

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

70, from April 1 to September 30, 2023

December 29, 2023



Zafiro Producer operated offshore Equatorial Guinea, December 2017. © **Graham Curran**



Boka Vanguard, semi submersible heavy load carrier, South Korea, September 2021. © **Vladimir Tonic**



Transport of the *Zafiro Producer* on the *Boka Vanguard*, June 2023. © **Boskalis**

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U-Grain: Robin des Bois keeps a close watch (n°3)

The July 22, 2022 agreement between the United Nations, Ukraine, Russia and Turkey on food exports ensured more than 1,000 shipments from the Ukrainian ports of Odessa, Chornomorsk and Yuzhny and the export of around 33 million tonnes in one year. Russia announced that it would leave the agreement in July 2023 after several warning shots. From May 2023 onwards, traffic slowed to around 30 ships a month, compared with 180 in October 2022. The last ships operated under the agreement left Ukrainian ports on 16 July 2023.

The fleet used for the latest exports from Ukraine was made up of vessels that had been identified as deficient by the maritime authorities of the countries they had previously called at.

It was also made up of bulk carriers used nominally to transport coal, iron ore or fertilisers and other heavy cargoes for agricultural and industrial use. It is not certain that in these circumstances, which can be likened to a wartime, they were adequately cleaned of their toxic residues in order to carry out this food mission.

In addition, in this emergency situation, no mention was made of the risks to crews and importing countries of phosphine fumigation to prevent the proliferation of insects in cargoes during transport.

Robin des Bois has published reports covering the period from 31 July to 17 December 2022 (cf. "[Ukraine: Robin des Bois keeps a close watch on grain](#)", August 2022 and "[U-grain: Robin des Bois keeps a close watch, continued](#)", December 22, 2022). This third report covers the period from December 18, 2022 to July 16, 2023. 441 shipments resulted in the export of 18,662,325 tonnes of agri-food products. Fewer ships (-22%) but an increase in tonnage (+32%). The European Union (6,279,700), China (6,087,893) and Türkiye (1,447,895) were the main destinations.

This third report confirms that countries threatened by famine and food riots have not been the first beneficiaries of this program often presented as humanitarian.

The flags

The 4 most frequently used flags, Liberia, Panama, Marshall Islands and Malta, were the same as during the 1st phase of the agreement. They represent 67% of the ships compared with 63% in the first report.

For these 441 shipments, the ships flew 28 different flags. 50 shipments (11%) were made under the flag of an EU member state: Greece (4) and Malta (46).

The other flags were those of Liberia (91), Panama (90), the Marshall Islands (70), Barbados (29), Belize (21), Turkey (17), Palau (13), Saint Vincent and the Grenadines (8), the Comoros (7), the Bahamas and Hong Kong (5), Egypt, India and Saint Kitts and Nevis (4), China and the Cook Islands (3), Niue, Tuvalu, Sierra Leone, Togo, Vanuatu, Norway and Singapore (2), Guinea-Bissau, the Cayman Islands and Lebanon (1).

Flags	Shipment	%	Flag performance according to Paris MoU
Liberia	91	21%	white list
Panama	90	20%	grey list
Iles Marshall Islands	70	16%	white list
Malta	46	10%	white list
Barbados	29	7%	white list
Belize	21	5%	grey list
Türkiye	17	4%	white list
Palau	13	3%	grey list
Saint Vincent and the Grenadines	8	2%	grey list
Comoros	7	2%	black list
Bahamas	5	1%	white list
Hong Kong	5	1%	white list
Egypt	4	1%	grey list
India	4	1%	grey list
Saint Kitts and Nevis	4	1%	grey list
Greece	4	1%	white list

Cook Islands	3	1%	grey list
China	3	1%	white list
Niue	2	0,5%	unranked
Tuvalu	2	0,5%	unranked
Sierra Leone	2	0,5%	black list
Togo	2	0,5%	black list
Vanuatu	2	0,5%	black list
Norway	2	0,5%	white list
Singapore	2	0,5%	white list
Guinea-Bissau	1	0,2%	unranked
Lebanon	1	0,2%	grey list
Cayman Islands	1	0,2%	white list

The flags and their performance

13 shipments (3%) were made by ships registered in the Comoros, Togo, Sierra Leone and Vanuatu, four flags on the black list of the Paris Memorandum. 5 shipments (1%) were made by ships whose flag was not classified due to a lack of inspections in the ports of the signatory states of the Paris Memorandum (Niue, Tuvalu and Guinea-Bissau).

275 ships (62%) flew a "white list" flag, 148 (34%) a "grey list" flag.

The age of ships

The average age of the vessels used under the agreement between 18 December 2022 and 16 July 2023 is 17 years. 1 year for the bulk carriers *SSI Vigilant* (Marshall Islands), *Danae* and *Tutor* (Liberia). 40 years for the *Nizar* (Sierra Leone). 41 years for the *Mohamad Y* (Saint Kitts and Nevis). 42 years for the multipurpose cargo ship *Haje Zainab* (Togo).

The average age of ships flying a European Union flag was 15 years. The average age of ships flying a flag on the Paris Memorandum blacklist was 30 years.

The sub-standard ships

241 ships (56%) had been detained before taking part in the programme. The worst were the container ship *Professor B* (Comoros, 9 detentions), the general cargo vessels *Sevil* (Vanuatu) and *Nizar* (Sierra Leone, 8 detentions), the bulk carriers *Tycoon* (Liberia, 7 detentions), *Ausca I* (China, 6 detentions) and *My Lama* (Belize, 6 detentions).

Professor B (ex-*Osman Prince*, ex-*Felicitas*, ex-*Cielo di Casablanca*, ex-*EWL Venezuela*, ex-*X-Press Dhaulagiri*, ex-*Marcarrier*, ex-*EWL Venezuela*, ex-*Marcarrier*, ex-*Anika*, ex-*Anika Oltmann*, ex-*CCNI Guayas*, ex-*Atlanta*, ex-*Anika*, ex-*Norasia Dubai*, ex-*Anika Oltmann*, ex-*Columbus Olivos*, ex-*Anika Oltmann*, ex-*Lloyd Vitoria*, ex-*Red Sea Enterprise*, ex-*Ville de Mirage*, ex-*Anika Oltmann*). IMO 8401523. Age 39. Container ship. Length 151 m. Deadweight 14,120 t. Comoros flag since March 2016, previously Moldova. Classification society Hellas Naval Bureau based in Greece. Built in 1984 in Rendsburg (Germany) by Nobiskrug. 9 detentions: in 2007 in Tarragona (Spain), in 2008 in Cartagena (Spain), in 2012 in Novorossiysk (Russia), in 2015 in Beirut (Lebanon), in 2018 in Sibenik (Croatia), in 2019 in Constanta (Romania), in 2022 in Novorossiysk then in Alexandria (Egypt) and again in Novorossiysk. Owner Professor Shipping Co SA (Greece). Operated by Cedar Marine Services SAL (Lebanon). Cedar Marine was also the ship manager of the ill-fated *Raptor* which sank off Türkiye on November 26 with 13 crewmen (see The END, p. 91).

She carried out a shipment to Egypt with 10,997 tonnes of soya beans and 1,503 tonnes of sunflower meal.

She had already been mobilised for the first phase.

Professor B, June 19, 2023, Piraeus (Greece).

© Sakis Antoniou



Nizar Nizar (ex-Jana, ex-Apia, ex-Robert, ex-CTE Isranbul, ex-Robert, ex-Rhein Partner, ex-Robert, ex-ECL Commander, ex-Robert, ex-Akak Success, ex-Gracechurch Crown, ex-Robert). IMO 8324751. 40 years old. General cargo ship. Lengthened in 1991 from 84 to 98 m. Deadweight 5,221 t. Sierra Leone flag since October 2015. Classification society Dromon Bureau of Shipping based in Cyprus. Built in 1983 in Neuenfelde (Germany) by JJ Sietas. 8 detentions: in 2007 in Trieste (Italy), in 2014 in La Spezia (Italy) and Rostock (Germany), in 2015 twice in Constanta (Romania), in 2016 in Novorossiysk (Russia), in 2017 in Poti (Georgia) and again in Novorossiysk. Banned from Paris Memorandum ports in January 2015 for 3 months. Owned by High Seas Maritime Inc (Lebanon). Operated by Right Movers Maritime Corp (Türkiye).

She carried out a shipment to Türkiye with 3,730 tonnes of sunflower meal. She had already been mobilised for the first phase.



Nizar, January 30, 2016, Tripoli (Libya). © Saleh

Sevil (ex-Hamal, ex-Melish, ex-Bai Lal, ex-Mir Emad, ex-Steamers Faith). OMI 9148518. 26 years old. General cargo ship. Length 101 m. Deadweight 5,263 t. Vanuatu flag since October 2021 previously Saint Kitts and Nevis. Classification society International Naval Surveys Bureau based in Greece. Built in 1997 in Wuhu (China) by Wuhu Xinlian Shipbuilding Co Ltd. 8 detentions: in 2010 in Ostend (Belgium), in 2011 in Gijon (Spain), in 2013 in Faro (Portugal), in 2014 and 2016 in Setubal (Portugal), in 2017 in Barcelona (Spain), in 2019 in Novorossiysk (Russia) and in 2023 in Aliaga (Türkiye). Owner Albatros Corp registered in the Marshall Islands under the care of Safir Gemi Tasimacilik Sanayi (Türkiye).



Sevil, Bartın (Türkiye), April 28, 2022. © Babur Halulu

She carried out a shipment to Türkiye with 1,966 tonnes of corn and 2,959 tonnes of wheat. She had already been mobilised for the first phase.

Tycoon (ex-Merian, ex-Cinzia d'Amato). IMO 9215543. Age 23. Bulk carrier. Length 225 m. Deadweight 74,717 t. Liberia flag. Classification society Det Norske Veritas. Built in 2000 in Shanghai (China) by Hudong-Zhonghua Shipbuilding (Group) Co. 7 detentions in 2010 in Gladstone (Australia), in 2011 in Bunbury (Australia), in 2014 in Amsterdam (Netherlands), in 2015 in Long Beach (USA), in 2018 in Zhuhai (China), in 2018 in Qinhuangdao (China) and in 2019 in Vancouver (Canada). Owner Tycoon Maritime SA registered in Liberia under the care of Delek Transport Agency (Greece).

She carried out a shipment to Israel with 35,000 tonnes of corn and 27,500 tonnes of wheat.

The *Tycoon* was ready for the scrapping. Sold for 570 US\$ per ton (or 7 million US\$), she was beached in October 2023 in the Alang scrapyards (see p. 67).



Tycoon, March 20, 2021 in the Bosphorus Strait.
© Cengiz Tokgöz



Tycoon, October 2023, Alang yard.
© Compass Maritime Agency

Ausca I Ausca I (ex-*ASL Hong Kong*, ex-*Navios Azalea*, ex-*Three Stars*, ex-*Golden Dena*). IMO 9283655. 18 years old. Bulk carrier. Length 225 m. Deadweight 74,759 t. China flag. Classification society China Classification Society. Built in 2005 in Shanghai (China) by Hudong Shipyard. 6 detentions: in 2012 in Melbourne (Australia), in 2017 in Humen (China), Newcastle (Australia) and in Gibraltar (United Kingdom), in 2018 in Bandar Khomeini (Iran) and in 2019 in Fuzhou (China). Owner Hainan Ausca International Grain & Oil (China).

She carried out a shipment to China with 63,405 tonnes of corn.



Ausca I, Suez Canal, October 4, 2022.
© Ivan Meshkov

My Lama (ex-*Sea Harmony*). IMO 9339791. 18 years old. Bulk carrier. Length 169 m. Deadweight 28,409 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 2005 in Imabari (Japan) by Imabari Zosen. 6 detentions: in 2010 in Newcastle (Australia), in 2012 in Shanghai (China), in 2014 in Changshu (China) and Rizhao (China), in 2015 in Tangshan (China) and in 2020 in Novorossiysk (Russia). Owned by Liberia-registered Lama Shipping Ltd care of Santoku Senpaku Co Ltd (Japan). Operated by Eastern Star Shipping (Lebanon).

She carried out one shipment to Spain with 27,100 tonnes of corn, then a second one to Tunisia with 27,000 tonnes of corn.



My Lama, August 7, 2023, Lavrio (Greece).
© Nikos Palamaris

Which destinations ?

The shipments exported from Ukraine were officially destined for 37 countries.

They are divided into regional groups as defined by the UN:

- Africa (9 countries): Algeria, Djibouti, Egypt, Ethiopia, Kenya, Libya, Morocco, Sudan, Tunisia
- Asia-Pacific (15 countries): Afghanistan, Bangladesh, China, India, Indonesia, Iraq, Japan, Lebanon, Saudi Arabia, Sri Lanka, Thailand, Turkey, United Arab Emirates, Vietnam, Yemen
- Eastern Europe (2 countries): Bulgaria, Romania
- Western Europe and other countries (11 countries): Belgium, France, Germany, Greece, Ireland, Israel, Italy, Netherlands, Portugal, Spain, United Kingdom.

Destination	Tonnage	%
China	6 087 893	33%
Soain	3 528 182	19%
Türkiye	1 447 895	8%
Netherlands	1 066 958	6%
Egypt	962 492	5%
Italy	758 372	4%
Bangladesh	744 201	4%
Portugal	524 968	3%
Israel	469 181	3%
Tunisia	454 770	2%
Kenya	332 737	2%
Libya	305 300	2%
India	280 536	2%
Saudi Arabia	188 118	1%
Belgium	169 518	1%
Iraq	113 567	1%
Indonesia	109 460	1%
Yemen	107 300	1%
Germany	105 834	1%

Sri Lanka	103 768	1%
Morocco	98 527	1%
Ethiopia	95 000	1%
United Kingdom	91 503	0,5%
France	72 568	0,4%
Thailand	68 250	0,4%
Japan	56 000	0,3%
United Arab Emirates	52 800	0,3%
Viet Nam	52 000	0,3%
Afghanistan	40 869	0,2%
Algeria	30 450	0,2%
Sudan	30 000	0,2%
Lebanon	27 500	0,1%
Irelande	27 000	0,1%
Djibouti	20 008	0,1%
Bulgaria	13 500	0,1%
Greece	12 800	0,1%
Romania	12 500	0,1%
Total	18 662 325	100%

Destinations and tonnages

China was the leading destination. She was delivered a third of Ukrainian agri-food products exported under the agreement between 18 December 2022 and 16 July 2023. It is followed by Spain (18%), Turkey (8%), the Netherlands (6%) and Egypt (5%). This Top 5 is the destination of 70% of Ukrainian exports. In the income ranking as defined by UN, China and Türkiye are considered as upper-middle income countries.

In the same ranking, Belgium, France, Germany, Greece, Ireland, Israel, Italy, Japan, Netherlands, Portugal, Romania, Saudi Arabia, Spain, United Arab Emirates, United Kingdom are considered as high-income countries. They received 38% of the tonnage exported. 88% of the tonnage received by these high-income countries went to 11 European Union countries (Belgium, France, Germany, Greece, Ireland, Italy, Netherlands, Portugal, Romania and Spain). 4% were delivered to the United Kingdom, Israel, Saudi Arabia, Japan and the United Arab Emirates.

Within the European Union, Spain and the Netherlands accounted for three quarters of the tonnages exported. In total, 34% of Ukrainian agri-food products was exported to the European Union.

China and the European Union received 67% of Ukrainian agri-food products.

Which agri-food products ?

Corn (58%) and wheat (26%) were the main agri-food products exported under the agreement. The others were sunflower in the form of meal and seeds (7%) or oil (4%), barley (3%), soya beans (3%), rapeseed (1%), and peas, soya oil and other vegetable oils.

Agri-food products	Tonnage	
Corn	10 760 211	58%
Wheat	4 812 573	26%
Sunflower - meal - seed	1 079 265	6%
Sunflower - oil	746 016	4%
Barley	596 523	3%
Soya - beans	510 614	3%
Rapeseed	115 053	1%
Peas	35 800	0,19%
Vegetable oil	3 300	0,02%
Soya - oil	2 970	0,02%
Total	18 662 325	100%

Categories of agri-food products

High-income countries absorbed 100% of rapeseed tonnages, 54% of soya tonnages, 42% of corn tonnages and 40% of wheat tonnages. Spain alone received 30% of the wheat tonnages.

Low-and middle-income states received 90% of sunflower tonnages, 87% of barley tonnages, 60% of wheat tonnages and 58% of corn tonnages. Türkiye alone received 18% of the wheat tonnage, China 45% of corn tonnages.

See also

August 2022. Ukraine: Robin des Bois keeps a close watch on grain
<https://robindesbois.org/en/ukraine-robin-des-bois-veille-aux-grains/>

December 22, 2022. U-grain: Robin des Bois keeps a close watch (continued)
<https://robindesbois.org/en/ukraine-robin-des-bois-veille-aux-grains-suite/>

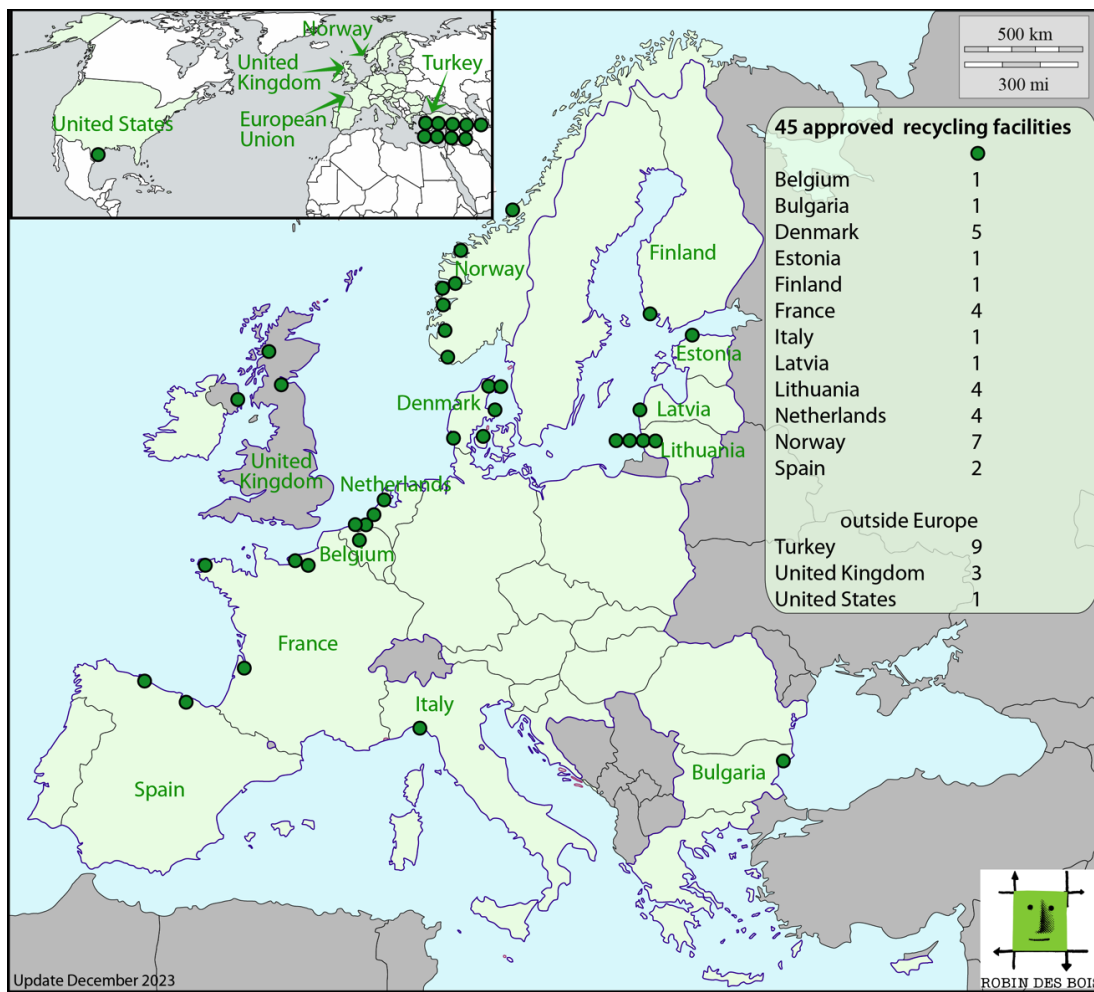
Regulations: Europe/World

In Europe

Since the European regulation came into force on January 1, 2019, ships flying the flag of a Member State must be directed to yards approved by the European Commission. The list of approved yards is regularly amended to include new facilities deemed compliant or remove some of them.

The latest update of the list was published on December 6, 2023. It does not include any new facilities, either in Europe or in third countries. Three yards, Scheepssloperij Nederland B.V. in Gravendeel (Netherlands), Stena Recycling A/S in Esbjerg (Denmark) and Lutelandet Offshore AS in Korsund (Norway) no longer carry out shipbreaking activities. Their national approval have been withdrawn and they have been taken off the European list.

It should be noted that Germany, Poland and Greece still have no EU-approved yards on their territory. In the western Mediterranean, only the Genoa yard San Giorgio del Porto SpA is EU-approved, but it is underemployed, even though it achieved the dismantling of the *Costa Concordia* cruise ship (2014-2017).



12th list of EU-approved shipbreaking yards: 45 facilities deemed compliant

Danish yard Modern American Recycling Services (MARS) is confirming that the demolition of large vessels in European yards is not a pipe dream. Its capacity to receive ships for demolition was officially increased from 290 m to 400 m at the previous update. After taking delivery of the 120 m-long *Petrojarl Banff* ("Shipbreaking" n°62, p. 69) and the 250 m-long *Petrojarl Foinaven* ("Shipbreaking" n°68, p. 80), MARS is now in charge of dismantling the 331 m-long *Zafiro Producer*. All three vessels were FPSO tankers, i.e. floating storage production and offloading units for which particularly rigorous demolition and waste management conditions should be required in view of their past activity. In addition to hydrocarbon waste, FPSOs are likely to have accumulated radium scales in the bends of the pipes and the valves.

In the World

Hong Kong Convention

The Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships will enter into force on June 26, 2025. After Türkiye (January 2019), India (November 2019) and Bangladesh (June 2023), Pakistan has now ratified the Convention.

23 countries are currently party to the Hong Kong Convention: Bangladesh, Belgium, Congo, Croatia, Denmark, Estonia, France, Germany, Ghana, India, Japan, Liberia, Luxembourg, Malta, Netherlands, Norway, Pakistan, Panama, Portugal, Sao Tome & Principe, Serbia, Spain, Türkiye.

In 2022, Türkiye, India, Bangladesh and Pakistan accounted for 85% of ships scrapped, and even 94% if we consider the tonnage to be recycled. From June 26, 2025, almost all ships will have to be scrapped in compliance with the standards of the Hong Kong Convention if their demolition is carried out in these countries.

The fact remains that to date, in Europe, Italy, Greece and Poland are not parties to the Convention, nor are for example the United States, Russia, the Philippines or Indonesia.

The Hong Kong Convention does not prohibit demolition on beaches. It calls for the partial sealing of the foreshore, the collection and treatment of run-off water, and the removal and sorting of waste at the top of the beach. In the absence of approval from the European Commission, several Indian shipyards have already obtained a statement of compliance with the standards of the Hong Kong Convention from classification societies that are members of the IACS. Nor does the Convention prohibit the scrapping of ships afloat. It calls for the implementation of systems to retain hydrocarbons and other liquid waste. It does not stipulate that the sediments beneath the afloat demolition yard must be regularly dredged. Dredging remains at the discretion of the yards and the national and harbour authorities. In the medium term, muds are at risk of being as polluted as the muds around the shipbuilding yards. The best solution is total or partial demolition in dry dock.

The Convention stipulates that States Parties must ensure the compliance of yards established on their territory. However, there is no guarantee that controls will be uniform. Some signatory countries, including Pakistan, do not yet have national regulations on ship demolition.

Brazil

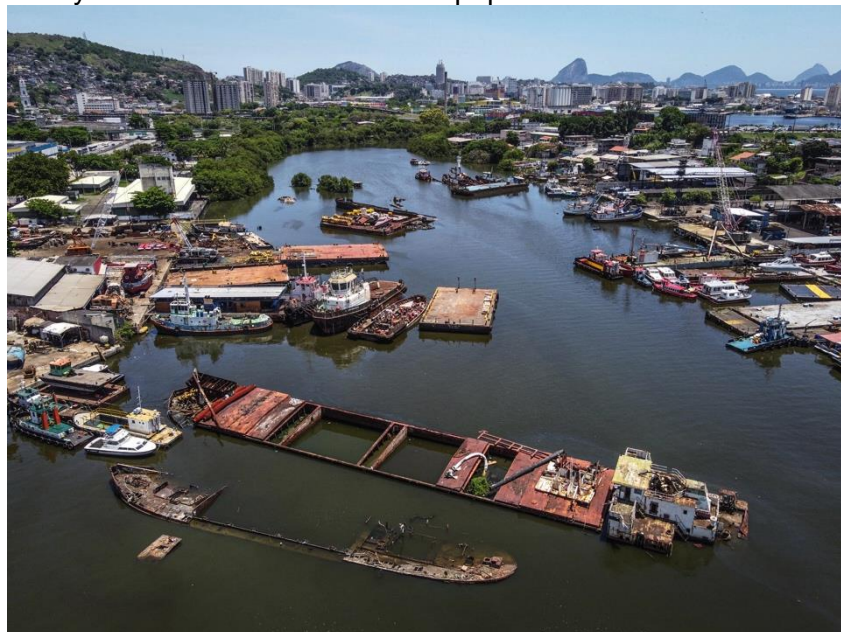
State oil company Petrobras has announced a new "green" policy for dismantling its ships and oil platforms. Petrobras says it now wants to take into account the environmental and social impact of dismantling. It is about time. Until now, Petrobras has been selling its ships to the highest bidders with no other concerns than financial ones. Since 2006, "Shipbreaking" has seen dozens of Petrobras-owned ships, oil tankers, FPSOs, gas carriers and drillships beached on the shoreline of the Indian subcontinent. Brazilian yards selected to scrap Petrobras ships and platforms will have to carry out operation in dry docks or on watertight concrete flooring equipped with effluent drainage systems. Yards outside Brazil will have to comply with European regulation 1257/2013 on ship recycling.

The *Petrobras 32* is the first end-of-life vessel to benefit from these new selection criteria. Awarded to steelmaker Gerdau, it is due to be dismantled by Gerdau's partner Ecovix shipyard in Rio Grande (Rio Grande do Sul state). Like the Brazilian shipbuilding industry as a whole, Ecovix has been experiencing difficulties. Now in receivership, the yard is looking to diversify its activities, and sees recycling metal from shipbreaking as a profitable opportunity. South America has a crying need for demolition yards. With the largest dry dock in South America, Ecovix could have accommodated the *Sao Paulo ex-Foch*, sunk off the Brazilian coast of Pernambuco on 3 February 2023 (see "[Scuttling of the Sao Paulo: pollution has a future](#)", 4 February 2023).



