Venture*, sunken on June 1, 2022. © Wally Jenkins

The South Carolina coastline is edged with dozens of underwater dumpsites. Renamed "artificial reefs", the sites are nothing else than places where obsolete ordnances and military equipment, barges, vessels, bridge structures, pipelines, chicken coops or New York subway trains were dumped.

general cargo carrier

Ercan Naiboglu (ex-*Elgiz Cebi*, ex-*Ece S*, ex-*Torgem*). IMO 8330229. Lengthened in 1989 from 82 to 97 m. Turkish flag. Classification society Turk Loydu. Built in 1984 in Canakkale (Turkey) by Kiyi Gemi. Owned by Oba Denizcilik Petrol Insaat (Turkey). Seized in Tuzla in June 2017 for unpaid bills. Auctioned by a Court order on October 28, 2021. Repair work would be too costly. In April 2022, she was towed for demolition by tug *Kocabas-1* (IMO 7328396) from Tuzla to Aliaga.

Largona (ex-*Biscay Spirit*, ex-*Irimo*). IMO 7713345. Length 64 m. St. Vincent and the Grenadines flag. Unknown classification society. Built in 1978 in Pasaia (Spain) by Luzuriaga. Detained in 2019 in Oslo (Norway) and in 2021 in Moss (Norway). Owned by Honduras-registered Largo Shipping S de RL care of Lubecker Schifffahrtsgesellschaft mbH (Germany). Sold for demolition in Norway by Green Yard AS in Feda.

Waiting to be scrapped at Green Yards AS yard in Feda (Norway), May 5, 2022. © **Maritime**

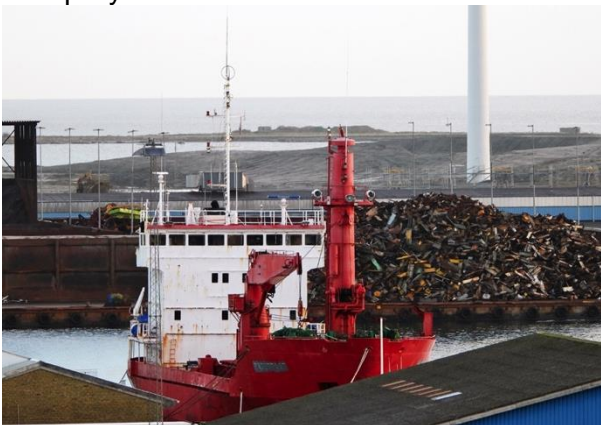


Lizori (ex-*Vytegra*, ex-*Strana Sovetov*). IMO 7235070. Length 114 m, 890 t. Ukraine flag. Classification society Ukraine Shipping Register. *Sormovskiy*-type river and sea-going vessel or project 1557 built in 1972 in Rybinsk (Russia) by Volodarskogo. Owned by Seychelles-registered Trans-Management Ltd care of Argo Shipping Co (Ukraine). 8 detentions: in 2014 in Novorossiysk (Russia), in 2015 in Iskenderun (Turkey), twice in 2016 then in 2017 in Rostov on Don (Russia), in 2019 in Yeysk (Russia), in 2020 in Ereğli (Turkey) and in 2022 in Kocaeli (Turkey). She was one of the 106 substandard ships pointed by Robin des Bois in May 2020 (cf. "[Shipbreaking](#)" # 59, p. 17). Banned from Paris MoU ports in December 2017 for three months, then in July 2019 for one year. Beached for demolition in Aliaga on April 2, 2022.



Lizori on Dniepr river. © **Smirnov K**

Pajuttaat. IMO 7724540. Length 63 m. Danish flag. Classification society Det Norske Veritas. Built in 1979 in Svendborg (Denmark) by Svendborg Skibs. Owned by Royal Arctic Line A/S (Greenland). Her status is to be broken up since April 2021. She is still waiting cutting in Frederikshavn (Denmark) at Jatob ApS yard.



November 12, 2021 © **Igor Dilo**



Pajuttaat, Frederikshavn, Denmark

April 9, 2022. © **Joerg Seyler**

San Remo (ex-Saxen). IMO 6507983. Length 72 m, t. St. Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerfft. Owned by Sonata Shipping Co Ltd (Germany). Being broken up in Grenaa (Denmark) by Fornaes Ship Recycling.



San Remo, July 2022, demolition at Fornaes yard. © **Mateusz M. Matczak**

Sormovskiy-40. IMO 7732016. Length 114 m, 1,200 t. Russian flag. Classification society Russian Maritime Register of Shipping. *Sormovskiy*-type river and sea-going vessel or project 1557 built in 1978 in Gorkiy/Nijni Novgorod (Russia) by Krasnoye Sormovo. 3 detentions: in 2003 and in 2004 in Vostochny (Russia) and in 2008 in Vanino (Russia). Owned by Amur Shipping Co JSC (Russia). Sold for demolition in India.



At Vanino (Russia), September 22, 2017. © **Andy Ru**



Sormovskiy-40, Alang. © **Shipbreaking Group/FaceBook**

Suntudsamut 5 (ex-Por. *Udomrat 1*, ex-*Zhe Pu 01016*). IMO 8655667. Length 81 m, 1,020 t. Thai flag. Unknown classification society. Built in 2001 in Yueqing (China) by Zhejiang Yueqing Qiligang. Owned by Suntud & Son Co Ltd (Thailand). Sold for demolition in Bangladesh. 593 US\$ per ton.



Suntudsamut 5, in Laem Chabang (Thailand), March 2018. © **Geir Vinnes**

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.

Galileo (ex-Sheriff, ex-Pacific Sheriff, ex-Semiozernoye). IMO 8721088. Length 125 m, 5,013 t. Cook Islands flag until June 2021, deflagged to Guyana for her last voyage shortened to *Leo*. Classification society Russian Maritime Register of Shipping. Built in 1985 in Mykolaiv (Ukraine) by Chernomorskiy SZ. One of the 113 *Pulkovskiy Meridian*-type factory ships or project 1288 built by the Ukrainian yard 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). Lengthened in 2008 from 104 to 125 m. Owned by Pescatlant Ltd registered in Belize. Sold for demolition in Turkey.



November 2006, *Semiozernoye* in Mago, (Khabarovsk krai, Russia). © Gena Anfimov



October 2021, "*Leo*", laid-up in Piraeus (Greece). © Giwrgos Mertis

Fishing ship

Niels Pauli. IMO 8316871. Length 47 m. Faroe Islands flag. Classification society Det Norske Veritas. Built in 1983 in Tomrefjord (Norway) by Langsten. Owned by Mikkjal Hammer (Faroe Islands). Laid-up in Hvalba (Faroe Islands) since March 2019. Sold for demolition in Esbjerg (Denmark). She was towed to the EU-approved yard Smedegaarden AS by tug *Hunter* (IMO 9468372).



Niels Pauli leaving Vágur quay (Faroe Islands), 2007. © Jens Herri



Waiting to be scrapped at Smedegaarden AS. © Shipbreaking Group - Facebook

Reefer

Serial end of life for fish carrying reefers. 7 demolitions. Their average age is 38 years. They belonged to shipowners established in Taiwan (3), China (2), Japan (1) and Russia (1). The *Reina Cristina* was beached in Alang. The others arrived or are expected in Bangladesh.

Arctic (ex-*Sapporo Maru*). IMO 8223464. Length 99 m, 2,214 t. Deflagged from Russia to Palau for her last voyage renamed *Arctic C*. Classification society Russian Maritime Register of Shipping. Built in 1983 in Hachinohe (Japan) by Kitanihon. Detained in 1999 in Esbjerg (Denmark). Owned by Dilmas Co Ltd (Russia). Sold for demolition in Bangladesh.

Arctic, in the Sea of Japan, September 29, 2016.
© **Andrey KS**



Global Mariner (ex-*Tasman Bay*, ex-*Kowhai*). IMO 8813582. Length 135 m, 4,010 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1989 in Takamatsu (Japan) by Shikoku. 6 detentions: in 2001 in Honolulu (Hawaii, USA), in 2002 in Dutch Harbor (Alaska, USA), in 2010 in Dalian (China), in 2013 in Hong Kong (China), in 2018 in Fuzhou (China) and in 2019 in Singapore. Owned by Hong Fa Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 626 US\$ per ton.



Global Mariner being beached in Chattogram. **Screenshot N Uzzal Vlogs**

Kenta Maru. IMO 8615784. Length 91 m, 1,820 t. Deflagged from Panama to Gabon for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1987 in Takamatsu (Japan) by Shikoku. 5 detentions: in 2011 in Qingdao (China), in 2016 in Fuzhou (China), in 2018 in Zoushan (China) then Majuro (Marshall Islands) and in 2022 in Samut Prakarn (Thailand). Owned by Koo's Shipping Co SA (Taiwan). Sold as is in Bangkok (Thailand). Her destination of demolition is undisclosed. Ships sold as is in Thailand are usually beached in Bangladesh.



December 2018, the *Kenta Maru* at berth in Kaohsiung (Taiwan). © **Ya Ray Yang**

Reina Cristina (ex-*Hakko Atenea*). IMO 9011301. Fish carrier. Length 68 m, 816 t. Deflagged from Panama to Comoros for her last voyage shortened to *Rein*. Classification society Nippon Kaiji Kyokai. Built in 1990 in Muroran (Japan) by Narasaki Zosen. 6 detentions: in 2000 in Split (Croatia), in 2005 in Las Palmas (Spain), in 2008 in Yokosuka (Japan), in 2010 in Cadiz (Spain), in 2013 in Port Lincoln (Southern Australia, Australia) and in 2021 in Carthagena (Spain). Owned by Panama-registered Tokyo Seafoods Panama SA care of Tokyo Senpaku Systems Ltd (Japan). Sold for demolition in India.



Reina Cristina at Valletta (Malta), November 2018. © Anthony Vella

Tai Fu No.1 (ex-*Sun Big No.1*, ex-*Sky Reefer*). IMO 7908976. Length 137 m, 3,670 t. Panamanian flag. Classification society International Ship Classification. Built in 1979 in Shitanoe (Japan) by Minami-Nippon. Owned by Sun Big Shipping SA (Taiwan). Sold as is in Thailand. Her destination of demolition is undisclosed. She was spotted at last in the Vietnamese waters.



