

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

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Chiara, ex-MSC Chiara, Alang, November 2023. © Eren Topcu

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Robin des Bois (Robin Hood)
Non Governmental Organization for the Protection of Man and the Environment
Since 1985
14 rue de l'Atlas 75019 Paris, France
tel: 33 (1) 48,04,09,36
www.robindesbois.org
contact@robindesbois.org

Publication Director: Charlotte Nithart
Editors-in-chief: Christine Bossard, Jacky Bonnemains
Research: Christine Bossard, Jacky Bonnemains
Coordination : Elodie Crépeau-Pons
Translation: Christine Bossard, Jacky Bonnemains and Gaëlle Guilissen

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Grey matter and black manners

"Shipbreaking" is based on the saga and mess of the *Clémenceau*, the French aircraft carrier that was earmarked for scrapping in Spain in 2003, then in Türkiye, then in India, and finally scrapped in dry dock in Hartlepool, England, in 2010, after undergoing partial asbestos removal in the French military port of Toulon in the Mediterranean. A worldwide coalition of NGOs and ecology standard-bearers campaigning against the devastating effects of exposing workers to asbestos dust inhalation stood against the *Clem*, renamed Q-790, and inflicted a geopolitical, media and financial Trafalgar on the French government and its Navy.

To find out more about the end-of-life of ships and spread the word, on February 7, 2006, Robin des Bois launched the n°1 issue of "Shipbreaking" (English version) and "A la Casse" (French version) from its Paris yard. This bulletin of information and analysis on end-of-life ships, whose issue # 71 is published today, has become a sort of memorial to merchant and military navies. It is also a repertoire of all the fiscal, speculative, anti-social, anti-environmental and cover-up manoeuvres that still rightly make the bad fame of the sector. "Shipbreaking" is appreciated by seamen, maritime safety authorities, shipping consultants and customs.

It has to be recognised that while France now uses yards on its territory or in its immediate vicinity, the other countries of the European Union, with the exception of Ireland, have continued to export their disused grey hulls outside the European Union. Given their year of built and the priority to fire-fighting in wartime and peacetime, they contain copious quantities of free and bound asbestos, PCBs (PolyChloroBiphenyls) and brominated flame retardants in the thermal insulation, bulkheads, rubber seals and electrical cable sheathing. Paints on superstructures and below the waterline contain lead, zinc, tin, copper, cadmium, arsenic and asbestos too to fight against corrosion and radically dissuade plant and animal colonisation.

Since 2006, 46 European naval warships have been scrapped in Türkiye, where, as everyone knows, scrapping conditions and compensation after industrial injuries are far inferior to those in force in European Union scrapyards when approved by the Commission and controlled by national authorities. Military shipowners in the European Union act like civilian shipowners and sell their end-of-life ships to the highest bidders, who are also the lowest to take the human and environmental ecology in account. The attached Annex 2 provides proof of this, with special mentions for Portugal, which is still scuttling, and the United Kingdom, which between 2008 and 2024 sent 23 warships, including 3 aircraft carriers, to Aliaga in Türkiye.



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Arrival and scrapping of the *HMS Ark Royal* at Aliaga.

© Ministry of Defense

Türkiye also serves as a dumping ground for the Italian Marina Militare, which between 2018 and 2024 sent 11 surface ships and 4 submarines to Aliaga. Four other surface ships and one submarine should follow after contracts were awarded to an Aliaga scrapyards, but their delivery has been delayed by the Izmir Ship Dismantling Coordination. The mayor of Izmir (4.5 million inhabitants), who is a doctor, is a member of the coordination. The population is concerned about the accumulation and dispersion of pollutants in the terrestrial and marine environment (see on this issue "Shipbreaking" # 48, p. 48). Izmir

and Aliaga (population 80,000), both in the Aegean region, are 50 km apart. The 2023 sales of 12 ex-naval vessels brought in 2.1 million euros to the Italian Ministry of Defense.



Transport of submarines *Leonardo Da Vinci*, *Guglielmo Marconi* et *Carlo Feccia Di Cossato* on the *Seaway Albatross*. © Johann U96



April 2024, Italian naval vessels and submarines at Aliaga, pending scrapping. **screenshot Google Earth**

Most of the former Italian warships that have been reduced to "floats" are being transported to Aliaga on civilian semi-submersible vessels at the expense of the contracting yard. They have all been subject to inventories of hazardous materials, which have not been made public, a demilitarisation certificate and a certificate for the removal of radioactive sources. Some of the hydrocarbons and contaminated water have been removed. The demolition contract was awarded by auction to yards approved by the European Union. This generous gift is highly hypocritical. It allows the national navies of the European Union to make a profit from the sale of wrecks, almost all of which have been abandoned for 50 years or more. While in Pakistan, Bangladesh and India, ships to be scrapped crash on a demolition beach ("beaching" method), in Türkiye they end up on a compacted earth bank ("landing" method). The bow of the ship is on dry soil, and three quarters remain in the Aegean Sea. On a 1.5 km long coastline, 22 shipbreaking yards are lined up in very tight rows with no boundaries. The ships of some tip over onto the ships of others in an incredible mix of EU and non-EU-approved yards. The 1000-1500 workers in the scrapping area are exposed to explosions, broken winch chains, falling heavy parts, falls from great heights and torch burns. The Det Norske Veritas inspectors mandated (all too rarely) by the European Union to check that some Turkish shipbreaking sites comply with European standards in terms of working conditions and environmental protection are looking grim and swallowing a few bitter pills: according to the management of the sites inspected, oil pollution always comes from the sites next door; when workers don't wear PPE, it's because they don't want to; anti-pollution booms are broken up by the wind and waves; hazardous waste containers that are leaking will be replaced quickly; and the floating waste drifting alongside the wrecks comes from the sea and is carried by the waves. Despite the efforts undertaken, the Aliaga shipbreaking industry remains a mess. In the reports on Det Norske Veritas' visits to the Turkish yards, there is not a word about the extraction and management of asbestos.

Yet in Italy, the San Giorgio del Porto shipyard is available in Genoa. It was used to dismantle the *Costa Concordia*. It is included in the list of yards approved by the European Union. With its dry dock, it is potentially one of the best demolition sites available to shipowners around the world, but the Genoa yard, the only European one in the Mediterranean to comply with European standards, cannot compete with Turkish yards because of labour and management of hazardous waste costs in Italy.

See Annex 2. Non exhaustive inventory of European naval vessels scrapped (2006-2024), p. 93.

Mediterranean Shipping Company

It is no coincidence that the Aponte tribe, owners of MSC (Mediterranean Shipping Company), were able to buy the sumptuous villa of Claude Dauphin†, founder of Trafigura and charterer of the *Probo Koala*, on the shores of Lake of Geneva, and to buy several press titles in Italy. The Apontes and their allies are very close to their pennies. Money matters are family secrets. For them, there is no such thing as a small profit and you have to make gold out of old junk. Between 2006 and 2022, MSC sold 102 container ships and general cargo ships with an average age of 29 years for demolition to the Indian Alang cartel, which can afford to be the highest bidder by cutting back on the protection of workers and the environment. The "Shipbreaking" statistics prove it: there is an unbroken loyalty between the Panama flag, MSC and Alang except for the *Athina* and *Mee May* which were shipped to Pakistan and the *Alpana*, *Carole*, *Roberta*, *Mirella* and *Ronit* which were shipped to Bangladesh for their final voyages. Based on an average of 380 US\$ per tonne, the sale of the 102 containerships operated to the bone brought in almost 500 million US\$ for MSC.



In this issue of "Shipbreaking", 8 container ships and 1 general cargo ship were sold in October, November and December 2023 and January, February and March 2024. On the basis of 500 US\$ per tonne, they earned MSC 55 million US\$.

In total, in 2023 and 2024, MSC sold 23 container ships with an average age of 32 years to Indian scrap dealers. MSC is operating its ships for longer and longer. On the basis of 500 US\$ per tonne, their sale brought in 165 million US\$.

MSC also knows a thing or two about tax optimisation and asset protection. To avoid a cascade of seizures in the event of an investigation into illegal trafficking or financial disputes, each cargo ship operated by MSC is owned by a specific subsidiary on the "Single Ship Company" principle. Most of these subsidiaries are registered in Liberia or Panama. When their single ship is scrapped, the proceeds of the sale are paid into exotic accounts in countries that are more or less likened to tax havens.



Chiara, ex-*MSC Chiara*, Alang, November 2023. © Eren Topcu

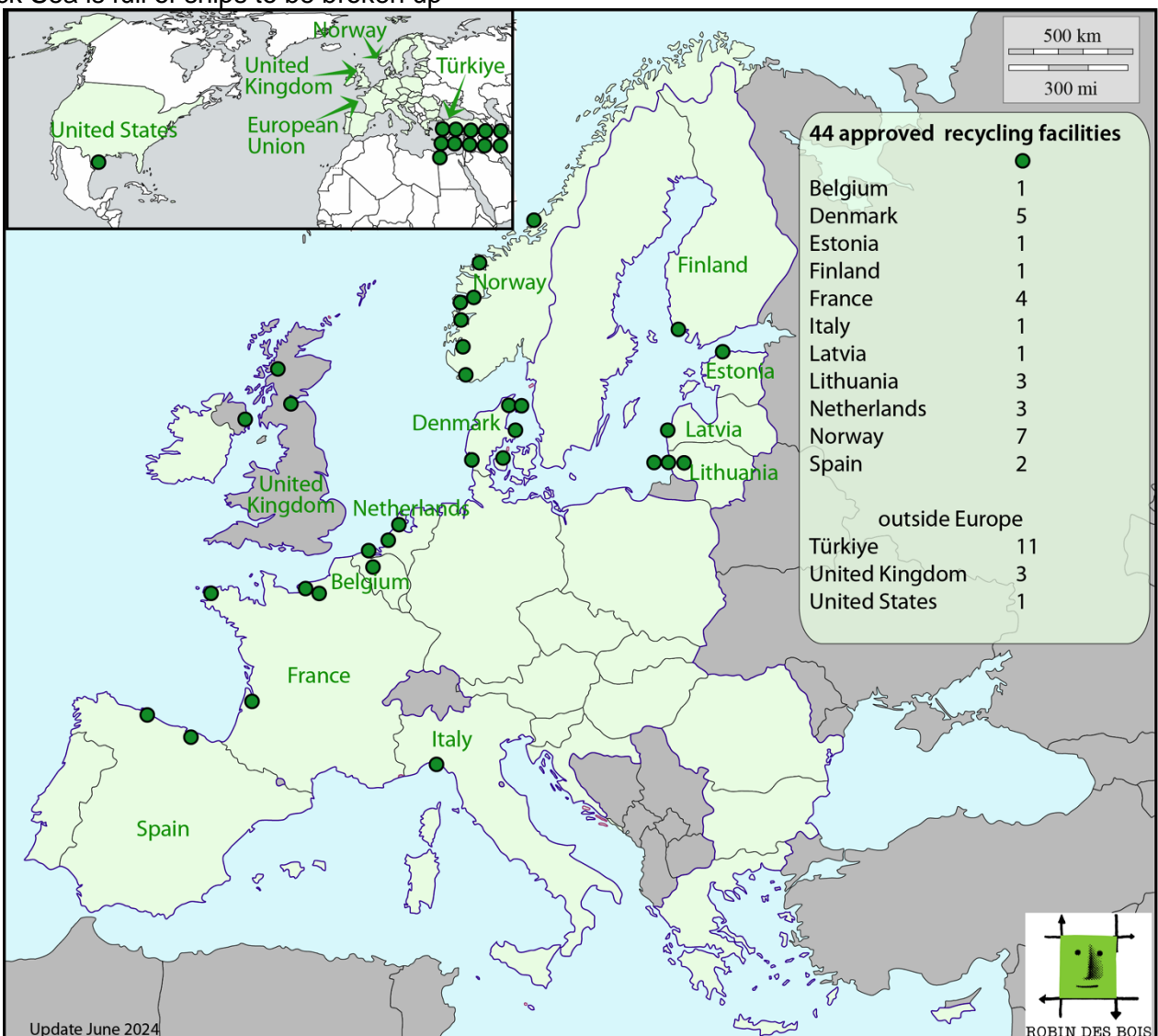
See Annex 3. Inventory of MSC ships scrapped (2006-2024), p. 96.

Regulation: in Europe and worldwide

In Europe

Vessels flying the flag of a member state must be directed to yards approved by the European Commission since the European regulation came into force (January 1, 2019). The list of approved yards is regularly updated to include new facilities assessed as compliant, or to remove some.

A draft proposal was published on April 8, 2024. Two additional Turkish yards should be included. Inspections at Dortel Gemi Söküm Demir Celik San. Ve Tic. Ltd. Şti. yard and Ege Gemi Söküm San Ve Metal San.Tic yard concluded that they complied with the requirements of the European regulation. Two yards based in the European Union have not yet applied to State authorities for renewal of their permits, which were due to expire on March 28 and May 25, 2024. Sagro Annemingsmaatschappij Zeeland B.V., based in Nieuwdorp (Netherlands), and UAB Demeksa, based in Klaipeda (Lithuania), could therefore be removed from the European list. Bad news for the diversity of the European offer and for the Black Sea: Bulgaria informed the European Commission that Ship and Industrial Service Ltd, based in Varna, Bulgaria, has ceased its activities. This was the only EU-approved yard in the Black Sea. The Black Sea is full of ships to be broken up



Proposal for the 13th list of EU-approved shipbreaking yards: 44 facilities considered as compliant

Worldwide

Hong Kong Convention

The Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships will come into force on June 26, 2025. The main shipbreaking countries are party to it: Türkiye (January 2019), India (November 2019), Bangladesh (June 2023) and Pakistan (November 2023). The three main flags of convenience, accounting for 46% of the world merchant fleet too: Panama (September 2016), Liberia (June 2023), and since January 2024 the Marshall Islands. The ratification by Pakistan is all the more astonishing as, to date, none of its yards is considered by a first rank classification society as meeting the Convention's criteria.

24 countries are currently parties to the Hong Kong Convention: Bangladesh, Belgium, Congo, Croatia, Denmark, Estonia, France, Germany, Ghana, India, Japan, Liberia, Luxemburg, Malta, Netherlands, Norway, Pakistan, Panama, Portugal, Marshall Islands, Sao Tome & Principe, Serbia, Spain and Turkey. The absence of China in this list is worth noting.

The forthcoming entry into force of the Hong Kong Convention is arousing interest for the development of a shipbreaking industry even in countries such as Brazil or Egypt, that have not ratified it.

Brazil

Brazil is getting a foot in the market. In early 2023, the state-owned company Petrobras presented its new oil rig and ship recycling policy. Environmental, health and social impacts will now be taken into account. Selected yards will be required to have dry docks or at least watertight surfaces equipped with drainage systems, and to have implemented corruption control measures. The inventory of hazardous materials must be carried out by an internationally recognized company. Yards outside Brazil that will eventually be selected by Petrobras will have to comply with the European Ship Recycling Regulation.

The first tenders for the two Floating Production, Storage and Offloading (FPSO) units, *Petrobras 32* and *Petrobras 33*, were awarded to Brazilian steelmaker Gerdau in partnership with Rio Grande-based Ecovix yard.

Petrobras plans to scrap 26 aging floating units, platforms or vessels, by 2027 and a further 27 by 2029. The tenders for *Petrobras 32* and *Petrobras 33* specified that the vessels should be broken up in national yards, thus promoting the establishment of a South American industry. In May 2024, a memorandum of understanding was signed between Porto Central authorities, near Vitoria (State of Espirito Santo) and Mars Europe AS to study the feasibility of a shipbreaking yard. MARS (Modern American Recycling) based in Gibson (Louisiana, USA) operates several oil rig and barge recycling facilities in Louisiana and Alabama. The facility operated by its subsidiary Mars Europe AS in Frederikshavn is included on the EU-approved European list of yards. In particular, the FPSO units *Petrojarl Banff*, *Petrojarl Foinaven* and *Zafiro Producer* (see "[Shipbreaking](#)" # 70, p. 9) were broken up at MARS Europe AS yard. They were the largest vessels scrapped in Europe (excluding *Costa Concordia*).

This competition is good news for the development of a shipbreaking industry in South America, not to mention the scuttling of the aircraft carrier *Sao Paulo (ex-Foch)*, off the Brazilian coast, which sparked international waves of protest and even indignation.

Egypt

The Egyptian Minister of Transport has signed a memorandum of understanding with El Wehda Industrial Development to implement a shipbreaking and recycling project in Damietta, on the Mediterranean coast. The planned yard should meet the international standards such as the Hong Kong Convention and European regulations. It would be a medium-sized yard capable of handling ships up to 230 m long.

The amount of the investment and the operational timeline were not specified even though Egypt wants to reduce as quickly as possible its dependence on scrap imports. However, there is no guarantee that the project will come true.

Overview of the 4th quarter 2023 and 1st quarter 2024, from October 1, 2023 to March 31, 2024

177 ships, i.e. 73 in Quarter 4 2023 (October, November, December) and 104 in Quarter 1 2024 (January, February, March). 1.2 million tons to be recycled. The shipbreaking market is stalling. 2023 is down 4% compared to 2022, which was already the worst year since 2007. Year 2024 continues at the same pace.

Bangladesh (42%) widens the gap with India (33%). The two leaders are ahead of Pakistan (11%) and Türkiye (6%). The main shipbreaking countries had their activity reduced, by -12% (Bangladesh) to -34% (Türkiye), with the exception of Pakistan (+65%).

Tonnage recycled	Ships
1: Bangladesh, 512.000 t (42%)	1: Bangladesh, 74 (42%)
2: India, 409.000 t (34%)	2: India, 56 (32%)
3: Pakistan, 139.000 t (11%)	3: Pakistan, 17 (10%)
4: Türkiye, 71.000 t (6%)	4: Türkiye, 17 (10%)

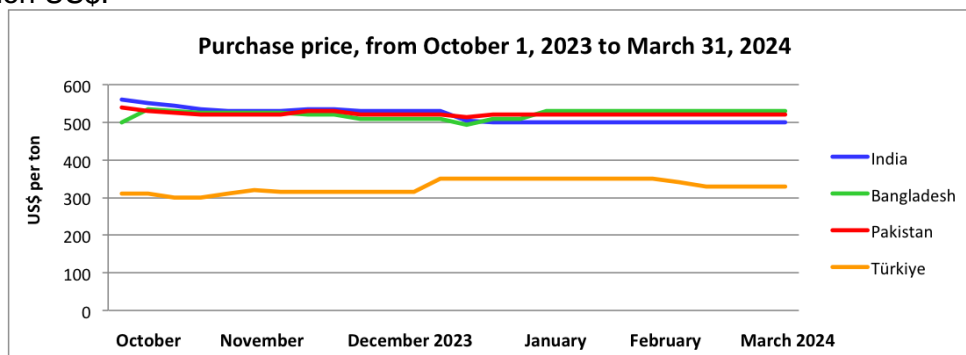
Container ship scrapping continues. The average number of container ships broken up is modest: 6 vessels per month, far from the mass beaching expected by the market. Container ships represent 27% of the tonnage scrapped. These are small units: 34 have a capacity of less than 2,500 containers, 3 between 2,500 and 4,000, 5 over 4,000. The largest one is the *MSC Rita* (8089 boxes), prematurely scrapped after suffering a fire. In all, the 38 container ships could carry 69,000 containers.

Bulk carriers (25% of tonnage) come second. 63% were beached in Bangladesh.

The share of oil tankers, chemical tankers and gas carriers stabilized at 20%. 4 of these were floating storage units, accounting for 62% of the scrapped tanker tonnage.

Tonnage recycled by category	Ships
1: container ship, 335.000 t (28%)	1: container ship, 38 (21%)
2: bulker, 311.000 t (26%)	2: general cargo ship, 34 (19%)
3: tanker, 245.000 t (20%)	3: bulker, 32 (18%)
4: general cargo ship, 125.000 t (10%)	4: tanker, 27 (15%)

There were no significant variations in the prices per ton offered by shipbreaking yards. The number of vessels for sale is low compared with the prosperous years. Prices remain high, above 500 US\$ per ton in the Indian subcontinent. In Türkiye, there was an increase at the end of 2023, prices then stabilized at just over 300 US\$. For tonnage from Bangladesh and India alone, the shipbreaking market represented some 480 million US\$.



In the Mediterranean, the burnt-out livestock carrier *Elbeik* was sold by the port of Tarragona for demolition in Türkiye at about 60 US\$ per ton (see p. 11).

164 ships were scrapped in the Indian subcontinent (83%) and in Türkiye (10%).

109 ships (62%) were classed by a classification society member of the IACS (International Association of Classification Societies). For 30 of them (17%), the classification society is unknown. "Shipbreaking" observed this deficiency in its previous edition. The proportion of unknown classification societies was then 11%. Questions about the safety of navigation of ships heading for the scrapyards, and about insurance cover in the event of a shipwreck during the last voyage, are becoming major issues.

Added to this uncertainty is "declassing", that is, the change of the classification society responsible for inspecting the vessel during her trading life to a lower-ranking one such as Capital Register of Shipping based in the USA, Foresight Ship Classification based in Singapore, Isthmus Bureau of Shipping based in Panama or Maritime Bureau of Africa based in Cape Town (South Africa).

With 8 ships, Capital Register of Shipping confirms its status as the most popular classification society for the last voyage (cf. "Shipbreaking" # 70 p. 14).

89 ships (50%) have been detained prior to scrapping.

Three general cargo ships aged 37, 43 and 47 years are on the podium of substandard ships. The Sierra Leone-flagged *Silver Wind* (16 detentions, p. 28), the Togolese-flagged *Oscar I* (16 detentions, p. 34) and the Comorian-flagged *Aljamil* (13 detentions, p. 29). The *Silver Wind* was beached in Bangladesh, the *Oscar I* in Pakistan and the *Aljamil* in India.



Silver Wind, 37 years old, Sierra Leone flag.
© Sergei Skriabin



Oscar I, 43 years old, Togolese flag.
© Alexander Kroner



Aljamil, 47 years old, Comoros flag. © Airdrone RO

81 ships (46%) were deflagged for the last voyage. St Kitts & Nevis (27) remains the most popular funeral flag ahead of Comoros (17), Sierra Leone (10) and Gabon (14).

59 years. This is the age of the veteran, the pilot vessel *Défiant* (p. 85) beached in India as *White Palm*. After her come the offshore service vessel *Tim Sumed* (p. 79) scrapped in Egypt and the livestock carrier *Equality* beached as *Quality* in India, both 57 years old. In all, ten vessels aged 50 and over were scrapped. Among them were the Canadian cruise ship *CTMA Vacancier*, ex-Finnish ferry *Aurella* (p. 14), 51 years old, beached in Alang as *Ancier*, and the Italian ferry *Moby Vincent*, 50 years old, scrapped in Türkiye (p. 12).



OMS Defiant, arriving in Cape Town (South Africa) in 2012. © rodderscpt

The average age for all categories is 33 years.