Ecovix yard. © Paulo Renato Serrano/Grupo Ecovix

Two other Brazilian tankers are to be scrapped. In 2015, Petrobras cancelled the order for the *Irma Dulce* and *Zelia Gattai*. Discarded without an owner at the Niteroi shipyard in Maua, in Guanabara Bay near Rio de Janeiro (see p. 78), the two tankers which were in the process of being completed and do not contain ship-generated waste and cargo residues are not in principle affected by the new Petrobras policy. They are due to be broken up by an unspecified local yard. Guanabara Bay is also in urgent need of a scrapyard. It is now a marine graveyard overcrowded with floating or half sunken wrecks that threaten the marine ecosystem and the health of local populations.



Partial view of Guanabara Bay. © EFE-Andre Coelho

Bordeaux is back to military service

In 2016 and 2018, the Bassens quay and dry dock on the banks of the Garonne accommodated the *Jeanne d'Arc* helicopter carrier and the cruiser *Colbert* for scrapping (cf. "[Shipbreaking](#)" # 36 p. 4-5, "[Shipbreaking](#)" # 43 p. 6, "[Shipbreaking](#)" # 44 p. 3). Bassens is now set to return to the former blue-white-red flag. Between 2024 and 2026, the EU-approved shipyard will, after extracting asbestos, others dangerous materials and waste, scrap eight hulls:

- from Toulon, the ex-*Meuse* supply tanker (1980-2015), the ex-*Suffren* missile frigate (1967-2001), the ex-frigates *Jean de Vienne* (1984-2018), *Cassard* (1988-2019) and *Montcalm* (1982-2017);
- from Brest, the ex-frigate *Georges Leygues* (1979-2013), which serves as a breakwater in the harbour, the ex-southern patrol boat *Albatros* (1983-2015) waiting in the Landevennec cemetery;
- from Lorient, the ex-oceanographic vessel *d'Entrecasteaux* where she serves as a breakwater.

The ex-frigate *Suffren*, which left Toulon in tow of the *Sea Dream* on October 4, 2023, was due to arrive in Bordeaux around October 20, but poor sea conditions and storm warnings off Portugal and in the southern Bay of Biscay forced the convoy to take refuge in Lisbon, and she arrived in Bordeaux on November 24 more than a month late.

Let's hope that the French Navy and other shipowners will one day decide, or be forced, to avoid towing used and vulnerable hulls in the North-East Atlantic in the middle of winter.



The ex-*Suffren* leaving Toulon on October 4, 2023. From 2009 to 2023, the frigate was used as a breakwater in front of the Ile du Levant. © **Pascal Brede!**

Overview of the 2nd and 3rd quarters, April 1 to September 30, 2023

208 ships, i.e. 90 in the 2nd quarter (April, May, June) and 118 in the 3rd (July, August, September). Less than one and a half million tons to recycle, still down on the bottom. At this rate, 2023 will remain at the same performance level of 2022, the worst year since 2006-2007.

Bangladesh and India are neck and neck, receiving 80% of the ships. They are ahead of Türkiye (7%) and Pakistan (6%).

Tonnage recycled	Ships
1 : Bangladesh, 580,000 t (39%)	1 : Bangladesh, 104 (50%)
2 : India, 564,000 t (38%)	2 : India, 63 (30%)
3 : Türkiye, 108,000 t (7%)	3 : Türkiye, 14 (7%)
4 : Pakistan, 84,000 t (6%)	4 : Pakistan 8 (4%)

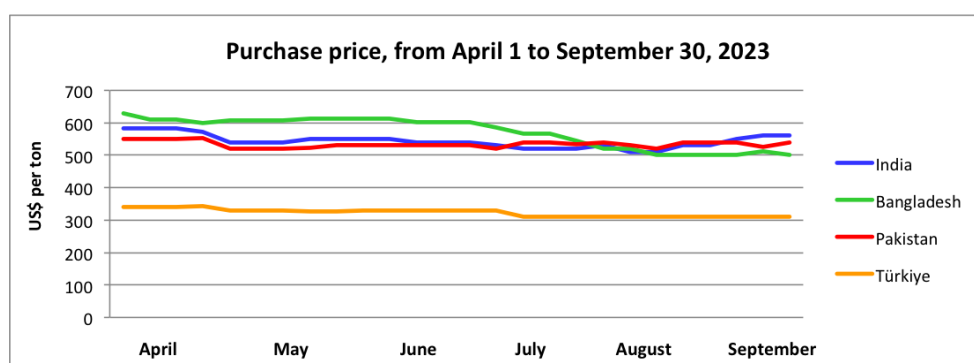
Bulkers are the leading category, with 24% of ships and 34% of tonnage. 69% were beached in Bangladesh.

Container ships come second. They represent 28% of the tonnage scrapped. The tidal wave predicted by some experts is turning into a wavelet. The first quarter of 2023 saw the return of this category to the yards: 25 container ships were scrapped. There were 19 in the second quarter and 20 in the third. These are small units: 28 have a capacity of less than 2,500 boxes, 6 between 2,500 and 4,000 and 5 more than 4,000. In total, the 39 container ships could carry 81,000 boxes.

The share of oil, chemical and gas tankers continues to fall. It was 30% for the first quarter of 2023, 25% for the second and 18% for the third. The aging tanker fleet is maintained in overseas trading.

Tonnage recycled by category	Ships by category
1 : bulker, 510,000 t (34%)	1 : bulker, 55 (24%)
2 : container ship, 418,000 t (28%)	2 : container ship, 39 (19%)
3 : tanker, 324,000 t (22%)	3 : tanker, 33 (16%)
4 : general cargo ship, 117,000 t (8%)	4 : general cargo ship, 33 (16%)

After rising at the beginning of the year, the prices per ton offered by shipbreaking yards fell back and then stabilised. They remain at a high level, above 500 US\$ per ton in the Indian sub-continent and 300 US\$ in Turkey.



For tonnage bound for Bangladesh and India alone, the ship recycling market was worth around 640 million US\$. Financial circuits are increasingly difficult to trace. For example, the *Maersk Patras* was deflagged from Singapore to Saint Kitts and Nevis. Singapore subsidiary of Maersk, Danish company, sold her to Trade Shipping Inc registered in the Marshall Islands care of Machtrans Ship Management Pvt Ltd India. Of the 208 transactions of merchant ship that were sold for scrapping in the second and third quarters of 2023, the Marshall Islands emerged as a hub in 32 cases.

191 ships were scrapped in the Indian sub-continent (84%) and in Türkiye (7%).

143 ships (69%) had been delivered a certificate from a member society of the IACS (International Association of Classification Societies). For 23 of them (11%), the classification society is unknown, which raises concerns about seaworthiness and insurance cover in the event of a shipwreck during the final voyage.

After the deflagging, now comes the "declassing": 18 ships have changed classification society for the last voyage and entrusted the control of their seaworthiness to second-rank societies: Capital Register of Shipping based in the United States, Cosmos Marine Bureau based in South Korea, Eastern Marine Service based in Hong Kong, Foresight Ship Classification based in Singapore, International Register of Shipping based in the United States, Isthmus Bureau of Shipping based in Panama, Novel Classification Society based in Cyprus, Phoenix Register of Shipping based in Greece, Union Marine Classification Society based in Panama.

With 7 ships, Capital Register of Shipping is the classification society on-trend for the last voyage. Based in Texas, it claims to be the "classification society of the 21st century". The container ship *CMA CGM Vasco de Gama* (IMO 9706889), although classed by Bureau Veritas, is underlying on all of the pages of the Capital Register of Shipping website (consultation December 2023). This illustrative photo is confusing. Saint Kitts and Nevis, Comoros, South Sudan, Cameroon and Tanzania have entrusted Capital Register of Shipping with the registration of ships under their flags.

100 ships (48%) were deflagged for the last voyage. Saint Kitts and Nevis (36) remains the preferred funeral flag. It comes ahead of Comoros (16), which is making a worrying breakthrough, Gabon (14) and Sierra Leone (10).

99 vessels (48%) were detained prior to scrapping.

Three Russian general cargo ships aged 35, 36 and 37 stand out on the podium of substandard ships. The *DPL Alyur* (12 detentions, p. 32), the *Kema* (11 detentions, p. 37) and the *Angel-A* (9 detentions, p. 35) all have Cosmos Marine Bureau as their classification society. They were flying the flags of Togo (*Angel-A* and *DPL Alyur*) and Guyana (*Kema*). At the Olympic Games for sub-standard ships, the gold and silver medallists were beached in Bangladesh and the bronze medallist in India.



Gold medal, *DPL Alyur*, Vladivostok (Russia), October 2020. © Cheslav



Silver medal *Kema* then *Samarga*, May 2016, Nakhodka (Russia). © AndyRu 73



Bronze medal *Angel-A*, February 2017, Vladivostok (Russia). © Igoreshka

63 years old. This is the age of the veteran Japanese cruise ship *Royal Wing* (p. 28), broken up in South Korea. In all, thirteen ships aged 50 and over were scrapped. Among them are the two Danish icebreakers *Danbjørn* and *Isbjørn* (p. 90), 58 and 57 years old, broken up in Denmark, the former Soviet Navy replenishment tanker *Vladimir Kolechitskiy*, 51 years old, beached in Bangladesh (p. 83) and the former VLCC *Zafiro Producer* (see front page and p. 79) operated off the coast of Africa as a floating production storage and offloading unit (FPSO), 50 years old, being scrapped in Denmark.



Royal Wing, 63 years old, arrival at Mokpo (South Korea) for scrapping. © Vladimir Tonic

The average age for all categories is 32.

The youngest have never sailed. The *Irma Dulce* and *Zelia Gattai*, whose construction was due to be completed in 2015, were never delivered: their owner Petrobras cancelled its order during construction (p. 77).

52 ships (25%) were built in the European Union or Norway.

39 ships representing 28% of total tonnage were owned by shipowners from the European Union, the European Free Trade Association or the United Kingdom, including 10 by Italian shipowners, 9 by Greek shipowners and 8 by Norwegian shipowners. 24 were sold to yards established on the Indian subcontinent, 9 to Turkish yards and 6 to Danish and Norwegian yards.

China, for its part, keeps exporting. 59 ships belonging to Chinese and Hong Kong shipowners have been scrapped, 81% of them bound for Bangladesh. The deflagging rate of Chinese ships has reached 71%.

Russia exports factory ships and fishing vessels (6). 5 other Russian cargo ships, including an ex-Soviet Navy tanker, have been acquired by a certain Northwest Ship Management officially registered in Canada and specialized in the purchase of end-of-life Russian vessels (see *Angel-A* p. 35, *Atlantic Ray* p. 31, *DPL Alyur* p. 32, *Pacific Ray* p. 38 and *Vladimir Kolechitskiy* p. 83).

32 km. This is the length of the convoy of ships to be scrapped. 103 ships (50%) are less than 150 m long, 55 between 150 and 200 m and 50 over 200 m. Three ships are over 300 m long.

The heaviest is the ex-floating storage unit *Fernan Vaz*, 41,400 tonnes (p. 78), operated off the coast of Gabon by Perenco Gabon, a subsidiary of France's Perenco. The sale is worth 10 million US\$ to Perenco and other stakeholders. The *Fernan Vaz* is due to be delivered to Indian yards. The 34,000-t regasification unit *Golar Spirit*, laid up since 2018 in Greece and expected in Türkiye (p. 75) and the 34,000-t LNG carrier *Gandria*, expected in India (p. 73), are the two other good deals with 34,000 tons of scrap metal.



Fernan Vaz, 44 years old, 41,000 tons to be towed, 10 million US\$. © Alex M



Golar Spirit, 42 years old, 34,000 tons, 14 million US\$.
© Giwrgos Mertis



Gandria, 46 years old, 34,000 tons, 15 million US\$.
© Andreas Schlatterer

The *Archimedes* (16,000 km, Nouadhibou-Alang), the *Friosur VIII* (13,000 km, Montevideo-Aliaga) and the *Kema* (8,500 km, Vladivostok-Chattogram) travelled the longest routes on their final voyage. Get ready for carbon footprint, hydrocarbon footprint and risks for crews.

The *Kaiyo Maru* (p. 88), a whale tracker in the Antarctic, has finally been scrapped.

Fishing ship

April-May-June = 1

July-August-September = 3

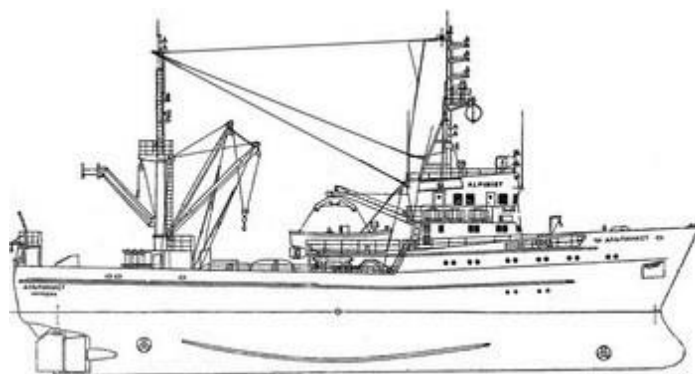
April-May-June 2023

Bodryy (ex-*Yuzhnyy*, ex-*Leonidovo*). IMO 8227329. Length 54 m, 925 t. Deflagged from Russia to Saint Kitts and Nevis for her last voyage shortened to *Bodr*. Classification society Russian Maritime Register of Shipping until April 2023 then Capital Register of Shipping not a member of the IACS, based in Katy (Texas, USA, cf. 14). Built in 1984 in Volgograd (Russia) by Volgogradskiy SZ. One of the 290 fishing ships of the *Alpinist*-type (project 503) built between 1971 and 1994 by the Soviet yards. Equipped for pelagic and ground fishing, keeping fish refrigerated between 0 and -2°C and transferring of catch to factory vessels. They had a 65 ton fish carrying capacity.

Owned by Feniks Co Ltd (Russia). Acquired by BBN Shipmanagement Pvt Ltd (India) prior to her departure for demolition in Bangladesh by Mahinur Ship Recycling Industrie. 600 US\$ per ton.



Bodryy, November 1999. © Dmitriy Rogov 039



© soviet-trawler.narod

July-August-September 2023

Asanda (ex-*Siglfirdingur*, ex-*Fontur*, ex-*Sudurnes*, ex-*Varoy*). IMO 6914514. Length 54 m, 804 t. Deflagged from Russia to Guyana for her last voyage renamed *Santa*. Classification society Russian Maritime Register of Shipping. Built in 1969 in Kristiansund (Norway) by Stortviks for the Norwegian shipowner A/S Samtral. In 1974, she was sold to Icelandic interests. In 2000, She became the *Asanda*, briefly registered in Panama then in Saint Vincent and the Grenadines. From 2002 onward, she was operated under the Russian flag. Owned by Magadanryba (Russia). Sold for demolition in Bangladesh by M. A. Ship Breaking Ltd.



Asanda, Russian Far East. © Alexander I

fishing ship

Friosur VIII (ex-*Zandberg*). IMO 8011720. Length 54 m. Deflagged from Chile to Cameroon in September 2022. Unknown classification society. Built in 1982 in Marystown (Canada) by Marystown SY. Owned by Pesquera Friosur (Chile). Acquired in February 2023 by Fewell SA (Uruguay). She left Montevideo (Uruguay) on July 26 and was beached for demolition in Aliaga (Türkiye) on August 23, after a 13,000 km-long voyage.



April 17, 2014, at Concepción Bay, Chile,
© Tomislav Raymondi



August 23, 2023, arrival in Aliaga.
© Selim San

Moon Young (ex-*Oryong No. 711*, ex-*Haeng Bok No,303*). IMO 8709107. Length 56 m, 556 t. Deflagged from South Korea to Saint Kitts and Nevis for her last voyage shortened to *Young*. Classification society Korean Register of Shipping. Built in 1988 in Busan (South Korea) by Dae Sun SB & E Co. Owned by Moon Young Trading Co Ltd (South Korea). Acquired by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.



Oryong No. 711 in Busan (South Korea), 1988. © Vladimir Tonic

Factory ship

April-May-June = 1

July-August-September = 3

April-May-June 2023

Novouralsk (ex-Yue Yang Kun, ex-Novouralsk). IMO 7943184. Length 104 m, 3,861 t. Deflagged from Russia to Saint Kitts and Nevis for her last voyage renamed *Novo 23*. Classification society Russian Maritime Register of Shipping. Built in 1981 in Mykolaiv South (Ukraine) by Chornomorskiy SZ. One of the 113 *Pulkovskiy Meridian*-type factory ships or project 1288. 113 built in Mykolaiv South by the Ukrainian yard Chornomorskiy SZ between 1974 and 2011. They were equipped for pelagic and ground fishing and freezing (60 tons/day) and for the production of fish meal (35 t/ day of raw fish), fish liver oil (2,4 tons/day of raw fish) and canned fish livers (6000 cans/day).

Detained in 2001 in the American Samoa. Owned by Vostokrybprom (Russia). Acquired by Marshall Islands-registered Desire Holding Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in India.



Novouralsk, Sea of Japan. © Artem Yurchuk



Vladivostok, April 2015. © Sergei Skriabin

July-August-September July-August-September 2023

Archimedes (ex-Kovas, ex-Rytas, ex-Archimedes, ex-Arkhimed). IMO 7610426. Length 118 m, 5,071 t. Deflagged from Angola to Tanzania then to Saint Kitts and Nevis for her last voyage renamed *Orion One* then *Chime*. Classification society Russian Maritime Register of Shipping. Built in 1979 in Gdansk (Poland) by Polnocna. One of the 5 *Sprut*-type factory ships or project B-400 built by the Polish yard between 1978 and 1980. They were equipped for pelagic and ground fishing, freezing (50 tons/day) and for the production of fish meal (50 t/ day of raw fish), fish liver oil (5 tons/day of raw fish) and canned fish livers (9000 cans/day).

Owned by Baltic Atlant Shipping Company. Acquired in August 2023 by Marshall Islands-registered Liverpool Shipping Ltd care of Machtrans Ship Management Pvt Ltd (India). Sold as is in Nouadhibou (Mauritania). She left Nouadhibou on September 12 and was beached in Alang on December 19. A 16,000 km-long voyage



Anchored off Nouadhibou (Mauritania), September 12, 2022. © vovashap

Nevelsk (ex-Master, ex-Tong Xing Hai, ex-Insung Master, ex-Bai Ling Hai, ex-Zuiyo Maru No,3). IMO 6821573. Length 102 m, 3,435 t. Deflagged from Russia to Saint Kitts and Nevis for her last voyage renamed *Nevey*. Classification society Russian Maritime Register of Shipping. Built in 1968 in Nagasaki (Japan) by Hayashikane. Owned by Atika (Russia). Acquired by Marshall Islands-registered Prime Spot Ship Trading Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.



Nevelsk, Busan anchorage (South Korea),
May 19, 2016. © Dozy.Pangolin May 1, 2022. © Vladimir Tonic

Orlan (ex-Angelus, ex-Orlan). IMO 9101027. Length 55 m, 872 t. Deflagged from Russia to Saint Kitts and Nevis for her last voyage shortened to *Ora*. Classification society Russian Maritime Register of Shipping. Built in 1993 in Kyiv (Ukraine) by Leninska Kuznya. 347 factory ships of the *Vasiliy Yakovenko*-type ou projet 302-EM were built from 1971 onward in Kiev (Ukraine) by Leninskaya Kuznitsa. They were equipped for pelagic and ground fishing, for freezing (22 tons/day) and for the transport of fish to the port (cargo capacity 207 t). Owned by Pilgrim LLC based in Yuzhno-Sakhalinsk (Russia). Acquired in June 2023 by Marshall Islands-registered Desire Holding Inc care of Machtrans Ship Management Pvt Lt. Sold for demolition in India.



Orlan, Shikotan Island, Kuril Islands (Russia), August 22, 2017. © SamyelB

Reefer

April-May-June = 4

July-August-September = 7

April-May-June 2023

Chian Jin (ex-Wang Yang, ex-Shui Jing Ling, ex-Min Tai Leng, ex-Chang Feng, ex-Kissho Maru, ex-Taisho Maru No.33, ex-Ota Maru No. 8). IMO 8627309. Ordered as a dredger but finally delivered as a reefer and lengthened from 68 to 85 m, 1,416 t. Cameroonian flag. Classification society International Ship Classification not a member of the IACS, based in Shanghai (China). Built in 1984 in Arida (Japan) by Yoshida Zosen Kogyo. 5 detentions in 2007 in Tongyeong (South Korea), in 2009 in Qindao (China), in 2014 in Hong Kong (China) and in Rabaul (Papua New Guinea) and in 2019 in Busan (South Korea). Owned by Chang Fu Shipping Co Ltd care of Fuzhou Hailing Shipping Co Ltd (China). Sold for demolition in Bangladesh by Dynamic Ship Recycling Industries.



Kaohsiung (Taiwan), January 2, 2023. © Ya Ray Yang

Green Karmoy (ex-Arctic Ice, ex-Wisida Arctic, ex-Belinda, ex-Erikson Arctic) IMO 8804531. Length 109 m, 2,990 t. Bahamian flag until May 2023. Classification society Det Norske Veritas. Built in 1989 in Leirvik (Norway) by Kleven Loland. Owned by Green Shipping AS (Norway). Sold for demolition in India.



October 2022, *Green Karmoy* anchored off Runavik, (Faroe Islands). © Manfred



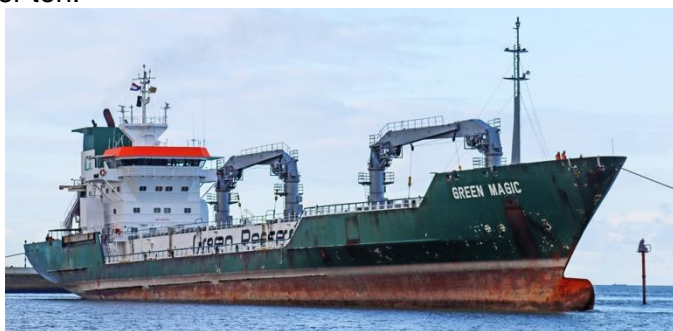
May 2023, beached in Alang.
© Eren Topcu- Facebook Shipbreaking Group

Win Shuen Shing (ex-Dairyo Maru). IMO 7332713. Length 100 m, 2,076 t. Deflagged from Taiwan to Saint Kitts and Nevis for her last voyage renamed *Winwin*. Classification society China Corporation Register of Shipping. Built in 1973 in Takamatsu (Japan) by Shikoku Dockyard Co Ltd. Owned by Win Shu Fishery Co Ltd (Taiwan). Sold as is in Kaohsiung (Taiwan) to Marshall Islands-registered Future Projects Inc care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition. She was beached in Bangladesh at the yard operated by Mahinur Ship Recycling Industries. 390 US\$ per ton.



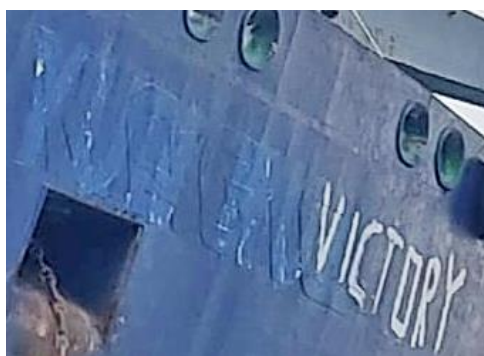
Win Shuen Shing, anchored off Singapore, March 1989. © Brian Fisher

Yun Run 8 (ex-Green Magic, ex-Magic). IMO 8822583. Length 136 m, 3,045 t. Deflagged from Panama in November 2022 to Nauru and finally to Gabon in June 2023. Classification society Overseas Marine Certification Services. Built in 1990 in Waterhuizen (Netherlands) by Van Diepen. Owned by Favour Ship Management Co Ltd (China). Acquired by Alpha Metallum DMCC (United Arab Emirates), a shell company for the Indian specialist in end-of-life ships Prayati Shipping. Renamed *Victory* for her last voyage towards demolition in Bangladesh by the yard S.S.Green Ship Breaking & Recycling. 485 US\$ per ton.



Green Magic, November 2019, Harlingen (Netherlands).

© Hette Kloosterman



Yun Run 8 hastily renamed *Victory*, Chattogram.

© Mohammad Islam Meah

July-August-September 2023

Express 6 (ex-*Precious 9*, ex-*Top Marina 9*, ex-*Superior Reefer*, ex-*Choke Reefer 3*, ex-*Reefer Cape*, ex-*Emmely*). IMO 7811513. Lengthened in 1985 from 76 to 91 m, 1,265 t. Mongolian flag. Classification society Det Norske Veritas until September 2022 then United Marine Classification and finally Cosmos Marine Bureau Inc not a member of the IACS, based in Busan (South Korea). Built in 1979 in Hendrik-Ido-Ambacht (Netherlands) by Jonker & Stans. Detained in 2022 in Busan (South Korea). Sold in August 2020 by Thai shipowner Astro Ocean Group Co Ltd to Tian Heng Import Food Co (Hong Kong, China). She was beached for demolition in Bangladesh by Taihua Steel Enterprise.



Express 6, anchored off Busan (South Korea), August 26, 2022. © Vladimir Tonic



Express 6, beached in Chattogram, October 16, 2023.
© Mohammad Islam Meah

Frio Olympic (ex-*Kailash*, ex-*Cap Triunfo*). IMO 8801802. Length 141 m, 4,698 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Onishi (Japan) by Shin Kurushima. Detained in 2001 in Saint Petersburg (Russia) and in 2008 in Genoa (Italy). Owned by Liberia-registered Maresol Navigation SA care of Lavinia Corp (Greece). Sold for demolition in India. 510 US\$ per ton.



IJmuiden (Netherlands), November 11, 2020.
© Marcel Coster

Green Explorer (ex-*Northern Explorer*). IMO 8922242. Length 110 m, 2,435 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1991 in Waterhuizen (Netherlands) by Van Diepen. Detained in 2020 and 2021 in Novorossiysk (Russia). Owned by Green Shipping AS (Norway). Sold for demolition in India.



Green Explorer, Alang, plot 84 E, July 30, 2023. © Eren Topcu/FaceBook Shipbreaking Group

Nova Florida (ex-Eaststream, ex-Ice Stream, ex-Amber Pacific). IMO 8813635. Length 125 m, 3,374 t. Bahamian flag. Classification society Bureau Veritas. Built in 1989 in Akitsu (Japan) by Shin Kurushima. Detained in 2003 in Valparaíso (Chile). Owned by GreenSea NV (Curaçao). Sold for demolition in India.



Nova Florida, Kiel canal (Germany), May 4, 2010. © **Andreas kiel.de**



Nova Florida, Alang, August 8, 2023. © **Compass Shipping Agency**

Sein Star (ex-Adriatic, ex-White Reefer). IMO 8319029. Length 99 m, 2,197 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Hachinohe (Japan) by Kitanihon. Detained in 2003 in Niigata (Japan). Owned by Sein Shipping Co Ltd (South Korea). Sold for demolition in India.

Alang, plot 107, August 30, 2023. © **Compass Shipping Agency**



Vila Dhauru (ex-Seiko Maru No,16, ex-Victoria V, ex-Victoria). IMO 8211045. Length 83 m, 1,253 t. Maldives flag. Unknown classification society. Built in 1983 in Kitakyushu (Japan) by Wakamatsu. Detained in 2004 in Cartagena (Spain) and in 2009 in Bandar Abbas (Iran). Owned by Villa Shipping & Trading Co (Maldives). Sold for demolition in Bangladesh by M/S Ziri Subedar Ship Recycling Industries.