Tai Fu No.1, in Kaohsiung (Taiwan), April 2022.
© Ya Ray Yang



Tai Fu No.3, departing Kaohsiung, October 2012.
© Daja 260

Tai Fu No.3 (ex-*Sun Big No.66*, ex-*Falcon II*, ex-*Falcon*). IMO 7927453. Length 100 m, 2,596 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1980 in Akitsu (Japan) by Taihei Kogyo. Detained in 2002 in Shimizu (Japan) and in 2007 in Busan (South Korea). Owned by Sun Big Shipping SA (Taiwan). Sold as is in Thailand. Her destination of demolition is undisclosed. She was spotted at last in Lae (Papua New Guinea).

Tai Ning (ex-*Singapore Fontaine*). IMO 8217116. Length 92 m, 2,055 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Shandong Zhonglu Fishery Shipping (China). Sold for demolition in Bangladesh. 630 US\$ per ton.



July 1993, the 10 year-old *Singapore Fontaine*, at berth in Tokyo (Japan). © senba

Tanker

47 demolitions from April to June 2022, 437,000 tons, 61% of the total scrapped tonnage. The overall tonnage of vessels scrapped this quarter was down by -35%, the tanker tonnage was down by -30%. The average age at the time of demolition was 27 years. The detention rate prior scrapping is 31% for tankers, 57% for chemical tankers and 75% for gas carriers.

The tanker market is a monopoly of the Indian sub-continent (97% of the tonnage). Three vessels were broken up by Turkish yards, two by South Korean yards, including the *Stolt Groenland*. Though, the fate of the latter declared a total loss after suffering a major fire remains unclear (see The END p. 59).

6 tankers belonged to EU, Norway and UK owners. They represented 43% of the tankers scrapped this quarter. 3 were beached in Indian and Pakistani yards, 3 are expected in Bangladesh.

61% were crude oil or product tankers, 30% chemical tankers, 9% gas carriers.

29 oil tankers. 20 were "small" units of less than 80,000 t deadweight, 6 of 80,000 to 200,000 tons, 3 were VLCCs of more than 200,000 t. 41% (12) were beached in Bangladesh.

14 chemical tankers. 5 were bound for Bangladeshi yards, 4 for Indian yards.

4 gas carriers. Three were beached in India, including the US-built LNG carrier *Ocean Quest*.

Oil tanker

Adebomi 1 (ex-*Pascale Knutsen*). IMO 9070905. Double hull. Length 142 m, 5,696 t. Nigerian flag. Classification society Det Norske Veritas. Built in 1993 in Gijon (Spain) by Juliana Gijonese. Owned by Stallionaire Shipping & Marine (Nigeria). Sold for demolition as is in Lagos (Nigeria). 460 US\$ per ton. Her destination of demolition is to date unknown. According to her last known AIS signal from June 6, 2022, she was spotted in Lagos.

Pascale Knutsen, May 10, 2010, outbound



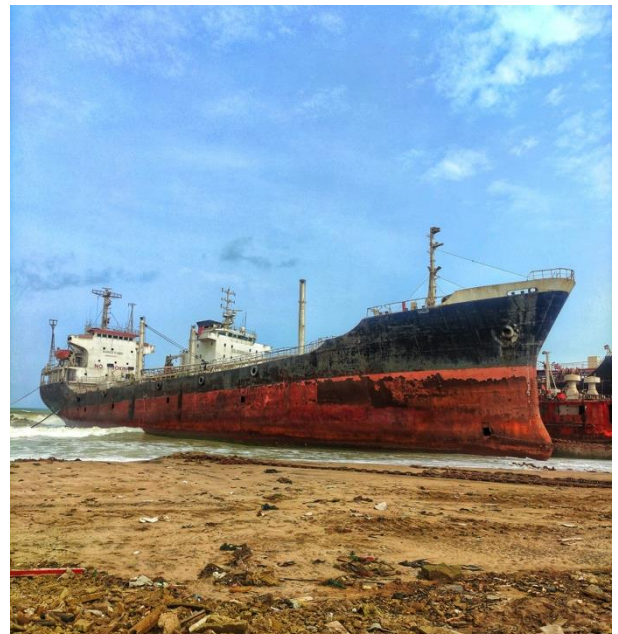
Antwerp (Belgium). © Pascal Bredele

Aminah (ex-*Al Baath*). IMO 7514074. Length 119 m, 2,000 t. Deflagged from Iraq to Tanzania for her last voyage renamed *Eagle II*. Unknown classification society. Built in 1976 in Ishinomaki (Japan) by Yamanishi. Owned by Gulf Breeze Shipping Corp. Acquired by Eagle Shipping Services Inc (United Arab Emirates) for demolition in Pakistan.



September 2015, the *Aminah H* is supplying with fuel the Turkish floating power plant *Karadeniz Powership Kaya Bey* in Umm Quasr Port, Iraq. © Nikita Jelisejev.

Renamed *Eagle 2*, in Gadani, plot 91.
© Gadani Shipbreaking Yard



Bourne (ex-*Seymour*, ex-*Cavendish*, ex-*Ocean Warrior*, ex-*Ocean Centurion*, ex-*Saffron 1*, ex-*Gandari*). IMO 9180102. Double hull. Length 179 m, 7,916 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Okpo (South Korea) by Daewoo. Owned by Union Maritime Ltd (United Kingdom). Sold for demolition in India.

Camille (ex-*Samho Victory*). IMO 9298337. Length 91 m, 1,687 t. Filipino flag. Classification society Korean Register of SHipping. Built in 2004 in Tongyeong (South Korea) by Samho. Owned by Terban Marine Corp (Philippines). Sold for demolition, she was beached in Alang as *Izabella*.



Camille, Mactan channel, Cebu (Philippines), January 20, 2013. © **Mike Baylon**



Izabella, Alang, June 17, 2022. © **Alang Info**

Fortune (ex-*Ocean Garnet*, ex-*Tradewind Force*, ex-*Bunga Melawis Dua*). IMO 9127710. Length 117 m, 3,500 t. Deflagged from Cook Islands to Gabon for her last voyage. Classification society Polish Register of Shipping until April 2022 then Union Marine Classification Society. Built in 1997 in Ulsan (South Korea) by Cheunggu Marine Industry Co. Detained in 2001 in Hong Kong (China). Owned by First Fortune Global Energy Co (Nigeria). Sold for demolition in Pakistan.



Tradewind Force, August 2015, Malaga (Spain). © **Manuel Mohedano Torres**



Fortune, plot 129, SA Traders. © **Gadani Shipbreaking Yard**

Hai Long (ex-*Lady Vik*, ex-*Dart*, ex-*Cartola*, ex-*Loire*, ex-*Mega Hawk*). IMO 9183283. Double hull. Length 269 m, 23,236 t. Deflagged from Belize to St. Kitts and Nevis for her last voyage. Classification society Registro Italiano Navale. Built in 2000 in Ulsan (South Korea) by Hyundai. In December 2020, the *Cartola* owned by the State-owned company Petroleo Brasileiro S.A was reported sold for demolition. The buyer was Nabeel Shipmanagement FZE, a specialist in end-of-life ships based in the United Arab Emirates. Buying price at the time, 388 US\$ per ton including 1150 tons of bunkers. The *Cartola* became the St. Kitts and Nevis-flagged *Dart* but did not show up in the scrapyards. She was sold again in March 2021 and became the Belize-flagged *Lady Vik* then the *Hai Long* in August. The website Marine Traffic does not report operation or ports of call in 2021-2022. She was finally beached in Alang on April 21, 2022 as *Song*. With purchase prices around 700 US\$ per ton in Spring 2022, the estimated additional gain is about 7 million US\$.



Dart, February 2021, anchored in Singapore Strait. © **Vladimir Knyaz**

Hikari (ex-*Iwatesan*). IMO 9262754. Double hull. Length 333 m, 38,673 t. Deflagged from Panama to Cameroun for her last voyage renamed *Atila*. Classification society Nippon Kaiji Kyokai. Built in 2003 in Chiba (Japan) by Mitsui. Owned by Panama-registered Mystral Royal Shipping SA care of Marbella Seaways SA (Greece). Sold as is in the United Arab Emirates for demolition in Bangladesh. 606 US\$ per ton. She left Mindelo (Cape Verde) on July 19 and announced as next port of call Capetown (South Africa).

Infinity 1 (ex-*Infinity Ace*, ex-*Bossoil 2*, ex-*Xian He*, ex-*Heng Hui*). IMO 8960426. Bitumen tanker. Length 83 m, 1,246 t. Panamanian flag. Classification society Panama Bureau of Shipping. Built in 1993 in Ruichang (China) by Jiangxi Jiangzhou. Detained in 2016 in Karwar (India) and in 2019 in Port Qaboos (Oman). Owned by Prime Tankers LLC (United Arab Emirates). Sold for demolition in India.



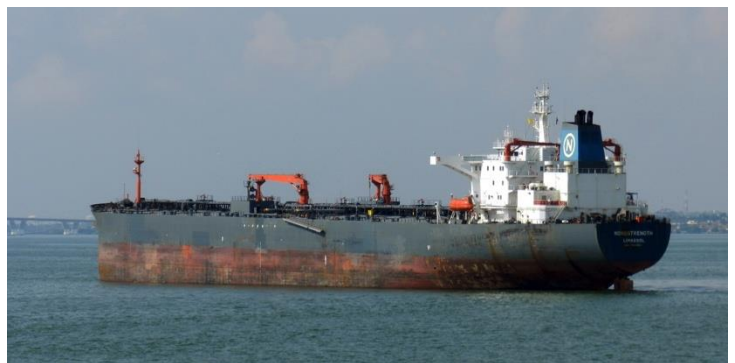
April 2015, *Infinity Ace*, Singapore. © Martin Klingsick



Infinity 1, Alang. © Aniket Rana

Ion (ex-*Gori*, ex-*Sanremo*, ex-*Strength 1*, ex-*Eurostrength*, ex-*Nordstrength*). IMO 9144067. Double hull. Length 244 m, 16,640 t. Cameroonian flag. Classification society Bureau Veritas. Built in 1998 in Samho (South Korea) by Halla Engineering. Detained in 2017 in Zoushan (China). Owned by Duoro Shipping Inc (Hong Kong, China). Sold for demolition in Bangladesh. 651 US\$ per ton.