52 ships (29%) were built in the European Union, in Norway or in the United Kingdom.

32 ships, representing 25% of total tonnage, belonged to shipowners from the European Union, the European Free Trade Association or the United Kingdom, including 9 to the Italian-Swiss shipowner Mediterranean Shipping Company and its subsidiaries, and 7 by Greek shipowners. 21 are bound for yards established in the Indian subcontinent, 8 for Turkish yards, and 2 for yards of the Netherlands and Latvia.

China continues to export its end-of-life ships and their waste. 37 vessels from Chinese and Hong Kong shipowners have been scrapped. 73% were bound for Bangladesh. The deflagging rate of Chinese ships for the last voyage has reached 84%.

Russia scrapped 10 vessels with an average age of 37 years, including 6 factory ships, fishing vessels and fish carriers.

26 km. This is the length of the convoy of scrapped ships. 98 ships (55%) were less than 150 m long, 49 (28%) between 150 and 200 m and 30 (17%) over 200 m. Three ships were over 300 m long.

The largest is the ex-Brazilian unit *Petrobras 33*, 49,000 t (p. 74), a Floating Production, Storage and Offloading (FPSO) unit operated offshore Brazil by Petrobras. The final price is not known; the reserve price was 3 million reales (606,000 US\$ or 12 US\$ per ton). The *Petrobras 33* will be scrapped in Brazil. Two floating oil storage vessels, the *FSU Soorena* (41,000 t) and the *Nan Hai Sheng Li* (33,000 t) are bound for Bangladesh. Their sale should bring in 21 million US\$ and 17 million US\$ respectively for the shipowner and middlemen.



Petrobras 33, 46 years old, 49,000 tons to recycle. © Brazil Energy



FSU Soorena, 48 years old, 41,000 tons, 21 million US\$. Collection Auke Visser



Nan Hai Sheng Li, 49 years old, 33,000 tons, 17 million US\$. © Modec

Livestock carrier

The *Elbeik* made the headlines worldwide for her erratic 92-day voyage in the Mediterranean from December 18, 2020 to March 19, 2021 with 1,779 calves on board, all of which were slaughtered after returning to Spain. She briefly resumed trading. On August 6, 2021, she suffered a fire off the coast of Tarragona where she was due to load cattle. She was declared a total loss and had since then been cluttering up the Levant Quay in the Spanish port. She was put up for auction on March 21, 2023, with a reserve price of 330,000 €. No buyer showed any interest then, nor in the second attempt despite a reserve price down to 245,000 €.



May 8, 2023, *Elbeik* at Tarragona. © Animal Welfare Foundation

In May 2024, the Tarragona Port Authority announced to have directly finalized the sale of the bulky vessel for 88,000 €, about 60 US\$ per ton.. The buyer is the Turkish cash buyer Rota Shipping. On its website, Rota Shipping says it is working in partnership with "six first class Turkish shipbreaking yards": Aliğa Gemi Geri Dönüşüm Ltd. Şti, Anadolu Gemi Söküm Ltd. Şti, Dörtel Gemi Söküm Ltd. Şti, Ege Çelik Gemi Söküm A.Ş., Temurtaslar Gemi Sokum A.S., Işıksan Gemi Söküm Ltd. Şti. To date, only Anadolu and Ege Çelik are among the facilities approved by the European Union. Dörtel is due to be included in the European list at the next update. As for Işıksan, it was removed from the list in December 2022 after inspections following fatal accidents uncovered shortcomings and irregularities.

October-November-December 2023

Equality (ex-*Zaher V*, ex-*Afroditi*, ex-*Fastock*, ex-*Livestock*, ex-*Purcell Livestock*, ex-*Somerset*). IMO 6703343. Ex-Ro Ro converted in 1981 at the age of 15 years. Lengthened in 1972 from 112 to 124 m, 3,700 t. Built in 1966 in Elseneur (Denmark) by Helsingør Verft; completed in Hamburg (Germany) by Howaldtswerke. Deflagged from Lebanon to St. Kitts and Nevis for her last voyage shortened to *Quality*. Classification society Croatian Register of Shipping. Detained in 1999 in Greenore (Ireland). Owned by Seychelles-registered and single ship company FaFi Shipping Ltd care of Mary Marine Ltd (Lebanon). Acquired in November 2023 by Marshall Islands-registered Shore Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India. She left Sharjah (United Arab Emirates) on November 11 and was beached in Alang on November 22.

The *Equality* belonged to the fleet of vessels approved by the European Union for the maritime transport of livestock. She was approved by France.

(See the report "[64 EU-approved livestock carriers](#)", March 2024).



Quality, Alang, plot 135, December 2023.

© Eren Topcu

Ferry

January-February-March 2024

Amanah (ex-*Al Yosefeyah*, ex-*Adriatica*, ex-*Emilia*). IMO 7602106. Lengthened in 1987 from 136 to 148 m, 8,832 t. Saudi Arabia flag. Classification society Bureau Veritas. Built in 1979 in Castellammare (Italy) by Italcantieri. Along with *Aurelia*, *Clodia*, *Flaminia*, *Domiziana*, *Nomentana*, she belonged to a series of six vessels built for Tirrenia di Navigazione SpA based in Naples (Italy). After she was lengthened, she was able to accommodate 2000 passengers and carry 610 vehicles.



Emilia, July 6, 1992, Genoa (Italy). © Carlo Martinelli



Adriatica, June 9, 2010, Suez_(Egypt). © Falstaff.

In 2006, she was acquired by Enermar, another Italian shipowner and renamed *Adriatica*. Sold in 2011 at the age of 32 to Namma International Trading (Saudi Arabia). Sold for demolition in India. 530 US\$ per ton.



Arrival at Alang. © Kishor Solanki



Amanah, Alang, May 2024. © Eren Topcu

Moby Vincent (ex-*St. Brendan*, ex-*Stena Normandica*). IMO 7360605. Length 121 m. Italian flag. Classification society Registro Italiano Navale. Built in 1974 in Bremerhaven (Germany) by Rickmers for Stena AB (Sweden). She was one in a series of 4 sisterships (along with *Stena Atlantica*, *Stena Nautica*, *Stena Nordica*) built by the German yard. She could accommodate 1600 passengers and 550 vehicles. Depending on her many charterings, she was assigned to services linking Gothenburg (Sweden) to Danish ports (Frederikshavn) or German ports (Kiel) in the Baltic, but also operated on routes between Denmark and Germany (Gedser/Travemünde), Great Britain and France (Southampton/Le Havre), the Netherlands (Ipswich/Rotterdam, Hull/Rotterdam) or Ireland (Fishguard/Rosslare) and during several winter seasons between Marseille, Alicante and Algiers. In April 1985 she was acquired by Royal Scot

ferry

Leasing registered in Nassau (Bahamas), a subsidiary of Sealink British Ferries and continued her service between Fishguard and Rosslare as *St. Brendan*.



Stena Normandica. © Reinhard Nerlich



St Brendan. collection Nigel Thornton



Moby Vincent, Genoa (Italy), August 4, 1991.
© Carlo Martinelli



Moby Vincent, Leghorn (Italy), July 2, 2022.
© Antonio Giordano

In October 1989, she was acquired by Navigazione Arcipelago Maddalenino (Navarma, which became Moby Lines in 1992), left for the Mediterranean in May 1990 and became the *Moby Vincent*, mainly intended to compete with the French State-owned SNCM (Société Nationale Corse Méditerranée) on the Genoa-Bastia or Leghorn-Bastia routes. She sailed her last season in 2023 and was laid up in Leghorn (Italy) in October. In January 2024, she was sold as is in Leghorn for demolition in Türkiye. She left Italy on her own power and was beached in Aliaga on April 15.



Moby Vincent, Aliaga. © Selim San



Cruise ship

January-February-March 2024

Al Dhafera (ex-*Fulk Al Salamah*). IMO 8509026. Length 136 m, 6,040 t. Deflagged from Oman to Comoros for her last voyage shortened to *Dhafi*. Classification society Lloyd's Register of Shipping until July 2016 then unknown. Built in Vegesack (Germany) by Bremer Vulkan. Owned by Royal Yachts (Oman). Acquired as is in Oman by United Arab Emirates-registered Winter Trading FZE prior to her departure for demolition in Pakistan. 387 US\$ per ton.



Al Dhaferah, Alicante (Spain), May 4, 2012. © Vanderley



February 2024, *Dhafi* arriving under tow in Gadani. © Gadani Ship Breaking Yard

CTMA Vacancier (ex-*City of Cork*, ex-*Egnatia II*, ex-*Ville de Sete*, ex-*Egnatia II*, ex-*Saint Patrick II*, ex-*Aurella*). IMO 7310260. Length 126 m, 6,283 t. Deflagged from Canada to for her last voyage shortened to *Ancier*. Classification society Lloyd's Register of Shipping. Built in Neuenfelde (Germany) by JJ Sietas Schiffswerft for the Finnish company SF Line to operate the service Naantali–Mariehamn–Kapellskär from South Finland to Sweden. In 1982, she left the Baltic Sea after she was acquired by Irish Continental Lines and renamed *Saint Patrick II* to serve as extra capacity on the France / Ireland route during the summer months. In the winter months, she was chartered to a number of companies (North Sea Ferries, Belfast Car Ferries, B&I Line, DFDS Seaways, Stena Line, Sealink UK, P&O European Ferries, Estonian Shipping Company) and operated on as many services in Northern Europe. In 1997 she was decommissioned at Le Havre (France) and offered for sale but she was finally chartered to Hellenic Seaways in the Mediterranean. She was then linking Brindisi (Italy) and Patras (Greece) as the

Egnatia II, eventually became the *Ville de Sete* when she was operated in 2000 between Sète (France) and Palma (Balearics, Spain) in summer 2000. She was back for a short while in Northern Europe in 2001 as the *City of Cork* connecting Wales and Ireland. She was detained twice in 2001 in Cardiff (United Kingdom) and was then decommissioned in Piraeus (Greece).



Aurella. © Viking Line Postcards



Saint Patrick II. © Andreas Modersitzki



Egnatia II. © Tom Grootenboer



Ville de Sete. © Andreas Wörteler

In 2002, she was acquired by Coopérative de Transport Maritime et Aérien (CTMA, Canada) and started at the age of 29 a second career as a cruise ship.



CTMA Vacancier. © Simon Laberge

CTMA was founded in 1944 to transport people and cargoes in the frame of the development and opening up of the Magdalen Islands in the Gulf of St Lawrence (Canada). In addition to the ferry service, CTMA was also offering a cruise service since 2002. The *CTMA Vacancier* operated weekly cruises on the St Lawrence, from Montreal to Cap-aux-Meules on the Magdalen Islands, accomodating 4,000 tourists a year. In October 2019, her last cruise celebrated CTMA's 75th anniversary. The Covid pandemic put an end to the cooperative's cruising activity. Refitting the *Vacancier* would have been too

cruise ship

costly. In March 2021, CTMA had awarded the recycling contract of its ferry *Madeleine* to the Canadian company Marine Recycling Corp for local demolition in Nova Scotia (see "[Shipbreaking](#)" # 62, p. 25-26). In 2024, the CTMA changed its policy and abandoned principles. The *CTMA Vacancier* was exported to India, some 15,000 km from Montreal. She was sold for \$2 million to Super Shining Shipping Corp, registered in the Marshall Islands care of Resurgence Ship Management Pvt Ltd (India).

The ex-CTMA *Vacancier* left Canada on her own power, sailed down the Suez canal and was beached in Alang on March 9.



Ancier, Alang shipbreaking yard, plot 15. © Eren Topcu

Factory ship

2023: October-November-December= 2

2024: January-February-March = 4

October-November-December 2023

Aleksandr Shalin (ex-*Selga*). IMO 8832978. Length 55 m, 839 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1990. One of the 347 factory ships of the *Vasiliy Yakovenko*-type or project 302-EM built from 1971 onward in Kyiv (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 MAG-SEA International (Russia). Sold to Trade Bridge Inc Ltd (Hong Kong, China) prior to her departure for demolition in India. She left Vladivostok on November 12, 2023 and was beached in Alang on December 16.



Aleksandr Shalin, December 2020, Vladivostok (Russia). © Sergei Skriabin

Nisshin Maru (ex-*Chikuzen Maru*). IMO 8705292. Length 130 m, 6,268 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Innoshima (Japan) by Hitachi as the trawler ship *Chikuzen Maru*. The moratorium on commercial whaling decided by the International Whaling Commission (IWC) came into force in 1986. It did, however, allow whaling for scientific research purposes. In 1991, the *Chikuzen Maru* was bought by Kyodo Senpaku Kaisha Ltd, a Japanese company specializing in whaling and the sale of whale meat and by-products. The trawler which was briefly operated in the Pacific Ocean in the waters under the US jurisdiction was converted into a factory ship and became the *Nisshin Maru*, the mother ship of the Japanese whaling fleet, from then onward dedicated to "scientific whaling" in the Antarctic. Her predecessor *Nisshin Maru 3* was scrapped in Shanghai (China) in 1991 after 44 years of operation. Her successor is the *Kangei Maru*.



Nisshin Maru, February 10, 2011, Ross sea, Antarctica. © Gary Stokes

In February 2007, a fire broke out on board, killing one crewman. The alarm was raised late. The *Nisshin Maru* went adrift. Her holds could carry 2,600 tonnes of heavy fuel oil, and her simple hull was not ice-strengthened. For the New Zealand authorities in charge of rescue operations in the area, this was the most serious incident ever to threaten Antarctic waters and their biodiversity. Over the course of her career, the *Nisshin Maru* also collided on several occasions with vessels operated by the NGO Sea Shepherd. She continued "scientific whaling", with a truce in 2014, until Japan's withdrawal from the IWC in 2018. She remained the mother ship of the Japanese whaling fleet as commercial whaling resumes in the waters of the Japanese archipelago's Exclusive Economic Zone in 2019.

On August 13, 2023, the *Nisshin Maru* left Sendai (Tohoku region), north of the main island of Honshu, for a final hunting campaign off Tohoku and Hokkaido. In November, she was decommissioned in Shimonoseki, south of Honshu. Her official status is "broken up" since December 2023 but her demoltion has to be confirmed. On board, at least 18,000 whales have been chopped up.



Nisshin Maru, waiting for demolition in Kitakyushu (Japan).
© Xavier Mervyn Dixon

Information	Since
IMO number :	8705292
Name of ship :	NISSHIN MARU (since 01/10/1991)
Call sign :	JJCJ
MMSI :	
Gross tonnage :	8145 (since 01/06/2013)
DWT :	5555
Type of ship :	Fish Factory Ship (during 1991)
Year of build :	1987
Flag :	Japan (since 01/12/1987)
Status of ship :	Broken Up (since 10/12/2023)
Last update :	12/03/2024

December 10, 2023: broken up.
Source Equasis

January-February-March 2024

Flipper 4 (ex-*Dakonta*, ex-*Vladimir Kalinin*). IMO 8522092. Length 62 m, 1,780 t. Guinea Bissau flag since May 2017. Previously Comoros (2002), Ghana (2001). Unknown classification society, Previously Russian Register of Shipping. Built in 1985 in Stralsund (ex-East Germany) by Volkswerft VEB. One of the 84 factory ships of the *Orlyonok* type or project Atlantik-333 built by the East German yard between 1981 and 1985. They were equipped for pelagic and ground fishing, for the production of frozen fish (30 t/day), fish meal (12 t/day of raw fish) and fish-liver oil (4.8 t/day of raw fish) and the transport of catch to port (cargo capacity 230 t). Abandoned in Las Palmas (Canary Islands, Spain) by her official Panama-registered shipowner Daspescas Group. She was towed and beached in Aliaga on January 3, 2024.



Flipper 4, in Las Palmas, December 2022 © Tallart



Flipper 4, arriving under tow in Aliaga. © Selim San

Tsar (ex-*Pyotr Zhitnikov*). IMO 8610265. Length 179 m, 16,627 t. Deflagged from Russia to St. Kitts and Nevis for her last voyage renamed *Sarco*. Classification society Russian Maritime Register of Shipping until January 2024 then Capital Register of Shipping. Built in 1989 in Rauma (Finland) by Rauma-Repola. One of the three *Sodruzhestvo*-type factory ships or project R-743D built by the Finnish yard in 1988-1989. They were equipped for the production of frozen fish or crab (160 t/22 hours), canned crab (50,000 cans/22 hours) and canned fish (400,000 cans/22 hours), fish preserves (55 t/22 hours) and fish meal (120 tons/22 hours). They were also meant to supply fishing vessels with fuel, water and provisions. They had 520 beds for the crew and workers employed on board.

On September 23, 2019, a fire broke out on board the *Pyotr Zhitnikov* then operating south of the Kuril Islands. 361 of the 419 crew members were evacuated to other vessels. 59 sailors remained on board to fight the fire with the help of 4 response vessels. The fire was finally declared under control on September 30.

The ship was repaired and sold, and later resumed service as *Tsar*.

Owned by Defreeze Llc (Russia). Acquired by Marshall Islands-registered Marine Line Ltd care of GR Shipping Pte Ltd (Singapore) prior to her departure for demolition in India.



April 29, 2009, *Pyotr Zhitnikov*, Vladivostok. © Vitalicus



March 12, 2024, *Sarco*, Alang. © Kishor Solanki

Viliga (ex-*Virsaytis*, ex-*Virsaitis*, ex-*Auseklis*). IMO 8826199. Length 55 m, 804 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1989 in Kyiv (Ukraine) by Leninskaya Kuznitsa. One of the 347 factory ships of the *Vasiliy Yakovenko*-type or project 302-EM 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 Mag Sea International (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong, China) prior to her departure for demolition in India. She left Vladivostok and was beached in Alang on February 6, 2024.



Viliga, Vladivostok (Russia), October 20, 2017. © SamyelB

Fishing ship

October-November-December 2023

Western Enterprise (ex-*Spring Rain*). IMO 8016342. Length 56 m, 868 t. Ex-offshore supply vessel converted in 1987 for crab fishing. Deflagged from Russia to Mongolia for her last voyage shortened to *Western V*. Classification society Russian Maritime Register of Shipping. Built in 1980 in Moss Point (USA) by Halter Marine as *Spring Rain* for D.F Levy Marine Ltd of Morgan City (Louisiana, USA) and operation on the offshore oil and gas fields in the Gulf of Mexico. She was the first in a series of 6 ships, along with the *Summer Sun*, *April Showers*, *Spring Mist*, *September Morn* and *Winter Snow* all converted to fishing ships except for the *September Morn*. Owned by Pacific Ocean Fishing Co Ltd (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong, China) for demolition in India. 600 US\$ per ton.



Summer Sun, sistership of the *Spring rain*, in offshore supply times.

© Maritime Reporter and Engineering News,
15 April 1981



Western Enterprise, arriving in Busan (South Korea), March 2016.

© Vladimir Tonic

January-February-March 2024

Kaiyo Maru No,1 (ex-*Oshoro Maru*). IMO 8401365. Length 73 m, 1,699 t. Deflagged from Japan to Sao Tome & Principe for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tamano (Japan) by Mitsui Engineering & Shipbuilding. Ex-ship of the Faculty of Fisheries of Hokkaido *Oshoro Maru*, 4th of the name, operated for halieutic research and the training in ship and fishery operations.



Oshoro Maru, Shigama, August 22, 2013. © aquos 550

Owned since 2014 by Kaiyo Engineering Co Ltd (Japan) claiming to be an expert in the aquatic environments and resources and a specialist in seabed topology and geology. Sold for demolition in Bangladesh. She was beached as *S Maru 5* at KR Ship Recycling Yard.



Kaiyo Maru No, 1. © Kaiyo Engineering



S Maru 5, arriving in Chattogram.
© Md Mamun Ur Rashid/Sitakunda Shipbreaking

Proliv Longa (ex-*Khan II*, ex-*Khan*). IMO 7229320. Length 71 m, 1,216 t. Deflagged from Russia to Vanuatu for her last voyage. Classification society Russian Maritime Register of Shipping. Built in Niigata (Japan) by Niigata Engineering Co. Owned by Kamkorn & Co (Russia). Acquired by Vanuatu-registered Kanmex Services Ltd prior to her departure for demolition in India.



Proliv Longa, Vladivostok, April 24, 2020. © Vtalicus

Fishery research vessel

October-November-December 2023

Alfred Needler. IMO 7907104. Length 50 m. Canadian flag. Classification society American Bureau of Shipping. Built in 1982 in Pictou (Canada) by Ferguson Industries for the Ministry of Fisheries and Oceans of Canada. She was named after the Canadian statesman, oceanographer and marine biologist Alfred Walker Holinshead Needler (1906-1998). She was operated for offshore fishery research and migratory fish stock assessment in the North West Atlantic



Alfred Needler, September 20, 2015 en route for St John's (Newfoundland). © Wes Pretty

After suffered several mechanical failures in late 2022-early 2023 and an assessment of repair costs, the Canadian Coast Guard announced the *Alfred Needler* was to be retired. In December 2023, she was towed by tug *Lois M* from Dartmouth (Nova Scotia, Canada) to Marine Recycling Corp facility in Sydney, Nova Scotia as well.



October 2023, *Alfred Needler*. © Shifax

Reefer

2023: October-November-December = 3

2024: January-February-March = 2

October-November-December 2023

Her Wen No. 1. IMO 8680442. Fish carrier. Length 95 m, 2,198 t. Deflagged from Taiwan to St. Kitts and Nevis for her last voyage shortened to *Wen No. 1*. Classification society Capital Register of Shipping since December 2023. Built in 1988 in Taiwan. Owned by Her Wen Fishery (Taiwan). Sold for demolition as is in Singapore in December 2023 to Elite SN Overseas FZC (United Arab Emirates) care of Trinitas Ship Management Pvt (India). The destination of demolition is to date unknown.



October 1994, the six-year-old *Her Wen No1* off Singapore. © Frafo

Ice River (ex-American Reefer). IMO 8311118. Length 145 m, 6,985 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Panama-registered Whisper Mariner Corp care of Cool Carriers AB (Sweden). Sold for demolition in India. 573 US\$ per ton including 250 t of aluminium.



Ice River, Marseille (France), September 17, 2021.
© Pascal Bredel



Ice River, Alang, plot 19.
© Alang Info

Shun Ze Leng 6 (ex-*Almeda Star*, ex-*Tundra King*, ex-*Del Monte Pride*). IMO 8816156. Length 158 m, 7,006 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Ze Leng*. Classification society Overseas Marine Certification Services. Built in 1991 in Sevilla (Spain) by Astilleros Espanoles (AESAs). Detained in 2009 in Novorossiysk (Russia) and in 2021 in Zoushan (China). Owned by Hong Kong Shunze International (Hong Kong, China). Acquired as is in Zoushan (China) in December 2023 by Marshall Islands-registered Sea Line Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in India.