Zefyros Reefer (ex-Zefyros, ex-Southern Harvest, ex-Serene Harvest). IMO 8916748. Length 141 m, 4,731 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Sasebo (Japan) by Sasebo HI. Detained in 2012 in Balboa (Panama). Owned by Vanuatu-registered Olympus Marine Ltd care of Lavinia Corp (Greece). Sold for demolition in India. 510 US\$ per ton.



December 16, 2011, *Zefyros* arriving at Heraklio (Crete, Greece). © **Nektarios Papadakis**

Ferry

April-May-June = 2

July-August-September = 3

April-May-June 2023

Euroferry Olympia (ex-*Transeuropa*). IMO 9010175. Length 183 m. Italian flag. Classification society Registro Italiano Navale. Built in 1995 in Gdansk (Poland) by Stocznia Gdanska S.A. for Gefa-Leasing GmbH (Germany). Operated by Poseidon Schiffahrt OHG based in Lübeck (Germany) on the Baltic Sea for its Lübeck-Helsinki service. In 2000, she was sold to Finnlines Germany, subsidiary of Grimaldi Group. Owned since 2013 by Grimaldi Euromed SpA (Italy).



Transeuropa, Travemünde (Germany), May 18, 2007.
© Andreas Wörteler.



Euroferry Olympia, Brindisi (Italy), July 25, 2015.
© Irene L. COP

In 2001, she passed under control of Finnlines Germany, a subsidiary of the Grimaldi group. In 2013, after 18 years of operation in Northern Europe, she was demoted to the Mediterranean. She was refitted and upgraded in the shipyards of Valletta (Malta) to accommodate 600 passengers and crew. She was bound to connect Greece and Italy on the Grimaldi Euromed SpA service.



© Greek City Times.com



On the night of February 18, 2022, the *Euroferry Olympia* had just left Igoumenitsa in northern Greece, bound for Brindisi (Apulia, Italy). She was some 10 km away from the Greek coast when a fire broke out in garage deck no. 3 and spread to other decks. 281 passengers and crew were evacuated by the coastguard and ships in the area. On February 23, the wreck was towed to Astakos, further south on the west coast of Greece. On February 28, fire broke out again when a garage deck door was opened. The death toll was 11.

The *Euroferry Olympia* was sold for demolition in May 2023 to Dido Steel Corp, a Liberia-registered specialist in the purchase of end-of-life ships. She was deflagged to Togo. On September 14, she was towed and beached for demolition in Aliaga scrapyards.



The burnt-out *Euroferry Olympia* at Astakos. © Pianetnavi

Lilia Concepcion. IMO 9258973. Length 97 m. Venezuelan flag. Unknown classification society. Built in 2002 in Fremantle (Australia) by Austal ships. Owned by Conferry (Venezuela). She belongs to a series of 7 aluminium-hulled high speed catamarans. She was able to transport 823 passengers and 243 cars at a service speed of 40 knots. She was decommissioned and discarded at Puerto La Cruz since along with 3 other Conferry vessels, the *Maria Rosario*, *Rosa Eugenia* and *Concepción Mariño*. This kind of abandonment often turns out bad for the port waters and sediments. The *Rosa Eugenia* sunk at berth on September 4, 2018, the *Maria Rosario* a few months later in January 2019 (cf. the report by Robin des Bois "[2008-2018, maritime and waterway passenger transport: more than 12,000 dead](#)", February 2019) The *Lilia Concepcion* is being scrapped by a local yard in Puerto La Cruz (Venezuela).



Lilia Concepcion. © Histarmar

July-August-September 2023

Tai Hwa. IMO 8811027. Length 120 m, 4,043 t. Deflagged from Taiwan to Saint Kitts and Nevis for her last voyage shortened to *Tai H*. Classification society China Corporation Register of Shipping until August 2023 then Capital Register of Shipping. Built in 1989 in Nagasaki (Japan) by Hayashikane. Owned by Taiwan Navigation Co Ltd (Taiwan). Acquired as is in Keelung (Taiwan) in August 2023 by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management Pvt Ltd (India) for demolition in Bangladesh by Mehreen Ship Recycling. 460 US\$ per ton.



Tai Hwa, Kaohsiung. © Luca Raffo



Tai H, Chattogram, October 2023.
© Mohammad Islam Meah

Tai Ma (ex-New Kyushu). IMO 8418320. Length 110 m, 2,834 t. Deflagged from Taiwan to Saint Kitts and Nevis for her last voyage shortened to *Tai M*. Classification society China Corporation Register of Shipping. Ex Japanese ferry built in 1985 in Usuki (Japan) by Usuki Tekkosho for Kyushi Orange Ferry Co. Ltd. She was sold in 2003 to the taiwanese shipowner Taiwan Navigation Co Ltd. Acquired as is in Keelung (Taiwan) in August 2023 by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management Pvt Ltd (India) for demolition in Bangladesh.



Tai Ma, Keelung port (Taiwan). © SailingFun

Taxiarchis (ex-Euromantique, ex-Agia Methodia, ex-Seaway I, ex-Seaway Hobart, ex-Union Hobart). IMO 7431090. Length 136 m, 5,326 t. Deflagged from Greece to Togo for her last voyage. Classification society Registro Italiano Navale until 2016. Built in 1976 in Sandefjord (Norway) by Framnaes Mek Vaerksted.



The *Taxiarchis* belonged to a series of 10 Ro Ro cargo ships. In the beginning of her trading life, she was operated by Union Shipping Australia to carry freight between Australia and New Zealand then from 1984 onward between Melbourne (Victoria) and Hobart (Tasmania).

Union Hobart. © New Zealand Ship and Marine Society

In 1993, she was acquired by the Greek group Ventouris and sailed to Europe. She was 17 years old. Converted for passenger transport, she could accommodate 750 passengers and 300 vehicles. She was assigned to various charter services in the Mediterranean between Patras (Greece) and Brindisi (Italy), in the North Sea between Sheerness (United Kingdom) and Vlissingen (Netherlands), then between Dartford (United Kingdom) and Vlissingen, and again in the Mediterranean between Algeciras (Spain) and Tangiers (Morocco).



Agia Methodia. © Hans Neels.



Taxiarchis, departing Myrina, Lemnos Island (Greece), August 3, 2011. © babiskouremetis

In 1999, she was acquired by NEL Lines ((Naftiliaki Eteria Lesvou, or Lesbos Maritime Company), established in 1972 in the frame of the development program of the northern Aegean islands. The *Taxiarchis* connected Lesbos to Piraeus. In 2007, she was chartered from May to October by the Egyptian company El Salem, which operated her in the Red Sea to transport pilgrims to Mecca. The *Taxiarchis* returned to Greece and resumed her Aegean routes until the bankruptcy of NEL in 2015. She remained laid-up in Lavrio, south-east of Athens, until 2018, when she was moved to Ampelakia, Salamis Island. Acquired in August 2023 by Marshall Islands-registered Anen Maritime Company SA prior to her departure for demolition. After 7 years of decommissioning and degradation, she left Ampelakia on September 22 under tow of the *Protug 42* bound for the Aliaga scrapyards. Her fleet mates at NEL, Mytilene and Theofilos, were towed for demolition last year in Turkey (see "[Shipbreaking](#)" # 67, p. 22-24).

Cruise Ship

July-August-September 2023

Royal Wing (ex-Kurenai Maru). IMO 5197901. Length 87 m. Deflagged from Japan to Belize for her last voyage. Unknown classification society. Ex-Japanese ferry built in 1960 in Kobe (Japan) by Mitsubishi HI for Kansai Kisen Co. She could accommodate 1113 passengers and was operated in Seto Inland Sea de Seto (Japan).



Kurenai Maru, Seto Inland Sea (Japan).
© photoship



Royal Wing, 2011, Yokohama Bay.
© IdyllicOcean

In 1988, after 28 years of service, she was sold, renamed *Royal Wing* and operated as a restaurant cruise ship by Yokohama Bay Cruises. On June 27, 2023, she left Japan under tow, heading for Mokpo shipbreaking yard (South Korea).



Mokpo, July 25, 2023. © Vladimir Tonic



August 22, 2023



© Vladimir Tonic

September 6, 2023

Ro Ro

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

April-May-June = 1

July-August-September = 1

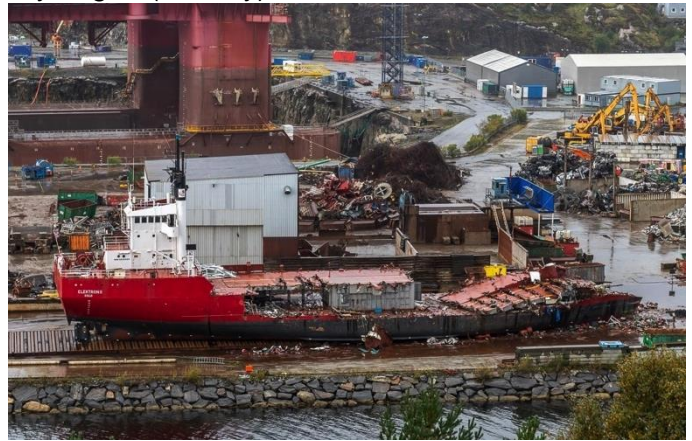
April-May-June 2023

Elektron II (ex-*Elektron*). IMO 6930520. Length 77 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1969 in Trondheim (Norway) by Trondhjems MV. Ex-cable layer converted in 1990. Owned by Statnett SF (Norway). On May 19, 2023, the *Elektron II* left Drammen near Oslo (Norway) bound for the EU-approved shipbreaking yard of Hanoytangen (Norway).



July 15

Elektron II in Hanoytangen (Norway). © Alf Kåre Aasebø



September 23, 2023

July-August-September 2023

Jabal Ali 5 (ex-*Fast Challenger*, ex-*Stjerneborg*, ex-*Fast Challenger*, ex-*Sterneborg*, ex-*Dana America*). IMO 7725130. Length 134 m, 5,965 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping until June 2023 then Capital Register of Shipping. Built in 1979 in Shimizu (Japan) by Nippon Kokan. Detained in 2006 in Castellón de la Plana (Spain). Owned by NAIF Marine services CO PSC (United Arab Emirates). Acquired in June 2023 by United Arab Emirates-registered Headstart Group FZE care of Trinitas Ship Management Pvt Ltd in Mumbai (India) prior to her departure for demolition in Bangladesh by Taher & Co Ltd.



Jabal Ali 5, 23 May 2023. © Harshal Gadkari

Kokuryu Maru. IMO 9018402. Length 115 m, 2,473 t. Deflagged from Japan to Mongolia for her last voyage. Classification society Nippon Kaiji Kyokai. Built in Imabari (Japan) by Imabari Zosen. Owned by Matsuhama Kaiun (Japan). Sold for demolition in Bangladesh by T.R. Ship Breakers Ltd. 325 US\$ per ton.



Kokuryu Maru, port of Yokohama (Japan), January 9, 2016. © Wotaaki

Car carrier

July-August-September 2023

Dapitan Bay 1 (ex-Nissho Maru, ex-Nichio Maru). IMO 9035644. Length 140m, 5,249 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in Setoda (Japan) by Naikai Zosen Corp. Owned by Carlos A. Gothong Lines (Philippines). Acquired by Marshall Islands-registered Ocean Exim Trading Ltd care of Transworld Ship Management LLC (Dubai). Sold for demolition in Bangladesh by KR Ship Recycling Yard. 530 US\$ per ton.



Nissho Maru, port of Kobe (Japan), January 18, 2014. © Vladimir Tonic



Dapitan Bay 1, May 2020.
© Ian & Ida Drone Adventures 2020

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.

April-May-June = 13

July-August-September = 20

April-May-June 2023

Andromeda (ex-*Lotta*, ex-*Glory*, ex-*Ladoga* 17). IMO 7614666. Length 81 m, 1,045 t. Sierra Leone flag since October 2022; previously Togo (October 2020). Classification society Maritime Bureau of Shipping. Ladoga-10 type river and sea-going ship or project 285. Built in 1979 in Uusikaupunki (Finland) by Rauma-Repola for the soviet North-West River Shipping Company. 7 detentions: in 2006 in Howdendyke (United Kingdom), in 2014 in Zeebrugge (Belgium) in 2015 in Tuzla (Türkiye) and Heraklio (Greece), in 2016 in Sfax (Tunisia) and in 2017 in Beirut (Lebanon) and in Aspropygros (Greece). Banned from European ports in August 2017 for three months. The *Andromeda* was one of the substandard ships pointed out in May 2020 by Robin des Bois (cf. "[Shipbreaking](#)" # 59, [106 derelict ships](#), p. 7). She was owned by Andromeda ship management SA (Greece). On January 6, 2018, she was boarded and searched by the Greek Navy : she was carrying 29 containers loaded with explosives. As no evidence of arm trafficking could be found, the ship and crew were released in March 2019.

The *Andromeda* was officially and successively acquired by a number of single ship companies, Marshall Islands-registered Belinda Shipholding in October 2020, G Xenikakis registered in Athens (Greece) in October 2022 which renamed her *Meda* and finally in April 2023, Kreta Navigation SA at the same address as Belinda Shipholding in the Marshall Islands.

Andromeda's operations are dark. She has not been inspected since 2017. The MarineTraffic website reports no port calls since July 2021 and a voyage from Damietta (Egypt) to Martas (Türkiye) in the Marmara Sea.

The *Andromeda* was towed and beached in Aliaga by the tug *Christos XIV* on June 6, 2023 as *Kreta X*.



Ladoga-17, 2000, Baltic Sea. © Shelamov S.N., collection Lemachko B.V



Andromeda, Heraklio (Crete, Greece), April 2018
© Minthi

Atlantic Ray (ex-*St Wind*, ex-*Noble Spirit*, ex-*Novikovo*, ex-*Zim Saigon*, ex-*Novikovo*). IMO 8900983. Length 98 m, 2,461 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping until September 2021 then Novel Classification Society S.A not a member of the IACS, based in Limassol (Cyprus). Built in 1991 in Gebze (Türkiye) by Sedef Gemi Endustrisi. 3 detentions in 2001 in Dampier (Western Australia, Australia), in 2015 in Zoushan (China) and in 2021 in Nakhodka (Russia). Owned by Gold Okean Logistik Ltd based in Sakhalin (Russia). Acquired in April 2023 by Northwest Ship Management Ltd officially registered in Canada (see p. 83, *Vladimir Kolechitskiy*). Sold for demolition in Bangladesh by S.S.Green Ship Breaking & Recycling. 620 US\$ per ton.

Chang Ying. IMO 8888642. Length 130 m, 3,993 t. Deflagged from China to Gabon for her last voyage. Classification society China Classification Society then Eastern Marine Service depuis May 2023. Built in 1995 in Wuhan (China) by Qingshan. Owned by Jia Hao Shipping Ltd (Hong Kong, China) care of Fuzhou Hailing Shipping Co Ltd (China). Sold for demolition in Bangladesh by Shagorika Ship Breaking. 557 US\$ per ton.

DPL Alyur (ex-*Sea Service*, ex-*CJK Dolphin*, ex-*Taiko Maru No.15*). IMO 8609125. Ordered as a dredger she was delivered as a general cargo ship and lengthened from 66 in 82 m compared to the initial plan. 1,020 t. Deflagged from Togo to Mongolia for her last voyage. Classification society Cosmos Marine Bureau Inc. Built in 1986 in Usuki (Japan) by Shitanoe; 12 detentions in 2006 in Shanghai (China) then Sakai (Japan), in 2007 in Shanghai again, in 2010 in Sendai Shiogama (Japan), in 2013 in Tokyo (Japan), in 2014 in Nantong (China), in 2015 in Guangzhou (China), in 2017 in Vladivostok (Russia), in 2019 in Niigata (Japan), and in 2023 in Vanino (Russia), Pyeongtaek (South Korea) and Nakhodka (Russia). Gold medalist on the substandard ship podium. Owned by Transmar Business Corp Panama-registered care of Dalitora Projects Ltd (Russia). Acquired in May 2023 by Northwest Ship Management Ltd officially registered in Canada (see p. 82, *Vladimir Kolechitskiy*). Sold for demolition in Bangladesh by Simni Ship Recycling Industries.



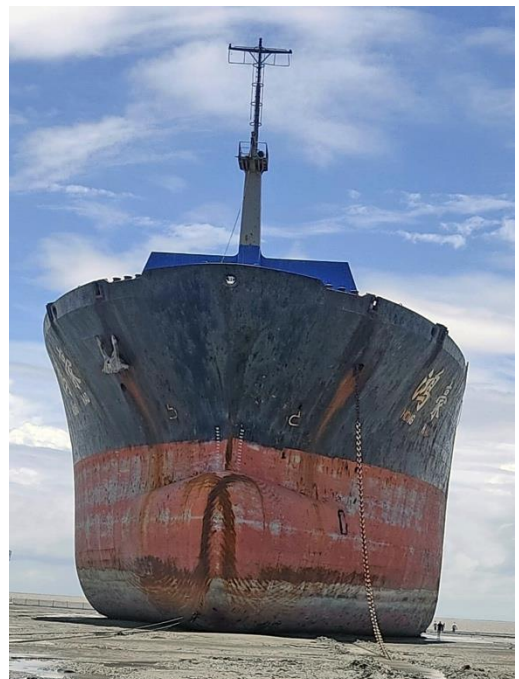
Anchored in Vanino (Russia), June 17, 2021. © Andy Ru

The gantry cranes of the sisterships *Hong Hao* and *Hong Yang* have been removed prior they were beached for demolition in Bangladesh.

Hong Hao (ex-*Yuan Hang*, ex-*Valparaiso*, ex-*CCNI Ancud*, ex-*CSAV Valencia*, ex-*CCNI Ancud*, ex-*CSAV Valencia*, ex-*CCNI Ancud*). IMO 9131242. Length 185 m, 11,857 t. Deflagged from China to Saint Kitts and Nevis for her last voyage. Classification society Registro Italiano Navale until March 2018. Built in 1998 in Szczecin (Poland) by Szczecinska. Owned by Hengan Steamship Co Ltd (Hong Kong, China) care of Qingdao Runze Shipping Co Ltd (China). Sold for demolition in Bangladesh by Kadam Rasul Steel Ship Breaking Ltd. 620 US\$ per ton.



CCNI Ancud, departing Liverpool (United Kingdom), April 30, 1999. © Malcolm Cranfield



Hong Hao, July 27, 2023, Chattogram
© Mohammad Islam Meah

Hong Yang (ex-*Yuan Hai*, ex-*Valbella*, ex-*CCNI Atacama*, ex-*Valbella*), IMO 9131216. Length 185 m, 11,883 t. Deflagged from China to Saint Kitts and Nevis for her last voyage. Classification society China Classification Society. Built in 1998 in Szczecin (Poland) by Szczecinska. Detained in 2009 in Portland (Oregon, USA) Owned by Ju Quan Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh by Mamun Steel.



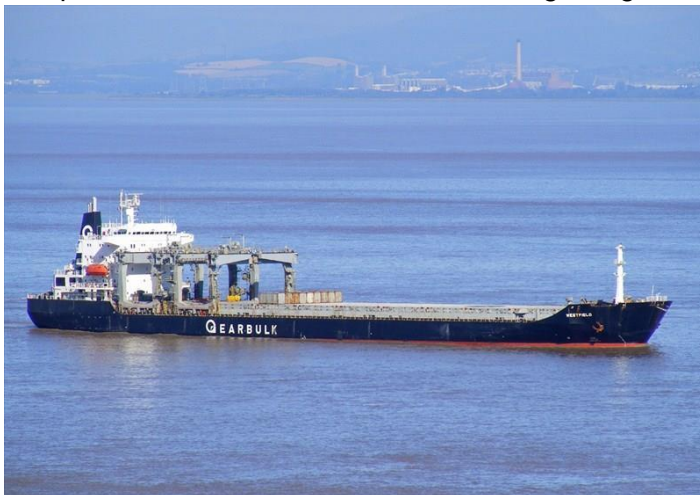
Hong Yang in Nansha (China), February 27, 2023.
© Jerzy Nowak



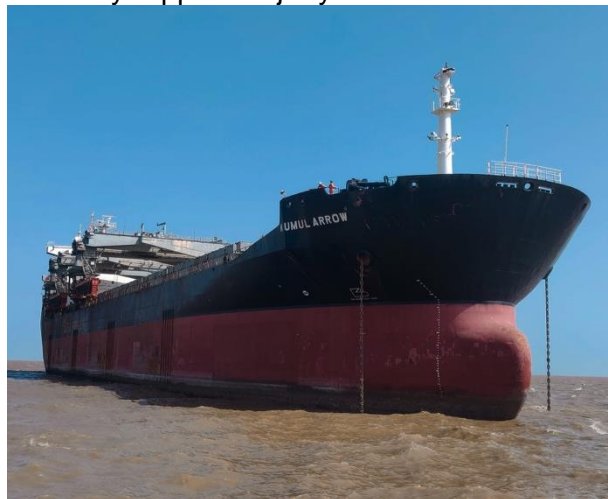
Hong Yang, May 13, 2023. © Saiful Islam

Jia Liang 18. IMO 8360901. Length 136 m, 3,621 t. Deflagged from China to Tanzania for her last voyage. Classification society International Register of Shipping. Built in 2007 in (China). Acquired by Hong Kong King Sail Shipping (Hong Kong, China) for demolition in Bangladesh by Mahinur Ship Recycling Industries. 560 US\$ per ton.

Kumul Arrow (ex-*Westfield*). IMO 8316704. Length 187 m, 10,998 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Ulsan (South Korea) by Hyundai. Detained in 2008 in Portland (Oregon, USA). Owned by Gearbulk Ltd (Norway). 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 by Nippon Kaiji Kyokai.



Westfield, off Portishead (United Kingdom), July 2012.
© Rainer Petzold



Kumul Arrow, Alang, June 2023.
© Compass Shipping Agency

Pu Hui 2. IMO 8360896. Length 120 m, 3,286 t. Deflagged from China to Tanzanie for her last voyage. Classification society International Register of Shipping. Built in 2006 in China by Zhejiang East Red Boat Industry Co. Owned by Hong Kong King Sail Shipping (Hong Kong, China). Auctioned online on 9 May. Only one bidder showed up and was awarded the ship at the reserve price of 8,950,000 rmb (1,2 million US\$) or 365 US\$ per ton. The *Pu Hui 2* was beached for demolition in Bangladesh on July 19 at the yard operated by A. Fahim Enterprise.



Bidding Announcement of “PU HUI 2”

Bidding Ending Information

Start: 2023-05-09 10:00
End: 2023-05-09 10:30
Total Bid: 1 times
Final Price: **¥8950000**
Bidding Winner: **618**
Bidding Status: Successful



Beached in Chattogram, July 20. © Fazlur Rahman

Starting Price:¥8950000 CNY

Bid Increment:¥20000 CNY

Bidding Deposit:¥900000 CNY

Preemption Claimant:None

Evaluation Price:Unrevealed

Bidding Period:0.5 hours

Extension Cycle:5 min/time

Reserved Price:None

Type: Others

Thor (ex-Don Carlos Sr., ex-Marina, ex-Arktis Pride, ex-Pep Star). IMO 7615476. Length 72 m, 1,103 t. Filipino flag. Unknown classification society. Built in 1977 in Frederikshavn (Denmark) by Orskovs Yard. Owned by Key West Shipping Line Corp (Philippines). Sold for demolition in Bangladesh.

West Ocean 18 (ex-Don Alberto Sr, ex-Java Sea, ex-Baltimar Jupiter, ex- Mekong Jupiter, ex-Baltimar Jupiter, ex- Cy O'Connor, ex-Baltimar Jupiter). IMO 8607684. Length 91 m, 1,769 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Shanghai (China) by Donghai Shipyard. Detained in 2002 and in 2008 in Cairns (Queensland, Australia). Owned by West Ocean Lines & Transport (Philippines). She left Cebu (Philippines) and was beached for demolition in Bangladesh on May 7 renamed *Logan*.



Don Alberto Sr, Mactan Channel, Cebu (Philippines), June 2015. © Mike Baylon

West Ocean 9 (ex-Don Alfredo Sr, ex-Evdokia Star, ex-Neptune Trident, ex-Rainpearl, ex-Geert Bodewes, ex-Geert Danielsen, ex-Geert Bodewes). IMO 7711488. Length 82 m, 1,671 t. Filipino flag. Classification society Sing Lloyd. Built in 1979 in Hoogezand (Netherlands) by Bodewes. 3 detentions: in 2002 in Barcelona (Spain) and Almeria (Spain) and in 2004 in Barcelona again. Owned by West Ocean Lines & Transport (Philippines). Sold for demolition in Bangladesh.

Xin Hai Zhou 7 (ex-Le Rong). IMO 9183740. Length 169 m, 7,362 t. Deflagged from China to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1999 in Guangzhou (China) by Guangzhou Wenchong. Detained in 2006 in Eregli (Türkiye) and in 2016 in Huelva (Spain). Sold in January 2020 by the Chinese State-owned company COSCO Shipping to Ningbo Haizhou Logistics Co (China). Acquired in June 2023 by YKJ Shipping Co Ltd (China) and beached for demolition in Bangladesh on July 30 at the yard operated by SNT Ship Recycling. 563 US\$ per ton.



Berth n° 16-17, Vanino port (Russia), February 23, 2023. © Andy.ru73

July-August-September 2023

Angel-A (ex-SS Express, ex-An Yang, ex-Omiya Maru No. 6). IMO 8805054. Length 66 m, 1,390 t. Togolese flag. Classification society Cosmos Marine Bureau Inc. Built in 1988 in Higashino (Japan) by Matsuura Tekko. 9 detentions: in 2007 in Yokohama (Japan), in 2008 in Ningbo (China) and Pohang (South Korea), in 2013 de nouveau in Pohang, in 2014 in Niigata (Japan), in 2016 in Hakodate (Japan), in 2019 in Incheon (South Korea) and in Fukuoka (Japan), and in 2023 in Nakhodka (Russia). Bronze medalist on the substandard ship podium. Owned by Dalitora Projects (Russia). Acquired by Northwest Ship Management Ltd officially registered in Canada (see p. 82, *Vladimir Kolechitskiy*). Sold for demolition in India. 500 US\$ per ton.

Arklift (ex-Han Zhang, ex-Salcaf, ex-BBC Texas, ex-Tina, ex-Paula). IMO 9030577. Length 108 m, 3,753 t. Deflagged from Panama to Guinea-Bissau for her last voyage renamed *Queen Ayla*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Neuenfelde (Germany) by Sietas. 3 detentions: in 2000 in Rotterdam (Netherlands), in 2008 in Kwinana (Australia) and in 2013 in Porto Nogaro (Italy). Owned by Seatoyar Pte Ltd (Singapore). Acquired in July 2023 by Marshall Islands-registered Top Sail Shipping Ltd care of Med Star Shipping Co SA (Lebanon) prior to her departure for demolition in Bangladesh.



Malacca Strait, January 19, 2023. © Vladimir Knyaz

Harin Navee 10 (ex-Hoshu Maru). IMO 8720498. Length 76 m, 975 t. Thai flag. Unknown classification society. Built in 1988 in Hashihama (Japan) by Shin Kurushima. Detained in 2022 in Tanjung Priok (Indonesia). Owned by Nipatnavee Co Ltd (Thailand). Sold for demolition in Bangladesh by AMN Steel.