September 22, 2012, as *Nordstrength*, Maracaibo lake, (Venezuela). © Evgeniy



Joffa (ex-*Glory No. 2*, ex-*Angel No. 2*, ex-*Munakata Maru*). IMO 8513405. Length 119 m, 2,900 t. Sierra Leone flag. Classification society Isthmus Bureau of Shipping. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Detained in 2010 in Slavyanka (Russia). Owned by Joffa Trade International Co (Hong Kong, China). Beached for demolition in Bangladesh renamed *Zoffa*.



Joffa, Kaohsiung (Taiwan), May 31, 2016. © Ya Ray Yang

June Luck (ex-*Lautan 5*, ex-*Kinyo Maru No.2*). IMO 9078141. Length 104 m, 2,582 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1993 in Hakata (Japan) by Hakata Zosen. Owned by Wantong International Group (Hong Kong, China). Sold for demolition in Bangladesh.

Kirin (ex-*Keoje Kirin*, ex-*Kirin*, ex-*Hokko Maru*). IMO 9066239. Length 105 m, 1,883 t. Mongolian flag. Classification society Singapore Bureau of Shipping. Built in 1993 in Naruto (Japan) by Kanrei Zosen. Detained in 2014 in Dumai (Indonesia). Owned by Belize-registered Golden Luxury Corp care of Jin Hao Ship Management Co Ltd (Taiwan). Her destination of demolition is undisclosed. She left Taiwan, according to her latest known location she was spotted in the Andaman sea. She was sailing with a disconnected or out of order AIS, Chattogram Port Authority is expecting her in Bangladesh. 400 US\$ per ton.



Kanmon Strait (Japan), May 2, 2012.
© Vladimir Tonic

Kyoto (ex-*Tenyo*). IMO 9222443. Double hull. Length 330 m, 42,099 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Nagasaki (Japan) by Mitsubishi. Owned by Panama-registered Seagallop Maritime Co SA care of Marbella Seaways SA (Greece). Sold as is in the United Arab Emirates for demolition in Bangladesh. 606 US\$ per ton.

Mascot 8 (ex-*Gladiolus*, ex-*Asmaa*, ex-*Diamond Queen*). IMO 9169548. Length 247 m, 16,616 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Mascot*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Mihara (Japan) by Koyo Dockyard. Owned by Sinostar Marine Group Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 640 US\$ per ton including 250 t of bunkers.

MT Omair (ex-*Omair*, ex-*Global Neptune*). IMO 9309851. Length 128 m, 3,548 t. Deflagged from the United Arab Emirates to Tanzania for her last voyage renamed *Sea World*. Classification society Nippon Kaiji Kyokai. Built in 2004 in Imabari (Japan) by Higaki. Detained in 2012 in Zhangjiagang (China) and in 2013 in Gunagzhou (China). Owned by Hanan Shipping LLC (United Arab Emirates). Sold for demolition in India.

Port Khalid, Sharjah, November 4, 2018.
© Rutger Hofma



Niki (ex-*Regulus*, ex-*Maran Regulus*, ex-*Regulus Voyager*, ex-*Chang-Lin Tien*). IMO 9174220. Length 330 m, 40,743 t. Deflagged from Cyprus to Comoros and finally to Palau for her last voyage renamed *Viki*. Classification society American Bureau of Shipping. Built in 2000 in Geoje (South Korea) by Samsung. Sold in January 2020 by the Greek shipowner Maran Tankers to some Pretty Nave Shipping Ltd established and registered in Cyprus in December 2020. Acquired in May 2022 as is in Malaysia by Liberia-registered Radiant Seaways Inc. 680 US\$ per ton, a price offered by the Indian subcontinent yards. The precise destination is unknown.



**Nordic
American
Tankers**



**DIVIDEND IS A
PRIORITY**

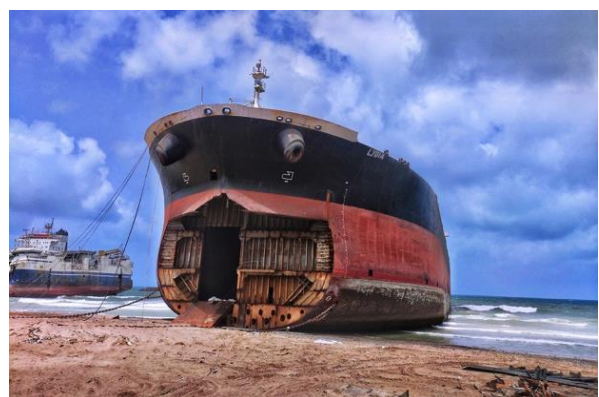
The clearance sale continues at Nordic American Tankers (NAT), the Norwegian shipping company registered in Bermuda. In 2018-2019, a dozen tankers were scrapped in India and Bangladesh (see ["Shipbreaking" # 52](#), p. 58-59). NAT does not care about the conditions of shipbreaking, "Dividend is a priority". The sale of some of these vessels which were not gas free certified was a well-known safety risk for workers during hot cutting work (see ["Shipbreaking" # 54](#), p. 28). In 2022, NAT continues to blur the end of life of its vessels to avoid possible sanctions for illegal export of waste. Its two tankers, *Nordic Grace* and *Nordic Passat*, were reportedly sold in late March for 15 million US\$ and 15,5 million US\$ respectively for further trading. This was a trick: the selling price of around 600 US\$ per ton was below the scrap value. Not surprisingly, the *Nordic Grace* was beached in Alang on April 19, the *Nordic Passat* at Gadani on April 23. We can also expect the *Nordic Moon*, also built in 2002, to arrive in the scrapyards in the next few months: she was sold at scrap value for 16 million US\$.

Nordic Grace (ex-Seagrace). IMO 9230892. Double hull. Length 274 m, 24,882 t. Deflagged from Caiman Islands to Comoros for her last voyage renamed *Iria*. Classification society Det Norske Veritas. Built in 2002 in Samho (South Korea) by Samho HI. Owned by Nordic American Tankers (Norway). Acquired by Liberia-registered Bella Shipping Ltd prior to her departure for demolition in India.



Nordic Grace, Singapore, August 2021. © SGshipspotter

Nordic Passat (ex-Decathlon, ex-Cape Baker, ex-Decathlon). IMO 9229386. Double hull. Length 274 m, 24,000 t. Deflagged from Marshall Islands to Comoros for her last voyage renamed *Lydia*. Classification society Det Norske Veritas. Built in 2002 in Samho (South Korea) by Samho HI. Detained in 2012 in Philadelphia (USA). Owned by Nordic American Tankers (Norway). Acquired by Bella Shipping prior to her departure for demolition in Pakistan.



Lydia, ex-*Nordic Passat*, June 2022, plot 13-14. © Gadani Ship Breaking Yard

Ocean Legend (ex-*Success Regent*, ex-*Fuji Maru No.15*). IMO 9104067 Length 79 m, 971 t. Deflagged from Sierra Leone to Palau for her last voyage. Unknown classification society. Built in 1994 in Hakata (Japan) by Hakata Zosen. Owned by Premach Holdings Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Patrick (ex-*Halston*, ex-*Narcissus*, ex-*Splendour Arcadia*, ex-*Arcadia I*, ex-*Freja Asia*). IMO 9182045. Length 180 m, 8,761 t. Deflagged from Kiribati to St. Kitts and Nevis for her last voyage shortened to *Rick*. Classification society Polish Register of Shipping. Built in 1998 in Onishi (Japan) by Shin Kurushima. Owned by British Virgin Islands-registered Hallbar Ltd care of Global Tech Marine Services Inc (United Arab Emirates). Acquired by Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.



February 2017, *Arcadia I*, in Santos (Brazil). © **Jaye h2o**

Saavi (ex-*Maharaja*, ex-*Maharaja Agrasen*). IMO 9070149. Double hull. Length 274 m, 22,349 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. On April 13, 2019, an explosion occurred aboard the *Maharaja Agrasen* owned by the Shipping Corporation of India. The tanker was supposed to unload her cargo of 98,000 t of crude oil at the Jawahar Dweep terminal off Mumbai (India). The chief engineer Prakash Patyal, 56 years old, and Tejo Charuvilayal, 26 years old, trainee electrical engineer, died from their burns. The *Maharaja Agrasen* was sold in March 2020 to British Virgin Islands-registered Aysa Shipping Inc care of Ebrah Ship Management Pvt Lt (Pakistan). She resumed trading for a while. In June 2022, the ex-*Maharaja Agrasen* was beached in Pakistan as *Saavi*.



At Nakhodka (Russia), July 22, 2021.
© **Sergei Skriabin**



Saavi, June 2022, Gadani (Pakistan).
© **Gadani Shipbreaking Yard**

Sea Matrix (ex-*Masayoshi Maru No.18*). IMO 9140401. Length 90 m, 1,357 t. Deflagged from Singapore to Tanzania for her last voyage. Classification society Registro Italiano Navale. Built in 1996 in Kinoue (Japan) by Sasaki. Owned by Grandeur Trading & Services (Singapore). Sold for demolition in Bangladesh. 670 US\$ per ton.



Sea Matrix, Singapore, February 2006.
© **Martin Klingsick**



On its website, Seaways International Inc. headquartered in New York (USA) claims a fleet of 75 oil tankers built between 2006 and 2017 and 3 in construction. The older ones have been scrapped. After the *Seaways Jademar*, *Seaways Silvermar* built in 2002 and *Seaways Hellas* built in 2003 (see "[Shipbreaking](#)" # 64, p. 59 and "[Shipbreaking](#)" # 66, p. 55), two units built in 2002 and 2004 were beached in Alang

this quarter. All of them were deflagged to Comoros, except the *Seaways Jademar* deflagged to St. Kitts and Nevis, and lightened of their Seaways reference.