January-February-March 2024

Bukhta Nagaeva (ex-*Zalgiris*, ex-*Solano*). IMO 8313879. Length 95 m, 2,353 t. Deflagged from Russia to Swaziland for her last voyage but this happened to be a false registration. Classification society Russian Maritime Register of Shipping. Construit en 1984 in Gdynia (Poland) by Komuny Paryskiej shipyard as a fish carrier. Detained in 2001 in Ponta Delgada (Azores, Portugal). Owned by Mag-Sea International (Russia). Sold for demolition in Pakistan. 495 US\$ per ton. She left Vladivostok on January 8, 2024 and was beached in Gadani on March 1, after a 12,000 km-long voyage.



Bukhta Nagaeva, Vladivostok, September 2023.
© Andy Ru



Bukhta Nagaeva, beached in Gadani, plot 13-14.
© A&L Shipping

Green Freezer (ex-*Erikson Freezer*). IMO 8819304. Length 109 m, 2,987 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1991 in Leirvik (Norway) by Kvaerner Kleven. Owned by Green Shipping AS (Norway) care of Green Management Sp z oo (Poland). Sold for demolition in India.



Green Freezer, Harlingen (The Netherlands), January 6, 2023.
© Hette Klosterman



Green Freezer, Alang, plot 84E.
© Alang Info

General cargo ship

General cargo ships, 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.

2023: October-November-December= 11

2024: January-February-March = 23

34 demolitions, 10% of the global tonnage. 3 ships on the podium of substandard ships. 27 beached in the Indian subcontinent: Bangladesh (12), India (9), Pakistan (6). Average age at the time of demolition, 33 years. Detention rate of the category, 59%

October-November-December 2023

AT Middle Bridge (ex-*San Rafael Uno*, ex-*Kyowa Mermaid*, ex-*Ocean Leo*, ex-*Cosmic Pioneer*). IMO 8902838. Length 115 m, 3,406 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1989 in Hashihama (Japan) by Shin Kurushima. Detained in 2007 in Guam (USA). Owned by Liberia-registered Middle Bridge Maritime Ltd. Sold for demolition in India. 504 US\$ per ton.

Bontrup Maldives (ex-*Curacao Pearl*, ex-*Crane Arrow*, ex-*Chelsfield*). IMO 8308147. Length 188 m, 10,965 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Detained in 2011 in Changshu (China) and in 2017 in Svartebukt (Norway).

In November 2022, the *Curacao Pearl* was allegedly sold for demolition in Alang in a yard said to be compliant with the Hong Kong Convention. The purchase price was 585 US\$ per ton. Her shipowner was then Marshall Islands-registered Curacao Pearl Shipping Co Ltd care of SMT Shipping (Cyprus).

Information	Since
IMO number :	8308147
Name of ship :	CURACAO PEARL (since 01/03/2013)
Call sign :	C6JG6
MMSI :	308695000
Gross tonnage :	27818 (during 1984)
DWT :	42913 (during 1984)
Type of ship :	General Cargo Ship (during 1984)
Year of build :	1984
Flag :	Bahamas (during 1990)
Status of ship :	To Be Broken Up (since 18/11/2022)
Last update :	29/11/2022



Curacao Pearl departing Rio de Janeiro (Brazil), February 14, 2021. © Edson de Lima Lucas

Novembre 2022, to be broken up. Source Equasis

The *Curacao Pearl* finally continued trading as *Bontrup Maldives*, owned by Marshall Islands-registered Bontrup Maldives Shipping Co care of SMT Shipping (Cyprus). A year later, she was again sold for demolition in India at US\$ 547 per ton, including 350 t of fuel. This time she was really beached in Alang on October 27, 2023. 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.

Bontrup Maldives, beached in Alang. © Alang Info



G Harmony (ex-*Sea Justice*, ex-*Lombardia*). IMO 9309514. Length 188 m, 11,248 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2005 in Taizhou (China) by Kouan Shipbuilding Industry Co. Detained in 2020 in Qingdao (China). Owned by Marshall Islands-registered G Harmony Ltd care of Glory Ships Co Ltd (China). Sold for demolition in Pakistan. 531 US\$ per ton.



G Harmony beached in Gadani plot 13-14, January 13, 2024. © Gadani Ship Breaking Yard

Jin Hong Da 16 (ex-*Pu Sheng 16*, ex-*Fu Li 3*). IMO 8354550. Length 95 m, 1,313 t. Sierra Leone flag. Classification society Zianlian Chuen. Built in 2004 in Leqing City (China) by Qiligang Ship Building. Detained in 2022 in Kawasaki (Japan) and in 2023 in Rizhao (China). Owned by Zhoushan Jinhong Shipping Co (China). Sold for demolition in Bangladesh at Taihua Steel Enterprise yard.



Jin Hong Da 16, Kurushima Strait, Imabari (Japan), January 2022. © Kenro Oshita



Jin Hong Da 16, Chattogram, December 15, 2023. © Sitakunda Shipbreaking

Leader M (ex-*Sunshine*, ex-*Duyden-3*, ex-*Vikingfjord*, ex-*Fetish*). IMO 7526699. Length 94 m. Tanzanian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Svendborg (Denmark) by Svendborg Skibs. 9 detentions: in 2002 in Houston (Texas, USA) and Newcastle (United Kingdom), in 2003 in Szczecin (Poland), in 2010 in Aveiro (Portugal), in 2011 in Ashdod (Israel), in 2014 in Gemlik (Türkiye), in 2016 in Varna (Bulgaria), and Larimna (Greece), in 2018 in Kaymnos (Greece) and in 2022 in Mersin (Türkiye). Banned in April 2018 from the ports of Paris MoU (see 106 derelict ships, "[Shipbreaking](#)" #59, p. 16). She was beached for demolition in Türkiye on December 29, 2023.

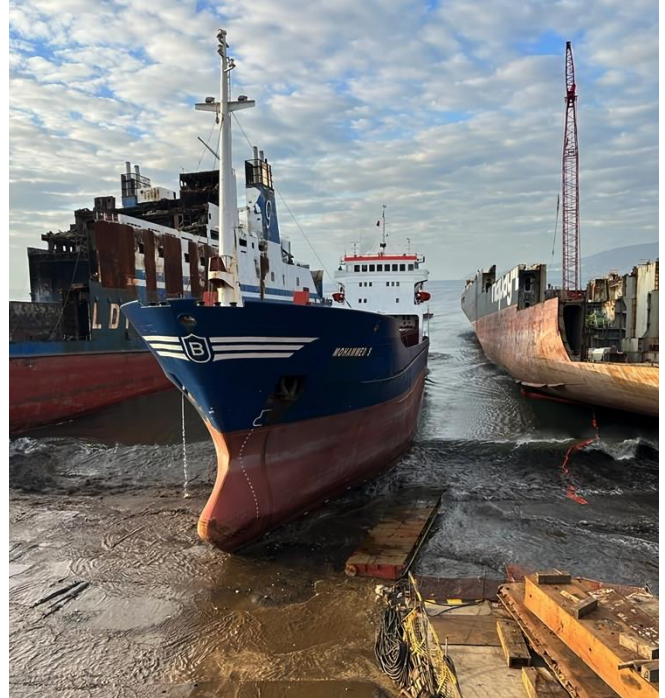


Leader M, Aliaga, December 29, 2023. © Eren Topcu

Mohammed S (ex-*Albatross*, ex-*Letfallah III*, ex-*Rio Yaruni*, ex-*Corsair*, ex-*Cari Sky*, ex-*Corsar*, ex-*Ruth Borchard*, ex-*Corsar*, ex-*Kaethe Johanna*, ex-*Manchester Trader*, ex- *Kaethe Johanna*). IMO 7522203. Length 100 m. Deflagged from Togo to Tanzania in July 2023. Classification society International Naval Surveys Bureau. Built in 1976 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co Kg. Owned by Mediterranean Navigation Co (Lebanon). 6 detentions: in 2009 in Izmit (Türkiye), in 2012 in Trieste (Italy), in 2013 in Monfalcone (Italy), in 2014 in Rasa (Croatia), in 2016 in Pula (Croatia) and in 2018 in Damiette (Egypt). Banned from Paris MoU ports in March 2014 for three months then in July 2016 for one year. Since this latter ban, she has not called at European ports. She was one of the 106 substandard ships identified by Robin des Bois in "[Shipbreaking](#)" #59, p. 18). She was beached in Aliaga on December 26, 2023.



Mohammed S, Bartın (Türkiye), March 2023.
© Babür Halülü

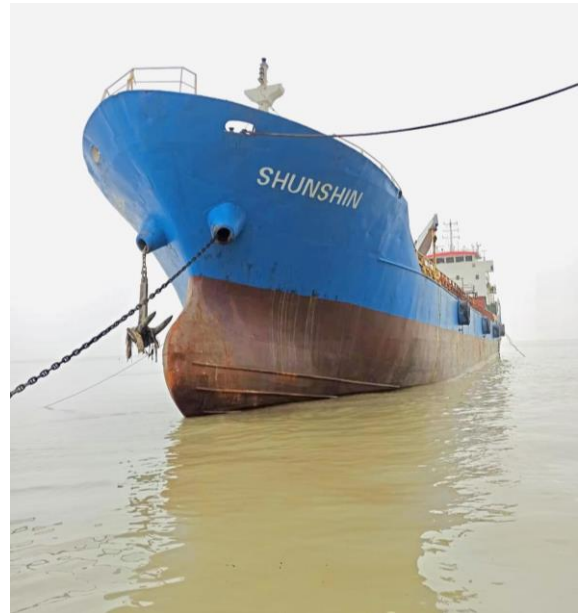


Mohammed S, Aliaga, December 2023. © Eren Topcu

Shun Shin (ex-*Shen Shin 668*, ex-*Shun Xin 668*, ex-*Su Chang Tong 166*). IMO 8794176. Length 75 m, 527 t. Mongolian flag. Unknown classification society. Built in 2005 in China. 3 detentions: in 2022 in Busan (South Korea) and in 2023 in Bataan (Philippines) and Samut Prakam (Thailand). Owned by Seychelles-registered Wise Star Global Ltd care of You Young Ship Management & Consultant Co (Taiwan). Sold for demolition in Bangladesh at N.B. Steel yard.



Shun Shin, March 2022, Busan (South Korea). © Vladimir Tonic



Shun Shin, December 2023, Chattogram.
© Sitakunda Shipbreaking

Silver Wind (ex-*Glorious Grace*, ex-*Jin Chen*, ex-*Fu Shen*, ex-*Fukujin Maru No,21*, ex-*Taisei Maru No,62*). IMO 8630289. Ex-drague convertede in 2003. Length 65 m, 1,011 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1986 in Arida (Japan) by Yoshida Zosen Kogyo. 16 detentions: in 2003 in Chiba (Japan), in 2004 in Mizushima (Japan), in 2005 in Chiba (Japan), in 2008 in Gunsan (South Korea) and Kholmsk (Russia), in 2009 in Dongnai (Viet Nam), Gunsan (South Korea) and Busan (South Korea), in 2010 in Fushiki (Japan), in 2012 in Moji (Japan), in 2013 in Busan (South Korea) and Vladivostok (Russia), in 2017 in Zhanjiang (China), in 2020 in Niigata (Japan), in 2021 in Vladivostok (Russia) and in 2022 in Nakhodka (Russia). Owned by Panama-registered Vision Legal Group SA care of East Line Shipping (Hong Kong, China). Sold for demolition in Bangladesh at Simni Ship Recycling Industries yard.



Silver Wind, Chattogram, January 8, 2024. © Fazlur Rahman

Sofilarex (ex-*Fury*, ex-*Catrin-3*, ex-*Volgo-Balt 130*). IMO 8873776. Length 114 m, 1,205 t. Tanzanian flag since 2017, previously Democratic Republic of Congo (2016), Moldova (2012) St. Kitts and Nevis (2010), Russia (December 2003), Georgia (November 2003), Russia (1992), Soviet Union (1970). Classification society Mediterranean Shipping Register based in London (United Kingdom) which acts on behalf of the maritime administrations of Tanzania and Cameroon for the registration of ships. River and sea-going ship of the Volgo-Balt 2-95A type. Volgo-Balt ships were designed to carry coal, bulk cargoes including grain, salt and timber on the Soviet river network and in a coastal strip of 20 milles (37 km). 470 units were built between 1969 and 1974. Built in 1970 in Komarno (Tchecoslovakia) by Zavody Tazkeho Strojarsstva. 10 detentions: in 2012 in Burgas (Bulgaria), in 2014 in Rostov on Don (Russia), in 2015 in Gemlik (Türkiye), in 2016 in Gemlik again and in Rostov on Don, in 2018 in Azov (Russia), in 2020 in Bandirma (Türkiye), in 2021 in Azov again, in 2022 in Zonguldak (Türkiye) and in 2023 in Ereğli (Türkiye). Owned by Rusalka Maritime Inc (Türkiye). Sold for demolition in Türkiye.



Volgo-Balt 130, on the Volga-Baltic canal, July 2003. © Engels



Sofilarex, Aliaga, January 5, 2024. © Eren Topcu

West Ocean 12 (ex-*General Geronimo*, ex-*Huon Gulf*, ex-*Trisk*, ex-*Multiflex Brisk*, ex-*CEC Brisk*, ex-*Multiflex Brisk*, ex-*Mint Brisk*, ex-*Baltimar Sun*, ex-*Mekong Pioneer*, ex-*Saigon Pioneer*, ex-*Baltimar Sun*). IMO 8607646. Length 91 m, 1,733 t. Filipino flag. Unknown classification society. Built in 1987 in Shanghai (China) by Zhonghua Shipyard. Detained in 2003 in Singapore. Owned by West Ocean Lines & Transport (Philippines). Sold for demolition in Bangladesh at M. A. Ship Breaking Ltd yard.



West Ocean 12, October 2020, Philippines. © Key West Shipping Line Corp

Xin Ying Sheng (ex- *Xin Nan Tai 88*). IMO 1041738. Length 140 m, 3,868 t. Deflagged from China to Sierra Leone for her last voyage shortened to *Ying Sheng*. Unknown classification society. Built in 2006 in China. Owned by Fujian Quanzhou Changsheng (China). Sold for demolition in Bangladesh at M. A. Ship Breaking Ltd yard.



Ying Sheng, Chattogram, December 31, 2023. © Fazlur Rahman

January-February-March 2024

Aljamil (ex-*Capt Abeda*, ex-*Hassan D*, ex-*Khaldoun*, ex-*Alpine Sky*, ex-*Victoria Faith*). IMO 7610270. Length 107 m, 2,127 t. Syrian flag until June 2021, then usurped Guyana flag and finally Comoros since July 2022. Classification society Hellas Naval Bureau. Built in 1977 in Imabari (Japan) by Nishi Zosen. 13 detentions: in 1998 in Rotterdam (The Netherlands), in 1999 and in 2000 in Antwerp (Belgium), in 2001 in Novorossiysk (Russia), in 2006 in Naples (Italy), in 2007 in Palermo (Italy), in 2014 in Damietta (Egypt) and Canakkale (Türkiye), in 2017 in Varna (Bulgaria), in 2019 in Gemlik (Türkiye), in 2022 in Thessaloniki (Greece), in 2023 in Larimna (Greece) and in 2024 in Iskenderun (Türkiye). Owned since June 2021 by Belize-registered Jamil Shipping Co SA care of IMS Hellenic Co (Greece). Sold for demolition in India. 480 US\$ per ton.



Capt Abeda, August 2020, Bartın (Türkiye). © Babur Halulu

Arrow S (ex-*Tiger*, ex-*Ansai*, ex-*Marianne*, ex-*OPDR Cartagena*, ex-*Casablanca*, ex-*Francop*, ex-*Manchester Faith*, ex-*Francop*, ex-*Manchester Faith*, ex-*Francop*). IMO 7392608. Length 93 m. Togolese flag. Classification society Columbus American Register. Built in 1974 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 8 detentions: in 2006 in Novorossiysk (Russia), in 2007 in Melilla (Spain) and Pula (Croatia), in 2008 in Koper (Slovenia), in 2018 in Beirut (Lebanon), and in 2022 in Kalymnos (Greece), Laurium (Greece) and Iskenderun (Türkiye). Owned by Honduras-registered Arrow Shipping Co SA care of Global Management & Trading Co Ltd (Lebanon). She was beached for demolition in Türkiye on March 12, 2024.

Arrow S, February 2022, anchored off southwest Crete. © Brian Shipman



Bontrup Emirates (ex-*Aruba Pearl*, ex-*Ibis Arrow*, ex-*Singapore Express*, ex-*Ibis Arrow*). IMO 8313702. Length 187 m, 11,722 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1989 in Geoje (South Korea) by Samsung. Owned by Marshall Islands-registered Aruba Pearl Shipping Co Ltd care of SMT Shipping (Cyprus), also owner of the *Bontrup Maldives* ex-*Curacao Pearl* (see p. 25). Sold for demolition in India. 520 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.



Aruba Pearl, November 2021, approaching Morehead City (North Carolina, USA)
© Steve Collingwood

Bos Lina (ex-*Rich Better*, ex-*J. Better*, ex-*Chief of Cherokee*). IMO 9007350. Length 118 m, 3,287 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1991 in Saiki (Japan) by Honda. Detained in 2012 in Vishakhapatnam (India) and in 2018 in Asaluyeb (Iran). Owned since May 2023 by Liberia-registered Voyager Bulkera SA. Sold for demolition in Pakistan. 505 US\$ per ton.



Bos Lina in Dammam (Saudi Arabia), September 2018
© Jerzy Nowak



Bos Lina beached in Gadani, plot 71.
© Gadani Ship Breaking Yard

El Youssef (ex-*Manassa 2M*, ex-*El Youssef*, ex-*Haj Houryah*, ex-*Shnar K*, ex-*Chaar Sea*, ex-*Adnan H*, ex-*Altarek III*, ex-*Hege*, ex-*Koningshaven*, ex-*OPDR Rabat*, ex-*Rabat*, ex-*Diana II*, ex-*Diana*). IMO 7422049. Length 94 m, 1,995 t. Lebanese flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Neuenfelde (Germany) by JJ Sietas. 10 detentions: in 2001 in Lisbon (Portugal) and Rotterdam (The Netherlands), in 2003 in Bremen (Germany), in 2007 in Kaliningrad (Russia), in 2013 and 2015 in Thessaloniki (Greece), in 2016 in Constanta (Romania), in 2020 in Novorossiysk (Russia), in 2022 in Mersin (Türkiye) and in 2023 in El Dekheila (Egypt). Banned from the ports of Paris MoU in March 2016 for three months. She was one of the 106 substandard ships identified by "[Shipbreaking](#)" #59, p. 10. Her last known owner was International Marine Shipping Co (Egypt). She was sold in May 2022 but the identity of the new owner remained undisclosed. Beached for demolition in Türkiye on February 24, 2024.



El Youssef, March 2024, Aliaga. © Selim San

Habiba M (ex-*Abdul G*, ex-*Kapetianos*, ex-*Captain Omar*, ex-*Adnan*, ex-*Anita*, ex-*Junior*, ex-*Larissa Star*, ex-*Pafic*, ex-*Nova*, ex-*Junior Lotte*). IMO 7396654. Length 93 m. Deflagged from Togo to Tanzania in August 2023. Classification society International Naval Surveys Bureau. Built in 1975 in Kootstertille (The Netherlands) by Kramer & Booy. 6 detentions: in 2000 in Lisbon (Portugal), in 2010 in Koper (Slovenia), in 2015 in Iskenderun (Türkiye), in 2018 in Vassiliko (Cyprus), in 2019 in Thessaloniki (Greece) and in 2020 in Mersin (Türkiye). Owned by Honduras-registered Manessa Maritime SA care of Mediterranean Navigation Co (Lebanon). Sold for demolition in Türkiye.



Habiba M, Mersin (Türkiye), March 2020.
© V Beletsky



Habiba M, in the foreground, January 2024, Aliaga.
© Selim San

Heng Rong 6. IMO 1036795. Length 146 m, 4,636 t. Deflagged from China to Sierra Leone in October 2023 and finally to St. Kitts and Nevis in January 2024. Classification society Capital Register of Shipping for her last voyage. Built in 2007 in China. Owned by Lianyungang Hengrong Shipping (China). Acquired by United Arab Emirates-registered Last Voyage DMCC prior to her departure for demolition in Bangladesh. She left Ningde (China) and was beached in Chattogram at Bob Recyclers yard on February 13, 2024 as *Luffy*.



Luffy ex-Heng Rong 6, February 17, 2024. © Sitakunda Shipbreaking

Kapitan Ermakov (ex-*Padus River*, ex-*Pietersgracht*). IMO 8517841. Length 113 m, 3,613 t. Deflagged from Russia to St. Kitts and Nevis for her last voyage shortened to *Pita Erma*. Classification society Russian Maritime Register of Shipping. Built in 1986 in Shimizu (Japan) by Miho. Detained in 2000 in Baie Comeau (Canada) and in 2007 in Wilmington (North Carolina, USA). Owned by Amur Shipping Co (Russia). Acquired by Marshall Islands-registered Prime Spot Ship Trading Inc care of Resurgence Ship Management (India) prior to her departure for demolition in Bangladesh at AMN Steel yard.



Kapitan Ermakov, January 2022, Vladivostok. © Sergej Skriabin



Pita Erma, Chattogram. © Mmh Munna

Kapitan Konshin (ex-*Sormovskiy-58*, ex-*XVIII Syezd VLKSM*). IMO 7733840. Length 114 m, 1,416 t. Deflagged from Russia to St. Kitts and Nevis for her last voyage shortened to *Konshin*. Classification society Russian Maritime Register of Shipping then Capital Register of Shipping from December 2023 onward. Built in 1978 in Gorki (Russia) by Krasnoye Sormovo. *Sormovskiy*-type river and sea-going ship or project 1557 designed to carry general cargoes, timber, coal, fertilizer, grain, building material. 122

ships were built by Soviet yards in Gorki/Nijni Novogorod or in Rybinsk on the Volga river. Owned by Amur Shipping Co Jsc (Russia). Acquired by Prime Spot Ship Trading Inc Marshall Islands-registered care of Resurgence Ship Management Pvt Ltd (India). She left Slavyanka in the Russian Far-East and was beached in Chattogram at Z.H Steel Ltd yard on February 1, 2024.



Kapitan Konshin, Plastun bay (Primorie Krai, Russia), December 2019. © Roman Gulevich

Kaptan Hasan Onal (ex-*Louis Pappas*, ex-*Bao An*). IMO 9539559. Length 128 m, 3,173 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 2009 in Zhoushan (China) by Zhoushan Ligang. Owned by Marshall Islands-registered Bramco Shipping Ltd care of Tasfiye Halinde Onal Gemicilik (Türkiye). Discarded in Mormugao (India) since August 2022. In December 2023, the High Court of Judicature at Mumbai ordered the ship to be auctioned. Towed and beached on February 2024 for demolition in Alang shortened to *Hasan*.