Harin Navee 7 (ex-*Chiyo Maru No.8*). IMO 8801864. Length 68 m, 698 t. Thai flag. Unknown classification society. Built in 1988 in Namikata (Japan) by Yamanak. Owned by Nipatnavee Co Ltd (Thailand). Sold for demolition in Bangladesh by Dynamic Ship Recycling Industries.

The coaster *Harin Navee 7*, Bangkok, February 2023.
© Teachers



Harin Transport 1 (ex-*Woo Jin*, ex-*Sanyo Maria*, ex-*Dongjin Ace*, ex-*Hohsei No. 3*). IMO 8605129. Length 75 m, 1,065 t. Thai flag. Unknown classification society. Built in 1986 in Nomi (Japan) by Nakatani. Detained in 2006 in Kobe (Japan). Owned by Harinsuit Transport Co Ltd (Thailand). Sold for demolition in Bangladesh by Dynamic Ship Recycling Industries.



Harin Transport 1, November 2021, Melaka (Malaysia). © Mataburung

Hua Da 606. IMO 1028358. Length 140 m, 3,472 t. Deflagged from China to Sierra Leone for her last voyage. Classification society Zianlian Chuen. Built in 2005 in China. Acquired in July 2023 by Hong Kong King Sail Shipping registered in Hong Kong (China). Sold for demolition. 527 US\$ per ton. She left Ningde (China) in late September 2023 and was beached in India.



Hua Da 606, Zhoushan (China), January 2020. © smp

Hua Dong 27. IMO 1017294. Length 131 m, 3,520 t. Deflagged from China to Palau for her last voyage. Classification society Zianlian Chuen. Built in 2007 in China). Owned by Rizhao Jinmao Shipping Co Ltd (China). Sold for demolition in Bangladesh by KR Ship Rcycling Yard. 525 US\$ per ton.

Jin Yuan Sheng 9. IMO 1026740. Length 130 m, 3,000 t. Deflagged from China to Gabon in July 2023, then to Saint Kitts and Nevis in October 2023 for her last voyage shortened to *Yuan*. Classification society Zianlian Chuen. Built in 2007 in China. Owned by Lianyungang Huamin Shipping (China). Acquired in July by Baosai Shipping Co Ltd, then in October 2023 by Marshall Islands-registered Future Projects INC care of Resurgence Ship Management Pvt Ltd. Sold and towed for demolition in India. 490 US\$ per ton.

Kema (ex-Samarga, ex-Wajd, ex-Jabal Ali 7, ex-QC Pintail, ex-Vento di Tramontana, ex-Transport Maas, ex-C. U. R. Caroline, ex-L. Craeybeckx). IMO 8501402. Length 117 m, 2,950 t. Officially registered in Guyana from May 2021 onward but this turned out to be a fake registration. Tanzanian flag for her last voyage. Classification society Cosmos Marine Bureau Inc. Built in 1987 in Tamise (Belgium) by Boelwerf. 11 detentions in 2012 in Qingdao (China), Pohang (South Korea) and Donghae (South Korea), in 2013 in Busan (South Korea), in 2015 in Tokyo (Japan), in 2018 in Vladivostok (Russia) and Korsakov (Russia), in 2019 in Vladivostok again, in 2020 in Vanino (Russia) and again in Vladivostok, in 2021 in Vanino again, in 2022 one more time in Vladivostok and in 2023 in Qingdao (China). Silver medalist on the substandard ship podium. Owned by Belize-registered Ocean Glory Shipping Co Ltd care of Acrex Corp (Russia). Sold for demolition in Bangladesh. She left Vladivostok on June 25, 2023 and was beached at Mother Steel Ltd yard on September 15. An 8,500 km-long voyage.



January 1993, *Transport Maas*, off Cuxhaven (Germany). © Gerald Sorger



July 2022, *Kema*, port of Plastun (Primorie krai, Russia). © Roman Gulevich

Kingway No,2 (ex-Ta Cheng, ex-Korex Pusan). IMO 9126833. Length 99 m, 1,795 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1995 in Busan (South Korea) by Daedong SB Co. 3 detentions in 2000 in Sendaishiogam (Japan), in 2008 in Shimonoseki (Japan) and in 2023 in Xiamen (China). Owned by Hong Li Shipping Co Ltd (Taiwan). Sold for demolition in Bangladesh by Simni Ship Recycling Industries.



Kingway No,2, August 28, Chattogram. © Mohammad Islam Meah

Lady of Salvation (ex-Hong Fa, ex-Kiho Maru). IMO 8626680. Length 73 m, 1,593 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage renamed *Marchie 8*. Unknown classification society. Built in 1985 in Arida (Japan) by Yoshida Zosen Kogyo. 6 detentions: in 2001 in Kushiro (Japan)

and Sendaishiogama (Japan), in 2002 in Tomakomai (Japan), in 2003 in Osaka (Japan), in 2009 in Hiroshima and in 2012 in Nagoya (Japan). Owned by Medallion Transport Inc (Philippines). Acquired in February 2023 by VVS ShipManagement based in Singapore. She was beached on July 18, 2023 for demolition in Bangladesh by M. A. Ship Breaking Ltd.



Marchie 8, 18 July, 2023, Chattogram. © Mass Shipping Lines

MSC Maria (ex-Germania). IMO 9067544. Length 125 m, 3,952 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1993 in Oldenburg (Germany) by Heinrich Brand Schiffswerft. Owned by Liberia-registered Maria Oceanway Ltd care of MSC Shipmanagement Ltd, a Cyprus subsidiary of MSC Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India. 547 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Pacific Ray (ex-Port May, ex-St Olymp, ex-Dagmar, ex-Slavnoe). IMO 8912807. Length 98 m, 2,461 t. Deflagged from Domenica to Mongolia in April 2023. Classification society Novel Classification Society. Built in 1992 in Gebze (Türkiye) by Sedef Gemi Endustrisi. 8 detentions: in 1999 in Anvers (Belgium), in 2002 in La Spezia (Italy), in 2013 in Taicang (China), in 2021 in Magadan (Russia), in 2022 in Ho Chi Minh City (Vietnam) and Donghae (South Korea), and in 2023 in Vladivostok then in Nakhodka (Russia).



Slavnoe, September 1993. © Senna

In 2005, the ship passed under control of the Russian bank Avangard SA and left to the Far East. She was operated by a number of ship managers: ST Shipmanagement Ltd based in Vladivostok, Sovfracht JSC from Moscow, Vip-Stroy Holding LLC based in Yuzhno-Sakhalinsk.

The ship's crews regularly complained about their conditions of employment. In April 2021, the Russian-flagged *Port May*, operated by Vip-Stroy Holding LLC, was anchored in the Gulf of Korf, north of the Kamchatka peninsula. The crew appealed to the Seafarers' Union of Russia (SUR). The shipowner owed them 3,5 million rubles (38,000 US\$), extra hours have not paid, they lack food supplies. The port authorities have forbidden the ship to leave until payment of the wages. In June 2021, the *Port May* became the Dominica-flagged *Pacific Ray*, officially owned by Gold Okean Logistik, also based in Yuzhno-Sakhalinsk.

The crews continued to suffer misery. The shipowner's policy is divide and conquer. Some seamen were paid, others not. In October 2021, only the female cook on board sued for 3 months' back wages. Finally, in June 2022, the *Pacific Ray* was abandoned in Busan (South Korea) with her 18 Russian sailors. The shipowner owed them 4 months' wages for a total of 75,196 US\$. The arrears were finally paid in cash on November 18, 2022, and the crew repatriated.



Pacific Ray, Sovetskaya Gavan Bay, Khabarovsk Krai (Russia), May 2022. © **Vertunov**



Tikhaya Bay, June 4, 2023.
© **Vitalicus**

In April 2023, the *Pacific Ray* was acquired by Northwest Ship Management Ltd officially registered in Canada (see p. 82, *Vladimir Kolechitskiy*). In August, she was renamed *Tessa*, deflagged to Mongolia, and reportedly sold for demolition in Bangladesh. 560 US\$ per ton.

Quan Long. IMO 1024546. Length 131 m, 2,931 t. Deflagged from China to Gabon and finally to Saint Kitts and Nevis for her last voyage shortened to *Long*. Classification society Zianlian Chuen until August 2023 then Capital Register of Shipping. Built in 2006 in China). Owned by Tianjin Dongsheng Shipping (China). Acquired by Jia Hao Shipping Ltd (Hong Kong China) in July 2023. She left Ningde (China) heading for Colombo (Sri Lanka) anchorage area. In September, she was sold as is to Trinitas Shipmanagement Pvt (India) and beached for demolition in India



Quan Long, Taicang (China), May 19, 2016.
© **Vladimir Knyaz**

Shun Da Yun (ex-*Rong Xiang 5*, ex-*Jin Cheng Shan*, ex-*Wan Ru*, ex-*Bi Sheng*, ex-*Boleslaw Prus*). IMO 7333808. Length 150 m, 4,587 t. Deflagged from China to Sierra Leone for her last voyage shortened to *Da Shun*. Unknown classification society. Built in 1973 in Bremerhaven (Germany) by Weser Seebeckwerft. Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh by S H Enterprise.

Bi Sheng, April 1987. © **Simon WP**



Soumaya-J (ex-Lady Ranim, ex-Amer-F, ex-Mets, ex-Aquila, ex-Nautic, ex-Elmwood, ex-Nautic, ex-Pepilo, ex-Nautic). IMO 7118870. Length 88 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Neuenfelde (Germany) by JJ Sietas. 4 detentions: in 2009 in Koper (Slovenia), in 2013 Alexandria (Egypt), in 2017 in Pula (Croatia) and in 2017 in Thessaloniki (Greece). Owned by Hamza Shipping Co (Lebanon). In May 2022, the *Soumaya-J* suffered an engine failure at the southern entrance of the Bosphorus. She was fined for breaching the safe passage navigation regulation in the strait. She resumed trading. She was beached for demolition in Türkiye on September 26, 2023.



Soumaya-J, Zadar (Croatia), December 5, 2013. © Marinko



Soumaya-J, Aliaga, October 2023. © Selim San

Srivichai Navy 1 Chaiya (ex-Srivichai Navee 1, ex-Darachai 1). IMO 8973796. Length 50 m, 480 t. Thai flag. Unknown classification society. Built in 1998. Owned by Srivichai Navee Co Ltd. Acquired in July 2023 by PK Shipping & Agency Co Ltd (Thailand) prior to her departure for demolition in Bangladesh. She was beached at A.P.S. Corporation yard as *PKS 1*.

Wilson Skaw (ex-Elianna, ex-Langenes). IMO 8918459. Length 113 m. Barbados flag. Classification society Bureau Veritas. Built in 1996 in Apatin (Serbia) by Apatin Brodogradiliste. The first in a series of four general cargo carriers including the *Wilson Saga*, *Wilson Sund* and *Wilson Stadt* built on the Dabub by the Serbian yard. Detained in 2008 in Gdansk (Poland). Owned by Wilson Euro Carriers AS (Norway).



Wilson Skaw, Koholmen, Byfjorden (Norway), February 2016. © Hasse Blomberg

On April 18, 2023, the *Wilson Skaw* ran aground on a reef récif off Ennishofoi on the northwest coast of Iceland. She had departed Hvammstangi and was bound for Hólmavík with a 2000 t salt cargo. The ballast tanks were pierced, water poured in.



© Guðmundur St. Valdimarsson/ Icelandic Coast Guard



The ship was refloated a few days later after lightening and pumping of fuel. She was towed to Akureyri. She was declared a total loss. In August 2023, she was sold for demolition and towed to Green Yard in Kleven (Norway).



Wilson Skaw, August 4, 2023, arrival at the shipbreaking yard. © Green Yard Kleven

Xiang He (ex-*Hong Source*, ex-*Sanko Rally*). IMO 9074767. Length 185 m, 9,016 t. Deflagged from Liberia to Gabon for her last voyage. Classification society Registro Italiano Navale. Built in 1994 in Imari (Japan) by Namura. Detained in 2012 in Bandar Abbas (Iran) and in 2013 in Bandar Khomeini (Iran). Owned by Xiang He Shipping Co Ltd (Hong Kong, China). Sold as is in Singapore for demolition in Bangladesh by Mahinur Ship Recycling Industries. 520 US\$ per ton.

Yuan Tu (ex- *Jin Ning 1*). IMO 1024821. Length 133 m, 3,495 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2005 in China. Owned by Jia Hao Shipping Ltd (Hong Kong, China). Sold as is in Colombo for demolition in Bangladesh by Zahidul Enterprise.

Container ship

April-May-June = 19

July-August-September = 20

39 demolitions, 418,000 tons to recycle. The return of container ships in shipbreaking yards is confirming but is not skyrocketing. It is keeping the same pace as at the beginning of the year.

28 (71%) are small units with a capacity of less than 2,500 boxes. 5 have a capacity of between 4,000 and 6,000 boxes.

Indian yards, which emphasise their compliance with the Hong Kong Convention, attracted 21 container ships (54%), including 2 Maersk container ships and 9 vessels controlled by Mediterranean Shipping Company (MSC). 14 ships were beached in Bangladesh. 3 container ships owned by the German company Hapag-Lloyd headed towards Türkiye.

The average age of the container ships at the time of demolition was 28 years. The detention rate for this category is 49%. Out of 39 vessels, 15 (38%) were deflagged.

April-May-June 2023

Blue Ocean (ex-Sinar Lombok, ex-Prospect). IMO 8813611. 760 teu. Length 150 m, 4,361 t. Deflagged from Hong Kong to Sierra Leone in May 2023. Classification society Det Norske Veritas. Built in 1989 in Onishi (Japan) by Shin Kurushima. Sold in May 2023 by her Hong Kong-based owner to Marshall Islands-registered Mangrove Forest Co Ltd prior to her departure for demolition in Bangladesh by SNT Ship Recycling. 625 US\$ per ton.



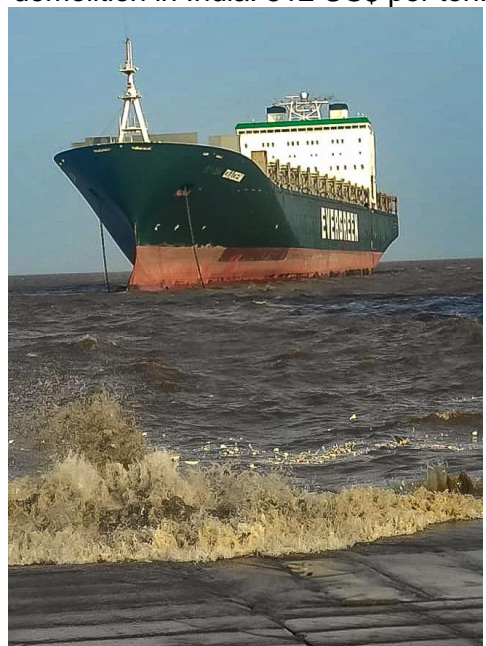
Blue Ocean, July 3, 2020, Kaohsiung (Taiwan).
© Ya Ray Yang

Ever Diadem. IMO 9134270. 4211 teu. Length 294 m, 21,731 t. Deflagged from Singapore to Comoros for her last voyage shortened to *Diadem*. Classification society American Bureau of Shipping. Built in 1998 in Kobe (Japan) by Mitsubishi. Detained in 2006 in Le Havre (France) and in 2022 in Shanghai (China). Owned by Evergreen Marine Corp (Taiwan). Acquired in May 2023 by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India). Sold for demolition in India. 512 US\$ per ton.



Ever Diadem, outbound Le Havre (France), October 13, 2008.
© Pascal Bredel

Diadem arriving at Alang, June 20, 2023.
© Compass Shipping Agency

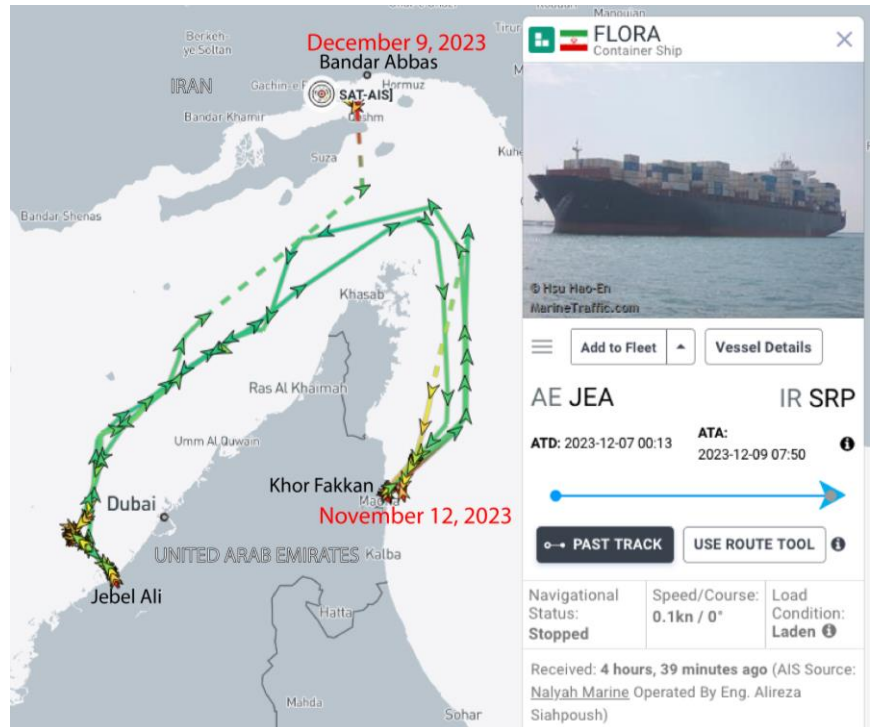


Flora (ex-*Shahraz*, ex-*Marisol*, ex-*First Ocean*). IMO 9349576. 6572 teu. Length 299 m, 24,745 t. Syrian flag since March 2022, previously Iran. Classification society Guardian Bureau of Shipping. Built in 2008 in Busan (South Korea) by Hanjin. Owned since 2022 by Honduras-registered Adige Shipping Inc SA. Sold for demolition in Bangladesh. Her status in the Equasis database is "to be broken up" since April 2023. She has not been beached yet. The website MarineTraffic reports her operating in the Persian Gulf still flying the Iranian flag. To be confirmed.

Information	Since
IMO number :	9349576
Name of ship :	FLORA (since 01/03/2022)
Call sign :	YKSV
MMSI :	468426000
Gross tonnage :	74175 (since 01/07/2008)
DWT :	86018
Type of ship :	Container Ship (since 01/07/2008)
Year of build :	2008
Flag :	Syrian Arab Republic (since 01/03/2022)
Status of ship :	To Be Broken Up (since 28/04/2023)
Last update :	26/09/2023

"To be broken up". Source Equasis

Tracking of the *Flora*,
November 12-December 11, 2023.
Screenshot MarineTraffic



Horizon Pacific (ex-*CSX Pacific*, ex-*Sea-Land Pacific*, ex-*American Pioneer*, ex-*Austral Pioneer*). IMO 7617890. 2407 teu. Length 248 m, 17,224 t. USA flag. Classification society American Bureau of Shipping. Built in 1979 in Sparrows Point (USA) by Bethlehem Steel Corp. Owned by Sunrise Pacific LLC (USA) care of Pasha Hawaii Holdings LL (USA). In July 2022, the *Pacific Horizon* was replaced by the *George III*, a LNG-fueled container ship with a capacity of 2525 boxes. Sold as is in San Diego (California, USA) for demolition by SteelCoast Company (SA Recycling) in Brownsville (Texas, USA)



Horizon Pacific, January 2015, Honolulu (Hawai, USA)
© Max Wei



Arrival at Brownsville.
© Mike Farrell

Kai Hang 3 (ex-*Kai Hang 6*, ex-*Kai Hang 78*, ex-*Shun Jiang*, ex-*American Career*, ex-*American Venture*). IMO 7432678. 270 teu. Length 108 m, 3,906 t. Deflagged from Panama to Sierra Leone for her last voyage. Classification society Panama Register Corporation. Built in 1976 in Hinase (Japan) by Okayama. Detained in 2000 in Hong Kong (China). Acquired by Jia Hao Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh by S.N. Corporation Unit-2.

M. H. Thamrin Palwo Buwono 1600. IMO 9151993. 1644 teu. Length 177 m, 7,362 t. Deflagged from Indonesia to Saint Kitts and Nevis for her last voyage renamed *Pablo*. Classification society Biro Klasifikasi Indonesia not a member of the IACS. Built in 2000 in Surabaya (Indonesia) by PAL Indonesia.

Detained in 2004 in Port Botany (New South Wales, Australia). Owned by PT Djakarta Lloyd (Indonesia). Acquired by Last Voyage DMCC (United Arab Emirates) prior to her departure under tow of tug *ASL Voyager* for demolition in Bangladesh.



M.H. Thamrin Palwo Buwono 1600
Singapore, March 2005 © **Martin Klingsick**



Pablo, July 25, 2023. © **Saiful Islam**

Maersk Atlantic (ex-*Swan River Bridge*, ex-*Maersk Atlantic*). IMO 9175808. 1092 teu. Length 155 m, 5,914 t. Deflagged from Hong Kong to Gabon for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1999 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Maersk Shipping Hong Kong Ltd, Hong Kong-based subsidiary of the Danish A P Moller A/S. Sold as is in the United Arab Emirates for demolition in India.

Meratus Makassar (ex-*M-Inga*, ex-*Inga S*, ex-*CMA CGM Cordillera*, ex-*Inga S*). IMO 9106637. 1104 teu. Length 150 m, 5,455 t. Deflagged from Indonesia to Niue for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1995 in Stralsund (Germany) by Volkswerft GmbH. Owned by PT Meratus Line (Indonesia). Sold for demolition in Bangladesh by King Steels. Her sistership *Meratus Malino* IMO 9106625 (ex-*Katrin S*, ex-*CSAV Dominicana*, ex-*CCNI Altamira*, ex-*Katrin S*, ex-*Lykes Commodore*, ex-*MSC Panama*, ex-*Katrin S*, ex-*Santa Paula*, ex-*Katrin S*) was also reported to be broken up but is to date still operated for further trading.



Meratus Makassar, Belawan (Indonesia), January 2023.
© **MarineTraffic**

Milan Express (ex-*CP Los Angeles*, ex-*Cielo di Los Angeles*, ex-*Cast Premier*, ex-*OOCL Canada*). IMO 9112296. 2499 teu. Length 216 m, 14,161 t. German flag. Classification society Det Norske Veritas. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Türkiye. 385 US\$ per ton.



Milan Express, in Fos sur Mer (France), August 7, 2015.
© **Pascal Bredel**



Milan Express, Aliaga. © **Eren Topcu**
/ **FaceBook Shipbreaking Group**

Mississauga Express (ex-CP Pride, ex-Canmar Pride). IMO 9165358. 2992 teu. Length 245 m, 15,645 t. German flag. Classification society Det Norske Veritas. Built in 1998 in Okpo (South Korea) by Daewoo. Detained in 2011 in Melbourne (Victoria, Australia). Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Türkiye.



Mississauga Express arriving at Le Havre (France), December 1, 2007. © Pascal Brede!l

9 Mediterranean Shipping Company-controlled container ships have been beached for demolition. MSC already scrapped 3 vessels in the first quarter of 2023. MSC is now putting forward its ship breaking policy. The main requirements are the issue of a statement of compliance with the Hong Kong Convention by an IACS member classification society to the chosen yard and the provision of an inventory of hazardous materials by the shipowner. A minimum requirement at least. MSC also says that chosen yards are to be audited by independent bodies to check their good practice. MSC now favours Indian yards. The latest MSC container ships scrapped in 2019, the *MSC Mirella* and the *MSC Ronit*, were beached in Bangladeshi yards (see "[Shipbreaking](#)" n°55 p. 27 and 28).

MSC Federica (ex-Marie Maersk). IMO 8715869. 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Lindo (Denmark) by Odense Staalskibs. Detained in 2010 in Charleston (Caroline du Sud, Charleston) and in 2023 in Sohar (Oman). Owned by Panama-registered Federica International Naviera care of MSC Mediterranean Shipping Co SA (Switzerland/Italy). Beached for demolition in India shortened to *Derica*. 515 US\$ per ton.

MSC Kerry (ex-Ville de Norma). IMO 9062960. 3501 teu. Length 240 m, 15,580 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Detained in 2013 in Melbourne (Victoria, Australia). Owned by Liberia-registered Kerry Oceanway Ltd care of MSC Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India. 545 US\$ per ton.



MSC Kerry, outbound Le Havre (France), February 15, 2010. © Pascal Brede!l



MSC Kerry, Alang, June 21, 2023. © Hemrajsinh Vala

MSC Lucia (ex-Safmarine Asia, ex-CMBT Asia, ex-Norasia Samantha). IMO 8413887. 1972 teu. Lengthened in 1989 from 173 m to 189 m, 8,911 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Kiel (Germany) by Howaldtswerke-DW. Detained in 2023 in Singapore. Owned by Liberia-registered Malta Today Lucia Oceanway Ltd care of MSC Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India.

MSC Nicole (ex-Contship America, ex-*MSC Lima*, ex-*Monterrey*, ex-*Nedlloyd Montevideo*, ex-*Monterrey*). IMO 8509387. 2073 teu. Length 198 m, 13,961 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1989 in La Ciotat (France) by Chantiers du Nord et de la Méditerranée as a bulk carrier then converted in 2002. Detained in 2003 in Jacksonville (Florida, USA) and Talcahuano (Chile) and in 2010 in New Orleans (Louisiana, USA). Owned by Isle of Man-registered NSM Nicole Shipping Co Ltd care of Niki Shipping Co SA (Greece). Sold for demolition in India. 521 US\$ per ton.

MSC Nora II (ex-*MSC Nora*, ex-*Uranus*, ex-*Cap van Diemen*, ex-*Uranus*, ex-*Alianca Antuerpia*, ex-*Uranus*). IMO 9163207. 1835 teu. Length 194 m, 10,611 t. Liberian flag. Classification society Det Norske Veritas. Built in 1999 in Gdynia (Poland) by Gdynia Stocznia. Owned by Amymone Oceanway Ltd Liberia-registered care of MSC Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India. 592 US\$ per ton.

MSC Pilar (ex-*Magleby Maersk*, ex-*Magleby*, ex-*Magleby Maersk*). IMO 8715871. 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Lindo (Denmark) by Odense Stalskibs. Detained in 2017 in Shanghai (China). Owned by Liberia-registered Pilar Oceanway Ltd care of MSC Shipmanagement Ltd, a Cyprus subsidiary of MSC Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India. 544 US\$ per ton.



Magleby, docked at Le Havre (France), April 24, 2010

MSC Pilar, Le Havre (France), October 1, 2012

© Pascal Breidel

Ottawa Express (ex-*CP Honour*, ex-*Canmar Honour*). IMO 9165360. 2808 teu. Length 245 m, 15,647 t. German flag. Classification society Det Norske Veritas. Built in 1998 in Okpo (South Korea) by Daewoo. Owned by Hapag-Lloyd AG (Germany). The 3 container ship *Milan Express*, *Mississauga Express* and *Ottawa Express* were acquired for a total of 17.27 millions US\$ by Wirana Shipping Corp prior to their departure for demolition in Türkiye. 385 US\$ per ton. Hapag-Lloyd reports its three vessels are to be broken up in a EU-approved ship recycling yard.