Seaways Reyamar (ex-Overseas *Reyamar*, ex-*Reymar*). IMO 9275749. Double hull. Length 228 m, 13,382 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to Rey. Classification society American Bureau of Shipping. Built in 2004 in Okpo (South Korea) by Daewoo SB & ME Co. Detained in 2019 in Shanghai (China). Owned by International Seaways Inc (USA). Acquired by Liberia-registered Bella Shipping Ltd prior to her departure for demolition in India. 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.



Seaways Reyamar, April 18, 2020, Quebec (Canada). © Marc Boucher



Seaways Rubymar en route to Benicia (California, USA), August 30, 2019. © Stan 56

Seaways Rubymar (ex-Overseas *Rubymar*, ex-*Rubymar*). IMO 9232618. Double hull. Length 228 m, 13,248 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Ruby*. Classification society Lloyd's Register of Shipping. Built in 2002 in Okpo (South Korea) by Daewoo SB & ME Co. Owned by International Seaways, Inc (USA). Acquired by Liberia-registered Iliana Shipping Ltd care of Scope Maritime Pvt Ltd (India). Sold for demolition in India.

Smooth Sea 2 (ex-*Oriental Joaquim*, ex-*Golden Joaquim*, ex-*Naniwa Maru* No.58). IMO 8223660. Length 75 m, 1,283 t. Thai flag. Unknown classification society. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Smooth Sea Co Ltd (Thailand). On March 9, 2022, the *Smooth Sea 2* was docked in Samut Prakan near Bangkok. She had arrived the previous day and unloaded 1800 t of gazoil and 1300 t of marine diesel. In the morning, she suffered an explosion due to residual gases in a tank, followed by a major fire. One crew member was killed, three others suffered injuries. According to the authorities, there was no pollution in the Chao Phraya river. The *Smooth Sea 2* was beached in Chattogram on June 5.



Smooth Sea 2, on the Chao Phraya river (Thailand), July 15, 2018. © Trakul Pumsnoh



March 9, 2022, 9:22 am. Screenshot Royal Merchant Navy

Taechang Pearl (ex-Kyokutoku Maru). IMO 9135341. Length 77 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Saiki (Japan) by Miura Shipbuilding Co. Owned by Tae Chang Shipping Co Ltd (South Korea). Being broken up in Busan (South Korea).



Taechang Pearl, departing Mokpo (South Korea), February 8, 2021. © Vladimir Tonic



Undergoing scrapping at "OS Shipbuilding" yard in Busan, June 6, 2022 © Vladimir Tonic

Thousand Sunny (ex-Derby, ex-Sea Quest, ex-Naniwa Maru No.63). IMO 8817681. Length 84 m, 1,098 t. Deflagged from Mongolia to Sierra Leone for her last voyage. Unknown classification society. Built in 1988 in Akitsu (Japan) by Shin Kurushima. Owned by Golden Lamp Stand Shipping (Taiwan). Acquired by Jia Hang Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh.

Venus 20 (ex-Big Sea 11, ex-Top Helmsman No. 1, ex-Nichizan Maru). IMO 8419453. Length 76 m, 685 t. Thai flag. Unknown classification society. Built in 1985 in Akitsu (Japan) by Kishigami Zosen. Owned by Thailaemthong Fishery (Thailand). Acquired by PK Shipping & Agency Co Ltd (Thailand) prior to her departure for demolition in Bangladesh.

VS Riesa (ex-Tanker Riesa, ex-Maersk Riesa, ex-Maersk Richmond). IMO 9252292. Length 171 m, 9,169 t. Deflagged from Isle of Man to Palau for her last voyage shortened to VS. Classification society Lloyd's Register of Shipping. Built in 2003 in Dalian (China) by Dalian Shipyard Co. Detained in 2008 in Murmansk (Russia). Owned by Handytankers K/S (Denmark). Sold for demolition in India. 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.



Maersk Riesa, inbound Le Havre (France), December 28, 2010. © Pascal Bredele



Tanker Riesa, Kandilli, Istanbul, Bosphorus strait (Turkey), September 2018. © Cengiz Tokgoz

Chemical tanker

Adebomi 3 (ex-*Maersk Ellen*, ex-*Bro Ellen*). IMO 9210907. Double hull. Length 184 m, 9,929 t. Deflagged from Liberia to Tanzanie for her last voyage shortened to *Debo*. Classification society Lloyd's Register of Shipping. Built in 2002 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Detained in 2002 in Eleusis (Greece) and in 2017 in Constanta (Romania). Owned by Stallionaire Shipping & Marine (Nigeria). Acquired in January 2022 by Northsea Shipping & Mgmt SA based in Cyprus prior to her departure for demolition in India. 720 US\$ per ton.



Bro Ellen in Nantes Saint-Nazaire channel towards Donges, December 7, 2007. © **Erwan Guéguénat**



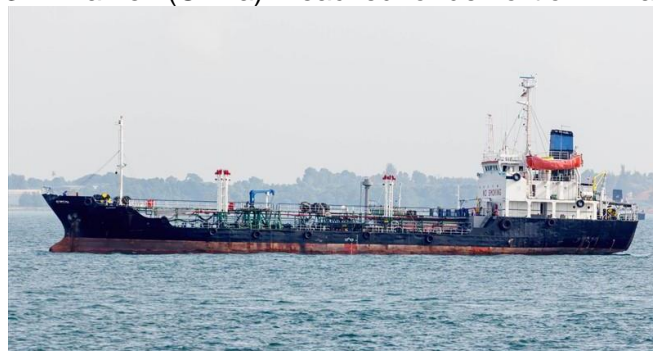
Adebomi 3, beaching in Alang. © **Alang Ship Vlogs**

Annabelle (ex-*Neveska Lady*). IMO 9306457. Double hull. Length 183 m, 10,702 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2005 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Eternity Lucky Ltd (Hong Kong, China). On April 27, 2022, the *Annabelle* was arrested off Borneo by the Indonesian Navy for illegal transport of methanol without permit. Sold for demolition in Bangladesh. To be confirmed. Her status is to be broken up since April 15, she left Indonesia bound for Sharjah (United Arab Emirates), she was spotted at last in Iraq.



Neveska Lady en route to Amsterdam (Netherlands), October 20, 2014 © **Simon Wolf**

Flatback (ex-*Hanyang Grace*, ex-*Silkyway*, ex-*Day Cosmos*). IMO 8324440. Length 76 m, 911 t. Equatorial Guinea flag. Unknown classification society. Built in 1984 in Usuki (Japan) by Usuki Tekkosho. Detained in 2003 in Xiamen (China). Beached for demolition in Bangladesh.



September 13, 2018, Singapore, © **Valery Cherezov**

Jal Doot 1 (ex-*Lady Sara*, ex-*Lady Isik*, ex-*Isik*). IMO 9445423. Length 122 m, 2,665 t. United Arab Emirates flag. Classification society Bureau Veritas. Built in 2008 in Tuzla (Turkey) by Sahin Celik. Owned by Folk Shipping LLC (United Arab Emirates). The *Jal Doot 1* was allegedly stolen in Iraq where she was undergoing repair work and then beached in Gadani as the Tanzania-flagged *Santiago*, and with a false IMO number. The shipowner lodged a complaint but scrapping has already started at Usman Steel yard.



May 2009, *Lady Isik* departing Valencia (Spain). © Manuel Hernandez Lafuente



"*Santiago*", Gadani beach. © Folk Shipping / TradeWinds

Karadeniz Powership Erol Bey (ex-*Sound of Sea*, ex-*Metauro*, ex-*Gianmaria*). IMO 9012082. Length 109 m, 1,922 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Ancona (Italy) by Morini Detained in 2017 in Castellon de la Plana (Spain). Owned by Karmarine Karadeniz Denizcilik (Turkey). Sold for demolition in Turkey. 270 US\$ per ton.

Sound of the Sea, Bosporus, 2014. © Marc Ottini



Kim Seng 3 (ex-*Paseidana*, ex-*Win 2*, , ex-*May 2*, ex-*MMM Dayton*, ex-*Donghwa Ace*, ex-*Diamond*, ex-*Nam Young No.92*). IMO 9065132. Length 81 m, 1,371 t. Togolese flag. Classification society Universal Maritime Bureau. Built in 1992 in Tongyeong (South Korea) by Woori. Detained in 2014 in Dumai (Indonesia). Owned by Century Shipping & Trading Ltd (China). Sold for demolition in Bangladesh. 640 US\$ per ton.

Lucas (ex-*Dong Yang*). IMO 9181211. Length 100 m, 1,825 t. Deflagged from Panama to Cameroon for her last voyage renamed *Lucas 7*. Classification society Korean Register of Shipping. Built in 1997 in Tongyeong (South Korea) by Haedong. Detained in 2012 in Bangkok (Thailand). Owned by Asia Indo Navigation Sa (Singapore). Acquired by PK Shipping & Agency Co Ltd (Thailand) prior to her departure for demolition in Bangladesh.



Oneness (ex-*Fiona*). IMO 9170951. Length 121 m, 3,215 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Uwajima (Japan) by Miyoshi. Owned by Shipman Co Ltd (India). Sold for demolition in India.

Fiona, port of Busan (South Korea), August 27, 2016. © Vladimir Tonic

Poseidonas (ex-Pic Saint Loup). IMO 7361398. Ex wine tanker registered as a chemical tanker since 2009. Length 89 m. Deflagged from Greece to Togo for her last voyage under her original name shortened to *Loup*. Unknown classification society. Built in 1974 in Geesthacht (Germany) by Ernst Menzer-Werft. Towed for demolition in Turkey. See the details on the career of this ex-wine tanker p. 9.

Pic Saint Loup, Brest, January 24, 1998. © Yvon Perchoc



Princess Sama (ex-Jewel Star, ex-Athens 77, ex-Al Hamriya V, ex-Crane Titan, ex-Sunrise Peach). IMO 9178082. Length 107 m, 2,368 t. Palau flag. Classification society Indian Register of Shipping. Built in 1998 in Akitsu (Japan) by Shin Kurushima. Owned by Hanan Shipping LLC (United Arab Emirates). Sold for demolition in Pakistan.