Hasan, Alang, plot V7. © Dimitris Apostolinas



Lian Feng 6 (ex-*Le Ye*). IMO 9175432. Length 169 m, 6,537 t. Deflagged from China to Gabon for her last voyage. Classification society China Classification Society until December 2019 then unknown. Built in 1999 in Wuhu (China) by Wuhu Shipyard. Owned by COSCO Shipping (China). The *Le Ye* was supposedly sold for demolition in December 2019. The Covid pandemic and the work freeze in the shipbreaking yards saved her, she continued trading, only in China, stripped of her unloading cranes, as the *Lian Feng 6*. In 2024, she was sold for demolition in Bangladesh. 520 US\$ per ton. She left China, remained waiting at Chattogram anchorage area from March 29, 2024 onward, and was finally beached in April at H. M. Steel & Industry Ltd yard.



Le Ye, April 2016, Taicang (China).
© Vladimir Knyaz



Lian Feng 6, Chattogram, April 2024.
© Sitakunda Shipbreaking

MSC Eagle F (ex-Skyeagle, ex-Oslo Wave, ex-Green Wave, ex-Federal Patroller, ex-African Patroller, ex-Atlantic Patroller, ex-Forest Patroller, ex-Atlantic Patroller). IMO 9190092. Registered by IMO as a general cargo ship. She can carry 1118 teu. Length 143 m, 6,878 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2000 in Jingjiang (China) by Jingjiang Traffic Shipyard. Owned by Liberia-registered Skyeagle Oceanway Ltd care of MSC Shipmanagement Ltd, Cypriot subsidiary of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India, she was beached in Alang le 26 January 2024. 505 US\$ per ton. The terms of sale include a clause requiring the chosen shipbreaking yard to be on the list of MSC-selected yards said to be compliant with the standards of the Hong Kong Convention.

Nand Rajgadi (ex-Prime XI, ex-Nand Rajgadi). IMO 8845494. Length 80 m, 796 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Surat (India) by Magdalla. Owned by Arkay Logistics Ltd (India). Sold for demolition in India.

Oscar 1 (ex-Fox, ex-Fu Xing, ex-Ji Yao, ex-J. Shine, ex-Apollo Enam). IMO 9108659. Length 101 m, 2,620 t. Comoros flag. Classification society Inter maritime Certification Services. Built in 1995 in Hashihama (Japan) by Shin Kurushima. Detained in 2019 in Guangzhou (China) and in 2021 in Bandar Abbas (Iran). Owned by Oscar Middle East Ship Management (United Arab Emirates). Sold for demolition in Pakistan. She was beached in Gadani on March 19, 2024.



Fox, anchored off Salalah (Oman), September 2022. © Bengt-Rune Inberg



Oscar 1, Gadani, April 7, 2024. © A&L Shipping

Oscar I (ex-Ortona Bey, ex-Byblos, ex-Lady Safia, ex-Bayramoglu III, ex-Mil-Ten-I, ex-Iyidere-K, ex-Akca II, ex-Kamil Kolotoglu). IMO 7922934. Length 85 m, 1,048 t. Togolese flag. Classification society Columbus American Register. Built in 1981 in Tuzla (Türkiye) by Deniz Endustrisi. 16 detentions: in 1999 in Volos (Greece) and Chioggia (Italy), in 2000 in Split (Croatia) and Sevilla (Spain), in 2001 in Taranto (Italy), in 2002 in Palermo (Italy) and Setubal (Portugal), in 2012 in Alexandria (Egypt), in 2013 and 2014 in Mersin (Türkiye), in 2016 in Genoa (Italy), in 2017 in Nea Moudhania (Greece) and Bizerte (Tunisia), in 2018 in Zarzis (Tunisia), and in 2023 in Aliaga (Türkiye) then Iskenderun (Türkiye). Owned by Liberia-registered Shiptaco Ltd. Sold for demolition in Pakistan. She was beached in Gadani on March 13, 2024.



Oscar I, August 2023, in the Aegean Sea. © Bengt-Rune Inberg



Oscar I, March 13, 2024, Gadani, plot 86. © A&L Shipping

Racal I (ex-*Sibor*, ex-*Wishes*, ex-*Fukuriki Maru No,8*). IMO 8324024. Length 72 m, 1,506 t. Deflagged from the Philippines to St. Kitts and Nevis for her last voyage renamed *Legaspi*. Unknown classification society. Built in 1984 in Saiki (Japan) by Miura. 6 detentions: in 2002 in Matsuyama (Japan), in 2005 in Gunsan (South Korea), in 2006 in Moji/Kitakyushu (Japan), in 2007 in Shanghai (China), in 2008 in Hiroshima (Japan) and in 2014 in Misumi (Japan). Owned by Racal Shipping Corp (Philippines). Acquired in November 2023 by VVS Ship Management (Singapore) prior to her departure for demolition in Bangladesh. She was beached on February 15, 2024 at Bob Recyclers yard.

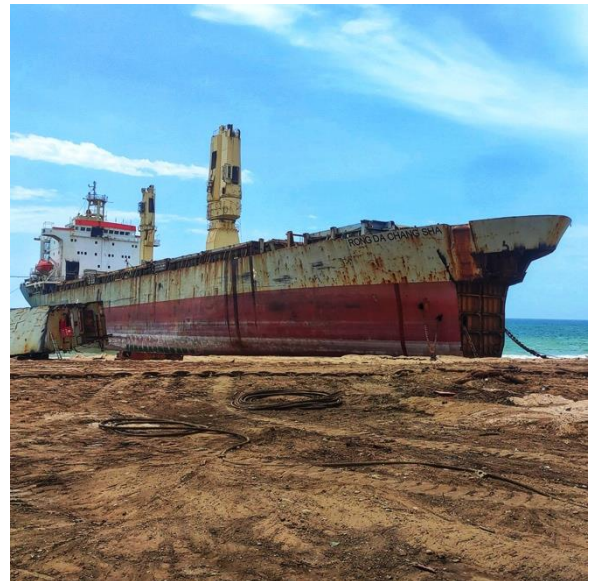


Legaspi, March 2024, Chattogram. © Sitakunda Shipbreaking

Rong Da Chang Sha (ex-*Yongxing*). IMO 9150303. Length 170 m, 9,654 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1998 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Detained in 2023 in Arzew (Algeria). Owned by CCX Marine Pte Ltd (Singapore). Acquired by Liberia-registered RTA Changsha Ltd prior to her departure for demolition in Pakistan. 535 US\$ per ton.



Yong Xing, October 2023, Adabiya (Egypt).
© Vladimir Lemonos



Rong Da Chang Sha, April 2024, Gadani, plot 37.
© Gadani Ship Breaking Yard

Safe (ex-*Safe Ocean*, ex-*Wei Hai Wei*). IMO 8898386. Length 74 m, 890 t. Togolese flag. Classification society Global Marine Bureau Inc. Built in 1995 in Weihai (China) by Shandong Weihai. Detained in 2009 in Mokpo (South Korea) and in 2022 in Vladivostok (Russia). Owned by Domenica-registered Sakura Shipping Ltd care of Trans Line Co Ltd (Russia). Sold for demolition in India.



The *Safe*, Vladivostok (Russia), May 2022, is involved in used car traffic. They risk falling into the sea.
© Sergei Skriabin

Saviz (ex-*Azalea*, ex-*Lantana*, ex-*Ocean Candle*, ex-*Iran Lorestan*). IMO 9167253. Length 174 m, 8,094 t. Deflagged from Iran to Comoros for her last voyage. Unknown classification society. Built in 1999 in Guangzhou (China) by Guangzhou International. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Although she was declared as a merchant ship, the *Saviz* is suspected of being used for military purposes in the Red Sea. She seems to have been patrolling the Bab el Mandeb Strait off Yemen since 2016, and according to US sources was operated for maritime traffic surveillance, or even as a base for operations by the Revolutionary Guards in support of the Yemeni Houthis. In April 2021, she was damaged in an unclaimed attack. She was towed back to Iran. She was declared a total loss. On January 30, 2024, she was beached in Alang as *Wave DV*.



Iran Lorestan. © Sascha Heuer

Sea Flower (ex-*Alexandria*). IMO 8810944. Length 133 m, 5,282 t. Tanzanian flag. Unknown classification society. Built in 1991 in Alexandria (Egypt) by Alexandria Shipyard. 8 detentions: in 1998 in Hull (United Kingdom), in 1999 in Quebec City (Canada), in 2002 in New Orleans (Louisiana, USA), in 2005 in Eemshaven (The Netherlands), in 2014 in Aqaba (Jordan), in 2022 in Al Adabiyah (Egypt) and in 2023 in Arzew (Algeria) and Alexandria (Egypt). Owned since March 2022 by Panama-registered Premier Maritime Ship Management. Sold for demolition in Pakistan.

Span Asia 23 (ex-*Farah K*, ex-*Helma*, ex-*Halsingland*). IMO 8912510. Length 105 m, 2,197 t. Deflagged from the Philippines to St. Kitts and Nevis for her last voyage shortened to *Span 23*. Classification society Registro Italiano Navale then Capital Register of Shipping. Built in 1990 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Philippine Span Asia Carrier (Philippines). Acquired by United Arab Emirates-registered Novatic Trading FZE care of Trinitas Ship Management (India) prior to her departure for demolition in Bangladesh. She was beached on February 2, 2024 at Kadam Rasul Steel Ship Breaking Ltd.



Span Asia 23, October 2019. © Bin Bean



Span 23, Chattogram, February 2024.
© Sitakunda Shipbreaking

Yi Cheng 58 (ex-Xin Cheng Gong 1). IMO 1044297. Length 140 m, 4,301 t. Deflagged from China to Gabon for her last voyage. Unknown classification society. Built in 2007 in China. Owned by Xiamen Yicheng Da Shipping Co (China). Sold for demolition in Bangladesh.



Yi Sheng 58, Chattogram. © **Sitakunda Shipbreaking**.

Trinity Bay (ex-Faseco). IMO 9149990. Length 81 m. Australian flag. Unknown classification society. Built in 1996 in Geoje (South Korea) by FASECO. Owned by Sea Swift Pty Ltd (Australia) based in Cairns (Queensland, Australia). Operated on a weekly coastal service to bring supplies to the communities of the Yorke Peninsula and of the Torres Strait. She used to carry freight cargo though she was authorized for the transport of 50 passengers in addition to the 14 crew members. Sold for demolition as is in Australia. 225 US\$ per ton. According to her last known location, she was spotted in Gove, northwest of the Gulf of Carpentaria, Northern Territory.

Information	Since
IMO number :	9149990
Name of ship :	TRINITY BAY (since 01/04/1998)
Call sign :	VJEQ
MMSI :	503609000
Gross tonnage :	2430 (since 01/05/2020)
DWT :	3158
Type of ship :	Passenger/General Cargo Ship (during 1996)
Year of build :	1996
Flag :	Australia (since 01/02/1999)
Status of ship :	To Be Broken Up (since 19/01/2024)
Last update :	06/02/2024



Trinity Bay, October 2020. © **Jonas Kruger**

To be broken up. **Source Equasis**

Container ship

2023: October-November-December= 19

2024: January-February-March = 19

38 demolitions, 337,000 tons to recycle. Container ships are back to the scrapyards but the pace is far from the expectations of shipbreakers and middlemen.

34 (89%) are small units with a capacity of less than 2,500 boxes. 3 have a capacity of 2,500 to 4,000 boxes. The largest, the *MSC Rita*, had a capacity of 8089 boxes; her career was prematurely interrupted at the age of 18 after she suffered a fire.

India remains the preferred destination of container ship owner with 18 vessels (47% of the scrapped tonnage of the category), thanks in particular to Mediterranean Shipping Company. 9 vessels owned by the Italian-Swiss company were beached in various yards in Alang, all declared compliant with the Hong Kong Convention by Nippon Kaiji Kyokai. Bangladesh has not been left behind, with the delivery of 14 container ships from Asian shipowners, mainly Chinese or Hong Kong (6) and South Korean (3). The *Soul of Luck* operated by Victoria Oceanway Ltd based in Athens (Greece) was sold to a Liberia-registered intermediary prior being beached in Chattogram as the *Comorian Duck*. Only one vessel, the South Korean *Sawasdee Singapore*, headed for a shipyard said to be compliant with the Hong Kong Convention criteria.

The average age of container ships at the time of demolition was 27 years. The detention rate for this category is 66%. Out of 38 vessels, 20 (53%) were deflagged.

October-November-December 2023

Casablanca A (ex-*Philippe A*, ex-*Oberon*, ex-*Sea Cloud*, ex-*Fas Odessa*, ex-*Alida*). IMO 9106467. 907 teu. Length 133 m, 4,666 t. Moroccan flag. Classification society Det Norske Veritas. Built in 1996 in Szczecin (Poland) by Stocznia Szczecinska SA. 3 detentions: in 2000 in St.Thomas (US Virgin Islands), in 2005 in San Juan (Porto Rico) and in 2013 in Cortes (Honduras). Owned by Maroc Feeding SA (Morocco). Sold for demolition in Türkiye. 410 US\$ per ton.

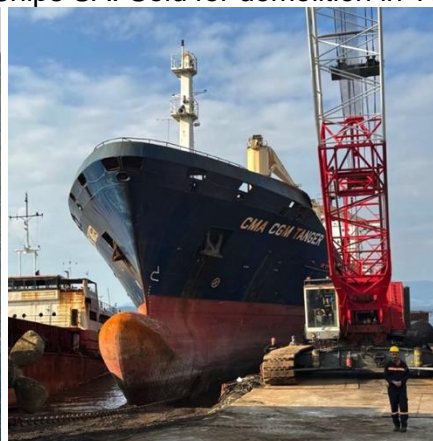
Casablanca A, beaching in Aliaga. © Eren Topcu/Facebook Shipbreaking Group



CMA CGM Tanger (ex-*Asturiano*, ex-*Asian Steamer*, ex-*Tropic Atlantic*). IMO 9259836. 1118 teu. Length 148 m, 5,245 t. Moroccan flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Wuhu (China) by Jiandong Shipyard. Owned by COMANAV (Morocco). The ship's safety management (ISM) was the responsibility of CMA CGM through its subsidiary CMA Ships SA. Sold for demolition in Türkiye.



CMA CGM Tanger, Canakkale (Türkiye), March 2020.
© Muharrem Unal



CMA CGM Tanger, Aliaga, October 2023.
© Eren Topcu

Lucky Dragon (ex-Bal Prosper, ex-Prosper, ex-Forever Prosperity, ex-Montania, ex-YM Jakarta, ex-Montania). IMO 9117181. 1504 teu. Length 175 m, 8,170 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Lucky D*. Classification society Bureau Veritas. Built in 1996 in Gdansk (Poland) by Stocznia Gdanska S.A. Detained in 2010 in Incheon (South Korea). Owned by Unitrust Ship Management (China). Acquired as is in Singapore by Liberia-registered Libra Seaway Ltd. She was beached for demolition in Bangladesh at S.N. Corporation Unit-3. 512 US\$ per ton.



Lucky Dragon, Vladivostok, December 2022. © Sergei Skriabin

Marsa Iris (ex-TSS Glory, ex-Mercury, ex-Vulkan, ex-Emirates Mekong, ex-Vulkan, ex-MOL Springbok, ex-Vulkan, ex-Marfret Caraibes, ex-CMA CGM Karukera, ex-Vulkan, ex-CMA CGM Karukera, ex-Vulkan, ex-Cap York, ex-Vulkan, ex-CSAV Rengo, ex-Vulkan). IMO 9102502. 1730 teu. Length 185 m, 7,852 t. St. Kitts and Nevis flag. Classification society Indian Register of Shipping. Built in 1996 in Szczecin (Poland) by Stocznia Szczecinska S.A. Owned by Marshall Islands-registered Marsa Glory Inc care of Petra Shipping Services (United Arab Emirates). Sold for demolition in India.

Mediterranean Shipping Company (MSC)

MSC continues to destock its oldest units. During the 4th quarter 2023 and the 1st quarter 2024, 9 ships with an average age of 31 years (8 container ships and the general cargo ship *MSC Eagle F*, p. 24), joined by the 18-year-old *MSC Rita*, were scrapped in India.

MSC Chiara (ex-TMM Morelos, ex-Morelos). IMO 8420892. 2073 teu. Length 199 m, 13,933 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1987 in La Ciotat (France) by Chantiers du Nord et de la Méditerranée as a bulk carrier and converted in 2002 to a container ship. Detained in 2002 in Charleston (South Carolina, USA). Owned by Liberia-registered Chiara Oceanway Ltd care of MSC Shipmanagement Ltd, a Cypriot subsidiary of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India. 537 US\$ per ton including 350 t of bunkers. She was beached in Alang on November 18, 2023.



Chiara, Alang, plot 81, 18 November 2023, the MSC brand has been deleted. © Compass Shipping Agency

MSC Denisse (ex-*MSC Alexandra*, ex-*MSC Orinoco*, ex-*Toluca*, ex-*MSC Nicole*, ex-*Toluca*). IMO 8509375. 2073 teu. Length 199 m, 14,349 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1988 in Saint-Nazaire (France) by Chantiers de l'Atlantique as a bulkler; converted in 2004 to container ship and operated since then by Mediterranean Shipping Co. Owned by Liberia-registered *Denisse Oceanway Ltd* care of *Niki Shipping Co SA* (Greece); her ISM manager est *MSC Shipmanagement Ltd*, a Cypriot subsidiary of *Mediterranean Shipping Co SA* (Italy/Switzerland). Sold for demolition in India, she was beached in Alang on October 18 shortened to *Denisse*. 575 US\$ per ton.



Denisse, Alang, plot 57-24C, November 18, 2023. © Eren Topcu

MSC Levina (ex-*Hanjin Le Havre*). IMO 8608200. 2900 teu. Length 241 m, 12,858 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1989 in Geoje (South Korea) by Samsung. 3 detentions: in 2000 in Hamburg (Germany), in 2011 in Chennai (India) and in 2020 in Aqaba (Jordan). Owned by Panama-registered *Avancer Panmarine S A*. care of *MSC Ship Management* (Hong Kong) Ltd, a Hong Kong subsidiary of *Mediterranean Shipping Co SA* (Italy/Switzerland).

MSC Levina arriving at Le Havre (France),
March 27, 2008. © Erwan Guéguéniat



Sold for demolition in India, she was beached in Alang on October 20, 2023. 565 US\$ including 400 t of bunkers.



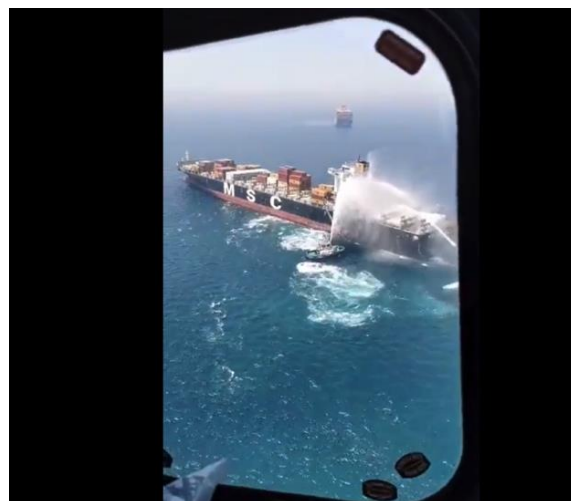
Levina October 20, 2023, Alang.
© Pankaj Shahani

MSC Rita. IMO 9289116. 8089 teu. Length 325 m, 30,712 t. Deflagged from Panama to Comoros for her last voyage renamed *Erica*. Classification society Det Norske Veritas. Built in 2005 in Busan (South Korea) by Hanjin HI & Construction Co. Owned by Panama-registered Rita Compania Naviera SA care of Mediterranean Shipping Co SA (Italy/Switzerland).



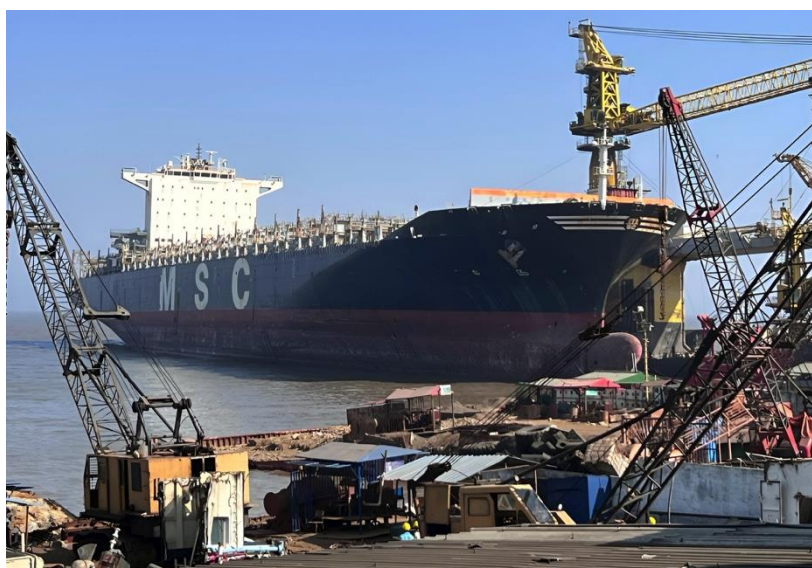
The *MSC Rita*, docked at Port 2000, Le Havre (France), February 28, 2018. © Erwan Guéguénat

On June 6, 2023, the *MSC Rita* was anchored outside the port of Kalifa (Abu Dhabi). There was an explosion in the engine room, followed by a fire. The Montenegrin chief engineer, seriously burned, was evacuated but died in hospital. The *MSC Rita* was declared a total loss.



June 2023, firefighting.
© National Search and Rescue Center - UAE

In November 2023, she was acquired as is in Abu Dhabi by Liberia-registered Ship Recycling Investments Inc. She was renamed and deflagged. On March 11, 2023, she left Abu Dhabi under tow of tug *Thanos II* (IMO 9141156). She was beached in Alang at Shree Ram yard on March 23, 2024, renamed *Erica*.

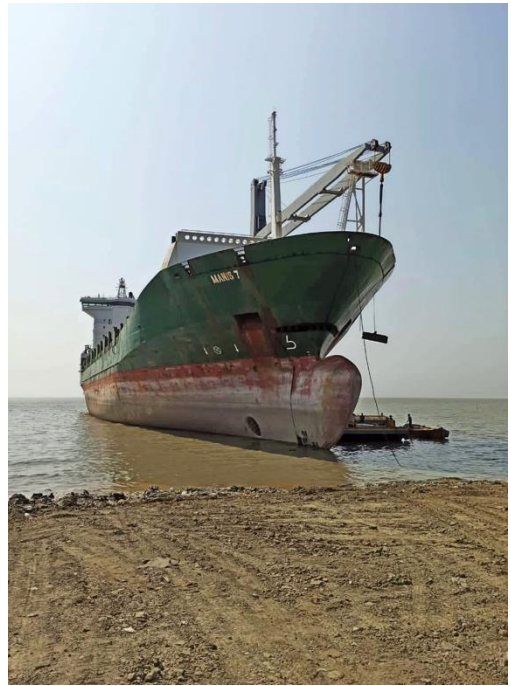


Erica, April 9, 2024. © Eren Topcu

MTT Tanjung Manis (ex-Saiki, ex-Nica I, ex-Francisco I, ex-Echo, ex-Selma Kalkavan). IMO 9165449. 1145 teu. Length 149 m, 5,468 t. Deflagged from Malaysia to Comoros for her last voyage shortened to *Manis 7*. Classification society Lloyd's Register of Shipping. Built in 1999 in Tuzla (Türkiye) by Sedef Gemi Endustrisi. Detained in 2013 in Cartagena (Colombia). Owned by MTT Shipping (Malaysia). Sold as is in Port Klang (Malaysia) for demolition in Bangladesh. 520 US\$ per ton.