Ottawa Express, off Terneuzen (Netherlands), September 4, 2013. © Pascal Breidel

SCO Qingdao (ex-*Hasco Qingdao*, ex-*Blue Star*). IMO 9132521. 614 teu. Length 123 m, 3,719 t. Hong Kong flag. Classification society Registro Italiano Navale. Built in 1997 in Shanghai (China) by Qiuxin Shipyard. Owned by Goship Group Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh by King Steels. 610 US\$ per ton.

Xin Zhou Shan. IMO 1014084. 510 teu Length 121 m, 3,454 t. Deflagged from China to Sierra Leone for her last voyage. Unknown classification society. Built in 2004 in China by Zhoushan Zhengpei. Owned by Zhoushan Hefeng Shipping Co (China). Acquired by Marshall Islands-registered Shipinter Global Ltd prior to her departure for demolition in Bangladesh.

July-August-September 2023

Cherry (ex-*Blpl Cherry*, ex-*Cherry Vesta*, ex-*Bagan Star*, ex-*Pancon Challenge*, ex-*Java Bridge*). IMO 9181754. 1064 teu. Length 162 m, 6,499 t. Deflagged from Singapore to Gabon for her last voyage renamed *Berry*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Setoda (Japan) by Naikai Zosen. 3 detentions: in 2003 in Yokohama (Japan), in 2017 in Wenzhou (China) and in 2019 in Yangon (Burma). Owned by RUM Shipping PTE Ltd care of Norse Shipholding Pte Ltd (Singapore). Acquired as is in Singapore in September 2023 by Saint Kitts and Nevis-registered Classic Next Ltd prior to her departure for demolition in India. 545 US\$ per ton including 350 t of bunkers.

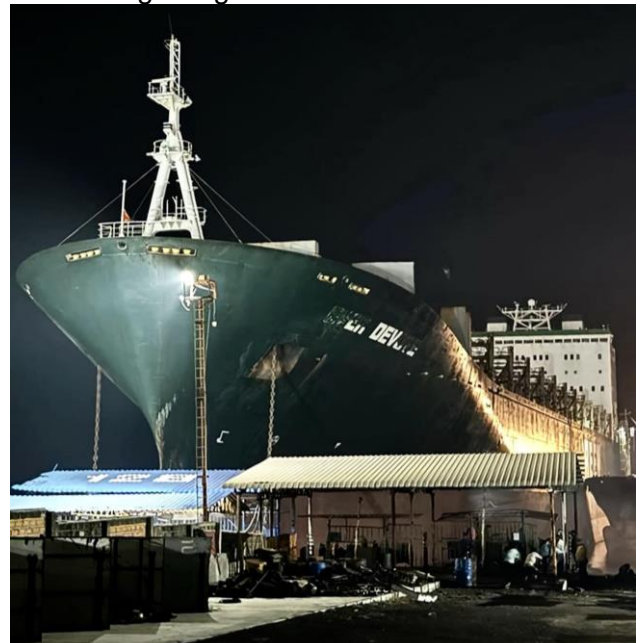


Bagan Star, May 2015, Hong Kong (China). © Sergei Skriabin

Ever Devote. IMO 9134268. 4211 teu. Length 294 m, 21,731 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage shortened to *Dev*. Classification society American Bureau of Shipping. Built in 1998 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Singapore, Singapore-based subsidiary of the Taiwanese Evergreen Marine Corp. Sold as is in Singapore for demolition in India. 555 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Ever Devote, Capetown (South Africa), March 12, 2022.
© Caron Holdsworth



Dev, beached in Alang, October 2023.
© Eren Topcu/FaceBook Shipbreaking Group

Fortune Trader (ex-*Moji Tower*, ex-*YM Moji*, ex-*Tiger Bridge*, ex-*Libra Australia II*, ex-*Libra Australia*). IMO 9084035. 1950 teu. Length 183 m, 7,192 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in India. 612 US\$ per ton including 120 t of bunkers.

GSS Yangoon (ex-*Kuo Yu*, ex-*QC Lark*, ex-*Kuo Yu*). IMO 9055450. 1169 teu. Length 167 m, 5,866 t. Deflagged from Panama to for her last voyage shortened to *Yango*. Classification society Bureau Veritas. Built in 1993 in Imabari (Japan) by Imabari Zosen. Owned by Marshall Islands-registered Maxwin Assets Holding Ltd care of Iseaco Shipmanagement Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh by KR Ship Recycling Yard. 530 US\$ per ton.

GSS Yangoo, March 2020, Bangkok (Thailand).
© Teachers



Heng Hui 2 (ex-*Xiang Shui Wan*, ex-*Maritim Frankfurt*, ex-*MSC Boston*, ex-*Norasia Fribourg*). IMO 9057472. 2780 teu. Length 242 m, 14,775 t. Panamanian flag. Classification society China Classification Society. Built in 1993 in Kiel (Germany) by Howaldtswerke-DW. Detained in 2012 in Port Botany (New South Wales, Australia). Owned by Bo CY (China). Sold for demolition in Bangladesh by Ziri Subedar Ship Recycling Industries. 550 US\$ per ton including 200 t of bunkers.



Msc Boston on the Schelde, 2009.
© Pascal Brede!l



Heng Hui 2, October 14, 2023, Chattogram.
© Md Mamun Ur Rashid

Hong Da Xin 18 (ex-*Zhong Da*, ex-*Zhong Da 5*, ex-*Halcyon 1*, ex-*Halcyon*, ex-*Colan*, ex-*Halcyon*, ex-*The Alder*, ex-*Cliff*, ex-*Tiger Cliff*, ex-*Box Oslo*). IMO 9200031. 797 teu. Length 133 m, 3,661 t. Deflagged from China to Gabon for her last voyage. Classification society New United International Marine Services Ltd. Built in 2000 in Tuzla (Türkiye) by Celiktekne. Detained in 2008 in Philadelphia (USA) Owned by GA Wing Logistics Ltd (Hong Kong, China). Acquired in June 2023 by Hong Kong King Sail Shipping (Hong Kong (China)). Sold for demolition in Bangladesh by SNT Ship Recycling. 608 US\$ per ton.



Colan, November 2011, Guayaquil (Ecuador).
© Malkov D

Jitra Bhum (ex-*Ressourceful*, ex-*Jitra Bhum*). IMO 9133329. 1498 teu. Length 172 m, 7,049 t. Deflagged from Singapore to Comoros for her last voyage renamed *Jitra 7*. Classification society Det Norske Veritas. Built in 1997 in Shimonoseki (Japan) by Mitsubishi. Owned by Regional Container Lines Pte (Singapore). Acquired in October 2023 as is in Singapore by Liberia-registered Lyra Trading Ltd care of Scope Maritime Pvt Ltd in Mumbai (India) prior to her departure to Bangladesh for demolition by



S.N. Corporation Unit-3. 515 US\$ per ton. Her sistership *Kama Bhum* IMO 9133331 (ex-*Resourceful 2*, ex-*Kama Bhum*) was acquired by Offshore Recycling Fund Ltd, shortened to *Kama 7* and deflagged to Comoros. She was also expected in the shipbreaking yards. Turn of events in November 2023, she became the Panama-flagged *Grand Mariner* and resumed trading. On December 18, she was spotted at Khor Fakkan (United Arab Emirates).

Jitra Bhum, Singapore, June 2009. © John Regan

Maersk Patras (ex-*P&O Nedlloyd Marseille*). IMO 9168221. 2902 teu. Length 210 m, 12,400 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1998 in Warnemünde (Germany) by Kvaerner Warnow Werft. Detained in 2019 in Montréal (Canada). Owned by Moller Singapore AP Pte Ltd, Singapore-based subsidiary of A.P. Møller – Mærsk AS (Denmark). Acquired in August 2023 as is in Jebel Ali (United Arab Emirates) by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.



Maersk Patras, Walsoorden (Netherlands), July 8, 2021. © Pascal Bredel



Maersk Patras, Alang, October 2023. © Eren Topcu/FaceBook Shipbreaking Group

Meratus Medan 3 (ex-*Millenia Tower*, ex-*Sinar Toba*, ex-*Kota Perabu*, ex-*Millenia Tower*, ex-*ACX Rose*). IMO 8914269. 1404 teu. Length 185 m, 6,776 t. Deflagged from Indonesia to Comoros for her last voyage shortened to *Dan*. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by PT Meratus Line (Indonesia). Acquired as is in Singapore by Liberia-registered Lyra Trading care of Scope Maritime Pvt Ltd (India) prior to her departure for demolition in India. 510 US\$ per ton including 100 t of bunkers.

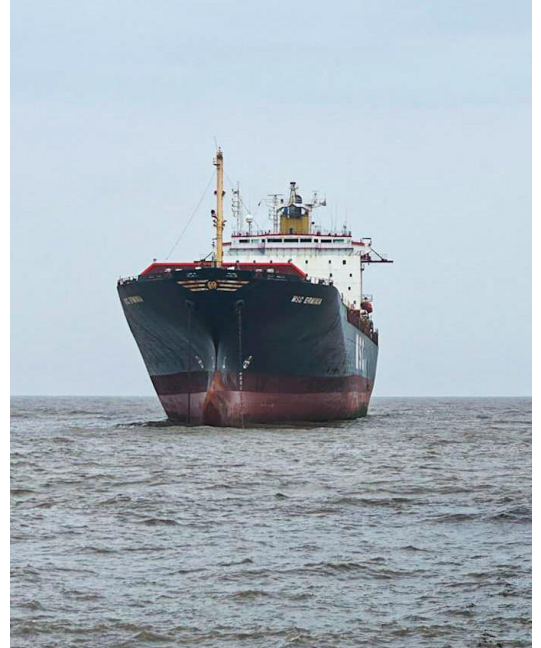
Dan, October 27, 2023, Alang.
© Eren Topcu/FaceBook Shipbreaking Group



MSC Erminia (ex-Newport Bridge). IMO 9043756. 3942 teu. Length 277 m, 17,694 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Liberia-registered Erminia Maritime Inc care of care of MSC Shipmanagement (HK) Ltd, Hong Kong-based subsidiary of Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India by Bansal Ship Breakers. 500 US\$ per ton.



Msc Erminia, docked in Colon (Panama), April 24, 2015.
© Pascal Brede!l



MSC Erminia, August 19, 2023, Alang. © Compass Shipping Agency

MSC Jasmine (ex-TMM Oaxaca, ex-Contship Houston, ex-Oaxaca). IMO 8420907. 2073 teu. Length 199 m, 13,977 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1988 in La Ciotat (France) by Chantiers Nord Méditerranée; ex bulk carrier converted in 2004. Detained in 2023 in Ningbo (China). Owned by Liberia-registered Jasmine Oceanway Ltd care of MSC Shipmanagement Ltd, a Cyprus subsidiary of Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India. 580 US\$ per ton including 650 t of bunkers. She was beached at Leela Green Ship Recycling yard on October 5, 2023, shortened to *Jasmine*.



Jasmine, October 5, 2023, Alang.
© Compass Shipping Agency

MSC Lana II (ex-*MSC Lana*, ex-*As Poseidon*, ex-*Safmarine Memling*, ex-*Poseidon*, ex-*SCL Memling*). IMO 9193719. 1835 teu. Length 194 m, 10,351 t. Liberian flag. Classification society Det Norske Veritas. Built in 1999 in Gdansk (Poland) by Gdanska Stocznia SA. Owned by Liberia-registered Hebe Oceanway Ltd care of MSC Shipmanagement Ltd, a Cyprus subsidiary of Mediterranean Shipping Co SA (Switzerland/Italy). Sold for demolition in India. 515 US\$ per ton.

Safmarine Memling, in Freeport (Bahamas),
March 26, 2009. © Pascal Brede!l



Ratana Thida. IMO 9117129. 1228 teu. Length 151 m, 6,232 t. Deflagged from Thailand to Comoros for her last voyage shortened to *Thida 7*. Classification society Det Norske Veritas. Built in 1996 in Shimonoseki (Japan) by Mitsubishi. Detained in 2019 in Guangzhou (China). Owned by Regional Container Lines PCL (Thailand). Sold for demolition in Bangladesh by Chittagong Ship Breaking & Recycling Industries.



Chattogram, *Thida 7*. © Mohammad Islam Meah

Sinokor Akita (ex-*Cape Charles*, ex-*YM Doha*, ex-*Cape Charles*, ex-*Tiger Sea*, ex-*Cape Charles*). IMO 9179440. 834 teu. Length 136 m, 4,672 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1998 in Weihai (China) by Shandong Weihai SY. Detained in 2012 in Shanghai (China). Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in India. 564 US\$ per ton including 100 t of bunkers.

Sinokor Tianjin (ex-*Cape Campbell*, ex-*Tiger Pearl*, ex-*Cape Campbell*). IMO 9160891. 834 teu. Length 136 m, 4,672 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1998 in Weihai (China) by Shandong Weihai SY. Detained in 2009 in Hong Kong (China). Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in India. 622 US\$ per ton including 250 t of bunkers.

Sinokor Vladivostok (ex-*Cadiz*, ex-*Cape Cook*, ex-*SITC Philippines*, ex-*Cape Cook*, ex-*MOL Accuracy*, ex-*Cape Cook*). IMO 9179452. 834 teu. Length 136 m, 4,672 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1998 in Weihai (China) by Shandong Weihai SY. 3 detentions: in 2010 in Kobe (Japan), in 2015 in Tianjin (China) and in 2018 in Tokushima (Japan). Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in India. 588 US\$ per ton including 100 t of bunkers.



Sinokor Vladivostok, Kanmon Strait (Japan), January 2023. © Okesa



September 27, 2023, arrival at Alang yards. © Pankaj Shahani

Sol Hind (ex-Oel Hind, ex-Yadanabon Star, ex-Helene Russ, ex-CSAV San Antonio, ex-Helene Russ, ex-WAL Urundi, ex-Helene Russ, ex-CMA Rotterdam, ex-Helene Russ, ex-CSAV Rio de Janeiro, ex-Helene Russ). IMO 9122057. 1730 teu. Length 184 m, 7,852 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1996 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Straits Orient Lines (Singapore). Sold for demolition in Bangladesh by Four Star Ship Breaking Industries Limited. 564 US\$ per ton including 200 t of bunkers.



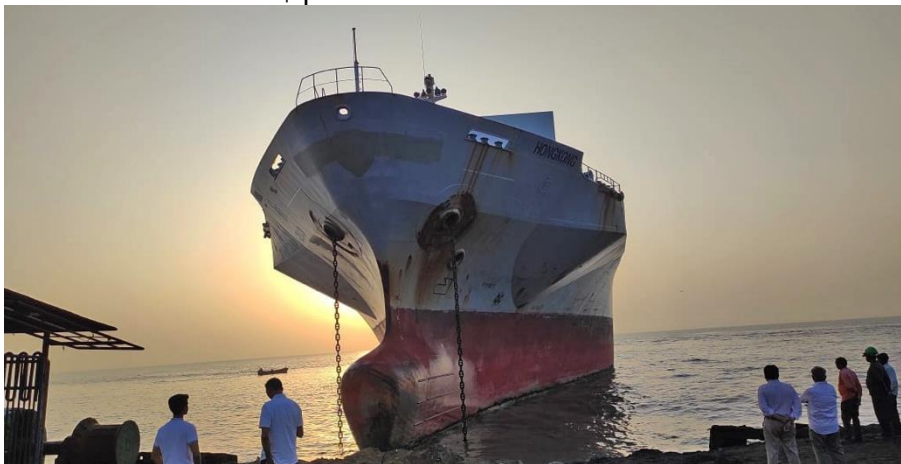
Sol Hind, September 9, 2023. © Mohammad Islam Meah



Sol Straits, August 20, 2023. © Saiful Islam

Sol Straits (ex-Oel Straits, ex-Ningpo, ex-Pacific Resolution, ex-Denderah Rickmers, ex-Norasia Bavaria, ex-Denderah Rickmers, ex-Norasia Bavaria, ex-CSAV Busan, ex-Zim Seattle, ex-Pictor Challenger, ex-Denderah Rickmers). IMO 9134658. 1730 teu. Length 184 m, 7,770 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1997 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Straits Orient Lines (Singapore). Sold for demolition in Bangladesh by K S B Steels. 592 US\$ per ton including 250 t of bunkers.

UGL Hong Kong (ex-CUL Huizhou, ex-Wan Hai 213). IMO 9059121. 1368 TEU. Length 175 m, 7,009 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Hong Kong*. Classification society Det Norske Veritas. Built in 1993 in Setoda (Japan) by Naikai. Detained in 2023 in Novorossiysk (Russia). Owned by Uniglobal Shipping Co Ltd (Hong Kong, China). Sold as is in Sohar (Oman) for demolition in India. 530 US\$ per ton.



Hong Kong, October 3, 2023, Alang, plot 73. © Compass Shipping Agency

Uni Aspire. IMO 9130573. 1164 teu. Length 165 m, 7,098 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Evergreen HI. Detained in 2019 in Istanbul (Türkiye). Owned by Evergreen Marine Corp (Taiwan). Sold for demolition in India. 585 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

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.

April-May-June = 24

July-August-September = 31

55 demolitions. 26% of vessels scrapped, 34% of the global tonnage.

The average age at the time of demolition is 29 years. The detention rate before scrapping is 67%.

Apart from the Canadian laker *Tecumseh* broken up in Canada and a small unit, the *Eos*, in Türkiye, the bulk carriers were beached in yards of the Indian subcontinent and in particular in Bangladesh (38 ships, 69%).

April-May-June 2023

Chang Ming 2 (ex-*Unico Jianna*, ex-*Jianna*, ex-*Mega Donor*, ex-*Beauty Donor*, ex-*Global Harmony*). IMO 9156838. Length 225 m, 9,483 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Chan Min*. Classification society Registro Italiano Navale. Built in 1997 in Oppama (Japan) by Sumitomo. Owned by Hong Kong Haichang Holdings (Hong Kong, China). Sold as is in Hong Kong for demolition in Pakistan. 535 US\$ per ton including 250 t of bunkers.



March 27, 2014, *Jianna*, Vanino (Russia). © Andy Ru



September 1, 2023, beaching in Gadani.
© Gadani Shipbreaking Yard

Eternal Luck (ex-*Hong Yu*, ex-*Blue Seas*, ex-*Ince Marmara*, ex-*Bulk Taurus*). IMO 9104550. Length 186 m, 7,527 t. Sierra Leone flag. Classification society Foresight Ship Classification not a member of the IACS, based in Singapore. Built in 1995 in Numakuma (Japan) by Tsuneishi. Detained in 2002 in Belfast (Northern Ireland, United Kingdom). Owned by Hong Kong-registered Eternal Luck International HK Ltd care of Shandong Tongda International Shipping Management Co Ltd (China). Sold for demolition in Bangladesh by SNT Ship Recycling. 575 US\$ per ton.

Hong Yu, Kwangyang (South Korea), January 20, 2018. © Vladimir Tonic



Fu Sheng (ex-*Tuo Fu 11*, ex-*Corona A*, ex-*Corona Ace*). IMO 9084164. Length 230 m, 10,780 t. Panamanian flag. Classification society Overseas Marine Certification Services not a member of the IACS, based in Abu Dhabi (United Arab Emirates). Built in 1994 in Kobe (Japan) by Kawasaki. 2 detentions: in 2009 in Newcastle (New South Wales, Australia) and in 2019 in Hong Kong (China). Owned by Fusheng Shipping Management (China). Sold as is in Labuan (Malaysia) for demolition in Bangladesh by S H Enterprise. 580 US\$ per ton.



Fu Sheng, July 17, 2022, Kaohsiung (Taiwan).
© Ye Chia Wei



Fu Sheng, August 2023, Chattogram.
© Mohammad Islam Meah

Golden Sun (ex-*Hai Yu*, ex-*Bass Bulker*, ex-*Bright Phoenix*). IMO 9135511. Length 170 m, 6,179 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Onishi (Japan) by Shin Kurushima. Detained in 2009 and in 2022 in Shimonoseki (Japan). Owned by Asia Pacific Shipping Co Ltd (Vietnam). Sold for demolition in Bangladesh by Asadi Steel Enterprise. 585 US\$ per ton.

Great Wenxian (ex-*Seacon Ningbo*, ex-*Blue Balance*, ex-*Sunny Gloria*). IMO 9168491. Length 186 m, 7,468 t. Panamanian flag. Classification society Sing-Lloyd not a member of the IACS, based in Singapore. Built in 1998 in Numakuma (Japan) by Tsuneishi. 3 detentions: in 2007 in Dunkirk (France), in 2012 in Newcastle (New South Wales, Australia) and in 2016 in Qingdao (China). Owned by Ocean Natural Ltd (Hong Kong, China). Sold for demolition in Bangladesh by Prime Ship Breakers Ltd.

Hao Hang 3 (ex-*Jin Bo*, ex-*Dominator*, ex-*C. S. Rubin*). IMO 9015101. Length 157 m, 4,737 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Hao 3*. Classification society China Classification Society until May 2019 then Inter maritime Certification Services. Built in 1991 in Kawajiri (Japan) by Kanda Zosensho. Detained in 2004 in Amsterdam (Netherlands). Owned by Anhui Haohang Shipping Co Ltd (China). Acquired as is in Zoushan (China) by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management Pvt Ltd (India). She was beached for demolition in Bangladesh at Master & Brothers yard. 457 US\$ per ton.

HC Beauty (ex-*Helena*, ex-*Rule*, ex-*World Rule*). IMO 9185736. Length 225 m, 9,502 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Beauty*. Classification society Registro Italiano Navale. Built in 1999 in Yokosuka (Japan) by Sumitomo. Detained in 2008 in Brindisi (Italy) and in 2017 in Zoushan (China). Owned by HC Beauty Shipping Ltd (China). Sold for demolition in Bangladesh by S.N. Corporation Unit-3.



HC Beauty, November 3, 2019, loading coal at Adang Bay (Indonesia).
© Pak Agen

HL Power (ex-*Hyundai Power*). IMO 9164586. Length 269 m, 18,239 t. Deflagged from South Korea to Comoros for her last voyage shortened to *H Power*. Classification society Korean Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Acquired as is in South Korea by Liberia-registered Ship Recycling Investments for demolition in Bangladesh. 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. Le *H Power* was beached at S.N. Corporation Unit-2. 500 US\$ per ton.



H Power, June 19, 2023, Chattogram. © Salah Uddin

Jasmine II (ex- *Stony Lake*, ex- *Rochester Castle*, ex- *Gundulic*, ex- *Luzern*, ex- *Skaugum*). IMO 9137430. Length 190 m, 9,563 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1997 in Shanghai (China) by Jiangnan Shipyard. 7 detentions in 2011 in Quebec City (Canada), in 2012 in Novorossiysk (Russia), in 2013 twice in Tianjin (China), in 2014 in Venice (Italy) and Chennai (India) and in 2021 in Chattogram (Bangladesh). Owned by Panama-registered Riverbed Shipping & Trading Co care of Al Shumookh Construction Materials Trading FZE (United Arab Emirates). Sold for demolition in Bangladesh by S.N. Corporation Unit-3. 585 US\$ per ton including 100-120 t of bunkers.



Stony Lake, anchored at the entrance of the Suez Canal, April 2015. © Tony Hogwood

Ji You (ex-*Fu Wang*, ex-*Shun Wang*, ex-*Agia*, ex-*Agia Eirini*, ex-*Aspen Trader*). IMO 9088639. Length 188 m, 7,548 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Jil*. Classification society Registro Italiano Navale. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Jiyou Shipping Hong Kong Co (Hong Kong, China). Acquired as is in Zoushan (China) by Nabeel Shipmanagement FZE (United Arab Emirates) for demolition in Bangladesh by King Steels. 510 US\$ per ton.

Jin Yuan Xing 9. IMO 1017282. Length 186 m, 7,576 t. Deflagged from China to Gabon for her last voyage. Classification society Eastern Marine Service. Built in 1996 in China. Owned by Qinhuangdao Minjie Shipping Co (China). Acquired by Xiamen Enkalimport & Export (China) prior to her departure for demolition in Bangladesh by Jamuna Ship Breakers. 560 US\$ per ton.



Jin Yuan Xing 9, arrival at Chattogram, June 21, 2023. © HSM Marine

Lauren Ocean (ex-*Lily Ocean*, ex-*Oluja*). IMO 9117624. Length 188 m, 8,400 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1996 in Split (Croatia) by Brodosplit. 4 detentions: in 2010 in Tianjin (China), in 2017 in Gemlik (Türkiye), and in 2023 in Lianyungang (China) and Durban (South Africa). Owned by Marshall Islands-registered Franbo Sino Ltd care of Asia-Euro Ship Management Ltd (China). Sold for demolition in Bangladesh by H. M. Steel & Industry Ltd. 565 US\$ per ton.



Lauren Ocean, August 2020, Taiwan Strait. © Ivan Meshkov



Chattogram, September 7, 2023. © HSM Marine

Ocean Great (ex-*Ocean Star*, ex-*Oriental Harmony*). IMO 9060223. Length 170 m, 7,290 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1993 in Kawajiri (Japan) by Kanda Zosensho. 3 detentions: in 2006 in Hamburg (Germany), in 2009 in Seattle (Washington State, USA) and in 2011 in Lianyungang (China). Owned by Hengfa Shipping Inc (Hong Kong, China). Sold for demolition in Bangladesh by Jamuna Ship Breakers. 575 US\$ per ton.

Ocean Smart 1 (ex-*Bei Lun Hai 9*, ex-*Daytona*, ex-*Macanudo*, ex-*Chiyoshima Maru*). IMO 8821149. Length 225 m, 10,019 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Ocean Smart HK Ltd (Hong Kong, China). Sold for demolition in Bangladesh. She was beached at Arafin Enterprise yard.



Ocean Smart 1, Chattogram, May 8, 2023. © Moin Uddin

Shandong Express (ex-*Golden Dynasty*, ex-*Milky Way*). IMO 8712647. Woodchip carrier. Length 198 m, 8,658 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Marugame (Japan) by Imabari Zosen. Detained in 2005 in Whangarei (New Zealand). Owned by Panama-registered Shandong Express SA care of Nova Shipping & Logistics Pte Ltd (Singapore). Sold for demolition in Bangladesh by King Steels. 605 US\$ including 360 tons of bunkers.

Shun Feng 9 (ex-*Shun Wang*, ex-*Maritime Queen*). IMO 9036806. Length 225 m, 10,356 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Shun*. Classification society Registro Italiano Navale then International Register of Shipping in partir de July 2023. Built in 1994 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shun Feng Shipping Ltd (China) care of Greatsources Shipping (China). Acquired in 2020 by the obscure Changshun International Ship Management Company Limited then in 2021 by Xingle Shipping with both the same adress at "Easey

Commercial building Nos, 253-261 Hennessy Rd, Wanchai, Hong Kong". Acquired as is in Zoushan (China) in 2023 by Saint Kitts and Nevis-registered Ruyek Maritime Inc care of Nabeel Shipmanagement FZE (United Arab Emirates) for demolition in Bangladesh. She was beached on September 5 at PHP Ship Breaking & Re-Cycling Ind. Ltd. 510 US\$ per ton.

Siam Ocean. IMO 9123934. Woodchip carrier. Length 175 m, 7,996 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. 3 detentions: in 2008 in Quangninh (Vietnam), in 2009 in Geelong (Victoria, Australia) and in 2016 in Qui Nhon (Vietnam). Owned by Kyokuto Shipping (Japan). Sold for demolition in Bangladesh by N R ship Breaking Industries. 560 US\$ per ton.