Reola Ribka (ex-Sky Chemi, ex-Nur Yanbu, ex-Tomoe 98). IMO 8418916. Length 117 m, 2,878 t. Deflagged from Indonesia, St. Kitts and Nevis for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Imabari (Japan) by Asakawa. Detained in 2009 in Honolulu (Hawaii, USA). Owned by GSPL DMCC (United Arab Emirates). Acquired by Machtrans Ship Management Pvt Ltd (India), she was beached in Alang shortened to *Reo*.

Splendour Sapphire (ex-Sk Most, ex-Skazochnyj Most, ex-Lapteev Sea). IMO 9149263. Double hull Length 182 m, 9,711 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1998 in Pula (Croatia) by Uljanik. Detained in 2019 in Cochin (India). Her Russian owner North Eastern Shipping Co wanted to sell her for demolition as is in South Korea in August 2018. She would have been acquired by a certain British Virgin Islands-registered Clartex Holding Group for 450 US\$ per ton. The *Skazochnyj Most* deflagged to Togo was expected in Bangladesh but finally continued trading. In May 2019, she was reported sold again, the auction selling price was 285 US\$ per ton. (cf. "Shipbreaking" # 56, p. 48). The buyer was Splendour Maritime Inc established in Dubai. The ship was shortened to *Sk Most* flying the funeral flag of Comoros. Though, she resumed trading again as *Splendour Sapphire*. End of game on June 4, 2022, she was beached in Alang. Her reported selling price was 722 US\$ per ton. Old ships are sometimes like good wines. Their value increases over the years.



Skazochnyj Most, sea of Japan, October 19, 2014. © Rus64



Splendour Sapphire, Alang. © Alang Info

Information	Since
IMO number :	9149263
Name of ship :	SKAZOCHNYJ MOST (since 01/05/2014)
Call sign :	UBLL2
MMSI :	273349240
Gross tonnage :	27526 (since 01/10/1998)
DWT :	47314
Type of ship :	Chemical/Oil Products Tanker (since 01/08/1998)
Year of build :	1998
Flag :	Russia (since 01/05/2014)
Status of ship :	To Be Broken Up (since 02/09/2018)
Last update :	11/09/2018

Information	Since
IMO number :	9149263
Name of ship :	SKAZOCHNYJ MOST (since 01/05/2014)
Call sign :	5VFK6
MMSI :	671985000
Gross tonnage :	27526 (since 01/10/1998)
DWT :	47314
Type of ship :	Chemical/Oil Products Tanker (since 01/08/1998)
Year of build :	1998
Flag :	Togo (since 01/08/2018)
Status of ship :	To Be Broken Up (since 24/05/2019)
Last update :	04/06/2019

Information	Since
IMO number :	9149263
Name of ship :	SPLENDOUR SAPPHIRE (since 01/08/2019)
Call sign :	H9YU
MMSI :	27526
Gross tonnage :	27526 (since 01/10/1998)
DWT :	47314
Type of ship :	Chemical/Oil Products Tanker (since 01/08/1998)
Year of build :	1998
Flag :	Panama (since 01/08/2019)
Status of ship :	Broken Up (since 29/05/2022)
Last update :	14/06/2022

To be broken up

September 2018

May 2019
Sources Equasis

broken up

May 2022

Stolt Groenland. IMO 9414072. Length 183 m, 12,154 t. Caiman islands flag. Classification society Det Norske Veritas. Built in 2009 in Mykolaiv (Ukraine) by Wadan Okean for the forepart and stern part and in Floro (Norway) for the cargo section and completion. Owned by Stolt Tankers BV (Netherlands), filiale de Stolt-Nielsen BV (Norway). Declared a total loss on September 28, 2019 after suffering a fire in Ulsan port (South Korea). Her scrapping at Palpal yard in Busan is still pending. See the chapter The END, p. 59.



Stolt Groenland, November 6, 2009, last sea trials in Floro (Norway) prior delivery to her owner. © **Sture Thorgaard**

Xiang Shun (ex- *Luck Grow 168*, ex-*C. P. 43*, ex-*Global Flora*). IMO 9153800. Double hull. Length 114 m, 3,175 t. Mongolian flag. Unknown classification society. Built in Imabari (Japan) by Higaki. Detained in 2005 in Shanghai (China). Owned by Seychelles-registered Vantage Point Enterprise Ltd. Sold for demolition in Bangladesh. 640 US\$ per ton.



December 1, 2019, *Luck Grow 168*, in Kaohsiung (Taiwan). © **Ya Ray Yang**

Gas carrier

Lady Margaux (ex-*Sea Sawasdee*, ex-*Global Hime*, ex-*Global Express*). IMO 9124744. Length 100 m, 2,300 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Saiki (Japan) by Honda. 3 detentions: in 2015 in Yangjiang (China) and in 2016 and 2017 in Daesan (South Korea). Owned by Sellan Gas Co Ltd (Vietnam). Sold for demolition in India.



Lady Margaux, Kurushima strait(Japan), April 14, 2021 © **Kenro Oshita**

Milangaz-3 (ex-*Capo Marina*, ex-*Anna Kosan*, ex-*Anna Tholstrup*). IMO 7423885. Length 77 m, 1,228 t. Turkish flag. Classification society Turk Loydu. Built in 1976 in Singapore by Singapore Slipway & Engineering Co. Detained in 2005 in Rijeka (Croatia). Owned by Likitgaz Gemicilik Ltd Sti (Turkey). Sold for demolition in Turkey.



Anna Kosan, Le Havre (France), March 3, 1996.
© Pascal Brede!



Milangaz-3, upbound Bosphorus, July 2012.
© Marc Ottini

N°. 1 *SJ Gas* (ex-*Grace Coral*). IMO 9110066. Length 97 m, 1,978 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Yawatahama (Japan) by Kurinoura. Detained in 2003 in Yokkaichi (Japan). Owned by SJ Tanker Co Ltd (South Korea). Sold for demolition in India.



N°. 1 *SJ Gas*, anchored in Busan (South Korea),
May 31, 2020. © Vladimir Tonic



Beaching in Alang. © Alang Ship VLOGS

Ocean Quest (ex-*Matthew*, ex-*Suez Matthew*, ex-*Matthew*, ex-*Gamma*, ex-*El Paso Howard Boyd*). IMO 7391214. Length 289 m, 33,141 t. Deflagged from Norway to Palau for her last voyage renamed *Dahlia*. Classification society Lloyd's Register of Shipping. Built in 1979 in Newport News (USA) by Newport News SB. Owned by Hong Kong LNG Ltd (Hong Kong, China). Sold for demolition in India. 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.



Suez Matthew docking in Brest (France) in the early morning hours, April 1, 2009,. © Erwan Guéguénat

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.

5 demolitions. 5% of ships scrapped, 8% of the global tonnage. All are bound for the Indian subcontinent yards. Their average age at the time of demolition is 27 years if one excludes the casualty ship *Aviator*, 15 years old. Only the South Korean *Keoyang Orient* was never detained.

Aviator. IMO 9363754. Length 140 m, 4,655 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 2007 in Ishinomaki (Japan) by Yamanishi. 3 detentions: in 2014 in Zhangjiagang (China), in 2018 in Warren Point (United Kingdom) and in 2019 in Teesport (United Kingdom). Owned by Marshall Islands-registered Liberator Maritime Co care of Evalend Shipping Co SA (Greece).



Aviator, December 2020. © Tony Roberts

On the night of November 26, 2021, the *Aviator* collided with the tanker *Atlantic Grace* (IMO 9337511) in the Gulf of Kutch, northwest of India. The *Atlantic Grace* was on ballast and heading back to Fujairah. There were no casualties among the 21 Indian sailors aboard the tanker and the 23 Filipino sailors aboard the *Aviator*. Both vessels were separated on November 29. The *Atlantic Grace* resumed trading as the *Seaways Grace*. The *Aviator* was declared a total loss. She was sold as is in Mundra (India) and towed to Alang for demolition. 538 US\$ per ton.



Atlantic Grace vs *Aviator* (right). © PRO Defence Gujarat

Berkah 36 (ex-*Tala*, ex-*Sider Red*, ex-*Eco Vigour*, ex-*Fortuna Europa*, ex-*Moonlight Success*, ex-*Ocean Empress*, ex-*Moonlight Success*, ex-*Ocean Empress*, ex-*Ashiya Star*, ex-*Links*, ex-*Sun Orchid*). IMO 8604515. Length 174 m, 6,558 t. Deflagged from Indonesia to Gabon for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1986 in Saiki (Japan) by Usuki Tekkosho. Detained in 2006 in Brisbane (Queensland, Australia). Owned by Berkah Setanggi Timur (Indonesia). Sold for demolition in Bangladesh. 646 US\$ per ton.



Berkah 36, November 3, 2018, Balikpapan (Indonesia). © Pak Agen

Cui Hua (ex-*Jia Feng*, ex-*Cheng Hong*, ex-*Giant Glory*, ex-*Santa Christina*). IMO 9136541. Length 160 m, 5,491 t. Cameroonian flag. Classification society Union Bureau of Shipping. Built in 1996 in Imabari Zosen (Japan) by Imabari Zosen. Detained in 2008 in Port Kembla (New South Wales, Australia) in 2018 in Tianjin (China). Owned by Jade Prosperous Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

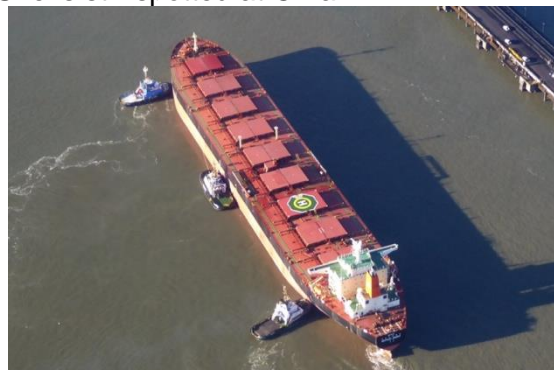


Jia Feng, in Vladivostok (Russia), September 2017. © **Sergei Skriabin**

Keoyang Orient. IMO 9141326. Length 269 m, 18,138 t. Deflagged from South Korean to Liberia for her last voyage shortened to *Orient 1*. Classification society Korean Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Acquired as is in Handong (South Korea) by Liberia-registered Maitland Navigation Ltd. Sold for demolition. 650 US\$ per ton including 300 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. The final destination of the *Orient 1* is to date unknown. She is still spotted at Oman.