MTT Tanjung Manis, November 2018, Singapore. © Mo Roy



Manis 7, 27 February 2024, Chattogram.
© Sitakunda Shipbreaking

MTT Tawau (ex-Mai Rickmers, ex-Barrier, ex-Mai Rickmers, ex-Zim Caribe IV, ex-Mai Rickmers, ex-Sophie Delmas, ex-Mai Rickmers). IMO 9126869. 1160 teu. Length 163 m, 5,730 t. Deflagged from Malaysia to Comoros for her last voyage shortened to *Tau 7*. Classification society Registro Italiano Navale. Built in 1997 in Szczecin (Poland) by Stocznia Szczecinska SA. Owned by MTT Shipping (Malaysia). Acquired as is in Port Klang (Malaysia) by Liberia-registered Ship Recycling Investments Inc for demolition in India. 520 US\$ per ton.

Nanta Bhum. IMO 8813659. 1248 teu. Length 146 m, 5,095 t. Deflagged from Thailand to Comoros for her last voyage shortened to *Nanta 7*. Classification society Det Norske Veritas. Built in 1990 in Ulsan (South Korea) by Hanjin Heavy Industries & Construction Co. Detained in 2000 in Singapore. Owned by Regional Container Lines (Thailand). Acquired in October 2023 by Liberia-registered Ship Recycling Investments Inc for demolition in India.



Nanta 7, October 2023. © Compass Shipping Agency

Ocean Silkway (ex-Itha Bhum, ex-Xingang Express, ex-Itha Bhum). IMO 9117131. 1498 teu. Length 171 m, 7,036 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Silk*. Classification society Det Norske Veritas. Built in 1996 in Shimonoseki (Japan) by Mitsubishi Heavy Industries. Detained in 2014 in Tanjung Priok (Indonesia). Owned by until May 2023 Regional Container Lines Public Co (Thailand). Sold to Ocean Silkway Shipping Ltd (Hong Kong, China). Finally acquired in November 2023 by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) for demolition in India. 550 US\$ per ton.

SOL Valour (ex- Heung-A Manila). IMO 9146285. 653 teu. Length 140 m, 10,323 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to SOL. Classification society Korean Register of Shipping until December 2023 then Capital Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin Heavy Industries & Construction Co. Detained in 2014 in Shenzhen (China). Owned by Sinou Shipping Pte Ltd (Singapore). Operated by Straits Orient Lines (Singapore). Acquired as is in Colombo (Sri Lanka) by United Arab Emirates-registered GSPL DMCC care of Machtrans Shipmanagement (India). She was beached in Alang on January 10, 2024. 535 US\$ per ton.

Soul of Luck (ex-Hansa Catalina, ex-Cap Lobos, ex-Hansa Catalina, ex-CMA Xiamen, ex-Hansa Catalina, ex-P&O Nedlloyd Abidjan). IMO 9148647. 1645 teu. Length 168 m, 6,821 t. Deflagged from Panama to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ulsan (South Korea) by Hanjin HI Co. Detained in 2004 in Iquique (Chile). Owned by Victoria Oceanway Ltd (Greece). Acquired by Liberia-registered Ship Recycling Investments Inc prior to her departure for demolition in Bangladesh. She was beached on November 28, 2023 as *Duck* at JM Ship Breaking Recycling Industries.



Duck, December 2023. © Sitakunda Shipbreaking



Duck, Chattogram, November 2023. © Fazlur Rahman

SSL Delhi (ex-Hansa Liberty, ex-CSCS Yantian, ex-Hansa Liberty). IMO 9217034. 2470 teu. Length 207 m, 10,669 t. Deflagged from India to St. Kitts and Nevis for her last voyage shortened to *Delhi*. Classification society Indian Register of Shipping. Built in 2000 in Wismar (Germany) by Aker MTW Werft. Detained in 2014 and in 2015 in Shenzhen (China). Owned by Shreyas Shipping & Logistics (India). Acquired as is in the United Arab Emirates by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management (India) for demolition in Pakistan. 532 US\$ per ton including 100 t of bunkers.



SSL Delhi beached in Gadani, plot 9-10, 23 January 2024. © Gadani Ship Breaking Yard

Wisdom Grace (ex-MOL *Grace*, ex-*Grace Island*). IMO 9180047. 1032 teu. Length 162 m, 5,425 t. Deflagged from Panama to Comoros for her last voyage shortened to *Race I*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Imabari (Japan) by Imabari Zosen. Detained in 2019 in Hong Kong (China). Owned by China Trade Group Holdings Ltd (China). Acquired by Liberia-registered Ship Recycling Investments Inc prior to her departure for demolition in India.



Wisdom Grace, July 2021. © Hans Rosenkranz

Xin Feng Guang Zhou (ex-Hobart, ex-*MSC Hobart*, ex-*E.R. Hobart*, ex-*MSC Hobart*, ex-*E.R. Hobart*, ex-*Mosel*, ex-*Zim Koper*, ex-*Hyundai Longview*). IMO 9077288. 2021 teu. Length 187 m, 8,895 t. Deflagged from China to Palau for her last voyage shortened to *Guangzhou*. Classification society International Register of Shipping. Built in 1994 in Incheon (South Korea) by Halla Engineering & Heavy Industries. Detained in 1999 in Hamburg (Germany). Owned by Dalian Trawind Shipping Co Ltd (China). Acquired as is in Zoushan (China) by Liberia-registered Ship Recycling Investments Inc for demolition in Bangladesh at Jamuna Ship Breakers yard. 495 US\$ per ton.



MSC Hobart, anchored at Melbourne (Australia) in late winter sun, August 2006. © Andrew Mackinnon

Xin Feng Ningbo (ex-*Sima Singapore*, ex-*Ocean Promoter*, ex-*MSC Greece*, ex-*Trade Maple*, ex-*MSC Hamburg*, ex-*Trade Maple*). IMO 9070163. 2227 teu. Length 196 m, 10,316 t. Deflagged from China to Palau for her last voyage shortened to *Xin Feng*. Unknown classification society. Built in 1995 in Ulsan (South Korea) by Hyundai Heavy Industries Co. Detained in 2000 in Singapore and in 2013 in Shenzhen (China). Owned by Dalian Trawind Shipping Co Ltd (China). Acquired as is in Zoushan (China) by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in India. 480 US\$ per ton.

Ze Hong (ex-*Ocean Protector*, ex-*MSC Zurich*, ex-*Trade Eternity*, ex-*MSC London*, ex-*Trade Eternity*). IMO 9064798. 2480 teu. Length 203 m, 11,614 t. Deflagged from China to St. Kitts and Nevis for her last voyage shortened to *Hong*. Classification society Lloyd's Register of Shipping until December 2023 then Capital Register of Shipping. Built in 1995 in Emden (Germany) by Thyssen Nordseewerke. Detained in 2015 in Lisbon (Portugal). Owned by Xiamen Qiyuan Shipping Co Ltd (China). Acquired as is in Zoushan (China) by Marshall Islands-registered Sea Line Inc care of Machtrans Ship Management (India) for demolition in Pakistan. 520 US\$ per ton including 285 t of bunkers.



Trade Eternity, docked in Le Havre (France). © Pascal Breidel

January-February-March 2024

CTP Delta (ex-*Sinar Riau*, ex-*Bastion*, ex-*Fanal Trader*, ex-*Bastion*). IMO 8912730. 1012 teu. Length 150 m, 5,256 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage shortened to *P Delta*. Classification society Biro Klasifikasi Indonesia until December 31, 2023 then Capital Register of Shipping. Built in 1993 in Szczecin (Poland) by Stocznia Szczecinska SA. Detained in 2021 in Port Klang (Malaysia). Owned by Caraka Tirta Perkasa Pt (Indonesia). Acquired by United Arab Emirates-registered Quantum Trading FZE care of Trinitas Ship Management (India) prior to her departure for demolition in Bangladesh.



CTP Delta, September 2011, Jakarta
© Hadi Arifianto



P Delta, Chattogram, February 2024.
© Sitakunda Shipbreaking

Dong Fang Xing (ex-*Yi Fa*, ex-*ACX Hiroshima*, ex-*Yi Fa*). IMO 9112416. 357 teu. Length 113 m, 2,405 t. Deflagged from Hong Kong to Sierra Leone for her last voyage shortened to *Dong Fang*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Busan (South Korea) by Dae Sun SB & E Co. Owned by All-Trans HK Shipping Co Ltd (Hong Kong, China). Acquired by New Century Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh at Mehreen Ship Recycling yard.



Dong Fang Xing, March 2023. © Chine-Po Chao



Dong Fang, February 2024, Bangladesh.
© Sitakunda Shipbreaking

Far East Cheer. IMO 9413509. 525 teu. Length 124 m, 3,652 t. Deflagged from Hong Kong to Liberia in June 2023 and finally to Sierra Leone in February 2024 for her last voyage. Classification society China Classification Society. Built in 2007 in Taizhou (China) by Zhejiang Hongxin SB Co. Owned by Sino Far East Ship Management Co Ltd (Hong Kong, China). Acquired as is in Zoushan (China) by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh. She was beached at A.P.S. Corporation yard. 530 US\$ per ton.



Fareast Cheer, Vladivostok, August 2021.
© Sergei Skriabin



Fareast Cheer, Chattogram, 30 March 2024.
© Sitakunda Shipbreaking

FESCO Trader (ex-*Balios*, ex-*Banowati*). IMO 9168233. 1048 teu. Length 144 m, 5,114 t. Panamanian flag. Classification society Russian Maritime Register of Shipping until November 2022 then Isthmus Bureau of Shipping. Built in 1997 in Hakata (Japan) by Hakata Zosen. Owned by Far Eastern Shipping Co (Russia) since June 2023 then by Hong Kong-registered Trader Shipping Ltd care of Steam Line Middle East Shipping LLC (United Arab Emirates). She left Vladivostok (Russia) and was beached in Alang.

FESCO Trader, Amur Bay (Russia),
September 2023. © refmeh71



General Romulo (ex-*Opal 1*, ex-*Opal*, ex-*Kaduna*, ex-*MTC Lion*, ex-*Opal*, ex-*Delmas Congo*, ex-*Sea Opal*, ex-*Opal*). IMO 9160499. 519 teu. Length 101 m, 2,553 t. Filipino flag. Classification society Registro Italiano Navale. Built in 1997 in Nanjing (China) by Jingling Shipyard. Detained in 2003 in Las Palmas (Canary Islands, Spain). Owned by NMC Container Lines Inc (Philippines). She suffered an explosion and a fire in the engine room on April 17, 2022 off Talisay City, Cebu. The second engineer, Nelson Polvorosa, 62, was killed, 3 other crewmen suffering burns, Gerwin Bataanon, 31, Ricky Ferrancullo, 52, and Selmo Socrates, 58, were taken to hospital. The *General Romulo* was declared a total loss. In January 2024, she was taken in tow by the Filipino tug *West Ocean 8* (IMO 7417264). She was beached for demolition on January 17 at Chittagong Ship Breaking & Recycling Industries.



General Romulo, April 17, 2022. © Philippines Coast Guard

Heung-A Tokyo. OMI 9129005. 420 evp. Length 112 m, 2,400 t. South Korean flag. Classification society Korean Register of Shipping. Construit en 1996 à Busan (South Korea) by Daedong SB Co. 3 détentions : in 2010 in Shimizu (Japan), in 2013 in Maizuru (Japan) then in Sakai (Japan). Ownd by Heung-A Line Co Ltd (South Korea). Sold for demolition in Bangladesh at Asadi Steel Enterprise yard. 580 US\$ per ton.



Heung-A Tokyo, Acadi Steel Ltd yard, Chattogram. © Sitakunda Shipbreaking

Hong Yuan 01 (ex-Merkur Star, ex-MSC Natal, ex-Merkur Star, ex-MSC Oman, ex-Merkur Star, ex-CMA CGM Seurat, ex-Merkur Star, ex-John Lykes, ex-Merkur Star, ex-Houston Express). IMO 9102734. 2480 teu. Length 203 m, 11,481 t. Deflagged from China to Gabon for her last voyage. Classification society China Classification Society. Built in 1996 in Flensburg (Germany) by Flensburger Schiffbau-Gesellschaft. Detained in 2011 in San Juan (Porto Rico). Owned by Jiaye Shipping Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh at KBS Steels yard. 540 US\$ per ton.



Merkur Star, on the Seine River, downbound from Rouen (France).
© Pascal Breidel



Hong Yuan 01, Chattogram.
© Sitakunda Shipbreaking

Jin Yuan He (ex-Da Xin Hua Ri Zhao, ex-Conti Barcelona, ex-Tiger Speed, ex-Conti Barcelona, ex-Maersk Batavia, ex-Conti Barcelona, ex-New York Express, ex-Conti Barcelona, ex-Contship Barcelona). IMO 9008536. 1597 teu. Length 164 m, 6,710 t. Deflagged from China to Gabon for her last voyage. Classification society China Classification Society. Built in 1991 in Vegesack (Germany) by Bremer Vulkan AG. Detained in 2001 in Singapore. Owned by Fujian Zhonghang Shpg Co Ltd (China). Sold for demolition in Bangladesh at Chittagong Ship Breaking & Recycling Industries yard. 538 US\$ per ton.

Meratus Medan 2 (ex-*Recife*, ex-*YM Hongkong II*, ex-*Tiger Shark*, ex-*Recife*, ex-*Pacific Vista*, ex-*Tokyo Bridge*). IMO 9014092. 1388 teu. Length 185 m, 7,284 t. Deflagged from Indonesia to Comoros for her last voyage shortened to *Medan 2*. Classification society Biro Klasifikasi Indonesia. Built in 1991 in Onishi (Japan) by Shin Kurushima. Owned by Meratus Line PT (Indonesia). Sold as is in Jakarta (Indonesia) for demolition in Bangladesh. 505 US\$ per ton. She was beached at King Steels yard.



Meratus Medan 2, December 2019. © Dwi Septa

Mediterranean Shipping Co (suite)

MSC Jemima (ex-*Nuevo Leon*, ex-*TMM Nuevo Leon*, ex-*Nuevo Leon*). IMO 9051478. 2394 teu. Length 202 m, 12,677 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Sestao (Spain) by Astilleros Espanoles (AESAs). Owned by Liberia-registered *Jemima Marine Inc* care of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India, she was beached in Alang on January 28, 2024. 525 US\$ per ton.



MSC Jemima, détroit de Messine (Italy), 5 March 2022. © Nicola Grifò

MSC Nilgun (ex-*P&O Nedlloyd Pinta*, ex-*Contship Inspiration*, ex-*TMM Yucatan*, ex-*Yucatan*). IMO 9051492. 2394 teu. Length 202 m, 12,553 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Sestao (Spain) by Astilleros Espanoles. Owned by Liberia-registered *Nilgun Maritime Inc* care of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India. 565 US\$ per ton.

MSC Rossella (ex-*Ville de Carina*, ex-*Hansa Europe*). IMO 9065443. 3398 teu. Length 243 m, 13,305 t. Panamanian flag. Classification society Det Norske Veritas. Built in Geoje (South Korea) by Samsung Shipbuilding & Heavy Industries Co. Detained in 2007 in Melbourne (Australia) and in 2014 in Gdynia (Poland). Owned by Liberia-registered Rossella Maritime Inc care of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India. 575 US\$ per ton.



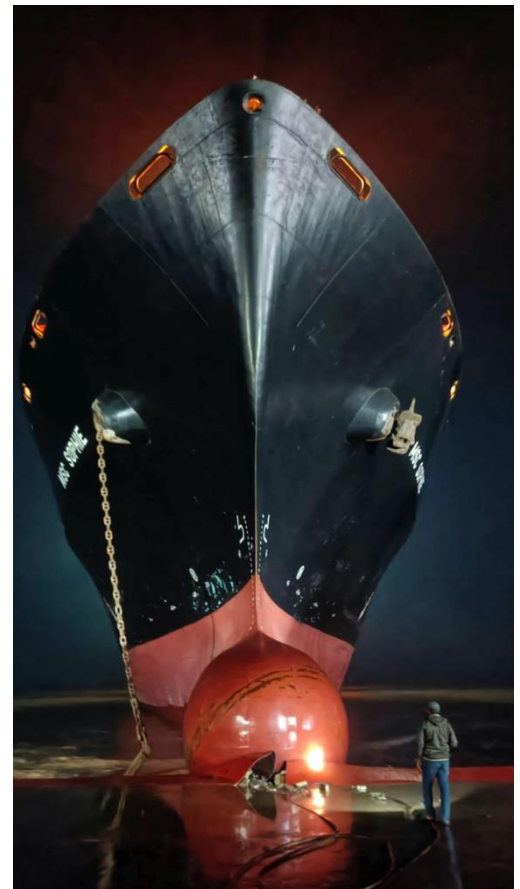
MSC Rossella off Walsjoorden (The Netherlands), September 15, 2009. © Pascal Bredel

MSC Sophie (ex-*Maersk Colombo*, ex-*Hansa Australia*). IMO 9073062. 3398 teu. Length 243 m, 13,616 t. Panamanian flag. Classification society Det Norske Veritas. Built in Geoje (South Korea) by Samsung Shipbuilding & Heavy Industries Co. Detained in 2015 in Antwerp (Belgium). Owned by Panama-registered Sophie Naviera Co SA care of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India, she was beached in Alang on January 13, 2024. 565 US\$ per ton including 1200 t of bunkers rest on board upon arrival.



MSC Sophie in Port 2000, Le Havre (France), May 26, 2017
© Erwan Guéguénat

MSC Sophie, Alang, plot 38, January 2024. © Eren Topcu



MSC Uma (ex-*Neptun*, ex-*CMA CGM Cortes*, ex-*Cap Vincent*, ex-*Neptun*, ex-*Kota Perdana*, ex-*Neptun*). IMO 9163192. 1835 teu. Length 194 m, 10,455 t. Deflagged from Madeira to Liberia in May 2023. Classification society Det Norske Veritas. Built in Gdynia (Poland) by Gdynia Stocznia. Detained in 2010 in Naples (Italy). Owned by Liberia-registered Metis Oceanway Ltd care of MSC

Shipmanagement Ltd, a Cypriot subsidiary of Mediterranean Shipping Co SA (Italy/Switzerland). Sold for demolition in India, she was beached in Alang on January 13, 2024. 525 US\$ per ton.



MSC Uma, outbound Le Havre (France),
May 29, 2015. © Pascal Bredel



MSC Uma in Brest (France), April 7, 2021.
© Erwan Guéguénat

MTT Singapore (ex-Heung-A Singapore)). IMO 9131060. 653 teu. Length 140 m, 3,837 t. Deflagged from Malaysia to St. Kitts and Nevis for her last voyage shortened to Gap. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin Heavy Industries & Construction Co. Detained in 2016 in Busan (South Korea). Owned by MTT Shipping (Malaysia). Acquired as is in Port Klang (Malaysia) by United Arab Emirates-registered GSPL DMMCC prior to her departure for demolition in Pakistan. 512 US\$ per ton including 250 t of bunkers.



July 22, 2018, Heung-A Singapore, Kurushima
Strait, Imabari (Japan). © Kenro Oshita



February 2024, Gap, Gadani, plot 109.
© Gadani Ship Breaking Yard

Onyx 1 (ex-Aja Ipsa, ex-Jacky Rickmers, ex-Rithi Bhum, ex-Jacky Rickmers). IMO 9270804. 1858 teu. Length 197 m, 10,643 t. Panamanian flag. Classification society Det Norske Veritas. Built in 2004 in Jiangyin (China) by Jiangsu Yangzijiang. Detained in 2010 in Incheon (South Korea) and in 2022 in Qingdao (China). Owned by British Virgin Islands-registered Great Star Vision Ltd care of Nan Lian Ship Management (United Arab Emirates). Sold for demolition in India.

Onyx 1 departing Hong Kong, October 2017.
© Vladimir Tonic



Sawasdee Singapore (ex-*San Cristobal*, ex-*Maersk Abidjan*, ex-*San Cristobal*, ex-*Lykes Hawk*, ex-*San Cristobal*, ex-*CGM Saint Exupery*, ex-*Equinox*, ex-*San Cristobal*). IMO 9081021. 1512 evp. Length 167 m, 5,138 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Emden (Germany) by Thyssen Nordseewerke. Owned by Hansung Line Co Ltd (South Korea). Sold for demolition in Bangladesh at KR Ship Recycling Yard. 602 US\$ per ton including 550 t of bunkers.



San Cristobal, outbound Le Havre (France), October 18, 2008. © Pascal Bredel



Sawasdee Singapore, Chattogram, April 2024. © Sitakunda Shipbreaking

Stride (ex-*Hyundai Stride*). IMO 9149835. Length 182 m, 8,953 t. 2174 teu. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Liberia-registered Speedcarrier No 3 Corp care of Danaos Shipping Co Ltd (Greece). On January 8, 2024, the *Stride*, which had arrived from Guatemala and Honduras, was docked in Houston (Texas, USA). In the early morning hours, while she was bunkering, a fire broke out in the engine room, killing two crewmen; a third, severely burned, was taken to hospital. The fire was extinguished, but the ship was declared a total loss. She was sold as is in Houston (Texas, USA) at 120 US\$ per ton. She is to be scrapped by a nearby Texas yard.



Stride, Kaohsiung (Taiwan). © Chun Hsi



Sinokor Hongkong (ex-*Oriental Bright*). IMO 9146663. 1001 teu. Length 162 m, 5,300 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Imabari (Japan) by Imabari Zosen. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh at Bob Recyclers yard. 598 US\$ per ton including 350 t of bunkers.

Sinokor Hong Kong, Chattogram. © Eren Topcu

Sinokor Qingdao (ex-*Emilia Schulte*, ex-*Cape Canaveral*, ex-*Tiger Sea*, ex-*Cape Canaveral*). IMO 9160906. 834 teu. Length 136 m, 4,672 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1999 in Fuzhou (China) by Mawei Shipyard. 4 detentions: in 2009 in Quanzhou (China), in 2010 in Daesan (South Korea), in 2015 in Osaka (Japan) and in 2016 in Hong Kong (China). Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 593 US\$ per ton including 150 t of bunkers. She was beached at Bob Recyclers yard.

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).