Sunnine (ex-*Hiram*, ex-*Pontoklydon*, ex-*Rubin Forest*). IMO 9062300. Length 169 m, 6,013 t. Deflagged from Panama to Palau for her last voyage. Classification society Polish Register of Shipping. Built in 1992 in Imabari (Japan) by Imabari Zosen. 2 detentions in 2011 in Algeciras (Spain) and in 2017 in Suva (Fidji). Owned by British Virgin Islands-registered Hiram Shipping Co Ltd care of Feng Sea Shipping Pte Ltd (Singapore).

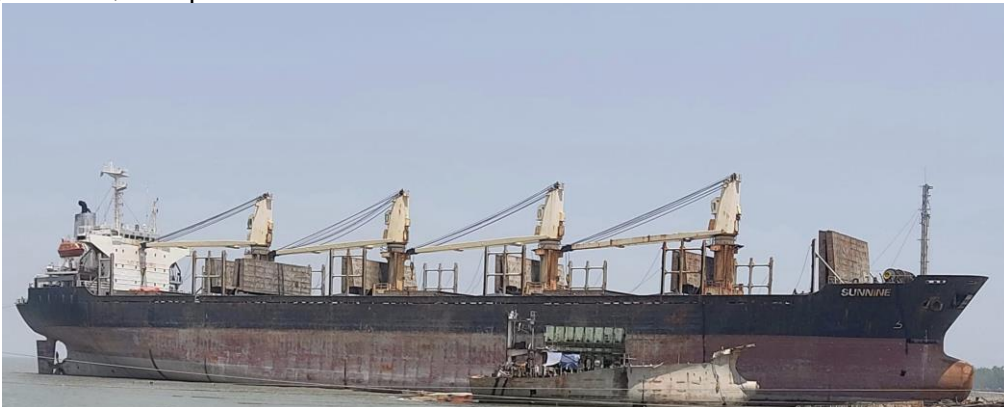


Pontoklydon, Santa Cruz de Tenerife (Canary Islands, Spain),
14 August 2007. © Ignacio Cabero

On July 9, 2015, the *Hiram* left the port of Bintulu (Sarawak, Malaysia) bound for Kandla (India). She was operated by Hong Kong-based Greatsources Shipping Consultants. She was carrying 11,447 tons of logs in the holds and on deck. En route, she had to stop at Singapore to take bunkers and provisions. On July 11, she dropped anchor. While awaiting at anchorage the end of operations, the master gave instructions to control all cargo hold bilges. An alarm sounded indicating a high level of water in hold n°2. The master decided to go down there along with the chief officer and the bosun for a check. After a while, the 2nd officer who had remained on the bridge sent a team to see what was going on. The three men were found lying dead down the ladder leading into the hold. Two crew from the rescue team suffered respiratory distress and were taken to hospital.

The report from the Panama Maritime Authority points out the absence of danger signs, precautionary procedures prior to entering a closed compartment and, in particular, the wearing of breathing apparatus. According to the report, the three men died of hypoxia following their stay in an unventilated hold where oxygen was scarce due to moulds on the logs and humidity.

The *Hiram* had just changed ownership in June 2015. She was renamed *Sunnine* in August 2015 and resumed trading. She was beached for demolition in Bangladesh on April 15, 2023 at the S. B. Corporation yard. US\$ 570 per ton.



Sunnine, Chattogram, May 19, 2023. © Mohammad Islam Meah

Tian He Shun (ex-*Tang Shan Hai 2*, ex-*Hai Teng*, ex-*Adrianople*, ex-*Radiant Venture*). IMO 7616327. Length 188 m, 7,349 t. Deflagged from China to Mongolia for her last voyage shortened to *An He Shun*. Classification society China Classification Society. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tangshan Port Hede Shipping (China). Acquired by Hong Kong-registered Wantong International Group for demolition in Bangladesh by Baraka Ship Breaking & Recycling. 560 US\$ per ton.



February 3, 2011, *Tang Shan Hai 2* departing Zhangjiagang (China). © Knut Helge Schistad



July 15, 2023, *Tian He Shun*, Chattogram.
© Mohammad Islam Meah

Uni Fortune (ex-*DK 01*, ex-*Shin*, ex-*Shin Tonami*). IMO 9011193. Length 199 m, 9,730 t. Deflagged from Panama to Comoros for her last voyage shortened to *Fortune*. Classification society Polish Register of Shipping. Built in 1991 in Mihara (Japan) by Koyo Dockyard. Detained in 2007 in Newcastle (New South Wales, Australia). Owned by Uniwell Nav Development Ltd (Hong Kong, China). Acquired by Liberia-registered Libra Seaway Ltd care of HW Ship Management Co Ltd (Hong Kong, China) for demolition in Bangladesh by Ferdous Steel Ship Recycling Ind.



Fortune, ex-*Uni Fortune*, June 8, 2023, Chattogram. © Eren Topcu/FaceBook Shipbreaking Group

Wellwin (ex-*Oceana Sun*, ex-*Thor Endeavour*, ex-*Royal Sea*, ex-*Sanko Resource*). IMO 9074793. Length 185 m, 8,940 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura Shipbuilding. Detained in 2019 in Tanjung Priok (Indonesia). Owned by Well Harmony Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh by Arefin Enterprise along with SH Enterprise. 575 US\$ per ton.

Western Endeavour. IMO 8803642. Length 88 m, 1,489 t. Papua New Guinea flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Singapore by Sing Koon Seng. Ex-general cargo carrier converted in 1999 to ore carrier. Owned by Coral Sea Shipping Lines Pty Ltd (Papua New Guinea). Sold for demolition in Bangladesh by AMN Steel yard.

Xiang Jiang 6 (ex-*Xue Feng Ling*, ex-*Lamma Forest*, ex-*Clarkspey*, ex-*Star Bay*, ex-*Clarkspey*). IMO 7601449. Length 171 m, 7,290 t. Deflagged from China to Sierra Leone for her last voyage. Unknown classification society. Built in 1977 in Hiroshima (Japan) by Mitsubishi. Owned by Fujian Changhe Shipping Co Ltd (China). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition. 560 US\$ per ton. She was beached in Bangladesh at Chittagong Ship Breaking & Rec.Inds yard.



Lamna Forest, with her gantry cranes, Buff (New Zealand), December 1986. © **Chris Howell**



Xiang Jiang 6, outbound Jinshan (China), October 2021, without cranes. © **Bengt-Rune Inberg**

Ze Rui 1 (ex-*Seawing I*, ex-*Loreto*, ex-*Lourdes*, ex-*CSL Asia*). IMO 9197222. Length 186 m, 7,608 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Rui*. Classification society Bureau Veritas until June 2023, then International Register of Shipping. Built in 1999 in Numakuma (Japan) by Tsuneishi. Detained in 2015 in Chennai (India). Owned by Ningbo Shipping Co (China). Acquired as is in Zoushan (China) by GSPL DMCC (United Arab Emirates) on account of Machtrans Shipmanagement Pvt (India) prior to her departure for demolition in Bangladesh by Ferdous Steel Ship Recycling Ind. 530 US\$ per ton including 110 tons of bunkers.



Chattogram, July 20, 2023. © **Eren Topcu/FaceBook Shipbreaking Group**

July-August-September 2023

Abdullah (ex-*Id Integrity*, ex-*Shinyo Integrity*, ex-*Jasmine*). IMO 9132923. Length 186 m, 7,528 t. Bangladeshi flag. Classification society Det Norske Veritas. Built in 1996 in Numakuma (Japan) by Tsuneishi. Detained in 2015 in Guangzhou (China). Owned by Brave Royal Ship Management (BD) Ltd (Bangladesh). Beached for demolition in Bangladesh by Kabir Steel Ltd.



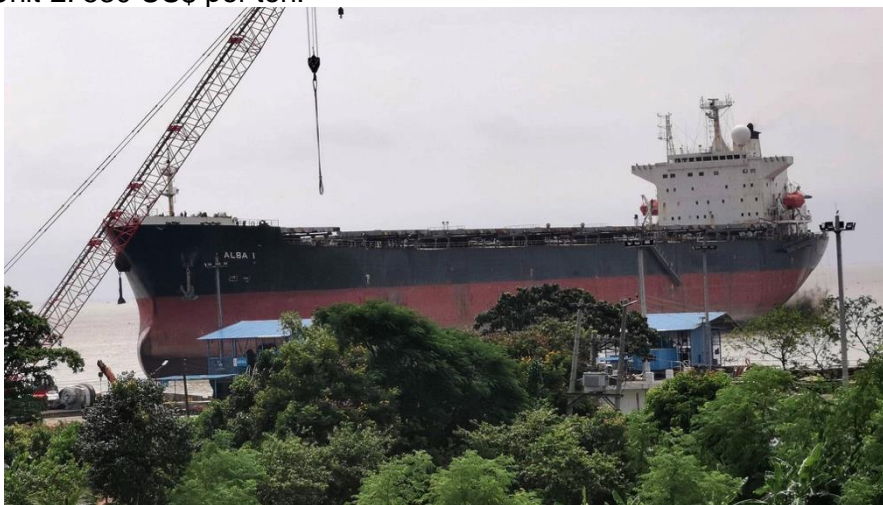
Abdullah, October 29, 2021, Krabi (Thailand).
© Trakul Pumsnoh



Abdullah, September 16, 2023, Chattogram.
© Eren Topcu/Facebook Shipbreaking Group

Agios Nikolaos I (ex-*Sanvi*, ex-*Brave Star*, ex-*Blumenau*). IMO 9207742. Length 225 m, 9,743 t. Deflagged from Cyprus to Belize and finally to Saint Kitts and Nevis for her last voyage shortened to *Niko*. Classification society Bureau Veritas until July 2023 then Capital Register of Shipping. Built in 2000 in Numakuma (Japan) by Tsuneishi. 4 detentions: in 2010 in Hay Point (Australia), in 2015 in Boryeong (South Korea), in 2019 in Qinzhou (China), and in 2023 in Singapore. Owned by Arion Chartering Inc (Greece). Acquired in July 2023 by Marshall Islands-registered Riya Shipping Corp care of BBN Shipmanagement Pvt Ltd (India). Sold as is in Singapore and beached in Pakistan. 540 US\$ per ton.

Alba I (ex-*Fortune Trader*, ex-*Angellic Grace*). IMO 9235232. Length 225 m, 12,587 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2001 in Shanghai (China) by Hudong-Zhonghua. 4 detentions: in 2004 in Gladstone (Queensland, Australia), in 2016 in Fremantle (Australia), in 2020 in Brake (Germany) and in 2023 in Chennai (India). Acquired in March 2023 by Liberia-registered Granada Marine SA care of Stam Shipping SA (Greece). Sold in September to Liberia-registered Libra Seaway Ltd-Lib and beached for demolition in Bangladesh on September 29 at S.N. Corporation Unit-2. 530 US\$ per ton.



Alba I, Chattogram, September 29, 2023. © Fazlur Rahman

An Yue (ex-*Shun Da*, ex-*Ocean Peace*, ex-*Asian Glory*). IMO 9113329. Length 190 m, 7,985 t. Deflagged from Panama to Gabon for her last voyage renamed *Ana*. Classification society Registro Italiano Navale until September 2023 then Union Marine Classification Society not a member of the IACS, register in Panama. Built in 1996 in Keelung (Taiwan) by China Shipbuilding Corp. Detained in 2018 in Taizhou (China) and in 2022 in Bandar Khomeini (Iran). Owned by Far East Shipping Development care of Fujian Shipping (Group) Co Ltd (China). Acquired as is in Singapore in September 2023 by Saint Kitts and Nevis-registered Manio Shipping Inc for demolition in Bangladesh by M. A. Ship Breaking Ltd. 475 US\$ per ton including 200 t of bunkers.



Hong Kong (China), July 9, 2020, *Ocean Peace*.
© John Koh

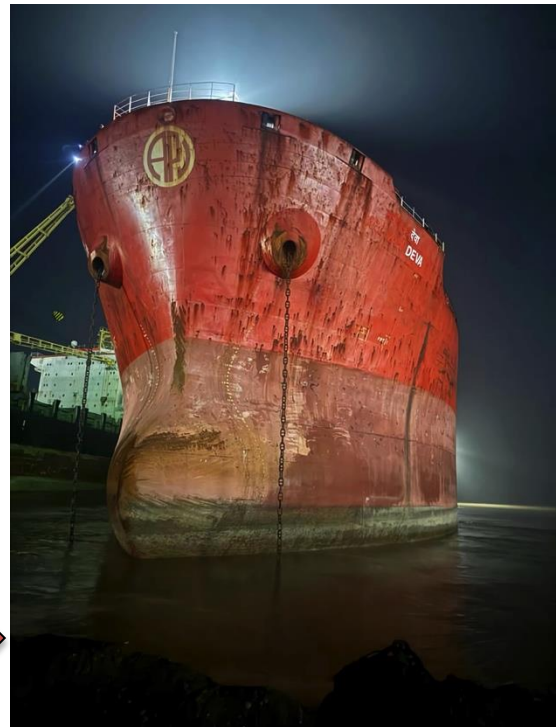


Chattogram, October 8, 2023, *An Yue* renamed *Ana*.
© HSM Marine

APJ Mahadeva (ex-*Aldebaran*, ex-*Aldebaran One*, ex-*Aldebaran*). IMO 9214329. Length 225 m, 12,660 t. Deflagged from India Comoros for her last voyage shortened to *Deva*. Classification society Indian Register of Shipping. Built in 2000 in Shanghai (China) by Hudong. Detained in 2007 in Newcastle (Australia). Owned by Apeejay Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 480 US\$ per ton.



January 16, 2009, *Aldebaran*, departing Montoir (France).
© Gilbert Cailler



November 2023, *Deva*, ex-*APJ Mahadeva*, Alang.
© Eren Topcu/FaceBook Shipbreaking Group

Asian Bulk (ex-*Bulk Patriot*, Ex-*Pequot*). IMO 9115523. Length 225m, 9,257 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oppama (Japan) by Sumitomo. 3 detentions: in 2011 in New Orleans (Louisiana, USA) and in 2022 and 2023 in Sohar (Oman). Owned until March 2020 by Bulk Patriot Ltd care of Phoenix Bulk Carriers registered in Rhodes Island, USA. She was then sold for demolition to International Merchant Shipping Co care of Hermes Maritime Services (India) but

the Covid pandemics prevented her arrival in the scrapyards. She resumed trading as *Asian Bulk* and was spotted in the ports of Qatar, Kuwait, Oman and of the United Arab Emirates in the Persian Gulf and in the Gulf of Oman. She was finally beached for demolition in India on July 19, 2023.

BH Mally (ex-*Princess Jasmine*, ex-*Emperor Loong*, ex-*Navios Felicity*, ex-*Felicity*, ex-*Andhika Lourdes*, ex-*Caya*). IMO 9161675. Length 225 m, 9,379 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Hally*. Classification society Registro Italiano Navale then Isthmus Bureau of Shipping. Built in 1997 in Yokosuka (Japan) by Sumitomo. Detained in 2022 in Nakhodka (Russia) and in 2023 in Zhanjiang (China). Owned by YH Princess Shipping Co Ltd (Hong-Kong, China). Acquired in August 2023 as is in Guangzhou (China) by Marshall Islands-registered Trade Shipping Inc. care of Machtrans Ship Management Pvt Ltd (India). She was beached for demolition in Bangladesh on September 9 at H. M. Ship Breaking Industry Ltd yard. 465 US\$ per ton including 200 t of bunkers.

Eos (ex-*Eemsborg*). IMO 7528154. Ex-general cargo ship converted in 1984 to self unloading bulker and the transport of salt. At the same time, she was lengthened from 82 to 102 m, 2,222 t. Deflagged from Sierra Leone to Togo for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1976 in Capelle (Netherlands) by Vuijk & Zn Scheepswerf. Owned by Erik Thun AB (Sweden). Acquired in December 2022 by Marshall Islands-registered Cephalonia Shipping Ltd. Beached for demolition in Türkiye.



Eos. © Medscrap



Eos, Aliaga, July 23, 2023. © Eren Topcu/FaceBook Shipbreaking Group

Fatema Jahan (ex-*Ayse Aksoy*, ex-*Siete Oceanos*). IMO 9118422. Length 186 m, 7,487 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by SR Shipping Ltd care of Brave Royal Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh by Kabir Steel Ltd.



Fatema Jahan, Singapore, July 2018. © Foggy



Jahan, Chattogram, October 21, 2023. © Fazlur Rahman

Fine Star (ex-*Ocean Merry*, ex-*Yong Jin*, ex-*Dong Bang*, ex-*Panormos*, ex-*Royal Taian*, ex-*Maersk Taian*). IMO 9101558. Length 224 m, 9,877 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1995 in Maizuru (Japan) by Hitachi Zosen. Detained in 2011 in Bunbury (Western Australia, Australia). Owned by United Wealth Shipping Ltd (China). Sold for demolition in Bangladesh by H. M. Steel & Industry Ltd. 480 US\$ per ton.



February 2008, *Dong Bang*, Vancouver (Canada) © Marek W

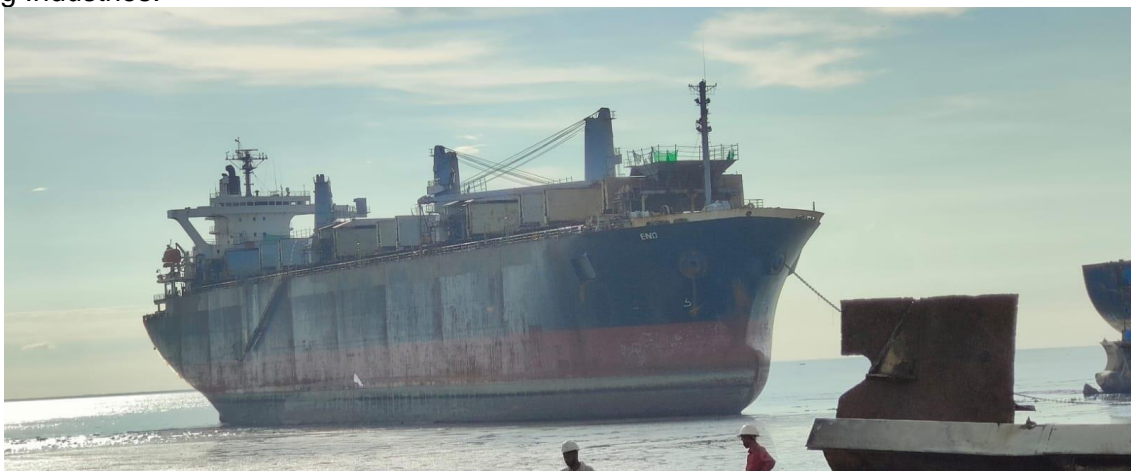


September 2023, *Fine Star*, Chattogram. © HSM Marine

Gloria 1 (ex-*Gloria*, ex-*Glory Pegasus*, ex-*C. S. Pegasus*, ex-*Energy Pegasus*). IMO 9164445. Length 229 m, 11,259 t. Belize flag. Classification society Indian Register of Shipping. Built in 1998 in Tamano (Japan) by Mitsui. Owned by Marshall Islands-registered Dorado Shipping Ltd care of Oceanic Ship Management Ltd (United Arab Emirates). Sold for demolition in Pakistan. 524 US\$ per ton.

Great Wenwu (ex-*Yi Hui*, ex-*Cupid Feather*). IMO 9072185. Length 224 m, 9,759 t. Deflagged from Panama to Gabon for her last voyage shortened to *Great*. Classification society Korean Register of Shipping. Built in 1994 in Sasebo (Japan) by Sasebo H.I.. Owned by Hong Kong-registered Great Wenjie Shipping Co Ltd care of Xiamen Xinjunhai Marine Management (China). Acquired in 2023 by Saint Kitts and Nevis-registered Natehk Shipping Inc prior to her departure for demolition in India. 465 US\$ per ton.

Green Bay (ex-*Stellar Orchid*, ex-*Hokuetsu Endeavor*). IMO 9184897. Length 209 m, 10,841 t. Woodchip carrier. Deflagged from Singapore to Comoros for her last voyage renamed *Eno*. Classification society Nippon Kaiji Kyokai then Phoenix Register of Shipping. Built in 1999 in Maizuru (Japan) by Hitachi. Owned by Soon Fong Shipping Pte Ltd (Singapore). Sold for demolition in Bangladesh by Mahinur Ship Recycling Industries.



Eno, August 19, 2023, Chattogram. © HSM Marine

Haseen (ex-*Maryam*, ex-*Scarlett*, ex-*Eugenia B.*, ex-*Stellar Might*). IMO 9166883. Length 187 m, 7,635 t. Deflagged from Palau to Gabon for her last voyage. Classification society Det Norske Veritas. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Detained in 2016 in Thisvi (Greece) and in 2022 in Mumbai (India). Owned by Almascaps International FZE (United Arab Emirates). Acquired in September 2023 by Alpha Metallum DMCC (United Arab Emirates) prior to her departure for demolition in India.

July 2, 2011, *Eugenia B* arrives in Liverpool (United Kingdom) to load a cargo of scrap for Iskenderun (Türkiye). © **Malcolm Cranfield**



Haven Guarder (ex-*Xing Shun*, ex-*Sin Shun*, ex-*Pacific Id*, ex-*Patagonia*, ex-*Tauroa Point*, ex-*Atlantic Bulker*). IMO 9106704. Length 177 m, 6,079 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Toyohashi (Japan) by Kanasashi. Detained in February 2023 in Nakhodka (Russia) then in May in Taicang (China). Owned by Elite Guard Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh by N.B. Steel yard. 554 US\$ per ton.

Lila Ningbo (ex-*Samc Integrity*, ex-*China Steel Integrity*). IMO 9220225. Length 289 m, 24,181 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2002 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Liberia-registered Maitland Navigation Ltd care of Lila Global Ltd (United Arab Emirates). Sold for demolition in India. 495 US\$ per ton.



China Steel Integrity, Kaohsiung (Taiwan), February 2020. © **Ya Ray Yang**



Lila Ningbo, Alang, plot 88, August 31, 2023.
© **Compass Maritime Agency**

Ming Zhou 25 (ex- *Maritime Lapis*). IMO 8921420. Length 180 m, 6,729 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Zho*. Classification society Nippon Kaiji Kyokai. Built in 1990 in Oshima (Japan) by Oshima Shipbuilding. Detained in 1999 in Tampa (Florida, USA) and in 2003 in Townsville (Queensland, Australia). Owned by Ningbo Marine Co Ltd (China). Auctioned as is in Zoushan (China) with a reserve price of 13.59 million yuans (1,86 million US\$). Acquired by United Arab Emirates-registered GSPL DMCC care of Machtrans Shipmanagement Pvt (India) prior to her departure for demolition in India. 408 US\$ per ton.



Zho, Alang © **Eren Topcu/FaceBook Shipbreaking Group**

Ming Zhou 58 (ex-*Caravos Trader*, ex-*Orchid Sea*). IMO 8833893. Length 216 m, 13,370 t. Deflagged from China to Palau for her last voyage shortened to *Ming Zhou*. Classification society China Classification Society. Built in 1990 in Mykolaiv (Ukraine) by Okean. 3 detentions: in 1998 in Aarhus (Denmark), in 2005 in Newcastle (New South Wales, Australia) and in 2006 in Geraldton (Western Australia, Australia). Owned by Ningbo Marine Co Ltd (China). Acquired as is in Zoushan (China) by Liberia-registered Lyra Trading LTD care of Scope Maritime Ltd (India) for demolition in India. 428 US\$ per ton.

Caravos Trader, Sagunto (Spain), July 24, 2007.
© Manuel Hernandez Lafuente



Ocean Success (ex-*NS Ningbo*, ex-*Genco Surprise*, ex-*Koby*, ex-*Norviken*, ex-*Far Eastern Wendy*). IMO 9184914. Length 225 m, 10,163 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1998 in Marugame (Japan) by Imabari Zosen. Detained in 2021 in Xiamen (China). Owned by Hong Kong-registered Brave Joy Ltd care of Grand Voyage Marine Co Ltd (China). Sold for demolition in Bangladesh by King Steels.

One Happy (ex-*Alby Happy*, ex-*Glyfada*, ex-*Fermita*). IMO 9104586. Length 186 m, 7,726 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1995 in Numakuma (Japan) by Tsuneishi. Detained in 2015 in Qinhuangdao (China) and in 2020 in Asaluyeb (Iran). Owned by Marshall Islands-registered One Happy Corp care of One Navigation Denizcilik AS (Türkiye). Sold for demolition in India. 498 US\$ per ton.



Alby Happy, November 2019. © Lev Tsybin

San Shin (ex-*Genco Knight*, ex-*Top Knight*). IMO 9200378. Length 225 m, 10,317 t. Deflagged from Panama to Comoros for her last voyage renamed *Sun Shine*. Classification society American Bureau of Shipping. Built in 1999 in Oshima (Japan) by Oshima Shipbuilding. Owned by San Shin Maritime Corp Panama-registered. Acquired by Liberia-registered Lyra Trading Ltd care of Scope Maritime Pvt Ltd (India) prior to her departure for demolition in Pakistan.



Sun Shine in Gadani, plot 13-14.
© Gadani Ship Breaking Yard

Sotiria (ex-*Abyo Sienna*, ex-*Giovanna Iuliano*). IMO 9122576. Length 225 m, 11,608 t. Liberian flag. Classification society Bureau Veritas. Built in 1997 in Castellammare (Italy) by Fincantieri Italiani for Deulemar, the company founded in 1969 by the Naples families Della Gata, Iuliano and Lembo, who gave their names to all the ships of the fleet. Detained in 2012 in Port Kembla (Australia), in 2013 in Vostochny (Russia) and in 2015 in Puerto Real (Spain).

In 2012, the Italian shipowner was declared bankrupt. Its ships were sold (see "[Shipbreaking](#)" # 36, p. 48 "The clearance sale of the Deulemar fleet"). The *Giovanna Iuliano* was one of 12 vessels bought by the Maltese company Heron Venture in early 2014. The oldest vessels were scrapped. The others were quickly sold for further trading. The *Sotiria* ex-*Giovanna Iuliano* had been owned since May 2014 by Liberia-registered *Sotiria Inc* care of Larus SA (Greece). On September 17, 2023, she was beached for demolition in Pakistan. US\$ 545 per ton.