Keoyang Orient, anchored off Nakhodka (Russia), August 29, 2014. © **smp**



Docking in Gladstone (Australie), July 3, 2015. © **tropic maritime images**

Sunbeam (ex-*Chitose*). IMO 9228239. Length 289 m, 21,018 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Mihara (Japan) by Koyo DY Co. Detained in 2002 in Dampier (Western Australia, Australia). Owned by Marshall Islands-registered Navy Shipmanagement Co care of NGM Energy SA (Greece). Sold for demolition in Pakistan. 715 US\$ per ton.



Sunbeam, January 31, 2022, off the southeastern coast of Singapore. © **SGshipspotter**

Cement carrier

Hilacement 1 (ex-*Seament VII*, ex-*Pioneer Louise*). IMO 8326450. Registered by the IMO as a cement storage barge. Length 216 m, 14,739 t. Deflagged from Kuwait to St. Kitts and Nevis for her last voyage shortened to *Cement 1*. Unknown classification society. Built in 1976 in Yokohama (Japan) by Mitsubishi as the LPG carrier *Pioneer Louise* and the IMO number 7379773. The stern section was welded to a new, longer bow section, the ship was lengthened from 189 to 228 m and resumed her career as a gas carrier. She was scrapped in Xinhui, China in 2002. The bow and cargo section of the LPG carrier were used to built a cement storage barge; the hybrid vessel was allocated a new IMO number and the name *Seament VII*. Two other cement barges, *Seament VIII* and *Seament IX*, were built through the same conversion process from *Gas Gemini* (IMO 7391874) and *Gas Diana* (IMO 7402257). Owned by Hilal Bulk (Koweit). Sold for demolition in India.



1976, *Pioneer Louise*.
© Mitsubishi Heavy Industries



Bulkwayuu, ex *Seament VIII*, sistership of the *Hilacement 1*.
© Manuel Bosquez

Sheng Ho (ex-*Clipper Eagle*, ex-*Kiwi Hope*). IMO 8611752. Length 145 m, 4,816 t. Deflagged from Taiwan to Comoros for her last voyage shortened to *Shengo*. Classification society China Corporation Register of Shipping. Built in 1987 in Hakodate (Japan) by Hakodate Dock. 6 detentions: in 2001, 2005, 2006 and 2013 in Hong Kong (China), in 2015 in Kochi (Japan) then again in Hong Kong. Owned by Ta-Ho Maritime Corp (Taiwan). Sold for demolition in Bangladesh.



Sheng Ho, Kaohsiung (Taiwan), 21 October 2021. © Ya Ray Yang

Aggregate carrier

Winton T 128 (ex-*Shi Tai 6368*, ex-*Pan Yun Ji1021*). IMO 9535943. Length 81 m, 975 t. Panamanian flag. Unknown classification society. Built in 2003 in Guangzhou (China) by Guangzhou Panyu Yuefeng. Owned by Yangning Marine International Co Ltd (China). Sold for demolition in Bangladesh.

Research vessel

Hayes. IMO 7738589. Length 75 m, 2,192 t. USA flag. Classification society American Bureau of Shipping. Built in 1971 in Seattle (USA) by Todd Pacific Shipyard. She was delivered to the US Military Sealift Command and entered service as the oceanographic research vessel *USNS Hayes* (T-AGOR-16). In 1986, she was converted to an acoustic research vessel still as *USNS Hayes* but with pennant number T-AG 195. She was used in the programs of reduction of noise emitted by submarines. She was decommissioned since 2008 at the Philadelphia naval base. The magazine *Worldwide Tug* and *OSV News* reports her demolition by a shipbreaking yard in Brownsville (Texas, USA).



Hayes T-AG-195, July 2008. © **Rennett Stowe**

SW Eagle (ex- *Geco Eagle*). IMO 9176292. Length 95 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1999 in Hoylandsbygd (Norway) by Fitjar. Owned by Shearwater Geoservices Assets (Norway) care of Reflection Marine UK Ltd (United Kingdom). Laid up in Farsund (Norway). In May 2022, she left Norway under tow of tug *FFS Arion* (IMO 9056789), bound for Aliaga.



Geco Eagle, April 27, 2017, off Guyana.
© **Graham Curran**



Departing under tow to Aliaga, June 1, 2022.
© **Captain Johan**

SW Emerald (ex-*Geco Emerald*). IMO 9043079. Length 81 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1992 in Flekkefjord (Norway) by Flekkefjord Slip. Owned by Shearwater Geoservices Assets (Norway) care of Reflection Marine UK Ltd (United Kingdom). Désarmé in Farsund (Norway). Towed for demolition in Turkey.



Geco Emerald, Hook of Holland (Netherlands),
24 September 2009. © **WJ Hordijk**



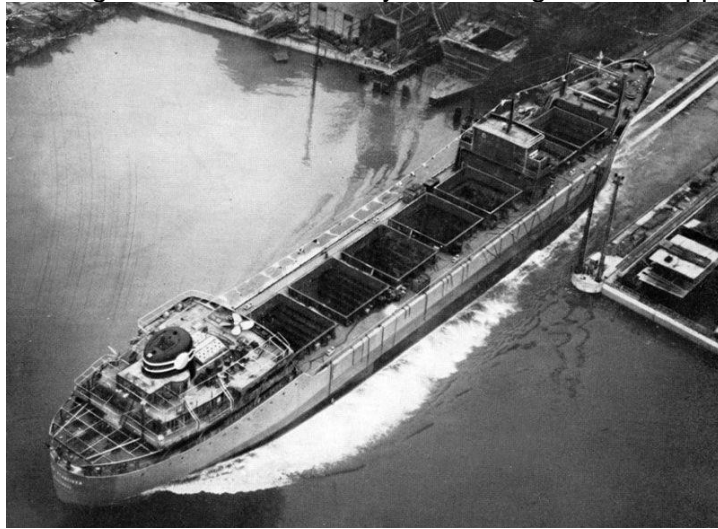
April 2022, *SW Emerald*, in Aliaga.
© **Selim San**

Drilling ship

Aban Ice (ex-*Frontier Ice*, ex-*Falcon Ice*, ex-*Deepsea Ice*, ex-*Danwood Ice*, ex-*Jean Schneider*). IMO 5171189. Length 183 m. Panamanian flag. Classification society Indian Register of Shipping.



Jean Schneider, in construction.
Archives famille Cangardel



Le lancement. © R. Fleury, collection Y. Letellier

Built in 1959 in Dunkirk (France) by Ateliers et Chantiers de France as the ore carrier *Jean Schneider* for Union Industrielle et Maritime des Gros Porteurs (UIM). During most of her career, she supplied France with coal loaded in the ports of the US East coast. In 1973, she was used for some voyages from Safi (Morocco) to Antwerp (Belgium) with cargoes of phosphate.



Jean Schneider. © collection Vebe

She was sold in November 1973 to the Danish shipowner Lauritzen and converted to a drilling ship by Hapag Lloyd Werft shipyard in Bremerhaven. Since 2004 she was owned by the Indian company Aban Offshore Ltd.



Aban Ice, off Mumbai, June 22, 2016. © Balwant Singh

She was the oldest ship still in service. In March 2021, she was laid-up off Mumbai (India). Aban Offshore has debts. The *Aban Ice* is reported sold for scrapping in April 2022. She has not been beached yet. The offshore drilling platform *Aban VII* of the same owner was beached on May 11 in Alang.

Offshore support vessel

Bangka (ex-*Posh Bangka*, ex-*Pac Bangka*). IMO 9180748. Ex container ship registered since 2010 as an offshore support vessel. Length 89 m, 2,997 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage shortened to *Ang 1*. Classification society Bureau Veritas jusqu'en April 2022 then Capital Register of Shipping. Built in 1998 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by Pax Ocean Singapore Pte Ltd (Singapore). Acquired by Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh.



Singapore. September 7, 2006, le container ship *PAC Bangka*. © Ivan Meshkov



November 1, 2018. the offshore support vessel *Posh Bangka*. © Gerolf Drebes



Ang 1, beaching in Alang. © N Uzzal Vlogs

Energy Miner (ex-*Sakawe Miner*, ex-*Namibian Gem*, ex-*Regal Service*). IMO 7427532. Length 77 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1976 in Papenburg (Germany) by Surken. In 1996, the ex-offshore supply vessel was acquired by Ocean Diamond Mining (ODM), a Namibian diamond mining company. As the onshore deposits, mined since 1908 runs out, and the marine mining develops, the former *Regal Service* is converted into a diamond dredger. The *Namibian Gem* pumps up and sorts the potential rough diamonds on a 50t/hour screening machine.



1978, le *Regal Service*. © Stephen -S

She was bought in 2003 by Sakawe Mining Corp and continued to look for diamonds until 2007. The vessel was then acquired by Bayu Maritim Berkah PT (Indonesia), an Indonesian offshore service provider, and registered as a support vessel for subsea works. The Worldwide Tug and OSV News magazine reports her demolition in an Indonesian yard.



2003, Capetown, the diamond dredger *Sakawe Miner*.
© Capt. Hilmar Snorrason



2019, the offshore support vessel *Energy Miner*.
© Pak AGen

Offshore service vessel

C-Mariner (ex-*Suffolk Mariner*, ex-*Northern Mariner*). IMO 8507107. Length 60 m, 1,400 t. Tanzanian flag. Classification society Overseas Marine Certification Services. Built in 1986 in Lowestoft (United Kingdom) by Richards Shipbuilders. Owned by Seaport International Shipping Co (United Arab Emirates). Sold for demolition in Pakistan.

Coastal Leopard (ex-*Malaviya Twelve*, ex-*SKBB Kemajuan 302*). IMO 8827363. Length 59 m. Tuvalu flag. Classification society Indian Register of Shipping. Built in 1989 in Singapore by Greenbay Marine. Owned by Comacoe Ltd (India). She would be undergoing scrapping in Lagos (Nigeria).