2023: October-November-December= 1

2024: January-February-March = 4

October-November-December 2023

Trinidad 1 (ex-*Amber 1*, ex-*Amber*). IMO 8917871. Length 122 m, 3,459 t. Chilean flag. Classification society Det Norske Veritas. Built in Macvanska Mitrovica (Serbia) by Sava. Detained in 2011 in Amsterdam (The Netherlands). Owned by Navimag Carga SA (Chile). On December 13, 2021, The *Trinidad 1* suffered an engine room fire. She was route heading for Puerto Natales in the fjords of South Chile. She was declared a total loss. In October 2023, she was reported undergoing shipbreaking in Guayaquil (Ecuador) at Aceria del Ecuador (ADELCA) facility.



Trinidad 1, in the fjords of South Chile, March 2019. © Gordon Leggett

January-February-March 2024

Avatar (ex-*Norbulk Ramin*, ex-*Quetzal*, ex-*Admetos*, ex-*Astrakhan*). IMO 8314586. Length 172 m, 8,920 t. Deflagged from Singapore to St. Kitts and Nevis for her last voyage shortened to *Atar*. Classification society American Bureau of Shipping. Built in Warnemünde (Germany) by Warnowwerft. Initially used for transport and logistical support for the Soviet, then Russian Navy until 1995. Since 2001, she has been serving as a training ship for the Singapore Navy. Owned by Valour Offshore Marine Service (Singapore). The chartering contract by the Navy ended on July 6, 2023. Sold for demolition as is in Batam (Indonesia), she was beached in Chattogram.



Avatar, October 2017, Brisbane (Australia).
© John Wilson



Atar, May 2024, Chattogram.
© Sitakunda Shipbreaking

Duta 1 (ex-*Shanghai Super Express*, ex-*Musashi Maru*, ex-*Nissan Musashi Maru*). IMO 9033751. Length 146 m, 5,913 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Setoda (Japan) by Naikai. Owned by Duta Shipping International (Indonesia). Sold for demolition in Bangladesh at Four Stars Ship Breaking Ind. Ltd yard. 500 US\$ per ton.



August 2023, *Duta 1*, Yokohama (Japan).
© M Yohei



February 2024, *Duta 1*, Chattogram.
© Sitakunda Shipbreaking

The sisterships *Eforie* and *Mangalia* were operated for the transport of trucks, containers and railway wagons between Constanta and Samsun (Türkiye) by CNM Romline Shipping Co SA (Romania), then from 1998 by CFR Ferry Boat. The two vessels were laid up in 2008 and 2009, but were kept in running order as strategic military equipment at the request of the Romanian government. They were auctioned at the end of 2023. The *Mangalia* was reportedly sold for 13,2 million lei, or 255 US\$ per ton. In March 2024, the sisterships were finally towed by the *Protug 75* for demolition in Türkiye.



Eforie, March 2024, Agigea (Romania).
© Hussam Najjar

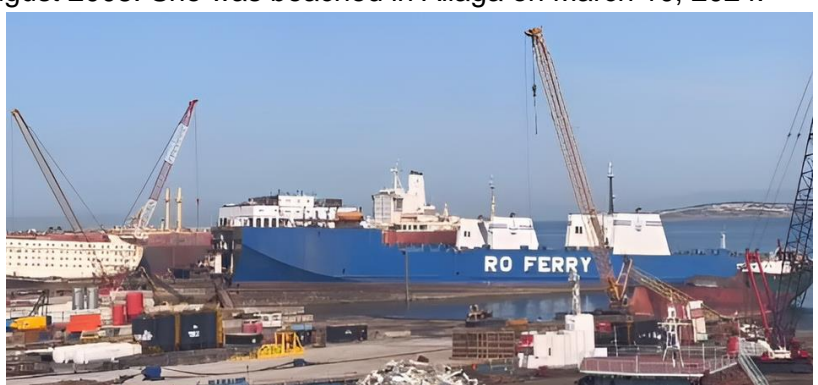


Mangalia and *Eforie*, port of Constanta, July 2015.
© Sorin Tițu [

Eforie. IMO 8707549. Length 185 m, 11,700 t. Deflagged from Romania to Palau for her last voyage. Classification society Det Norske Veritas until 2009. Built in 1991 in Constanta (Romania) by Santierul Naval Constanta. Decommissioned in August 2008. She was beached in Aliaga on March 10, 2024.



Protug 75 and *Eforie*. © Airdrone RO



Eforie, beached in Aliaga, © Selim San

Mangalia. IMO 8513663. Length 185 m, 11,700 t. Deflagged from Romania to Palau for her last voyage. Classification society Det Norske Veritas then International Register of Shipping since January 2024. Built in 1988 in Constanta (Romania) by Santierul Naval Constanta. Decommissioned in May 2009. She was beached in Aliaga on March 21, 2024 shortened to *Galia*.

Car carrier

October-November-December 2023

Foresighter (ex-*Ingolstadt*). IMO 8602816. Length 178 m, 11,257 t. flag Deflagged from Panama to St. Kitts and Nevis for her last voyage shortened to *Sighter*. Classification society Nippon Kaiji Kyokai then Capital Register of Shipping. Built in 1987 in Tadotsu (Japan) by Hashihama Zosen. 5 detentions: in 2004 in Benicia (California, USA), in 2013 in Taicang (China) and Moji/Kitakyushu (Japan) and in 2014 in Osaka (Japan) and Yokohama (Japan). Owned by Yokohama Marine & Merchant (Japan). Acquired in October 2023 by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India). Sold as is in Japan for demolition in Bangladesh. 512 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 *Foresighter* was beached on November 15, 2023 at N.B. Steel yard, which as of March 2024 did not appear on Nippon Kaiji Kyokai website as having been delivered a Statement of Compliance.



Foresighter, Tokyo (Japan), November 2016. © Vladimir Tonic



Sighter, Chattogram, November 2023.
© Fazlur Rahman

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.

2023: October-November-December 2023 = 12

2024: January-February-March 2024 = 20

32 demolitions. 18% of scrapped ships, 26% of the global tonnage. The average age at the time of demolition is 30 years. The detention rate before scrapping is 72%.

13 (41%) belonged to Chinese or Hong Kong shipowners. 5 bulkers owned by Turkish shipowners were sent to the Indian subcontinent.

With the exception of the Canadian laker Algoma Transport, which is to be broken up in Canada, the bulkers were scrapped in yards established in the Indian sub-continent and in particular in Bangladesh (20 ships, 63% of the category).

October-November-December 2023

Bon Voyage (ex-*HI Tacoma*, ex-*Hanjin Tacoma*). IMO 9079145. Length 225 m, 9,986 t. Kiribati flag until April 2023 then Panama (April 2023), Sierra Leone (November 2023) and finally St. Kitts and Nevis (December 2023) for her last voyage. While she was deflagged, she was also renamed *Neptune 1* in November then was beached in Gadani shortened to *Tune*. Classification society Bureau Veritas until October 2023 then Capital Register of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo Shipbuilding & Marine Engineering. Detained in 2007 in Glastone (Australia). Owned by Bon Nouveau Ltd (Hong Kong, China). Acquired as is in Hong Kong by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in Pakistan. 465 US\$ per ton.



Bon Voyage, Vladivostok (Russia) July 2022. © Sergei Skriabin



Tune, beached in Gadani, plot 69.
© Gadani Ship Breaking Yard

Catherine Bright (ex-*Energy Prosperity*, ex-*Maple Wave*, ex-*Oak Wave*). IMO 9186924. Length 229 m, 10,962 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1998 in Sasebo (Japan) by Sasebo HI. Detained in 2001 in Los Angeles (California, USA) and in 2023 in Sohar (Oman). Owned by Panama-registered Catherine Shipping Fleet Inc care of Maritime International Transport & Trading Co (Oman). Sold for demolition. 535 US\$ per ton. The *Catherine Bright* was initially expected in India. She was finally beached in Pakistan.

A fatal choice. On January 16, 2024, two workers were killed by the fall of a metal plate during cutting operations. The National Trade Union Federation (NTUF) once again denounced the working conditions

on Pakistani yards, the lack of safety protocols and the impunity of shipbreaking yard owners. The bodies of Qasim and Mustafa were hastily buried at night, without any investigation on the circumstances and causes of the accident.



Catherine Bright, Gadani, plot 60. © Dewan & Son's Vessel

Daytona Dynamic (ex-*Eastgate*, ex-*Eastgate S*, ex-*Eastgate*, ex-*Japan Rainbow II*). IMO 8914726. Length 177 m, 6,058 t. Comoros flag since January 2022, Previously Guyana (September 2021, usurped flag) and Sierra Leone (2018). Classification society Hellas Naval Bureau. Built in 1990 in Toyohashi (Japan) by Kanasashi. Detained in 2018 in Chittagong (Bangladesh) and in 2023 in Botas (Türkiye). Owned since 2018 by Liberia-registered Daytona Dynamic Ltd. Sold for demolition in India. 510 US\$ per ton.



Daytona Dynamic, March 2020.
© Erturul Atagün

Diamond Way (ex-*Star Reliance*, ex-*Sanko Reliance*, ex-*Sanko Robust*). IMO 9074808. Length 185 m, 9,016 t. Palau flag since October 2019. Classification society International Register of Shipping. Built in 1995 in Imari (Japan) by Namura. 7 detentions: in 2005 in Tianjin (China), in 2006 in Cartagena (Spain), in 2012 in Qinhuangdao (China), in 2013 in Yingkou (China), in 2015 in Qingdao (China), in 2019 in Zhangjiangang (China) and in 2023 in Iskenderun (Türkiye). Owned by Liberia-registered Diamond Way Maritime Ltd care of African Express Ltd (Romania). Sold for demolition in India.

Diamond Way, Kandilli (Türkiye),
August 2023. © Cengiz Tokgoz



Jahan (ex-*Silky Ocean*). IMO 9118446. Length 186 m, 7,516 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1995 in Numakuma (Japan) by Tsuneishi. 5 detentions: in 2001 in Kwinana (Western Australia, Australia), in 2010 in Gladstone (Queensland, Australia), in 2011 in Gwangyang (South Korea), in 2014 in Tianjin (China) and in 2015 in Volos (Greece). Owned by Jahan Marine Pvt Ltd (Bangladesh) care of Brave Royal Ship Management (Bangladesh). Sold for demolition in Bangladesh at Kabir Steel Ltd yard.



Jahan, Koh Si Chang (Thailand), December 2021. © Geir Vinnes

Jin Hai Xi (ex-*New Guardian*, ex-*Tango Gracia*). IMO 9105463. Length 166 m, 5,931 t. Deflagged from China to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1995 in Tsurumi (Japan) by Nippon Kokan. Detained in 2001 in Himeji (Japan) and in 2007 in Useless Loop (Western Australia, Australia). Owned by Fujian Shipping Co (China). Acquired by Junwell Shipping Co Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh at Mahinur Ship Recycling Ltd yard. 505 US\$ per ton.



Jin Hai Xi, Keelung (Taiwan), January 2024. © Chun-Hsi



Jin Hai Xi, January 24, 2024, Chattogram. © Sitakunda Shipbreaking

Jin Yuan Xing 16 (ex-*Jin Yuan Yang*, ex-*Ya Zhou Hai*, ex-*Kamara*, ex-*Green Elm*, ex-*Balder Trader*). IMO 7533082. Length 219 m, 11,894 t. Deflagged from China to Sierra Leone for her last voyage. Unknown classification society. Built in 1977 in Hakodate (Japan) by Hakodate Dock. Owned by COSCO Shipping (China). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh at N.B. Steel yard.



Jin Yuan Xing 16, November 18, 2023, waiting to be beached in Chattogram. © Payel Hasan Shanto

ONE Destiny (ex-*Alby Destiny*, ex-*Olga Topic*). IMO 9107667. Length 186 m, 7,698 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Numakuma (Japan) by Tsuneishi. Detained in 2010 in Port Kembla (New South Wales, Australia) and in 2020 in Chornomorsk (Ukraine). Owned by One Navigation Denizcilik AS (Türkiye). Sold for demolition in India. 535 US\$ per ton including 350 t of bunkers.



Olga Topic downbound from Rouen, passing Honfleur (France), September 8, 2012. © Erwan Guéguéniat

ONE Story (ex-*Alby Story*, ex-*Cy Thunder*, ex-*ID Tide*, ex-*Nordtide*, ex-*Western Tide*). IMO 9104603. Length 186 m, 7,775 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi. Detained in 2019 in Zhanjiang (China). Owned by One Navigation Denizcilik AS (Türkiye). Sold for demolition in India.



February 2013, *Anton Topic*, Ijmuiden (The Netherlands). © Wim Vrolijk

ONE Victory (ex-*Alby Victory*, ex-*Anton Topic*). IMO 9107679. Length 186 m, 7,685 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Numakuma (Japan) by Tsuneishi. Detained in 2018 in Philadelphia (USA). Owned by Marshall Islands-registered One Victory Corp care of One Navigation Denizcilik AS (Türkiye). Sold for demolition in Bangladesh at Jamuna Ship Breakers yard.



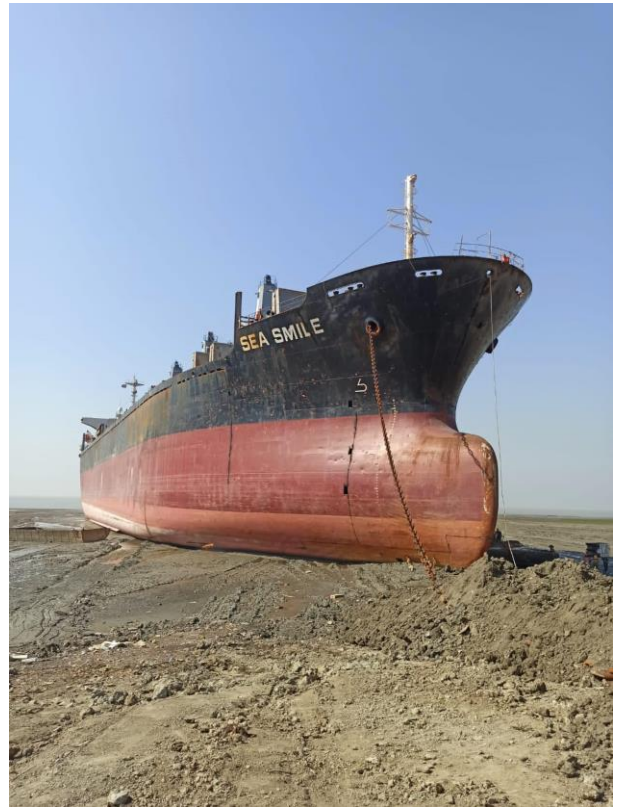
April 2024, *One Victory*, Chattogram. © Sitakunda Shipbreaking

Sea Smile (ex-*Wantong Sunny*, ex-*Wan Xiang*, ex-*Storm Ranger*, ex-*Lorenzina*, ex-*Brilliance*). IMO 9082738. Length 190 m, 8,118 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Yu Heng Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 498 US\$ per ton.



Wantong Sunny, July 2019, Kandilli (Türkiye).
© Cengiz Tokgöz

Sea Smile, December 2023. © Sitakunda Shipbreaking



Wuyang Goddess (ex-*Sea Rose*, ex-*Sea Rosa*, ex-*Sea Rose*, ex-*Amulet*, ex-*Ever Gloria*). IMO 9115004. Length 186 m, 7,481 t. Deflagged from Belize to St. Kitts and Nevis for her last voyage shortened to *Yang*. Classification society Bureau Veritas until November 2023 then Capital Register of Shipping. Built in 1995 in Tadotsu (Japan) by Hashihama Zosen. 5 detentions: in 2000 in Tokuyama (Japan), in 2005 in Puerto Patache (Chile), in 2011 in Townsville (Queensland, Australia), and in 2023 in Fangcheng (China) then in Sohar (Oman). Owned by Wuyang Goddess Shipping Co Ltd (Hong Kong, China). Acquired as is in China by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management (India) for demolition in India. 480 US\$ per ton including 600 t of bunkers.



Yang, Alang, plot 60-24 F, December 15, 2023. © Eren Topcu

Xin Dong Guan 3 (ex-*Serene Star*, ex-*Singa Star*). IMO 9132961. Length 225 m, 9,808 t. Deflagged from China to Comoros for her last voyage shortened to *Dong*. Classification society China Classification Society. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by Dongguan Haichang Shipping Co Ltd (China). Sold as is in Hong Kong for demolition in Pakistan. 473 US\$ per ton with a new ballast water treatment plant and 100 t of bunkers.



Dong, beached in Gadani, plot 64.
© Salam International/Gadani Ship Breaking Yard

January-February-March 2024



© Lake Erie Vlogger

On January 9, 2024, the Canadian laker *Tecumseh* is being broken up at the Marine Recycling Corp yard in Port Colborne on Lake Erie (see "Shipbreaking" # 70, p,66). Demolition continues at the Canadian yard, with the arrival of the *Algoma Transport* on the same day.

Algoma Transport (ex-*Canadian Transport*). IMO 7711737. Length 222 m, 9,148 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in St Catherines (Canada) by Port Weller Dry Docks pour Upper Lakes Group de Toronto (Ontario, Canada). The *Canadian Transport* was mainly used to supply coal to Ontario Hydro, a producer and distributor of electricity from hydroelectric dams, but also, after the Second World War, from coal-fired power stations.



February 2005, *Canadian Transport* in winter lay-up at Port Colborne. © Matt Ruscher

In 2011, Canadian Transport was sold to Algoma Central Corp (Canada). She was renamed Algoma Transport. In 2022, Algoma announced that its 43-year-old laker would be replaced upon delivery of the Algoma Bear (IMO 9619309). Algoma Transport unloaded her final cargo in Hamilton (Ontario, Canada) then arrived in Port Colborne on January 9, 2024 for demolition at Marine Recycling Corp.



January 9, 2024, *Algoma Transport* arriving at Port Colborne. [Screenshot Lake Erie Vlogger](#)

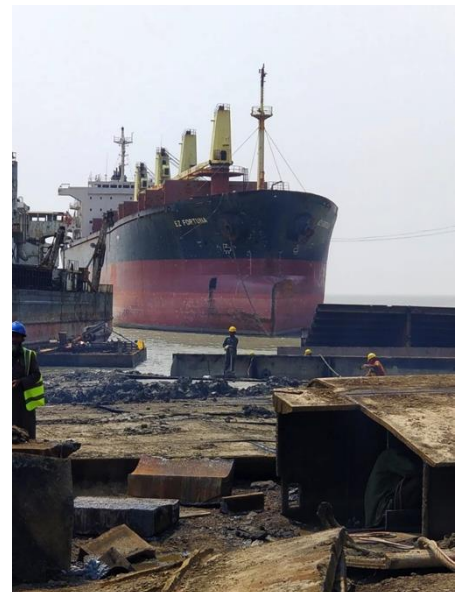
Denak Voyager (ex-*Vogevoyager*, ex-*Far Eastern Auspice*). IMO 9108257. Length 224m, 9,518 t. Turkish flag. Classification society Det Norske Veritas. Built in 1996 in Maizuru (Japan) by Hitachi Zosen. Detained in 2000 in Seattle (USA) and in 2006 in Batangas (Philippines). Owned by Denak Ship Management & Agency (Türkiye). Sold for demolition in Bangladesh. 540 US\$ per ton. She was beached at Jamuna Ship Breakers.



Denak Voyager and *One Victory*, Chattogram, April 27, 2024, Jamuna Ship Breakers yard. © **Mohammed Sagir**

EZ Fortuna (ex-*Da Hao*, ex-*Delta Ranger*, ex-*Bunga Melor Empat*). IMO 9071595. Length 185 m, 7,371 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima Shipbuilding. 4 detentions: in 1999 in St. Petersburg (Russia), in 2019 in Putian (China), in 2022 in Shanghai (China) and in 2023 in Jiangyin (China). Owned by EZ Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 525 US\$ per ton. She was beached at N.B. Steel yard.

EZ Fortuna, Chattogram, N.B. Steel yard, March 2024.
© **Md Mamun Ur Rashid**



ISL Star (ex-Vika, ex-Dst Oslo, ex-Lilian Z, ex-Seamaid). IMO 9207326. Length 225 m, 10,177 t. Liberian flag. Classification society Indian Register of Shipping. Built in 1999 in Sasebo (Japan) by Sasebo HI. 4 detentions: in 2007 in Xiamen (China), in 2015 in Izmit (Türkiye) and in 2023 in Putian (China) then Kakinada (India). Owned by International Shipping & Logistics (United Arab Emirates). Sold for demolition in Bangladesh. She was beached at King Steels yard. 528 US\$ per ton.



DST Oslo in Rouen, September 15, 2015. © Erwan Guéguénat

Jahan Brothers (ex-Sjn Intrepid, ex-Prabhu Yuvika, ex-Marine Hawk). IMO 9072226. Length 186 m, 8,032 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1994 in Numakuma (Japan) by Tsuneishi. 3 detentions: in 2014 in Yantai (China), in 2015 in Tianjin (China) and in 2020 in Teluk Bayur (Indonesia). Owned by Brave Royal Ship Management (Bangladesh). Sold for demolition in Bangladesh. She was beached at Kabir Steel Ltd yard.

Konstantinos (ex-Crystal Seas, ex-Espania, ex-Hispania, ex-Pacific Governor). IMO 9114153. Length 185 m, 7,979 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. 6 detentions: in 2012 in Dublin (Ireland), in 2013 in Kandla (India), in 2014 in Kiel (Germany) and in 2015 in Novorossiysk (Russia), Gibraltar (United Kingdom) and Bejaia (Algérie). Owned by Marshall Islands-registered Konstantinos Shiptrade Inc care of Mega Shipping Ltd (Greece). Sold for demolition in Bangladesh. Ltd. 520 US\$ per ton. She was beached at PHP Ship Breaking & Re-Cycling Industry yard.

Lila Nantong (ex-Alam Cetus, ex-Aquajoy). IMO 9278521. Length 289 m, 23,982 t. Liberian flag. Classification society American Bureau of Shipping. Built in 2003 in Sasebo (Japan) by Sasebo Heavy Industries. Acquired in April 2022 by Liberia-registered Essa Investments Ltd care of Kyra Global Marine Services (United Arab Emirates). She was at the time reported to be scrapped (cf. "Shipbreaking" # 66, p. 41). She played overtime. On February 12, 2024, she was beached in Chattogram at S.N. Corporation in its Unit-2.

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



February 2022, to be broken up. Source Equasis

February 2024, Lila Nantong, Chattogram, SN Corporation, Unit-2. © Fazlur Rahman

Qatar Ana (ex-*Mischa*, ex-*St. Michael*, ex-*Astana*, ex-*New Power*, ex-*Aventicum*, ex-*Copilco*, ex-*World River*). IMO 8901808. Length 186 m, 8,015 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Numakuma (Japan) by Tsuneishi. Detained in 2012 in Nantong (China). Owned by Al Khalejia Aggregates FZE (United Arab Emirates). Sold for demolition in Pakistan. 509 US\$ per ton.