March 14, 2007, Guanabara Bay ((Brazil), *Giovanna Iuliano*. © Edson de Lima Lucas



Sotiria beached in Gadani plot 6-7.
© Gadani Shipbreaking Yard

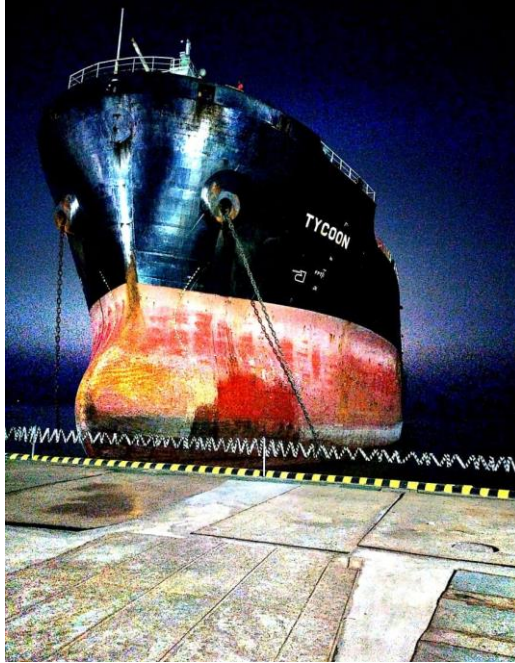
Tecumseh (ex-*Tina Litrico*, ex-*Judy Litrico*, ex-*Islander*, ex-*Sugar Islander*). IMO 7225855. Length 195 m, 8,016 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Seattle (USA) by Lockheed. Detained in 2007 in Augusta (Italy). Acquired in October 2011 by Lower Lakes Towing Ltd (Canada) and since then exclusively operated on the Great Lakes. On December 13, 2019, the *Tecumseh* left Thunder Bay (Ontario, Canada) on Lake Superior bound for Windsor (Canada). Early in the afternoon of December 15, a fire broke out in the engine room due to a leak of the fuel supply line spraying fuel on the engine. The CO2 fixed fire suppression system was activated. 3 hours after the start of the incident, the engine room door was opened to check the state of the fire: the fire re-ignited and was finally brought under control. The *Tecumseh* was towed to the port of Windsor on December 16, 24 hours after the start of the fire. The *Tecumseh* was laid up in Ashtabula (Ohio, United States). In September 2023, after 4 years of waiting, she was towed for demolition across Lake Erie and the 164 km between Ashtabula and the Marine Recycling Corp yard in Port Colborne (Canada).



Tecumseh © Dave Johnstone Torstar

Tycoon (ex-*Merian*, ex-*Cinzia d'Amato*). IMO 9215543. Length 225 m, 12,620 t. Liberian flag. Classification society Det Norske Veritas. Built in 2000 in Shanghai (China) by Hudong. Detained in 2010 in Gladstone (Queensland, Australia), in 2011 in Bunbury (Western Australia, Australia), in 2014 in Amsterdam (Netherlands), in 2015 in Long Beach (California, USA), in 2018 in Zhuhai and in Qinhuangdao (China) and in 2019 in Vancouver (Canada). Owned by Liberia-registered Tycoon Maritime SA care of Delek Transport Agency Inc (Greece). Sold for demolition in India. 570 US\$ per ton including 650 t of bunkers.

In January 2023, the *Tycoon* had left the port of Odessa (Ukraine) with 35,000 tons of corn bound for Israel in the frame of the agreement on agri-food products from Ukraine (cf. p. 5).



Tycoon, October 2023, Alang, plot 84. © **Compass Shipping Agency**

Uni Harmony (ex-*Crimson Jupiter*). IMO 9132947. Woodchip carrier. Length 200 m, 9,737 t. Deflagged from Panama to Comoros for her last voyage renamed *Harmonia*. Classification society Bureau Veritas. Built in 1996 in Tadotsu (Japan) by Hashihama Zosen. Owned by United Nav Development Ltd (Hong Kong, China). Sold for demolition in Bangladesh by Ferdous Steel Ship Recycling Ind.



April 2014, *Crimson Jupiter* en route to load woodchips in Tasmania.

© **Ian Baker**



September 2023, *Harmonia*, Chattogram. © **Fazlur Rahman**

Winda (ex-*Lucky Star*, ex-*Idas Bulker*, ex-*Skaw Bulker*). IMO 9111369. Length 166 m, 5,951 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1995 in Shimonoseki (Japan) by Mitsubishi. Detained in 2008 in Whangarei (New Zealand) and in 2019 and 2022 in Zhangjiagang (China). Owned by Megawell International Shipmanagement Ltd (Hong Kong, China). Sold for demolition in Bangladesh by King Steels.

Ya Tai 1 (ex-*Paragon*, ex-*Oceanic Enterprise*). IMO 9086978. Length 225 m, 10,399 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Tai 1*. Classification society China Classification Society. Built in 1995 in Imari (Japan) by Namura. Detained in 2023 in Guangzhou (China). Owned by Chaozhou Yatai Shipping Co Ltd (China). Acquired as is in Guangzhou by Marshall Islands-registered Shore Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in Bangladesh. 475 US\$ per ton.



August 2004, *Oceanic Enterprise*, Baie-Comeau (Quebec, Canada). © **Richard Belanger**



January 2019, *Ya Tai 1*, Banjarmasin, Taboneo loading point (South Kalimantan, Indonesia). © **Iwan Afwan**

Yang Fan (ex-*Fu Ming*, ex-*YM Cultivation*, ex-*Ming Cultivation*, ex-*Bel Best*). IMO 9159189. Length 225 m, 10,934 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Ang Fan*. Classification society Registro Italiano Navale. Built in 1997 in Mihara (Japan) by Koyo DY Co. Detained in 2015 in Lianyungang (China). Owned by Xingchen Industrial Ltd (Hong Kong, China). Acquired as is in Batam (Indonesia) by Marshall Islands-registered Sea Line Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in Bangladesh by HM Shipping Lines Ltd. 540 US\$ per ton including enough bunkers for the voyage.



Yang Fan, May 2022, Vladivostok (Russia). © **Sergei Skriabin**

Yong Ning (ex-*Hong Prosperity*, ex-*Selandia*, ex-*Star Selandia*, ex-*Selandia*). IMO 9102473. Length 200 m, 12,724 t. Deflagged from Panama to Gabon in December 2022. Classification society Det Norske Veritas until December 2022 then Eastern Marine Service. Built in 1996 in Gdansk (Poland) by Stocznia Gdanska SA. Owned by Yongning Shipping Co Ltd (Hong Kong, China). Sold for demolition in Pakistan. 500 US\$ per ton.



January 18, 2023, *Yong Ning* in Malacca Strait. © **Vladimir Knyaz**



Yong Ning, beached in Gadani, plot 9-10, September 29, 2023 © **Gadani Ship Breaking Yard**

Zheng Hao (ex-*Cape*, ex-*Capella*, ex-*N O L Schedar*). IMO 9128233. Length 225 m, 10,613 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Zen G*. Classification society Registro Italiano Navale. Built in 1997 in Geoje (South Korea) by Samsung. Detained in 2009 in Newcastle (New South Wales, Australia). Owned by Jun Teng Shipping Group Ltd (Hong Kong, China); operated by Fujian Ocean Shipping Co Ltd (China). Acquired as is in China in August 2023 by Marshall Islands-registered Super Shining Shipping Corp care of Resurgence Ship Management Pvt Ltd (India). She was beached in Bangladesh at Jamuna Ship Breakers. 495 US\$ per ton.



Zheng Jie, loading coal at Banjarmasin (Indonesia), May 2018. © Iwan Afwan



Zheng Hao, Makassar Strait, January 2020. © Pak Agen

Zheng Jie (ex-*Pole*, ex-*Polaris*, ex-*N O L Castor*). IMO 9128245. Length 225 m, 10,783 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Jen Z*. Classification society Registro Italiano Navale. Built in 1997 in Geoje (South Korea) by Samsung. Detained in 2008 in Bilbao (Spain) and in 2013 in Qingdao (China). Owned by Zheng Jie Shipping Group Ltd (Hong Kong, China); operated by by Fujian Ocean Shipping Co Ltd (China). Acquired as is in China in August 2023 by Marshall Islands-registered Super Shining Shipping Corp care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh by Jamuna Ship Breakers. 495 US\$ per ton.



Zheng Jie and *Zheng Hao* alias *Jen Z* and *Zen G*, Chattogram, September 2023. © Fazlur Rahman

Tanker

33 demolitions between April 1 and September 30. 16% of vessels, 22% of tonnage.

The average age at the time of demolition is 34 years. The detention rate prior scrapping is 33%: 24% for oil tankers, 40% for chemical tankers, 45% for gas carriers.

5 vessels are chemical tankers, 6 are gas carriers, 17 (47%) are crude oil or product tankers or FSO /FPSO (Floating Storage & Offloading / Floating, Production, Storage & Offloading) units.

Of the 17 oil tankers, 10 are small vessels of between 1,400 and 15,000 deadweight tons. Of the "big" ships, 2 have never sailed (the Brazilian *Irma Dulce* and *Zelia Gattai*, see p. 78), and 3 others are FPSO or FSO units. No VLCC (Very Large Crude Carrier) or Suezmax tanker over 120,000 deadweight tons has been scrapped: the shadow fleet, used to transport oil under sanctions, has plenty of candidates to further operate.

A first: the share of the Indian sub-continent is only 60%. Brazil and Denmark are been gainign on the traditional monopoly of Bangladesh, Pakistan and India.

Chemical tanker

April-May-June = 2

July-August-September = 3

Real endgame for *Chem P*, ex-*Chemical Pioneer*, ex-*Sea Witch*

The *Chem P* OMI 6806444 (ex-*Chemical Pioneer*) was finally beached in the Aliaga shipbreaking yards at the end of June 2023. She was the ex-container ship *Sea Witch*, victim of a devastating fire after a collision with the tanker *Esso Brussels* on June 2, 1973 in New York (see "[Shipbreaking](#)" # 65, The END, p.70-75). Rebuilt and converted, she had a second career as a chemical tanker. In 2021, at the age of 53, she was due to be scrapped. She left Philadelphia on her own power on December 14, 2021. Along the way, she suffered several engine failures, forcing her to call first at Algeciras in January-February for three weeks, then at the beginning of March at Malta, where she remained at anchorage (see "[Chem P](#), ex-container ship *Sea Witch* adrift off Algeria", March 1 and 22, 2022).



The *Chem P* off Baħar iċ-Ċagħaq (Malta), March 2022. © Matthew Mirabelli

On March 19, 2022, still at anchorage, she suffered an engine failure again, dragged anchor, went adrift, almost ran aground on the north coast of Malta and ended up damaging an underwater power supply cable. Enemalta estimated the repair cost at 49 million €. The owner of the *Chem P* requested that the 1976 Convention on Limitation of Liability for Maritime Claims be applied. The *Chem P* was seized pending resolution of the financial dispute. On July 14, 2022, the Maltese courts finally set the damages at 18.5 million €.

By April 2023, the legal proceedings had been completed, and *Chem P* was reportedly sold for demolition at a price of 440 US\$ per ton, i.e. 5.5 million €. On June 27, 2023, she left Malta under tow of tug *Christos LV*, bound for the Aliaga scrapyards.



Departure of *Chem P* under tow of *Christos LV*, heading for Aliaga. Screenshot Marine Traffic

April-May-June 2023

Cynthia (ex-*Saehan Gloria*, ex-*Southern Mermaid*). IMO 9175731. Length 118 m, 3,349 t. Deflagged from Sierra Leone to Saint Kitts and Nevis for her last voyage shortened to *Cynth*. Classification society Korean Register of Shipping. Built in 1997 in Imabari (Japan) by Asakawa. Acquired in March 2023 by Marshall Islands-registered Ocean Exim Trading Ltd care of Transworld Ship Management LLC (United Arab Emirates). Sold for demolition in India.



Cynthia, Kaohsiung (Taiwan), November 2020.
© Ya Ray Yang

Maritime Lira (ex-*Selendang Gemala*). IMO 9188477. Length 183 m, 12,235 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Dalian (China) by Dalian Shipyard Co. Detained in 1999 in Guayama (Puerto Rico) and in 2009 in Ulsan (South Korea). Owned by Marshall Islands-registered Lira Navigation Inc care of IMC Ship Management (Singapore). Sold for demolition in India.



Maritime Lira, Taicang (China), May 2016. © Vladimir Knyaz

July-August-September 2023

Austin III (ex-*Farha*, ex-*Vamos*, ex-*Cheras*, ex-*Hae Yon*, ex-*Tenkei*). IMO 8517566. Length 107 m, 2,402 t. Palau flag. Classification society International Register of Shipping. Built in 1986 in Hakata (Japan) by Hakata Zosen. Owned by Liberia-registered Austin III Shipping Inc care of Armina Shipping DMCC (United Arab Emirates). Beached for demolition in India.

Heng Yang (ex-*Crystal West*, ex-*Crystal Emerald*). IMO 9016923. Length 113 m, 3,535 t. Sierra Leone flag. Classification society Registro Italiano Navale then since January 2023 Foresight Ship Classification not a member of the IACS, based in Singapore. Built in 1994 in Tamise (Belgium) by Boel Vlaanderen. Detained in Singapore in January 2023. Owned by Hong Kong-registered Heng Zhen Yang HK Marine Co care of LW Maritime Service Co Ltd (Taiwan). Acquired as is in Indonesia in July 2023 by ELAY Marine Ltd (Hong Kong, China) and renamed *Kelsie*. Her status in the Equasis database is still "to be broken up". Her destination of demolition is to date unknown. To be confirmed.



Crystal Emerald, anchored off Kotka (Finland), April 2013.
© Markus Jokinen

Information		Since
IMO number :	9016923	
Name of ship :	KELSIE	(since 01/07/2023)
Call sign :	9LU2230	
MMSI :	667001427	
Gross tonnage :	5677	(since 01/01/1994)
DWT :	8143	
Type of ship :	Chemical/Oil Products Tanker	(during 1993)
Year of build :	1994	
Flag :	Sierra leone	(since 01/12/2020)
Status of ship :	To Be Broken Up	(since 20/07/2023)
Last update :	10/10/2023	

Kelsie, "to be broken up". Source Equasis

Maritime Riyal (ex-*Selendang Ratna*). IMO 9143673 Length 183 m, 12,246 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Dalian (China) by Dalian Shipyard Co. Owned by Marshall Islands-registered Riyal Navigation Inc care of Aurora Tankers Management Pte Ltd (Singapore). 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.



Maritime Riyal, Sikka (India), January 2020.
© balwaNT singh



Maritime Riyal, Alang, September 20, 2023.
© Compass Shipping Agency

Gas carrier

April-May-June = 6

July-August-September = 5

April-May-June 2023

Apollo Pacific (ex-*Golden Crux No,7*). IMO 8814225. Length 102 m, 2,189 t. Vietnam flag. Classification society Vietnam Register of Shipping. Built in 1988 in Hachinohe (Japan) by Kitanihon. Detained in 2019 in Humen (China). Owned by Nhat Viet Transportation Corp (Vietnam). Sold for demolition in India. 650 US\$ per ton.

Daebokgasho (ex-*Kousen Maru*). IMO 9152349. Length 69 m, 1,108 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Saiki (Japan) by Miura Shipbuilding Co Ltd. Owned by Dae Bok Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh by A.P.S. Corporation.

Gandria (ex-*Hoegh Gandria*). IMO 7361934. Length 287 m, 34,131 t. Deflagged from the Marshall Islands to Saint Kitts and Nevis for her last voyage under tow shortened to *Ria*. Classification society Det Norske Veritas. Built in 1977 in Kiel (Germany) by Howaldtswerke-DW. Detained in 2001 in Singapore. Owned by Golar Gandria NV registered in the Netherlands care of Golar Management Ltd (United Kingdom). Sold as is in Labuan (Malaysia) for demolition in India. 447 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Gandria, off Batu Ampar (Indonesia). © NMJ

Ocean Phenix. IMO 9020704. Length 96 m, 2,529 t. Deflagged from Japan to Comoros for her last voyage shortened to *Enix*. Classification society Nippon Kaiji Kyokai until May 2023 then Phoenix Register of Shipping. Built in 1992 in Tokyo (Japan) by Ishikawajima. Detained in 2004 in Shanghai (China). Owned by Daiichi Tanker Co Ltd (Japan). Acquired by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in India.



Ocean Phenix, Kurushima Strait, Imabari (Japan), May 2023.

© Kenro Oshita



Enix, June 20, 2023, Alang. © Compass Shipping Agency

Seapeak Polar (ex-*Polar Spirit*, ex-*Polar Eagle*). IMO 9001772. Length 239 m, 23,707 t. Deflagged from the Bahamas to Comoros for her last voyage shortened to *Lara*. Classification society American Bureau of Shipping. Built in 1993 in Chita (Japan) by Ishikawajima-Harima. Owned by Seapeak Maritime Ltd (Scotland, United Kingdom). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. 637 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Polar Spirit, Rio de la Plata, May 2015.
© Carlos R. Llanos



Lara, Alang, July 7, 2023. © Compass Shipping Agency



Taurogas (ex-*Ocean Pimate*, ex-*Coral Actinia*). IMO 9031985. Rallongé in 1996 de 77 in 101 m, 1,923 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Capelle (Netherlands) by YVC Ysselwerf. Detained in 2000 in Middlesbrough (United Kingdom). Owned by Transgas Shipping Lines SAC (Peru). Sold for demolition in Türkiye. 404 US\$ per ton.

Taurogas, Het Bastion, Surinam. © Hans Majong

July-August-September 2023

Busan Gas (ex-*Seisho*, ex-*Seisho Maru*). IMO 8920127. Length 70 m, 1,130 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Kinoh (Japan) by Sasaki. Owned by Youngsan Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh by Mehreen Ship Recycling.

Busan Gas, October 2023, Chattogram.
© Mohammad Islam Meah



Golar Spirit. IMO 7373327. Length 289 m, 34,228 t. Deflagged from the Marshall Islands to Togo for her last voyage. Classification society Det Norske Veritas. Built in 1981 in (Japan) by Kawasaki for the Norwegian company Gotaas-Larsen Shipping Corp which later became by Golar LNG. During the first part of her trading life she was chartered by the Indonesian State-owned Pertamina for the transport of gas towards South Korea.



January 2007, the LNG carrier *Golar Spirit* in the Sea of Java. © A Sazonov



2010, the FSRU *Golar Spirit* (right) at Pecem terminal (Brazil). © Golar LNG

In 2008, she was the first LNG carrier to be converted into a Floating Storage and Regasification Unit (FSRU). The work was carried out by Keppel in Singapore. On completion, the *Golar Spirit* was chartered for 10 years by Petrobras. At the end of her contract, she was laid up in Greece. In April 2021, Golar LNG sold its subsidiary Golar LNG Partners and 13 of its vessels, including the veteran *Golar Spirit*, to New Fortress Energy, based in New York (USA).

Following the Russian invasion of Ukraine on February 24, 2022 and the reduction of gas imports via pipelines in European countries, FSRUs were in great demand. However, the *Golar Spirit*, theoretically renamed *FSRU Spirit*, did not benefit from this boom. Reactivation costs were too expensive. In July 2023, Liberia-registered Mediterranean Ships Breaking acquired her for scrapping. 425 per ton including 3,500 tons of aluminium. Her destination of demolition would be nearby Türkiye. To be confirmed.



Laid up in Eleusis (Greece), December 15, 2021. © Giwrgos Mertis

Patcharawadee 11 (ex-Marcelle 1, ex-Marcelle I, ex-Marcelle 1, ex-Marcelle, ex-Kokushu Maru No.2). IMO 7525736. Length 75 m, 1,061 t. Thai flag. Unknown classification society. Built in 1976 in Taguma (Japan) by Naikai. Owned by Siam Gas and Petrochemicals PCL (Thailand). Acquired in June 2023 by PK Shipping & Agency Co Ltd (Thailand) prior to her departure for demolition in Bangladesh by Mehreen Ship Recycling.



Right, *Patcharawadee 11*, left, *Busan Gas*, Chattogram, October 2023. © HSM Marine

Pilatus 28 (ex-*Thalassic*, ex-*Kotoku Maru*). IMO 8709004. Length 63 m, 1,030 t. Thai flag. Unknown classification society. Built in 1987 in Usuki (Japan) by Shitaoe Shipbuilding. Owned by Pilatus Marine Co Ltd (Thailand). Sold for demolition in Bangladesh by Chittagong Ship Breaking & Recycling Industries



Pilatus 28, on the Chaophraya River, Bangkok (Thailand), November 2020. © **Trakul Pumsnoh**

White Purl (ex-*Marygas*, ex-*Iran Gaz*, ex-*Norgas Master*, ex-*Fernwave*). IMO 7230666. Length 139 m, 5,450 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1972 in Moss (Norway) by Moss Rosenberg. Detained in 2016 in Bandar Khomeini (Iran). Owned by Panama-registered Taboga Maritime & Transport SA care of Marine Shipping Line FZE (United Arab Emirates). On August 10, 2023, the *White Purl* was anchored off Assaluyeh (Iran). She had arrived the day before and was due to load a cargo of liquefied petroleum gas. The port authorities were alerted that a fire had broken out and sent 5 response vessels. The 22 sailors were evacuated unharmed. The *White Purl* was declared a total loss. She was beached for demolition in India on September 23.



Screenshot Maritime Academy



© **Maritime Executive**

Oil tanker

April-May-June = 7

July-August-September = 10

April-May-June 2023

Edricko 3 (ex-*Nichiasu Maru* No. 7). IMO 9087893. Transporteur de bitume. Length 69 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Yawatahama (Japan) by Kurinoura. Owned by Bitumen Marasende PT (Indonesia).



February 2021, the *Edricko 3* in Palembang (Sumatra, Indonesia). © Vladimir Knyaz

On March 8, 2022, the *Edricko 3* was en route from Ketapang (West Kalimantan on the Island of Borneo) to Cilacap on the south coast of the Island of Java. Around 100 km before arrival, the *Edricko 3* suffered a rudder failure and ran aground at Sancang Beach. The tugs were unable to refloat her. The ship was declared a total loss. A year later, in June 2023, dismantling began on the spot. 50 workers were mobilised, and the work was expected to take three months.



Screenshot TvOne news

Grounding

© Ibra Risna

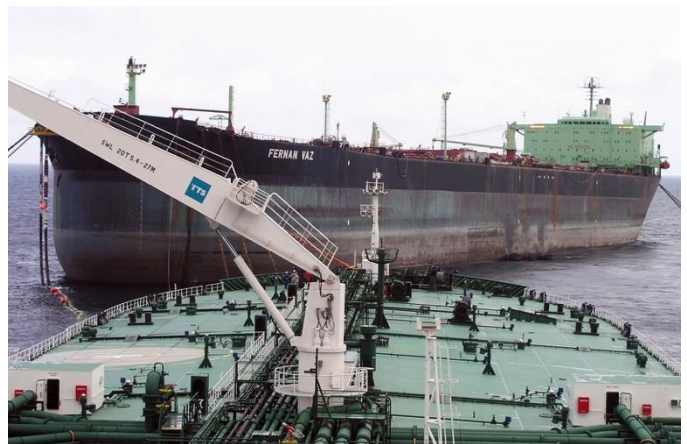


Fernan Vaz (ex-*Folk Sun*, ex-*Berge Banker*, ex-*BT Banker*, ex-*Nogueira*). IMO 7385112. Length 346 m, 41,436 t. Deflagged from Gabon to Guinea Bissau in August 2023. Classification society Bureau Veritas. Built in 1979 in Setubal (Portugal) by Setenave. Single hull tanker converted to a floating storage unit

(FSO) in 2004 for further operation. Assigned to the Oguendjo oil field off Gabon. Owned by Perenco Oil & Gas Gabon SA, Gabonese subsidiary of the French oil company Perenco SA. Sold as is in Gabon for demolition in India. 260 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



The VLCC *Berge Banker*, Le Havre (France), April 20, 1990. © Pascal Brede!l



The FSO *Fernan Vaz*. © Alex M

Two uncompleted to be scrapped

The *Irma Dulce* and the *Zelia Gattai* never sailed for trading. They were part of the Petrobras fleet modernisation and expansion programme launched in 2004. PROMEF (Programa de Modernização e Expansão da Frota) was also intended to revitalize shipbuilding in Brazil. A total of 49 tankers were ordered from four national shipbuilding yards.



Construction of the *Irma Dulce* and *Zelia Gattai* began in 2012. In 2015, it was in the final phase. The two tankers were launched for sea trials prior to delivery. At the same time, Petrobras entered a period of turmoil. The "Lava Jato" operation that began in 2014 exposed the corrupt practices of the state-owned company. Petrobras shares collapsed. The purchase contract for the last ships yet to be delivered was cancelled. The *Irma Dulce* was 95% completed, the *Zelia Gattai* 89%. They remain discarded at the Niteroi shipbuilding yard in Guanabara Bay near Rio de Janeiro.

On the night of 4 to 5 May 2020, the *Irma Dulce* suffered a water ingress. The engine room was flooded, the tanker started to sink, but was eventually secured. Environmental associations warned of an additional risk of pollution in the Bay of Rio.

In June 2023, after 8 years abandoned rusting, the two ships were finally reportedly sold for demolition and towed to a local yard.



February 2015, launching ceremony of the *Zelia Gattai*. © Petronoticias



May 2020, the *Irma Dulce* suffering a water ingress, alongside the *Zelia Gattai*. © Tribuna da Imprensa Livre

Irma Dulce. IMO 9548691. Length 228 m, 15,823 t. Brazilian flag. Classification society Bureau Veritas. Construit in Niteroi (Brazil) by Estaleiro Maua. Owned by Petroleo Brasileiro SA ((Brazil).

Zelia Gattai. IMO 9548756. Length 228 m, 15,823 t. Brazilian flag. Classification society Bureau Veritas. Construit in Niteroi ((Brazil) by Eisa Estaleiro Ilha. Owned by Petroleo Brasileiro SA ((Brazil).



June 16, 2023, the *Irma Dulce* being towed to a shipbreaking yard. © Edson de Lima Lucas

Kittiphon (ex-*Faifah Khanom No. 3*). IMO 8000587. Length 80 m, 851 t. Deflagged from Thailand to Cameroon for her last voyage renamed *S Maru*. Unknown classification society. Built in 1980 in Shiogama (Japan) by Tohoku SB Co. Owned by Srivichai Navee Co Ltd (Thailand). Acquired by British Virgin Islands-registered Klop Shiptrading Ltd prior to her departure for demolition in Bangladesh. She was beached at S. A. Ship Recycling Industries yard.

Tubtim (ex-*Nikko II*, ex-*Nikko Maru*). IMO 7920780. Length 66 m, 702 t. Thai flag. Unknown classification society. Built in 1979 in Saiki (Japan) by Miura. Owned by Andaman Fisheries Supply (Thailand). Used to supply the Thai fishing fleet with bunkers. Sold for demolition in Bangladesh by Chittagong Ship Breaking & Rec.Inds.



Tubtim, July 2008, Ao Udom (Thailand). © Geir Vinnes

Zafiro Producer (ex-*Swift*, ex-*Mobil Swift*, ex-*Takakurasan Maru*). IMO 7311989. Length 331 m, 40-45,000 t. Liberian flag. Classification society American Bureau of Shipping. Built in Chiba (Japan) by Mitsui.



The VLCC *Swift* off Canvey Island (United Kingdom).
© John Pitcher



The FPSO *Zafiro Producer* off Equatorial Guinea, December 2017. © Graham Curran

Converted in 1996 to a FPSO unit (Floating Production, Storage and Offloading) to be operated on the Zafiro oilfield off Boiko Island, Equatorial Guinea. Owned by Equatorial Guinea-registered Mobil Equitorial Guinea Inc, subsidiary of ExxonMobil, care of SBM Production Contractors Inc SA

(Switzerland). The *Zafiro Producer* has been operated until September 2022. ExxonMobil is due to withdraw from operations from 2024. In June 2023, the *Zafiro Producer* was transported from West Africa on Boskalis' semi-submersible heavy load carrier *Boka Vanguard* to the MARS demolition yard in Frederikshavn (Denmark).