Coastal Leopard, March 2010, Singapore. © Gerald Sorger

Emerald 1 (ex-*Lewek Emerald*). IMO 9277125. Length 65 m, 2,133 t. Deflagged from Malaysia to Panama. Classification society Lloyd's Register of Shipping jusqu'en March 2022 puis International Register of Shipping. Built in 2003 in Singapore by Pan-United. Owned until August 2021 by Intan Offshore Sdn Bhd (Malaysia). Sold for demolition in India.

Famous 1 (ex-*Sea Puma*, ex-*Gulf Salvor*, ex-*Sea Horse*, ex-*Alaskan Seahorse*, ex-*Dearborne 205*). IMO 7416973. Length 60 m. Ghana flag. Classification society American Bureau of Shipping. Built in 1976 in Jacksonville (USA) by Bellinger. Her last known owner was Global Offshore International (USA); she was operated by Global Pipeline Plus (Nigeria). Her status has not been updated, she is still reported as "in service". In 2019, she was reflagged from Nigeria to Ghana. In December 2020, she was detained in Tema (Ghana) at the request of the Ghanaian customs for alleged gasoline smuggling as officers found gasoline in tanks supposed to contain oil sludge. The magazine Worldwide Tug and OSV News reports her demolition in Lagos (Nigeria).

Jarvis (ex-*Venture Sea*). IMO 9197301. Length 74 m, 2,046 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1998 in Pascagoula (USA) by Halter Marine. Owned by Secunda Marine Services (Canada) until May 2021. Acquired by Trade Credebt Ltd (Ireland). Sold for demolition in India.



Jarvis, Gibraltar, April 3, 2021. © Gibfran 46

Jarvis, beached in Alang. © Shipbreaking Group Facebook





Maersk Supply Services has reported the scrapping of three units of its offshore service vessel fleet, which will be thus reduced to 38 vessels. The *Maersk Attender*, *Maersk Helper* and *Maersk Winner*, aged 22, 20 and 19, were laid up in Fredericia on the east coast of Jutland, Denmark. In 2016, Maersk had sent to Aliaga, 7,000 km from Denmark, a hazardous convoy of three old hulls to be scrapped, the *Maersk Shipper* and *Maersk Searcher* under tow of the *Maersk Battler*; the two tows sank off Brittany (cf. "[Shipbreaking](#)" # 49, p. 3-4). Back to reason and proximity, in 2022, the *Maersk Attender*, *Maersk Helper* and *Maersk Winner* are to be scrapped in Grenaa by the EU-approved yard Fornaes Ship Recycling, 135 km away from Fredericia.



Maersk Attender.
© Aart van Bezooijen



Maersk Helper
© Slug 2019



Maersk Winner
© George Saunders

Maersk Attender. IMO 9193795. Length 90 m, 6,190 t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Stralsund (Germany) by Volkswerft.

Maersk Helper. OMI. 9246736 Length 80 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 2002 in Kragerø (Norway) by Tangen Verft.



Maersk Helper, départ in remorque. © Marsk Supply Services.

Maersk Winner. IMO 9245914. Length 90 m, 6,898 t. Isle of Man flag. Classification society American Bureau of Shipping. Built in 2003 in Stralsund (Germany) by Volkswerft.

Mammoth Tide. IMO 7368712. Length 66 m. Unknown flag since 2011. Classification society American Bureau of Shipping. Built in 1973 in Ulsteinvik (Norway) by Hatlo. Her last known owner was Wingreen Holdings LLC (USA). She was laid-up since 2011. The magazine *Worldwide Tug and OSV News* reports her demolition by a shipbreaking yard of Brownsville (Texas, USA).

Mammoth Tide. © Hulstein



Sarafina (ex-Northern Light, ex-Pacific Ariki). IMO 8518182. Length 64 m, 2,084 t. Deflagged from Malaysia to St. Kitts and Nevis for her last voyage shortened to *Rafi*. Classification society Nippon Kaiji Kyokai until December 2021 then Capital Register of Shipping and finally Bureau Veritas. Built in 1986 in Kure (Japan) by Imamura. Owned by Asian Geos Sdn Bhd (Malaysia). Acquired by Last Voyage DMCC (United Arab Emirates) prior to her departure for demolition in Bangladesh.



Sarafina, Labuan (Malaysia), February 2015. © Piyush Jain

Sea Safety (ex-Strilbas-, ex-Ocean Safe, ex-West Avocet). IMO 7129130. Length 53 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1972 in Waterhuizen (Netherlands) by Pattje. Owned by Varanger Seafood AS (Norway). The magazine Worldwide Tug and OSV News reports her demolition in Esbjerg (Denmark) by the EU-approved yard Smedegaarden AS.

Sea Pilot (ex-Siddis Pilot). IMO 7404229. Length 58 m. Cape Verde flag. Unknown classification society. Built in 1976 in Groningen (Netherlands) by Nieuw Noord Nederlandse. The Norwegian *Sea Pilot* would have been sold in 2018 to an undisclosed buyer and deflagged to Cape Verde. It seems she has not resumed operation. On June 24, 2022, she left Stavanger (Norway) under tow bound for a shipbreaking yard of Esbjerg (Denmark).



Siddis Pilot Collection H Larsson-Feddes.



Departure under tow. © www.maritime-pics.com

Tag 6 (ex-Heng Sheng 1, ex-Heng Sheng Tuo 1hao). IMO 9641716. Length 67 m, 2,241 t. Indian flag. Classification society Indian Register of Shipping. Built in 2012 in (China) by Fujian Hengsheng. Owned by Tag Offshore Ltd (India). Sold for demolition in India.



Tag 6, November 2015, off Mumbai (India).
© Hardlight

Thanos (ex-VN *Sapeur*, ex-Normand *Jarl*). IMO 8304816. Length 75 m, 2,362 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1985 in Ulsteinvik (Norway) by Ulstein Hatlo AS. Owned by Trade Credebt Ltd (Ireland). Operated since 2020 by Hermes Maritime Services Pvt, an Indian specialist in end-of-life ships, for the delivery of ships to be scrapped in the Indian subcontinent (cf. "Shipbreaking" # 64, p. 70). On June 14, it is her turn to be beached in Bangladesh.



VN Sapeur, Cherbourg, July 2015.
© Clément Lepetit/ Cherbourg Escale

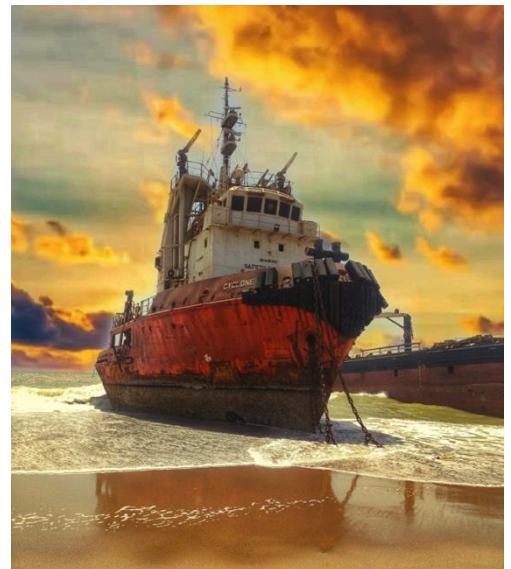


Thanos, Chattogram. © Salah Uddin

Tug

Cyclone (ex-Jubail 31). IMO 8019021. Length 40 m, 480 t. Bahraini flag. Classification society Bureau Veritas. Built in 1982 in Busan (South Korea) by Korea SB & E Corp. Owned by Sea Eagles Shipping LLC (United Arab Emirates). Beached for demolition in Pakistan.

Cyclone, plot 91, Usman Steel Ltd. © Gadani Shipbreaking Yard



Ghawar (ex-Marjan 6). IMO 7931480. Length 42 m, 500 t. Bahraini flag. Classification society Det Norske Veritas. Built in 1981 in Singapore by Gul Engineering. Owned by Sea Eagle Marine Services (United Arab Emirates). Sold for demolition in Pakistan.

Ghawar, plot 91, Usman Steel Ltd. © Gadani Shipbreaking Yard

Miscellaneous

Patrol vessel

Hokuo Maru. IMO 9194971. Length 60 m, 802 t. Deflagged from Japan to Belize for her last voyage shortened to *Hokuo*. Unknown classification society. Built in 1999 in Muroran (Japan) by Narasaki Zosen. Ex fishery patrol vessel owned by the Authorities of the Hokkaido Prefecture (Japan). Acquired by Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan). Sold for demolition, she left Otaru and was beached in Chattogram.



Port of Wakkanai (Japan), September 22, 2015. © Okesa

MNG Pembroke (ex-*Vigil*, ex-*Vigilant*). IMO 8931190. Length 75 m, 1,083 t. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1996 in Valparaíso (Chile) by Asmar Valparaíso as the Chilean coast guard patrol vessel *Vigilant*. Owned by Excel International FZC (United Arab Emirates). She was converted and chartered from 2017 onward by MNG Maritime, a private security company established in London (United Kingdom). She served as a floating armoury as well as for transporting "controlled goods", weapons, ammunition, sighting systems, night vision equipment... MNG guarantees the security of her transports in particular thanks to maritime security teams including at least 4 former UK Royal Marines. The *MNG Pembroke* was towed for demolition in India.