Sia (ex-*KG Asia*, ex-*Renascentia*, ex-*North Friendship*). IMO 9190377. Length 225 m, 12,605 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1999 in Shanghai (China) by Hudong Shipyard. 4 detentions: in 2013 in Rotterdam (The Netherlands), in 2016 in New Orleans (USA), in 2020 in Newcastle (New South Wales, Australia) and in 2022 in Gladstone (Queensland, Australia). In November 2022, the Marshall Islands-registered shipowner KG Asia Co Ltd care of SW Shipping Co Ltd (South Korea) has reportedly sold the *KG Asia* for demolition. The final destination was undisclosed. The status of the ship changed from "to be broken up" to "in service" in December 2022. The Liberia-registered buyer Lexi Shipping care of Lila Global Ltd (United Arab Emirates) has been operated her as the Liberia-flagged *Sia*. On February 13, 2024, she was beached for demolition in Bangladesh at PHP Ship Breaking & Re-Cycling Ind. Ltd.

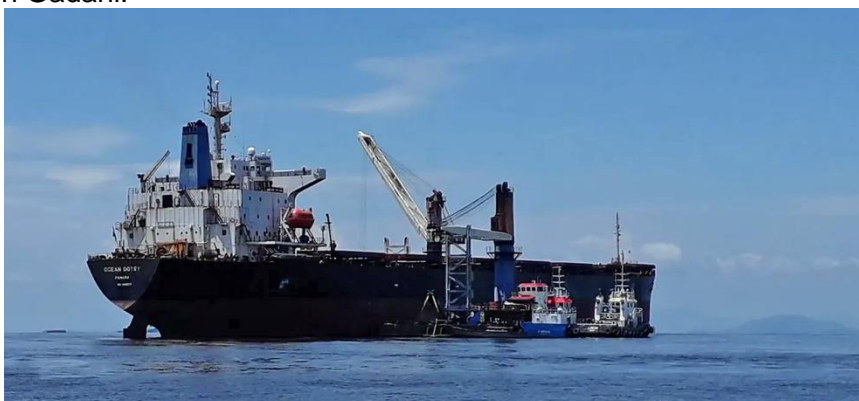
Information	Since
IMO number :	9190377
Name of ship :	KG ASIA (since 01/06/2014)
Call sign :	V7BM7
MMSI :	538007811
Gross tonnage :	40489 (since 01/07/1999)
DWT :	74732
Type of ship :	Bulk Carrier (during 1999)
Year of build :	1999
Flag :	Marshall Islands (since 01/12/2017)
Status of ship :	To Be Broken Up (since 30/09/2022)
Last update :	29/11/2022



September 2022, "to be broken up", **Source Equasis** *KG Asia*, Vanino (Russia), December 2016. © **Andy Ru**

Song (ex-*Dong Fang He Sheng*, ex-*Shun He 8*, ex-*Mei Hai*). IMO 7525463. Length 213 m, 11,247 t. Chinese flag until July 2023. She was then successively registered in St. Kitts and Nevis (July), Gabon (September) and finally Sierra Leone (November). Unknown classification society. Built in 1977 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition. She was beached in Chattogram on January 21, 2024.

Toro Bianco (ex-*Ocean Dotey*, ex-*Selena HK*, ex-*Evermerit*, ex-*Sinokor Pioneer*, ex-*Powhatan*). IMO 9105578. Length 225 m, 9,269 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1995 in Oppama (Japan) by Sumitomo. 4 detentions: in 2005 in Sant'Antioco (Italy), in 2012 in Tianjin (China), in 2015 in Zhuhai (China) and in 2019 in Putian (China). Owned by Panama-registered *Toro Bianco* Inc. Sold for demolition in Pakistan. 541 US\$ per ton. She left Mesaieed (Qatar) and was beached in Gadani.



Ocean Dotey, April 2021, loading coal at Banjamarsin (Indonesia). © **Iwan Afwan**

Wadi S (ex-*Wadi Sudr*). IMO 9077903. Length 225 m, 10,247 t. Comoros flag since October 2022, Previously Egypt. Classification society Lloyd's Register of Shipping then Phoenix Register of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo Shipbuilding & HI. 5 detentions: in 2013 in Esperance (Australia) and Zoushan (China), in 2014 in Xiamen (China) and Dahej (India) and in 2024 in Shanghai (China). Owned by Marshall Islands-registered Tudor Maritime Ltd care of Kiva Marine Ltd (Türkiye). Sold for demolition in Bangladesh. 530 US\$ per ton including a spare propeller and 140 t of bunkers. She was beached at S.N. Corporation in its Unit-2.



Wadi Sudr, Novorossiysk (Russia), November 2015
© Evgeniy Konfederatov



Wadi S, Chattogram, SN Corporation-Unit 2,
February 14, 2024. © Fazlur Rahman

Xin Wang Hai. IMO 9255012. Length 290 m, 23,038 t. Deflagged from China to Liberia for her last voyage shortened to *Wang Hai*. Classification society China Classification Society. Built in 2003 in Shanghai (China) by Shanghai Waigaoqiao. Owned by Hainan Haisheng Shipping Co (China). Acquired by Liberia-registered Essa Investments Ltd care of Kyra Global Marine Services (United Arab Emirates) prior to her departure for demolition in Pakistan. 528 US\$ per ton.



Wang Hai, at Gadani. © Facebook Shipbreaking Group

Xin Xiang An (ex-*Lucy Oldendorff*). IMO 9032692. Length 157 m, 5,113 t. Deflagged from China to Sierra Leone for her last voyage. Unknown classification society. Built in 1992 in Saiki (Japan) by Saiki Jukogyo. Owned by Yang Pu Zhe Hai Shipping (China). Acquired by Hong Kong King Sail Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh. She was beached on March 1, 2024 at T. R. Ship Breakers Ltd yard. 485 US\$ per ton.

Xin Xiang Rui (ex-*Elisabeth Oldendorff*). IMO 9032707. Length 157 m, 5,119 t. Deflagged from China to Sierra Leone for her last voyage. Unknown classification society. Built in Saiki (Japan) by Saiki Jukogyo. Detained in 2003 in Newcastle (New South Wales, Australia). Owned by Yang Pu Zhe Hai Shipping (China). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh at M. A. Ship Breaking Ltd yard. 515 US\$ per ton.



Elisabeth Oldendorff, March 2009. © Harold Hogan



Xin Xiang Rui, March 2024. © Sitakunda Shipbreaking

Yamtai (ex-*Ideal Bulker*, ex-*J. Lucky*, ex-*Diamond Bulker*). IMO 9085572. Length 169 m, 6,003 t. Deflagged from Panama to Palau for her last voyage shortened to *Yamta*. Classification society Nippon Kaiji Kyokai. Built in Imabari (Japan) by Imabari Zosen. Detained in 2001 in Oita (Japan). Owned by Shenzhen Shekou Shipping & Transportation Co Ltd (China). Acquired as is in Singapore by Marshall Islands-registered Future Projects Inc care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh. 475 US\$ per ton. She was beached at Master Steel & Oxyzen Ltd yard.



Yamta, May 2024. © Sitakunda Shipbreaking

Yildizlar-2 (ex- *Forest Creator*). IMO 9145695. Woodchip carrier. Length 200 m, 10,347 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in Marugame (Japan) by Imabari Zosen. Detained in 2015 in Royal Portbury (United Kingdom) and in 2017 in Wilmington (North Carolina, USA). Owned by Yildizlar Deniz Isletmeciligi (Türkiye). Sold for demolition in Bangladesh at Four Star Ship Breaking Ind. Ltd yard.



Yildizar 2, Bosphorus (Türkiye), January 2019. © Ahmet Ünlügülli



Yildizar 2. © Md Mamun Ur Rashid

Zeus One (ex-*Zheng Yuan*, ex-*King Sail*, ex-*Brilliant Arc*). IMO 9258105. Length 289 m, 21,364 t. Panamanian flag until May 2023 then Liberia. Classification society Registro Italiano Navale. Built in 2002 in Chiba (Japan) by Mitsui. 4 detentions: in 2008 in Hay Point (Queensland, Australia), in 2011 in Dampier (Western Australia, Australia), in 2016 in Gijon (Spain) and in 2021 in Boryeong (South Korea). Owned by Fujian Ocean Shipping Co Ltd (China) until June 2023. She was acquired by Liberia-registered Zeus Marine Ltd care of Athena Shipping Pte Ltd (Singapore). In the last twelve months, she has only been spotted in Chinese ports. Business seemed to be reduced. She was acquired by Machtrans Ship Management Pvt (India) prior to her departure for demolition in Bangladesh. She left Fangsheng (China) and was beached on February 14, 2024 in Chattogram at N.B. Steel yard.

Cement carrier

October-November-December 2023

Yosei Maru (ex-*Ryosei Maru*). IMO 9132832. Length 70 m, 818 t. Sierra Leone flag. Classification society Overseas Marine Certification Services. Built in 1995 in Hakata (Japan) by Murakami Hide. Detained in 2023 in Hong Kong (China). Owned by Shandong Tongda International Shipping (China). Sold for demolition in Bangladesh at N.B. Steel yard.



Ryosei Maru, Kanmon Strait (Japan), March 2020. © Taketo Fuchi

January-February-March 2024

Asia Cement n°1. IMO 8025848. Length 108 m, 2,234 t. Deflagged from Taiwan to St. Kitts and Nevis for her last voyage shortened to *Ment*. Classification society China Corporation Register of Shipping. Built in 1980 in Keelung (Taiwan) by China Shipbuilding Corp. Detained in 2004 and 2005 in Nagoya (Japan). Owned by U-Ming Marine Transport Corp (Taiwan). Sold as is in Keelung for demolition in Bangladesh at KR Ship Recycling yard. 363 US\$ per ton.



Asia Cement No. 1, Keelung (Taiwan), July 2023. © Rex Tsai

Tanker

2023: October-November-December= 9
 2024: January-February-March = 18

27 demolitions. 15% of ships, 20% of tonnage.

The average age at the time of demolition was 37 years. The detention rate before scrapping was 33%: 33% for oil tankers, 100% for chemical tankers, 67% for gas carriers.

1 vessel is a chemical tanker, 1 is an edible oil tanker, 5 are gas carriers, 22 (81%) are crude oil or product tankers or Floating Storage & Offloading (FSO) or Floating, Production, Storage & Offloading (FPSO) units.

Of the 22 oil tankers, 16 have a deadweight tonnage of 1,500 to 42,000. Of the 6 "large" vessels over 120,000 tonnes deadweight, 4 are Floating Storage and Offloading (FSO) or Floating Production Storage and Offloading (FPSO) units. These 4 floating plants alone account for 62% of the tonnage of scrapped tankers.

Petrobras' new dismantling policy promotes the demolition of its oil fleet in national yards. This enables Brazil to enter the tanker market, which has been the preserve of the Indian subcontinent for decades.

Adisa (IMO 9304667) and Devashree (IMO 9213222), two trafficking tankers escape the blowtorches.

Adisa (ex-Maera, ex-Toyo). IMO 9304667. Length 333 m, 41,672 t. Panamanian flag until March 2023. Classification society Croatian Register of Shipping until December 2022. Built in 2005 in Saijo (Japan) by Imabari Zosen. Owned by Marshall Islands-registered Triton Navigation Corp care of Thomarose Global Ventures Ltd (Nigeria).

Information	Since
IMO number :	9304667
Name of ship :	ADISA (since 01/03/2021)
Call sign :	UNKNOWN
MMSI :	
Gross tonnage :	160098 (since 01/01/2005)
DWT :	310309
Type of ship :	Crude Oil Tanker (since 01/01/2005)
Year of build :	2005
Flag :	Not Known (since 01/03/2023)
Status of ship :	To Be Broken Up (since 02/02/2024)
Last update :	28/05/2024



"To be broken up". Source Equasis

BONNY OFFSHORE
OT [NG]

IN ALA

ATD: 2023-12-19 02:13

ETA: - ⓘ

Destination Alang ?
source Marine Traffic



In November 2022, the US Department of the Treasury published a new list of individuals and companies sanctioned for violating the embargo on Iranian oil. This list included the Marshall Islands-registered shipowner Triton Navigation Corp, owner of the VLCC (Very Large Crude Carrier) *Adisa*. The *Adisa*'s further trading was compromised. In February 2024, she was announced sold for demolition. According to her AIS, she was then flying the flag of Guyana and heading for Alang. However, on March 27 she was located at 31,75873° / 32,72321°, that is, in the Mediterranean off Port Said; on May 27, her AIS reported that she was anchored off Tema (Ghana). The *Adisa* is continuing trading as a member of the shadow fleet carrying oil under sanctions.

Devashree (ex-*Jal Laxmi*, ex-*Bnoah*, ex-*P Pioneer*, ex-*Sunny Iris*). IMO 9213222. Length 110 m, 2,650 t. Gabonese flag since March 2020. Classification society Bureau Veritas. Built in 2000 in Fukuoka (Japan) by Fukuoka Zosen. Detained in 2005 in Nanjing (China).



Le *P Pioneer*, arrested in Busan (South Korea).
© Kim Jae-hong/Yonhap

Information		Since
IMO number :	9213222	
Name of ship :	DEVASHREE	(since 01/10/2022)
Call sign :	TRAN6	
MMSI :	626062000	
Gross tonnage :	5160	(during 2000)
DWT :	7849	
Type of ship :	Chemical/Oil Products Tanker	(during 2000)
Year of build :	2000	
Flag :	Gabon	(since 01/03/2020)
Status of ship :	To Be Broken Up	(since 08/12/2023)
Last update :	07/05/2024	

Devashree, ex *P Pioneer*, December 2023, "to be broken up". Source Equasis

In October 2018, the *P Pioneer* operated by South Korean shipowner Lodestar Marine Co Ltd was detained in Busan (South Korea) for carrying oil bound for North Korea in violation of United Nations Council sanctions. She allegedly carried out several ship-to-ship transfers in September 2017. She was sold in June 2019 to a certain Bone Trading Co Ltd based in Busan (South Korea) and resumed trading as *Bnoah*, still flying the South Korean flag. She started covering her tracks. In March 2020, she was acquired by New Stage Shipping Pte Ltd of Singapore and became the *Jal Laxmi* flying the Gabonese flag. Since March 2022, her official owner is Laxmi Corp Ltd, registered in the Marshall Islands at the address of convenience "Trust Company Complex, Ajeltake Road, Ajeltake, Majuro MH 96960". She was renamed *Devashree* while keeping her Gabonese flag.

In December 2023, several brokers reported her sale for demolition at 480 US\$ per ton. She has still not been beached. However, in June 2024, she was spotted en route from Hamriya (United Arab Emirates) to Khor Al Zubair (Iraq).

Chemical tanker

2024: January-February-March = 1

January-February-March 2024

Eastern Tiger. IMO 9172741. Molten sulphur tanker. Length 97 m, 2,024 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Usuki (Japan) by Shitanoe. Detained in 2013 in Ulsan (South Korea). Owned by Sansho Kaiun Co Ltd (Japan). Sold for demolition. The destination is to date undisclosed Her last known location was at Orient Shipyard in Gwangyang (South Korea).



Eastern Tiger, April 2021, Ulsan, South Korea. © Vladimir Tonic

IMO number :	9172741	
Name of ship :	EASTERN TIGER	(during 1997)
Call sign :	5LAX8	
MMSI :	636020831	
Gross tonnage :	3384	(since 01/11/1997)
DWT :	4999	
Type of ship :	Chemical Tanker	(during 1998)
Year of build :	1997	
Flag :	Liberia	(since 01/06/2021)
Status of ship :	To Be Broken Up	(since 08/03/2024)
Last update :	07/05/2024	

Mars 2024, "à démolir". Source Equasis

Gas carrier

2023: October-November-December= 1

2024: January-February-March = 2

October-November-December 2023

Gas Dollart (ex-Gaschem Dollart, ex-Dollart Gas). IMO 8922292. Length 100 m, 2,491 t. Malaysian flag. Classification society Bureau Veritas. Built in 1990 in Waterhuizen (The Netherlands) by Pattje. Detained in 2015 in Dong Nai (Viet Nam). Owned by Uni-Fleet SdnBhd (Malaysia). Sold for demolition in India. 706 US\$ per ton.

January-February-March 2024

Sinar Tarakan (ex-Crystal Coral). IMO 9113991. Length 100 m, 2,163 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Uwajima (Japan) by Miyoshi. Detained in 2010 in Taicang (China). Owned by PT Synergy Marine Indonesia (Indonesia). Sold for demolition. 538 US\$ per ton. Her destination of demolition is to date unknown.

Tomson Gas (ex-Monsoon, ex-Ben Nevis). IMO 8811766. Length 99 m, 1,990 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Imabari (Japan) by Higaki Shipbuilding. Detained in 2017 in Lavan (Iran). Owned by Chemgas Intercoastal Shipping Bv (The Netherlands). Acquired by Panama-registered Tilos Maritime & Trading SA care of Marine Shipping Line FZE (United Arab Emirates) for demolition in India.



Monsoon at Le Havre (France), May 30, 2012.
© Erwan Guéguénat



and off Walsoorden (The Netherlands),
September 8, 2012. © Pascal Bredel

Edible oil tanker

Star Aruba (ex-Kropelin). IMO 7221275. Length 71 m, 899 t. Dutch flag. Classification society Det Norske Veritas. Built in 1972 in Boizenburg (Germany) by VEB Elbwerften. Ex-general cargo ship converted in 1993 to edible oil tanker. Owned by Star Bonaire BV (The Netherlands). On March 26, 2024, she arrived at RDM recycling yard in Kampen (The Netherlands). RDM is still not included in the list of EU-approved facilities.



Star Aruba, last voyage towards the Dutch yard RDM, March 26, 2024. © R. van Helde

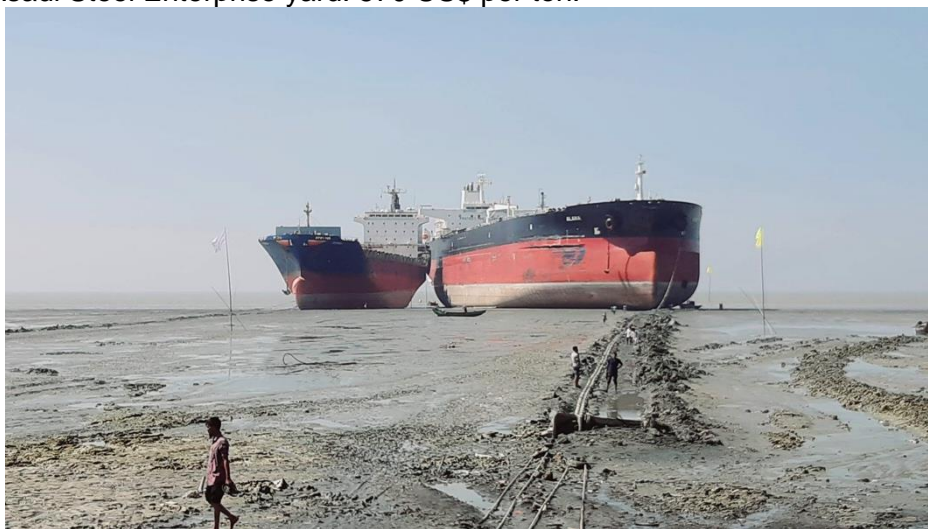
Oil tanker

2023: October-November-December= 8

2024: January-February-March = 14

October-November-December 2023

Alana (ex-*Falcon Pride*, ex-*Knock Sheen*, ex-*Astro Canopus*). IMO 9172583. Length 274 m, 22,471 t. Antigua & Barbuda flag; previously Liberia (2020), Panama (2018), Comoros (2012). Classification society Nippon Kaiji Kyokai. Built in 1998 in Okpo (South Korea) by Daewoo. Owned by Antigua & Barbuda-registered Alana Lines Inc care of Seagull Shipping Ltd (Singapore). Sold for demolition in Bangladesh at Asadi Steel Enterprise yard. 570 US\$ per ton.



Right, the *Alana*, Chattogram, November 2023. © Salah Uddin

FSU Soorena (ex-*Lanistes*). IMO 7379802. Length 344 m, 41,374 t. Deflagged from Panama to St. Kitts and Nevis in December 2023. Unknown classification society. Built in 1975 in Chiba (Japan) by Mitsui. Owned by Shell Exploration BV (The Netherlands).

At the beginning of her career, she was the Very Large Crude Carrier (VLCC) *Lanistes* built for Shell Tankers UK. From 1988 to 1999, she has been operated by Société Maritime Shell, the French subsidiary of Shell ; she was then flying the flag of French Southern and Antarctic Lands.



Lanistes, as a Shell tanker.
DR, collection Erwan Guéguénat



The floating storage *FSU Soorena*.
© Auke Visser

She was converted to a floating storage in 2000 at the Sembawang shipyard in Singapore for Shell Exploration BV (Netherlands). She left for Iran to be operated on the Soroosh/Nowrooz oil field in the Persian Gulf. She was decommissioned in 2016 in Busher (Iran). In the summer of 2016, she was reported sold for demolition, although her destination was not known (see "[Shipbreaking](#)" # 45, p. 39).

Actually, the *FSU Soorena* did not leave Iran. Between November 2023 and January 2024, she was successively sold to Sintec Machinery Trading Fzco (United Arab Emirates), Marine Line Ltd (Singapore) and Marshall Islands-registered Super Shining Shipping Corp care of Resurgence Ship Management Pvt

Ltd (India). She was also renamed three times, becoming the *Armila* in November 2023, the *Milan* in December and the *Island* in January 2024. She left Khor Fakkan (United Arab Emirates) on March 9 under tow of tug *Priya Twenty Ninety* (IMO 9390745) bound for the Chattogram scrapyards. She was beached on April 16 at H. M. Ship Breaking Industry Ltd yard.



FSU Soorena beached as *Island*, Chattogram.
© Fazlur Rahman



Priya Twenty Ninety. © Amaldev Mahalakshmi

John Caine (ex-*New Grace*, ex-*Prabumenang Kadepe*). IMO 9045431. Length 160 m, 4,759 t. Deflagged from Indonesian to Comoros for her last voyage shortened to *John C*. Classification society Nippon Kaiji Kyokai. Built in Imabari (Japan) by Imabari Zosen. Owned by Atamimi Group Of Companies (Indonesia). Acquired as is in Singapore by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India). On February 28, 2024, she was beached for demolition in Bangladesh at Bob Recyclers yard. 465 US\$ per ton.



John C, March 2024. © Salah Uddin

Khuran (ex-*Emma*, ex-*Raffles Park*, ex-*Bow Trident*, ex-*Petrobulk Stag*). IMO 9032666. Length 180 m, 10,061 t. Togolese flag until February 2019, then unknown flag and finally Comoros for her last voyage renamed *Seas*. Classification society Det Norske Veritas. Built in Kure (Japan) by Minami-Nippon. Owned by Hong Kong-registered Great Sparkle Investments Ltd care of Marian Ship Management & Consultancy (India). Sold for demolition in India.

Loggerhead (ex-*Yu You*, ex-*Woo Kwang*, ex-*Shin Bong*, ex-*Tenryugawa Maru*). IMO 8320810. Length 86 m, 1,088 t. Usurped Equatorial Guinea flag. Unknown classification society. Built in Yawatahama (Japan) by Kurinoura dockyard. Owned by Urban Light Co Ltd (Seychelles). Sold for demolition in Bangladesh. 460 US\$ per ton. She was beached at N.B. Steel yard.