Transport of *Zafiro Producer* on the semi submersible *Boka Vanguard*. © **Boskalis**



Zafiro Producer, arrival at Frederikshavn.
© **Eren Topcu/FaceBook Shipbreaking Group**

July-August-September 2023

19 Winner (ex-*Nautica Mersing*, ex-*Melati Sutura*, ex-*Nam Yang*). IMO 8613190. Length 79 m, 1,118 t. Her last known flag since 2016 was that of Fiji but the registration was actually usurped. Deflagged to Sierra Leone for her last voyage renamed *Yong Sheng 19*. Unknown classification society. Built in 1986 in Ulsan (South Korea) by Banguhjin. Owned by Azer Enterprises Ltd (Indonesia). Acquired in July 2023 by Wantong International Group (China) prior to her departure for demolition in Bangladesh by Simni Ship Recycling Industries.

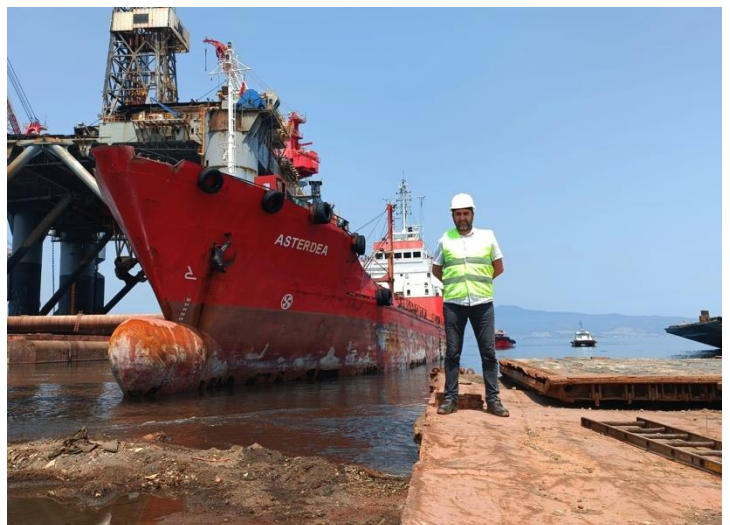


19 Winner, November 2017. © **Lim KB**

Asterdea (ex-*Izmail*, ex-*Irene Jakobsen*, ex-*Irene Wonsild*, ex-*Benmacdhui*). IMO 7421863. Length 81 m, 1,231 t. Moldovan until June 2022 then Tanzania. Classification society Veritas Register of Shipping not a member of the IACS, ex-Venezuelan Register of Shipping. Built in 1976 in Groningen (Netherlands) by Nieuwe Noord Nederlandse Scheepswerven. 2 detentions in 2008 in Gdansk (Poland). Owned by British Virgin Islands-registered Milebrook United Ltd care of Millennial Energy Trading Ltd (Malta). Sold for demolition in Türkiye.



Asterdea, October 2016. © **Marko Kesküla**



Asterdea in Aliaga, July 2023. © **Serkan Deniz**

Bradley (ex-*Seager*, ex-*Psd Sedowa*, ex-*University*, ex-*Moscow University*). IMO 9166417. Length 243 m, 16,368 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1999 in Tsu (Japan) by NKK Corp. Detained in 2018 in New Orleans (Louisiana, USA) and in 2023 in Yantai (China). Owned by British Virgin Islands-registered Hallbar Ltd care of Global Tech Marine Services Inc (United Arab Emirates). Sold for demolition as is in Singapore. 500 US\$ per ton including 250 t of bunkers. Her destination of demolition is to date unknown.



Bradley, September 2021, anchored off Khor Fakkan (United Arab Emirates). © **Shine Samuel Abraham**

Hua Chen 166. IMO 8599980. Length 90 m, 1,574 t. Chinese flag. Classification society Zianlian Chuen. Built in 2001 in China. Owned by Yueqing Huayuan Shipping. Acquired in May 2023 by Hong Kong-registered Hong Kong King Sail Shipping. Sold for demolition in Bangladesh. 535 US\$ per ton.

Leviathan (ex-*Elisa Sea*, ex-*Ark Rescue*, ex-*Phoenix 1*, ex-*Eagle Sibiu*, ex-*Minerva Libra*, ex-*Al Bizzia*). IMO 9199828. Length 244 m, 16,809 t. Deflagged from Cameroon to Saint Kitts and Nevis for her last voyage renamed *Ventura*. Classification society American Bureau of Shipping. Built in 1999 in Geoge (South Korea) by Samsung. Detained in 2001 in Trieste (Italy) and in 2017 in Rotterdam (Netherlands). Owned until April 2023 by Marshall Islands-registered Leviathan Shipping Corp care of Breeze Marine Services Ltd (United Arab Emirates). She was sold and renamed *Gulf Venture* then acquired a few months later as is a Singapore by Marshall Islands-registered Shore Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in Pakistan. 500 US\$ per ton including 250 t of bunkers.



Leviathan, Singapore, August 2022. © **Mark Wen**



Ventura, Gadani, plot 113. © **Gadani Ship Breaking Yard**

Petrobras 32 (ex-*Petrobras XXXII*, ex-*Cairu*). IMO 7370260. Length 337 m, 30,274 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1974 in Kure (Japan) by Ishikawajima-Harima. The *Petrobras 32*, 49 years old, has been operating during her whole trading life by the Brazilian State-owned company Petroleo Brasileiro S.A (Petrobras), first as a VLCC (Very Large Crude Carrier) *Cairu* then after conversion in 1997 as an FSO unit (Floating Production, Storage and Offloading).



Cairu, Angra dos Reis (Brazil), 1992. © **Edson de Lima Lucas**

The *Petrobras 32* was operated in the Marlim oil field in the Campos basin. Petrobras has announced that from now on it intends to dismantle its equipment in accordance with the best social and environmental practices. Its new shipbreaking policy stipulates that the yards selected must carry out operation in dry docks or at least on watertight surfaces equipped with drainage systems. The *Petrobras 32* is the first ship to be scrapped in compliance with this new policy. The demolition tender was awarded to Brazilian steelmaker Gerdau SA in partnership with the Ecovix shipyard in Rio Grande do Sul. After experiencing financial difficulties, Ecovix is now re-structuring and sees the dismantling business as a pillar of its recovery plan.



Petrobras 32, Marlim oil field, Campos Basin. © Yuri H Nousiainen

PSN (ex-*Allwell Perfect*, ex-*Bunker Prosperity*, ex-*Sabs 3*, ex-*Koyu Maru*). IMO 7705207. Length 77 m, 870 t. Deflagged from Thailand to Cameroon for her last voyage. Unknown classification society. Built in 1977 in Hakata (Japan) by Hakata Zosen. Detained in 2008 in Ho Chi Minh City (Vietnam). Owned by PC Marine 1992 (Thailand). Acquired in July 2023 by British Virgin Islands-registered Klop Shiptrading Ltd prior to her departure for demolition in Bangladesh by Chittagong Ship Breaking & Recycling Industries.



PSN departing Bangkok (Thailand), October 2014. © bs1mrc

Siritanasin (ex-*Shin Chun Yang*, ex-*Toko Maru*). IMO 8614819. Length 69 m, 757 t. Thai flag. Unknown classification society. Built in 1987 in Hakata (Japan) by Hakata Zosen. Owned by Trans Ocean Supply 1992 Co Ltd (Thailand). Sold for demolition in Bangladesh by N.B. Steel.



Siritanasin, May 2022, Ao Udom (Thailand). © Geir Vinnes

Vladimir Kolechitskiy. IMO 8862234. Length 162 m, 6,000 t. Sierra Leone flag for her last voyage. Unknown classification society. Built in 1972 in Leningrad (Russia). One of the six *Boris Chilikin*-type tankers or design 1559B built to supply the Soviet Navy with bunkers. After the fall of the USSR, she passed under control of the Russian Navy. She was assigned to the replenishment of the Pacific Fleet until she was decommissioned in 2012.



Vladimir Kolechitskiy, Soviet Navy badge



Vladimir Kolechitskiy, under scrutiny, in the Hawaiian waters, September 14, 1974. © National Archives

She was reportedly sold in 2021 to a certain ZP-Group but did not resume transport operation and was kept rusting at Nakhodka. She was acquired in May 2023 by Northwest Ship Management Ltd, officially registered in Canada at "Suite 9940, 2785 Commercial Drive, Vancouver BC V5N 4C5, Canada". According to some databases, Northwest Ship Management would be a shell company of Dalitora Projects Ltd of Vladivostok (Russia). In any case, Northwest Ship Management has specialized in buying end-of-life vessels owned by Russian shipowners. In this issue of "Shipbreaking", 5 Russian ships were bought by Northwest Ship Management and beached in Bangladesh yards, with the exception of the *Pacific Ray*, renamed *Tessa*, which has not yet departed (see *Angel-A* p. 35, *Atlantic Ray* p. 31, *DPL Alyur* p. 32, *Pacific Ray* p. 38).

She was towed and beached for demolition in Bangladesh on August 13, 2023 at M/S. Zahidul Enterprise.



Vladimir Kolechitskiy, Chattogram, September 7, 2023. © Md Ziku

Yi Ding 9 (ex-*Zhong Yang No. 1*). IMO 1024675. Length 96 m, 1,552 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2006. Owned by Jia Hao Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh by Hadia Steel.

Zelia Gattai. IMO 9548756.

see p. 78, *Irma Dulce*

Offshore service vessel

April-May-June = 4

July-August-September = 2

April-May-June 2023

Era (ex-*Transporter Tide*, ex-*Oil Transporter*, ex-*Martin Viking*). IMO 8121422. Length 81 m, 2,200 t. Palau flag. Classification society American Bureau of Shipping. Built in 1983 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by Max Marine FZE (Egypt). Towed for demolition in Pakistan.

Transporter Tide. © Mykola Potseluyev



Huaquan (ex-2000-01, ex-*Mary Hichens*, ex-*Beau Bois*). IMO 8222109. Length 65 m, 1,412 t. Deflagged from Liberia to Gabon for her last voyage. Classification society China Classification Society. Built in 1984 in Marystown (Canada) by Marystown Shipyard as an offshore service vessel then converted as a search and rescue vessel for the Canadian Coast Guard. In 2002, she resumed offshore commercial operations after she was acquired by Shenzhen Huawei Offshore. Acquired in April 2023 by Jia Hang Shipping Ltd (Hong Kong, China). The magazine *Worldwide Tug & OSV* news reports her to be broken up in April 2023. 394 US\$ per ton.



Huaquan, May 2018, arriving at Hong Kong.
© gwrDave

Sudarshan (ex-*Topman*, ex-*Selat Topman*, ex-*Armada Topman*). IMO 9030400. Length 67 m, 1,762 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Singapore by Promet. Detained in 2019 in Mumbai (India).

In November 2017, the Panama-flagged *Topman* docked at Quay 13 in the Port of Dubai. She was owned by Bhambhani Shipping, a subsidiary of Halani Shipping (India), which had gone bankrupt. She was abandoned with her crew of eight Indian seamen, who survived for 10 months with the help of the Nautical Institute UAE.

The *Topman* was acquired in November 2018 by another Indian company, Lilly Maritime Pvt Ltd, and renamed *Sudarshan*. She was beached for demolition in Alang on May 12, 2023.



Sudarshan, October 2020. © Lilly Maritime Pvt Ltd



T1 Abike (ex-Bennett Tide). IMO 9236157. Length 72 m, 1,622 t. Deflagged from Nigeria to Saint Kitts and Nevis for her last voyage shortened to *AI*. Classification society American Bureau of Shipping until March 2023 then Capital Register of Shipping. Built in 2001 in Brevik (Norway) by Brevik Construction. Owned by Tidewater Marine (USA) Acquired by Marshall Islands-registered Super Shining Shipping Corp care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in India.

Bennett Tide, Luanda (Angola), May 2011. © Prochanov D

July-August-September 2023

Aldoma (ex-Onyx Mahshahr, ex-Aldoma). IMO 8213378. Length 68 m, 1,740 t. Deflagged from Tanzania to Saint Kitts and Nevis then Panama for her last voyage shortened to *Aldo*. Classification society Overseas Marine Certification Services. Built in 1983 in Sandefjord (Norway) by Framnaes. Detained in 2017 in Bushire (Iran). Owned by Kish Offshore Inc (Iran). Acquired in August 2023 by Marshall Islands-registered Shore Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.



Aldoma, Nakhodka (Russia), March 2013. © Vladimir Kozlov

Sea Sailor (ex-Siddis Sailor). IMO 7421837. Lengthened in 1995 from 59 m to 69 m. Cabo Verde flag until June 2022. Classification society Det Norske Veritas until March 2018. Built in 1975 in Hoogezand (Netherlands) by J. Bodewees Scheepsbouw for Stavanger Offshore (Norway). Her last known owner was Chrishop AS (Norway). She had been laid-up in Bomlo (Norway) since 2018. In September 2023 she was towed to Feda Green Yard (Norway).



Siddis Sailor. © Sjohistorie



Sea Sailor, Feda Green Yard, September 6, 2023. © Oystein Berge

Diving support vessel

April-May-June 2023

Gerimal (ex-*Veritas Searcher*, ex-*Acadian Searcher*, ex-*Acadian Explorer*). IMO 7932240. Ex-offshore supply vessel converted in 2008 and lengthened from 67 to 76 m 1,774 t. Deflagged to Palau for her last voyage shortened to *Gerima*. Classification society Registro Italiano Navale. Built in 1981 in New Orleans (USA) by Halter Marine. Owned by Halani Shipping (India). Sold as is in Mumbai by order of the High Court of Mumbai after her shipowner went bankrupt. Acquired by NKD Maritime Ltd (United Kingdom) and towed for demolition in Alang. 575 US\$ per ton.

Offshore support vessel

**April-May-June =
July-August-September =**

April-May-June 2023

Oceanic Installer (ex-*Dynamic Installer*). IMO 8224494. Length 84 m, 2,899 t. Deflagged from India to Saint Kitts and Nevis for her last voyage shortened to *Insta*. Classification society Indian Register of Shipping until August 2023 then Capital Register of Shipping. Built in 1984 in Ulsteinvik (Norway) by Ulstein Hatlo. Detained in 2019 in Port Said (Egypt). Owned by Dulam International Pvt Ltd (India). Acquired by Trinitas Shipmanagement Pvt (India) as is in Sharjah (United Arab Emirates) prior to her departure for demolition in India. 561 US\$ per ton.



Oceanic Installer, December 2013, Curaçao. © Cees Bustraan

July-August-September 2023

Bigorance XVIII. IMO 8311314. Length 76 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Ulsteinvik (Norway) by Ulstein Hatlo. Detained in 2006 in Esbjerg (Denmark). Owned by Norway-registered *Bigorance XVIII* care of Wilhelmsen Ship Management (Norway). Vessel operated in the North Sea to improve the performance of mature hydrocarbon fields. The "well stimulation" uses techniques such as injection and acid treatment or hydraulic fracturing. The *Bigorance XVIII* was equipped with high-pressure pumps and tanks to store the chemicals and additives used for stimulation operations, including 1,400 m³ of hydrochloric acid in various concentrations. She could accommodate 30 seafarers and technicians. Sold for demolition in Esbjerg (Denmark) by Smedegaarden A/S.



Bigorance XVIII © Schlumberger

Bigorance XVIII, Smedegaarden AS yard,
September 2023. © Rainer Bandholz



Buccaneer (ex-Drive Ocean II, ex-Smit Moray, ex-Moray Harstad). IMO 8107153. Length 76 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Kragero (Norway) by Tangen Verft. Owned by Servicios Marítimos de Campeche SA DE CV (Mexico). On April 16, 2020, the *Buccaneer* was attacked by five armed pirates, 37 km away of Dos Bocas oil terminal on the coast of the State of Tabasco (Mexico). She had been laid-up since June 2021. In September 2023, she arrived for demolition at Aliaga yards.



Buccaneer, April 2011, Curaçao. © David Ogenia



Buccaneer, September 15, 2023, Aliaga.
© Eren Topcu/FaceBook Shipbreaking Group

Posh Bali (ex-Alam Jaya II). IMO 9180736. Ex container ship converted in 2009 to offshore support vessel. Length 89 m, 2,934 t. Deflagged from Liberia to Malaysia for her last voyage renamed OS Tiga. Classification society Bureau Veritas. Built in 1997 in Jiangyin (China) by Jiangsu Yangzijiang. Detained in 2001 in Singapore. Owned by PACC Offshore Services Holdings Pte. Ltd-POSH (Singapore). Acquired in July 2023 as is in Malaysia by Offshore Solutions LBhd (Malaysia). She was towed for demolition in Bangladesh by S H Enterprise.



The container ship *Alam Jaya II*, September 2006
© Ivan Meshkov



became the offshore support vessel *Posh Bali*, June 2009. © BJ

Pipe layer

April-May-June 2023

Scanlay-1. IMO 8358025. Length 73 m, 1,571 t. Indian flag. Unknown classification society. Built in 1982 in Singapore by Sing Koon Seng Pvt Ltd. Owned by Arkay Logistics Ltd (India). Sold for demolition in India.



Scanlay-1 © Arkay Logistics Ltd

Research vessel

April-May-June 2023

Kaiyo Maru. IMO 8920012. Length 93 m, 2,755 t. Deflagged from Japan to Saint Kitts and Nevis for her last voyage as general cargo ship *Rowan*. Unknown classification society. Built in 1991 in Tamano (Japan) by Mitsui. Japanese government fisheries research vessel. In particular, she was involved in the JARPA (Japan's research program in the Antarctic) whale research program in the Antarctic. Acquired by Marshall Islands-registered Ocean EximTrading Ltd care of Transworld Ship Management LLC (United Arab Emirates) prior to her departure for demolition. She was beached in Bangladesh at Pacific H Steel Enterprise yard. 565 US\$ per ton.



Kaiyo Maru off Kagoshima (Japan). © Masataka Akasaki

SW Diamond (ex-*Geco Diamond*). IMO 9048706. Length 81 m, 3,028 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1993 in Flekkefjord (Norway) by Flekkefjord Slip. Owned by Shearwater Geoservices Assets (Norway) care of Reflection Marine UK Ltd (United Kingdom). Sold for demolition in Türkiye.

SW Diamond, departing de Rio de Janeiro (Brazil), May 2022.

© Edson de Lima Lucas



Cement carrier

April-May-June 2023

Seiryu Maru. IMO 8914984. Length 69 m, 851 t. Deflagged from Japan to Nauru for her last voyage shortened to *S Maru 3*. Classification society Nippon Kaiji Kyokai. Built in 1990 in Numakuma (Japan) by Kambara Marine Development. Owned by Nichiyo Kaiun (Japan). Acquired by SSOT Group CoLtd (Thailand) prior to her departure for demolition in Bangladesh by S. Trading Corporation.



Seiryu Maru, October 2021, Kagawa (Japan). © Sadao Tanaka

Aggregate carrier

July-August-September 2023

Samjin Lucky 3 (ex-*Seiyu Maru No,18*). IMO 8708878. Length 66 m, 1,041 t. Deflagged from South Korea to Gabon for her last voyage shortened to *Lucky 3*. Classification society Korean Register of Shipping. Built in 1987 in Kinoh (Japan) by Matsuura Zosensho. Owned by Samjin Shipping Co Ltd (South Korea). Acquired by Marshall Islands-registered Future Projects Inc care of Resurgence Ship Management Pvt Ltd for demolition in Bangladesh by Mahinur Ship Recycling Industries.

Tug

July-August-September 2023

Mohawk. IMO 8834914. Length 65 m, 1,387 t. USA flag. Classification society American Bureau of Shipping until she was decommissioned on August 16, 2005. Built in 1980 in Marinette (Wisconsin, USA) by Marinette Marine Corp. Owned by the US Military Sealift Command (MSC). As an MSC ship, she was manned by a civilian crew and was used to support the US fleet, recover military aircraft that have crashed at sea, tow equipment and ships, as well as for anti-drug trafficking operation and the recovery of potentially polluting wrecks. On September 1, 2023, she was towed from the Philadelphia naval base to a shipbreaking yard in Brownsville (Texas, USA).



Mohawk. © US Navy photo

Icebreaker

July-August-September 2023

The *Danbjørn* and *Isbjørn* were built to ensure the safety of ships from mid-December to the end of March when Danish waters are icebound. They were originally operated by the Ministry of Industry with crews from the Danish Navy and later passed under the control of the Ministry of Defence in 1996. In 2010, the Danish parliament decided to stop the Navy's ice-breaking mission. The *Danbjørn* and *Isbjørn* as well as the 15-year-old *Thorbjørn*, now unemployed, were decommissioned and put up for sale in 2013. The *Thorbjørn*, built in 1980, was acquired by the Danish company Nordane Shipping, a specialist in towage and maritime services; she left for Svendborg on the south-east coast but apparently has not resumed service yet. The other two "bears" (the meaning of the suffix 'Bjørn') did not attract any interest and remained laid-up at Hals. In August 2023, they were reportedly sold for demolition and towed by the *Hunter* (OMI 9468372) to the Smedegaarden yard in Esbjerg (Denmark).

Danbjørn. IMO 6421919. Length 77 m. Danish flag. Classification society Det Norske Veritas until decommissioning. Built in 1965 in Odense (Denmark) by Odense Staalskibs. Owned by the Danish Ministry of Defence. Towed on September 13, 2023 to Smedegaarden AS yard in Esbjerg (Denmark).



August 29, 1964, christening of the *Danbjørn* in Odense. © M/S Museet for Søfart



Danbjørn, *Isbjørn* and *Thorbjørn* at Frederikshavn naval base, year 2008. © Søren Lund Hviid

Isbjørn. IMO 6516506. Length 77 m. Danish flag. Classification society Det Norske Veritas. Built in 1966 in Odense (Denmark) by Odense Staalskibs. Owned by the Danish Ministry of Defence. She arrived on September 24 at Smedegaarden AS yard in Esbjerg (Denmark).



Isbjørn towed by the *Hunter*, September 24. © Frank Pedersen

The END: the sinking of the *Raptor*



Raptor, Bosphorus Strait, September 23, 2019. © **Ponch**

Who will tell the nightmare and the prayers of the Egyptians, Indians and Syrians on board the 38-year old *Raptor* caught in a force 10 storm, a sea rage worthy of the Atlantic on the night of Saturday 25 to Sunday 26 November in the Mediterranean between Lesbos and Aliaga?

Who will tell the truth about how the sailors were abandoned to the waves and their merciless fate by CEDAR Marine Service, the commercial operator of the *Raptor* and responsible for helping her out in the event of a crisis at sea? In such cases, it is essential that the land side team provides the cargo ship at sea with sound advice and appropriate intervention. The ISM (International Safety Manager) cell is the first lifeboat of ships in difficulty.

The only testimony comes from an anonymous, otherworldly video of the waves breaking over the blue tarpaulin-covered hatches and beginning to flood the bottom of the *Raptor*.



Screenshots of the video published by Splash 247

Who will tell about the collusion between the Lebanese of Cedar Marine Service in Tripoli and the Egyptian owner of the *Raptor* in Alexandria, whose two other cargo ships are 38 and 39 years old and fly the flags of Togo and Palau?

Cedar Marine Services also operates the *Professor B*, a substandard ship used under the program of export of Ukrainian agri-food products (cf. p. 4).



Manassa Moon M, December 2022. © babür Halülü



Stinnes Monsun future Safi M, February 2009. © Dirk Van Laer

Who will blame the Hellas Naval Bureau classification society based in Piraeus, Greece, in the European Union, which at the time of the sinking was certifying the seaworthiness of the *Raptor*?

In the last 10 months of her trading life, she was inspected in the Ukrainian ports of Reni and Izmail, in the Egyptian port of Alexandria and 3 months before the sinking in the Romanian port of Tulcea, where she was detained at berth for 65 deficiencies before being released 18 days later, not all the wounds having been dressed. Tulcea in Romania had other priorities than dealing with a docked leech ship and some fifteen abandoned seamen. The *Raptor* flew the flag of the Comoros, a flag that often ends up at the bottom of the sea. She was part of a fleet of poor wretches worn out by hard work in the Eastern Mediterranean and the Black Sea, whose defects, trafficking and tattered flags were meticulously described in "[Shipbreaking](#)" # 59. Of the 14 crewmembers, one Egyptian was miraculously rescued by the Greek Navy. He had clung between life and death to a drifting drum of lubricant or paint.

***Raptor* (ex-Lady Bo, ex-Lady L, ex-Kaptan Ilyas Kalkavan, ex-Inci 5). IMO 8212350. 39 ans. Length 106 m, port in lourd 6,338 t. Comoros flag since June 2019; previously Panama (May 2017), Moldova (March 2017) and Türkiye. Classification society Hellas Naval Bureau since January 2022, previously Veritas Register of Shipping. Built in 1984 in Gebze (Türkiye) by Sedef Gemi Endustrisi.**

11 detentions: in 2000 3 times in Novorossiysk (Russia), in 2001 in Zeebrugge (Belgium) and again in Novorossiysk, in 2009 in Constanta (Romania), in 2017 in Berdiansk (Ukraine) and in Oristano (Italy), in 2018 in Burgas (Bulgaria) for 279 days, in 2020 in Tuzla (Türkiye) and in August 2023 in Tulcea (Romania) for 18 days.

Owned by Marshall Islands-registered Manassa 2M Shipping Ltd care of Manassa 2M Shipmanagement Co (Egypt).



July 2011, *Kaptan Ilyas Kalkavan*. © Olaf



February 2019, *Lady Bo*. © Tailandec

Sources

ABC; Advanced Shipping & Trading; Al Jazeera; Allied Shipbroking; Anchor Shipbroking; AP News; Austal.com; Best Oasis; Black Sea Memorandum of Understanding; Boatnerd; Bureau Veritas; Capital Register of Shipping; Chittagong Port Authority (the); Danish Naval History; Det Norske Veritas - Germanischer Lloyd; Diario Republica; Dredge Point; Dubai Petroleum; Ekathimerini; Energy Voice; Equasis; European Commission; European Maritime Safety Agency; Faktaomfartyg; Ferry-Site (the); Fleetmon; Fleetphoto.ru; G Captain; Global Marketing Systems; Great Lakes Shipping Chronicle (the); Gulfnews; Histarmar; IdyllicOcean; Indian Ocean Memorandum of Understanding; Insurance Marine News; Intermodal Research; International Labour Organisation; Lloyd's Register of Ships; Marin (le); Marine Link; Marine Traffic; Maritime Bulletin; Maritime Executive (the); Mediterranean Memorandum of Understanding; Medscrap; Mer et Marine; Miramar Ship Index; Navsource; Nippon Kaiji Kyokai; O Globo; Oil and Gas; I; Panama Maritime Authority; PaxPix; Petrobras; PetroleoHoje; Petronoticias; Pianeta Navi; Portos e Navios; Reuters; Rigzone; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Russian Trawler.narod; Safety 4 Sea; Safety at Seas; Schlumberger; Seafarers' Union of Russia; Ship and Bunker; Shipbid.net; Shipspotting; ShipwreckLog; Sindipetro-LP; SindoNews; Sjahistorie; Splah 247; Standard (the); Star Asia; Talcual Digital; Times of India (the); Times of Malta; Tokyo Memorandum of Understanding; Trade Winds; Transportation Safety Board of Canada; Tribuna da Imprensa Livre; TV One News Indonesia; TVM News (Malta); United Nations-Black Sea Grain Initiative; United States Coast Guard; Vessel Finder; Vessel Tracker; Worldwide Tug & OSV News.