The coast guard *Vigilant*. © ASMAR



The floating armoury *MNG Pembroke*. © MNG Maritime



MNG Pembroke, beached in Alang, May 2022. © Alang Info

Accomodation vessel

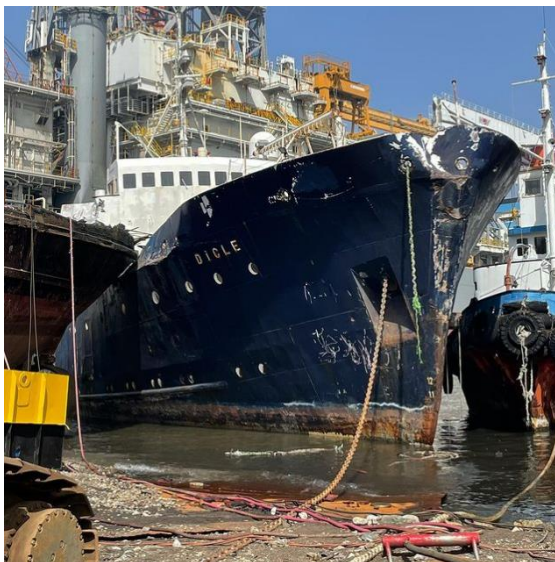
Evangelya (ex-*Dicle*, ex-*Darli*, ex-*Brand*, ex-*Hardangerfjord 1*, ex-*Firda*, ex-*Hardangerfjord*). IMO 5142750. Ex-ferry converted in 2004 to cruise ship and registered since 2006 as an accomodation vessel for offshore workers. Length 56 m. Kazakhstan flag until September 2020 then Cyprus. Classification society Russian Maritime Register of Shipping. Built in 1959 in Leirvik (Norway) by Stord Verft.



July 7, 1992, *Brand*, in Bergen (Norway). © Tony Garner



December 24, 2015, *Dicle* at berth in Bautino (Kazakhstan), Caspian sea. © Askar



She was operated on oilfields in the Caspian sea as *Dicle*. Acquired in September 2020 by Metis Platforms Ltd (Cyprus). She remained laid-up in Lavrio (Greece), her renaming was only theoritical. Beached for demolition in Turkey

Aliaga, April 2022. © Selim San

High Ocean V (ex-*DSH 1*, ex-*Kissama*). IMO 8645466. Registered as an accomodation and offshore support vessel. She was operated in the Gulf of Guinea off Angola. Length 101 m, 5,660 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage renamed *High Two*. Classification society Bureau Veritas. Built in 1995 in Vyborg (Russia) by Vyborg Shipyard JSC. Owned by Marshall Islands-registered High Ocean Inc. Acquired by Alpha Metallum DMCC (United Arab Emirates) prior to her departure under tow for demolition in India.



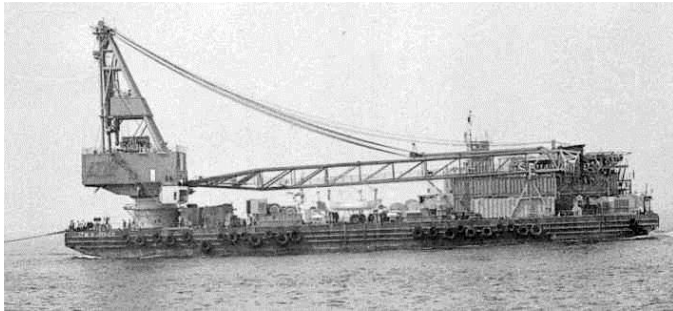
Kissama © DVO



High Two. © Alang Info

Crane ship

Falcon Warrior (ex-*ODS Mariner*, ex-*ITM Mariner*, ex-*Maersk Barge 9*, ex-*Falcon Warrior*, ex-*Phitmods*). IMO 7633167. Ex pipe laying vessel registered as a crane ship. Length 92 m, 4,167 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Warrior*. Classification society Registro Italiano Navale. Built in 1977 in Odense (Denmark) by Odense Steel Shipyard. Owned by Falcon Energy Group (Singapore). Acquired by Marshall Islands-registered Virna Maritime Corp prior to her departure for demolition in India.



August 1983, *ITM Mariner*, on the Tees (United Kingdom). © **Teesships**



Falcon Warrior, June 17, 2019. © **ptbayu**

The END? *Stolt Groenland*



Stolt Groenland, arriving in Rotterdam, March 2019. © Theradrone.com

In 2019, the *Stolt Groenland* was only 10 years old. Since January 2010, she was subject to 19 inspections in the ports of Houston, Moorehead City, New York, New Orleans and Wilmington (USA), Rotterdam (Netherlands), Antwerp (Belgium), Sines (Portugal), Zhuhai et Nantong (China), Ulsan (South Korea), Kobe (Japan) and Mormugao (India). In total, 9 deficiencies were identified. The *Stolt Groenland* has never been detained. She has only had one shipowner: Stolt Tankers BV registered in the Netherlands, a subsidiary of Stolt-Nielsen Ltd, a company founded by the Norwegian Jacob Stolt-Nielsen. Stolt tankers BV is claiming 160 vessels specialized in the transport of chemical products and gas. In 2014, the *Stolt Groenland* was designated "Ship of the year" by Stolten, the company's magazine.

August 17, 2019. The *Stolt Groenland* left the port of Houston (Texas, USA). She has loaded 20 different chemicals in 37 of her 39 tanks. Most of them have to be transported at room temperature. 6 tanks have to be heated between 40 and 50°C. 3 tanks contain styrene monomer. It is a volatile and flammable aromatic hydrocarbon used in the manufacture of plastics, synthetic gums and resins. A reaction of polymerization may start under the effect of heat. To avoid such a reaction during transportation, a reaction inhibitor is added to each tank filled with styrene. It is specified that styrene tanks must not be heated or be adjacent to heated tanks.

The *Stolt Groenland* left for an Asian tour via the Caribbean Sea and the Panama Canal.

September 23. She transferred a part of her cargo to barges off Kobe (Japan) and then reached Ulsan (South Korea).

September 26 and 27. 8 tanks were unloaded at the Odjfell terminal. The *Stolt Groenland* then docked at berth n°3 of the Yeompo general cargo terminal near the Ulsan road bridge.

Ulsan's harbour



September 28, 2019.

6 am. The chemical tanker *Bow Dalian* got alongside the *Stolt Groenland*. The Singapore-flagged *Bow Dalian*, property of the Odjfell group, the other Norwegian shipowner specialized in the transport of liquid chemicals. A Ship To Ship transfer from the *Stolt Groenland* to the *Bow Dalian* was planned. The

Yeompo terminal was not authorized to handle hazardous materials but the local agent had obtained permission to carry out the transshipment there.

10:45. The alarm of the 9S tank containing styrene monomer rang. A polymerization reaction has started, the level of styrene in the tank was rising, the pressure was reaching a critical level.

10:50. Two explosions followed one another in a short time period. The vessel caught fire. The fireball passed close to the road bridge. 25 sailors were on board of the *Stolt Groenland*, 21 on board of the *Bow Dalian*. All of them managed to escape the furnace.



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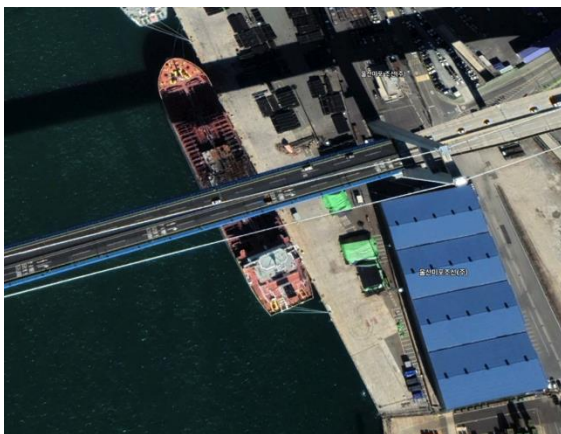
6 hours were necessary to extinguish the blaze. 117 fire trucks and more than 700 rescuers were mobilized. No one was killed in the accident; there was 1 injury on each vessel, and about 15 among the port workers and rescuers.



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The MAIB (Marine Accident Investigation Branch) was charged by the Cayman Islands, flag state, with the investigation of the causes and circumstances of the accident. Its report dated July 2021 confirms the hypothesis of a polymerization reaction of the styrene due to a rise of temperature. This reaction can start at 65°C. The inhibitor concentration was calculated for a maximal temperature of 30°C. When considering the temperatures in Houston, in the Caribbean and throughout the journey during summer, and the heat transfers from the heated tanks, the MAIB considers that the temperature of the styrene monomer tanks inside the *Stolt Groenland* were above the 30°C threshold. The styrene monomer was supposed to be unloaded in Taiwan after a 54 day-long journey.

The MAIB points out the lack of temperature control of a cargo considered as safe when it is inhibited. In addition, there were no means on board to control the inhibitor concentration, and be able to increase it if necessary as there wasn't any product on board. MAIB investigators recall that a similar incident had occurred a few weeks ago on another vessel owned by Stolt Tankers: the *Stolt Focus*. The temperature could as well not be stabilized by adding inhibitor. The styrene monomer cargo had to be distributed in several tanks with the addition of seawater and, this way, stabilized. The "near-miss" was not subject to feedbacks to the other vessels' masters.



© Google Earth

4 February 2020



Under the Ulsan bridge

18 April 2020. © Vladimir Tonic

The *Stolt Groenland* remained docked in Ulsan at the accident's site for investigation purposes. Three officers of the chemical tanker were interviewed and detained in Korea, the captain and the chief officer were prosecuted. The Equasis database defines the vessel as a total loss, but the *Stolt Groenland* was not sent to a shipbreaking yard. She was towed to Tongyeong at the HSG Sungdong shipyard, 150km further south of the Korean peninsula. She needed to be cleaned of the fire residues and of the cargoes. The shipyard, emerging from bankruptcy proceedings, wishes to obtain the repair contract after having

inerted and decontaminated the vessel. The *Stolt Groenland* could however leave Tongyeong to go to a less expensive Chinese repair yard.



HSG Sungdong shipyard, May 2, 2021.
© Vladimir Tonic

The authorities had their say on the buoyancy of the vessel, and did not give their agreement for her departure. After months of proceedings, the *Stolt Groenland* was finally sold to the Pal Pal demolition yard in Busan where she arrived after one last demonstration of the HSG Sungdong workers late April.



At Busan, Pal Pal recycling yard. May 29, 2022



At Busan. July 10, 2022. © Vladimir Tonic

In May, the cutting of the superstructure began. It stopped before the end of the month. The fishermen returned to the wharf and resumed their activity along the flanks of the burned-out ship. The superstructure has now disappeared but the chimney and the engine room casing have been repainted.

To be continued.

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