Ocean Marine (ex-*Eiho Maru*). IMO 8020692. Length 72 m, 1,095 t. Deflagged from Thailand to Cameroon for her last voyage renamed *S Maru 4*. Unknown classification society. Built in Hakata (Japan) by Hakata Zosen. Owned by PC Marine Co Ltd (Thailand). Acquired by British Virgin Islands-registered Klop Shiptrading Ltd prior to her departure for demolition in Bangladesh. She was beached at N.B. Steel yard.

Sagna (ex-*Aegean M*, ex-*Aegean Rose*, ex-*Matisse*, ex-*Rantum*, ex-*Eider*). IMO 7729019. Ex-cargo polyvalent converted in 1988. Length 91 m, 2,065 t. Palau flag. Classification society International Register of Shipping. Built in 1978 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co Kg. Detained in 2001 in London (United Kingdom) and in 2018 in Bandar Khomeini (Iran). Owned by Liberia-registered *Sagna Shipping Inc* care of *Standard Maritime Shipping Services Inc* (United Arab Emirates). Sold for demolition in India.



Matisse, off Portishead (United Kingdom), December 1999. © Malcolm Cranfield

Shankha Chil-2 (ex-*Ebisu Maru*). IMO 7649207. Length 54 m, 615 t. Bangladeshi flag. Unknown classification society. Built in 1977 in Tateyama (Japan) by Takao Shipbuilding Kogyo. Owned by Unichart Navigation (Bangladesh). Sold for demolition in Bangladesh at Taihua Steel Enterprise yard.

January-February-March 2024

Asphalt Princess (ex-*Thalassa Desgagnes*, ex-*Rio Orinoco*, ex-*Orinoco*, ex-*Joasla*). IMO 7382988. Bitumen tanker. Length 135 m, 3,271 t. Panamanian flag. Classification society International Register of Shipping. Built in 1976 in Fredrikstad (Norway) by Ankerlokken Glommen. 5 detentions: in 2008 in Buffalo (USA), in 2017 in Montreal (Canada) and Bandar Khomeini (Iran), in 2019 in Teluk Bayur (Indonesia) and in 2020 in Mangalore (India). Owned by Panama-registered *Asphalt Princess Shipping* care of *Glory International FZ-LLC* (United Arab Emirates). Sold for demolition in India.



Thalassa Desgagnes, Montreal (Canada), October 2006. © Lakhtikov Dmitry

Fukuda (ex-*Star Service*, ex-*Ultraline*). IMO 9060405. Length 63 m, 674 t. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1992 in Singapore by Greenbay Marine. Owned by Panama-registered *Fukuda Maritime SA*. Sold for demolition in Bangladesh at S.N.Corporation in its Unit-3.



April 2014, *Star Service*, Singapore. © Tord Avsnes



February 2024 *Fukuda*, Chattogram. © Sitakunda Shipbreaking

Hong Yun You 19 (ex-*Pro Pacific*, ex-*Hong Yun You 19*). IMO 8981781. Length 108 m, 2,579 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 1999 in Fuzhou (China) by Fujian Southeast SY. Owned by Nanjing Hongyu Shipping Ltd (China). Sold for demolition in Bangladesh at Z.H Steel Ltd yard.



Hong Yun You 19, April 2024. © Sitakunda Shipbreaking

Jal Gamini (ex-*Putri Samudra*, ex-*Kanha Pride*, ex-*Taco*, ex-*Jacob*, ex-*Max Jacob*, ex-*Soyang*). IMO 9188788. Length 274 m, 22,572 t. Tanzanian flag since March 2024. Classification society Overseas Marine Certification Services. Built in 2000 in Okpo (South Korea) by Daewoo. The ex-*Max Jacob* was renamed *Taco* and deflagged to St. Kitts and Nevis before her announced departure for demolition in December 2021 (see "[Shipbreaking](#)" # 65, p. 41). She had been sold for 600 US\$ per ton but finally escaped the blowtorches. She became the Cameroon-flagged *Kanha Pride* in April 2022, then the Palau-flagged *Puti Samudra* in February 2023 and finally the Togo-flagged *Jal Gamini* in October 2023. During this extra time, she was only spotted in Chinese and Malaysian ports. In 2023, she was detained several times in Chinese ports: in Rizhao in April, in Dongjiakou in August and in Huizhou in November. Her last known owner was Brij Maritime Pvt Ltd (India). In March 2024, she was one more time reported sold for demolition as is in Indonesia, at 541 US\$ per ton. She was finally beached in Chattogram at S.N.Corporation Unit-3.



Max Jacob, December 2016, Rotterdam (The Netherlands). © Igor Dilo



Jal Gamini, Chattogram. © Sitakunda Shipbreaking

LMS Laxapana (ex-*Petro Discoverer*, ex-*Stolt Kingfisher*, ex-*Kingfisher*, ex-*Stolt Kingfisher*, ex-*Trusty*). IMO 8519382. Ex-chemical tanker registered as product tanker since 2004. Length 88 m, 1,205 t. Sri Lankan flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Usuki (Japan) by Shitane. Owned by Lanka Maritime Services Ltd (Sri Lanka). Sold for demolition in Bangladesh at King Steels yard.

LMS Laxapana, Chattogram, March 19, 2024.
© Sitakunda Shipbreaking





Lu Zhou (ex-*Fu Sheng*, ex-*Sj No. 3*, ex-*Hae Keum No, 1*, ex-*Fujigawa Maru*). IMO 8223476. Length 84 m, 966 t. Deflagged from Palau to Sierra Leone for her last voyage. Classification society Sing Class International. Built in 1983 in Kochi (Japan) by Shin Kochi Jyuko. Detained in 2014 in Singapore. Owned by Sino Port Da You Shipping Co (Hong Kong, China). Acquired by New Century Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh at Crystal Shippers Ltd yard.

Lu Zhou, April 2024. © Sitakunda Shipbreaking

Nan Hai Sheng Li (ex-*Mega Eagle*, ex-*Vinga*). IMO 7381025. Length 267 m, 33,151 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Sheng Li*. Classification society American Bureau of Shipping. Built in 1975 in Uraga (Japan) by Sumitomo. Converted in 1996 to a Floating Production Storage and Offloading unit (FPSO). Owned by China National Offshore Oil-CNOOC (China). Sold as is in South China Sea. She left the Chinese waters heading for Chattogram.



Mege Eagle, Delaware River, 1990. Collection Shipjohn



Nan Hai Sheng Li. © Sofec

Petrobras 33 (ex-*Henrique Dias*). IMO 7357749. Length 337 m, 49,000 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1978 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil; converted to a FPSO unit in 1998. Owned by Petrobras (Brazil). After the *Petrobras-32* (see "[Shipbreaking](#)" # 70, p. 10 and 81-82), the *Petrobras-33* is the 2nd ship of the Brazilian state-owned company to be dismantled in a yard that complies with its new dismantling policy, i.e. with a dry dock or at least watertight surfaces equipped with drainage systems. Like the *Petrobras 32*, the demolition of the *Petrobras 33* has been awarded to steelmaker Gerdau in partnership with the Ecovix yard in Rio Grande (Rio Grande do Sul State).

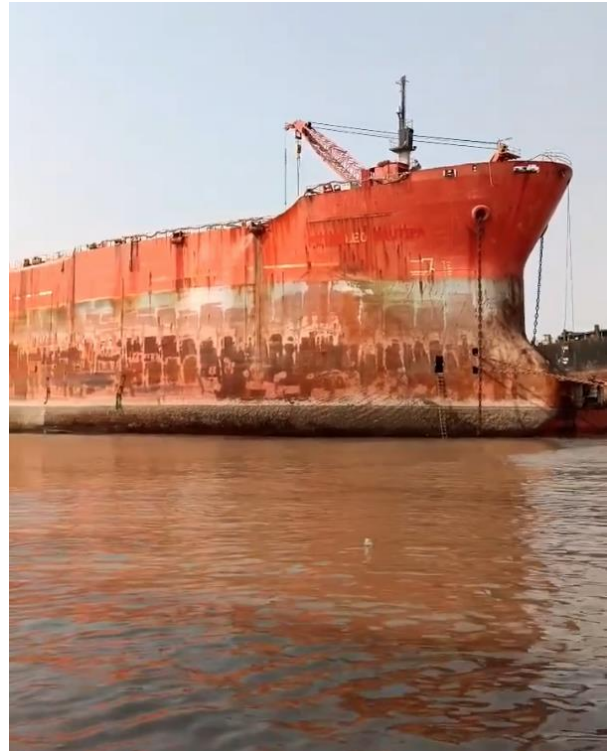


Petrobras 33. © Erik Azevedo

Petroleo Nautipa (ex-*Knock Bui*, ex-*Aenias*, ex-*In-Nahala*, ex-*Polartank*). IMO 7380629. Length 266 m, 23,590t. Deflagged from Singapore to St. Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1975 in Tsurumi (Japan) by NKK Corp. After a career as a crude oil tanker, she was converted to a FPSO unit and entered service in 2002 on the Etame oil field off the coast of Gabon, where she was operated until October 2022. Owned by BW Offshore Holdings Pte Ltd (Singapore). In 2024, BW Offshore announced the sale of the *Petroleo Nautipa* for demolition in a Hong Kong Convention compliant yard. The yard selected is Baijnath Melaram of India, which was delivered a Statement of Compliance with the Hong Kong Convention by Nippon Kaiji Kyokai. The *Petroleo Nautipa* was deflagged, shortened to *Leo* and towed from Oman where she was laid up to Alang. 450 US\$ per ton. BW Offshore says it intends to monitor operations on site throughout the demolition process by its own team at the site and by qualified personnel from a third-party company.



Petroleo Nautipa, September 2013, Etame oil field (Gabon).
© Alexander Reid Waterford Fairlieburne Gardens



Leo, beached in Alang, May 2024. © Eren Topcu

Suvarna Swarjya. IMO 9170432. Length 173 m, 8,541 t. Deflagged from India to St. Kitts and Nevis for her last voyage shortened to *Swarjya*. Classification society Indian Register of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India (India). Auctioned as is in Colombo (Sri Lanka). Acquired by United Arab Emirates-registered Sintec Machinery Trading FZCO. She was beached in Chattogram on April 25, 2024 at S.N.Corporation Unit-2. 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.



Tharateratana 1 (ex-*Nissho Maru*). IMO 9016832. Length 70 m, 739 t. Thai flag. Unknown classification society. Built in 1990 in Namikata (Japan) by Yamanaka. Owned by B P P Supply Co Ltd (Thailand). Sold for demolition in Bangladesh at Dynamic Ship Recycling Industries yard.

Tharateratana 1, February 2023 © Teachers

Wilson (ex-*P C Nutthaphon*, ex-*Choke Navee 6*, ex-*Sanpo Maru*). IMO 7904061. Length 65 m. Deflagged from Thailand to Cameroon in January 2023. Unknown classification society. Built in 1979 in Namikata (Japan) by Oura Dock. Owned by PC Marine 1992 Co Ltd (Thailand). Sold for demolition in January 2023 to Marshall Islands-registered Klop Shiptrading Ltd. She was beached one year later in Bangladesh.



P C Nutthaphon,
© Prachya Cheawchan



Wilson, Tai-Hua Steel Enterprise yard,
Chattogram. © Sitakunda Shipbreaking

Xin Run 66 (ex-*Li Hua 6*, ex-*Chang Run1*, ex-*Li Hua 6*). IMO 9094418. Length 112 m, 2,908 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen, then Foresight ship Classification. Built in 2004 in Zoushan (China) by Zhoushan Wuzhou SR & B Co. Detained in 2008 in Zhangjiagang (China). Owned by Zhoushan Xincheng Yifeng Run (China). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh at Taihua Steel Enterprise yard. 525 US\$ per ton.



Xin Run 66, April 2024. © Sitakunda Shipbreaking

Yong Feng (ex-*Amiri*, ex-*Miri*, ex-*Bintan*, ex-*Tenyoshi Maru No,4*, ex-*Tenyoshi*, ex-*Tenyoshi Maru*). IMO 7374448. Lengthened in 1990 from 97 to 111 m, 2,055 t. Cameroon flag since September 2023; Previously St. Kitts and Nevis (2019), Cook Islands (2017), Mongolia (2015), Kiribati (2010), Tuvalu (2009), Bolivia (2002) and Singapore (1990). Classification society Sing-Lloyd. Built in 1975 in Uwajima (Japan) by Miyoshi. Detained in 2015 and 2017 in Haiphong (Viet Nam). Owned by Samoa-registered Smile Winner Co Ltd. Sold for demolition in Bangladesh.

Tug

2023: October-November-December= 5

2024: January-February-March = 3

October-November-December 2023

Hal Anant (ex-Dulam Providence, ex-Fu Lai, ex-Flexservice 3). IMO 8107098. Lengthened from 85 to 107 m in 1993, 4,092 t. Indian flag. Classification society Indian Register of Shipping. Ex-pipe layer built in 1982 in Marstrand (Sweden) by FEAB-Marstrand then converted in 2007. Detained in 2003 in Yokohama (Japan). Owned by HAL Offshore Ltd (India). Sold for demolition in India.



Flexservice 3. © SJo Historie



Hal Anant. © Hal Offshore

SA Amandla (ex-Smit Amandla, ex-John Ross, ex-S. A. John Ross). IMO 7385215. Length 95 m, 3,062 t. Deflagged from South Africa to St. Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1976 in Durban (South Africa) by James Brown & Hamer. Owned by Smit Amandla Marine (Pty) Ltd (South Africa).



John Ross, Photo FotoFlite, collection Erwan Guéguénat



SA Amandla, entering Cape Town (South Africa).

© Andrew Ingpen

Built in South Africa, the response and salvage tug *SA Amandla* was operated throughout her life off the coast of South Africa and manned by South African crews. She has steadily provided assistance to a number of vessels passing along the South African coasts. "Shipbreaking" also noted her saving from shipwreck end-of-life ships that suffered failures while they were on their way to scrapping (cf. *Sea Frost* "Shipbreaking" # 58" p. 47, *Ursus* "Shipbreaking" # 56, p. 47, *Order* "Shipbreaking" # 54 p. 29, *Antaios* "Shipbreaking" # 48 p 67, *Poti* "Shipbreaking" # 35 p 39, *Sundance/Tristar Dubai* "Shipbreaking" # 32 p 7). How many sailors' lives were saved and how many oil spills avoided?

Her admirers would have liked her to be preserved and berthed in Cape Town, her home port, as part of a Maritime Education Centre dedicated to the maritime sector in all its aspects and developments.

No mercy for heroes: neither for the French salvage vessel *Abeille Flandre*, whose propeller alone was preserved and handed over to the city of Brest for display in the port, nor for the South African *SA Amandla*.

At the age of 47, the *SA Amandla* was retired and sold to Excel International FZC (United Arab Emirates) for demolition. She was beached in Alang on December 25, 2023 renamed *Iconic 09*.



Iconic 09, January 2024, Alang. © Vishal Sinh

SAS 4 (ex-*Al Hawtah*). IMO 8921016. Length 42 m, 935 t. Tanzanian flag. Classification society American Bureau of Shipping. Built in 1991 in Hessle (United Kingdom) by Dunston. Owned by SAS Middle East General (United Arab Emirates). Sold for demolition in India.



Al Hawtah, Juaymah oil terminal (Saudi Arabia), June 2016. © Capt Tony Powell

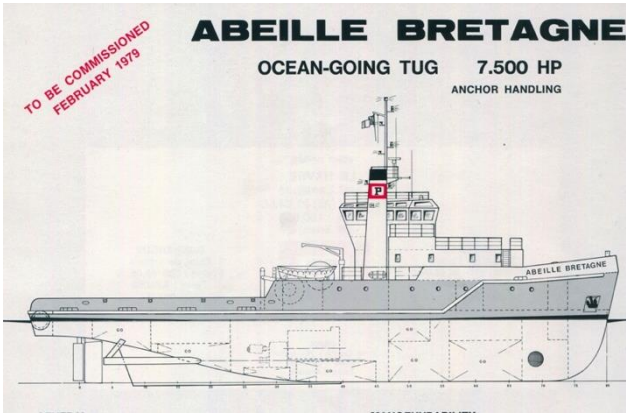
Thiseas (ex-*Lucky Star*, ex-*Spartan*, ex-*Jantar*, ex-*Pacific Salvor*, ex-*Abeille Bretagne*). IMO 7725403. Length 45 m. Togolese flag since August 2023, previously Belize (2022), Greece (2017), Malta (2001), Papua New Guinea (1996), France (1979). Unknown classification society. Built in 1979 in Dieppe (France) by Chantiers et Ateliers de la Manche for Les Abeilles-International (France) and high sea towage, offshore oil service and eventually salvage.



Abeille Bretagne. © Pascal Bredel



Abeille Bretagne (left, background) and *Abeille Provence* upon departure of *Norway* ex-France, Le Havre, August 18, 1979. DR, collection Erwan Guéguénat



© PROGEMAR , collection Erwan Guéguéniat



Abeille Bretagne, docked at Le Havre (France).
© Pascal Bredel

In 1996, she was sold to Pacific Towing PNG Pty Ltd based in Port-Moresby (Papua New Guinea), which operated her for 5 years under the national flag as *Pacific Salvor*. She returned to Europe in 2001 after being acquired by Polish shipowner Promas Shipping Ltd, who renamed her *Jantar*.

In 2010, she passed under control of the Greek shipowner Giglinis. She was renamed *Spartan*.

Jantar, Le Havre. © Pascal Bredel



Since 2017 onward, the Greek shipowner Chatzigavriil Tugs Maritime Co used her as *Lucky Star* for assistance duties in the Thracian Sea from the port of Alexandroupoli in north-eastern Greece.

3 detentions: in 2001 in Katsuura (Japan), in 2003 in Teeside (United Kingdom) and in 2005 in Santa Cruz de Tenerife (Canary Islands, Spain). In September 2022 she was acquired by Cortina Ventures Co, registered at Trust Company Complex, Ajeltake Road, Ajeltake, Majuro MH 96960, Marshall Islands and became *Thiseas*.



H Seas, Souda (Greece), October 31, 2023 shortly before her departure for demolition
© Pascal Bredel



Her last known AIS signal in November 2022 spotted her in Souda, on the north coast of Crete. In August 2023 she was sold to Brave Shipping & Engineering, also based in the Marshall Islands. Worldwide Tug and OSV News reported that she was finally towed in December 2023 for demolition in Türkiye, shortened to *H. Seas*.

Tim Sumed (ex-*Wimbrown Three*). IMO 6609171. Length 49 m. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1966 in Wallsend (United Kingdom) by Clelands Shipbuilding Co. Owned by Timsah Shipbuilding Co (Egypt). The magazine *Worldwide Tug* and *OSV News* reports her demolition by a local Egyptian yard.



Wimbrown Three. © Albert Weller

January-February-March 2024

Afthonia V (ex-*Black Diamond*, ex-*Riverton*, ex-*Smit-Lloyd 112*). IMO 7402465. Length 64 m. eflagged from Panama to Togo for her last voyage. Unknown classification society. Built in 1975 in Zaltbommel (The Netherlands) by De Waal as a supply vessel for the offshore oil industry in the North sea and the Dutch shipowner Smit Lloyd. Detained in 2014 in Aveiro (Portugal).



Smit Lloyd 112. © Luis Prieto Garcia



Black Diamond, in louver. © Yacht Charter Fleet

Robin des Bois has already reported the troubles of the ex-workhorse ship after the end of her career in the oil industry (see "[Shipbreaking](#)" # 43, p. 8 "Directly from champagne to blowtorches?"). In 2014, her final towage of the steam yacht *SS Delphine* between the Balearic Islands and Aveiro (Portugal), had gone wrong. The vintage capstan of the 1921-built *Delphine* had been destroyed. The crew, including the master and officers, did not have the required qualification certificates. The ship, then still called *Riverton*, had been detained for 107 days in Aveiro. After release, she entered Valencia shipyard (Spain) to be converted. Her new owner Panama-registered Super Yachting Activities Lda care of Madeira Yachts Shipping Register Management Lda (Madeira), which had bought her in September 2014, had plans to turn her into a floating night club in the Mediterranean, with the possibility of chartering her for events such as the Monaco Grand Prix or the Cannes Film Festival. She was renamed *Black Diamond* and was sent to Marseille in June 2015 for some final refurbishments. The transformations in the Spanish yard had been radical. So radical, in fact, that Marseille's Maritime Affairs department has deemed her unsafe for sailing. Ruined by the sailing ban, cancelled contracts and mounting debts, the *Black Diamond* had to give up her glittering career before it has started.

In December 2015, she was put up for sale for 2.3 million € as a yacht. She found a buyer two and a half years later, purchased for an unspecified amount by Sea Fleurs Ltd care of SSH Maritime Management Ltd based in Athens (Greece). The *Black Diamond* became the *Afthonia V* and sailed to Greece in July 2018. She remained laid up in Perama shipyards.



Afthonia V, laid up in Perama (Greece), October 2019.
© George Givisis



February 2024, *Afthonia V* beached in Aliaga. © Eren Topcu

Han Ji 2 (ex-*Maersk Fetcher*). IMO 9086215. Length 82 m, 2,126 t. Sierra Leone flag. Classification society Union Bureau of Shipping. Built in 1995 in Ulstein (Norway) by Ulsteinvik. Detained in 2023 in Guangzhou (China). Owned by Xingshun Shipping Co Ltd (Hong Kong, China). Acquired in March 2024 by New Century Shipping (Hong Kong, China). Sold for demolition in Bangladesh. 595 US\$ per ton.



Han Ji 2, Singapore, March 2015. © Martin Klingsick

Hermes (ex-*Drive Mahone*, ex-*Maersk Mahone*, ex-*Maersk Helper*, ex-*Maersk Server*, ex-*Maersk Trinity*, ex-*Trinity Bay*). IMO 8211576. Length 72 m, t. Cyprus flag. Classification society Lloyd's Register of SHipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Alfons Hakans AS (Estonia). In February 2024, She was towed for demolition in Liepaja (Latvia).



Drive Mahone, Rijeka, Croatia, August 18, 2009
© Dragec



Hermes arriving under tow at Liepaja (Latvia),
February 22, 2024 © LPX

Pilot vessel

October-November-December 2023

Defiant (ex-Oms Heidelberg, ex-Kommodore Ruser). IMO 5427784. Length 55 m, 762 t. Sierra Leone flag then usurped Sao Tome & Principe flag. Unknown classification society. Built in 1964 in Papenburg (Germany) by Jos.L.Meyer for the Directorate for water and navigation (Wasser-und-Schiffahrtsdirektion) of the port of Hamburg. Sold in 2010 to Offshore Maritime Services based in Cape Town (South Africa) to be operated as a safety standby vessel on the oil fields. Since 2014, her last known owner was British Virgin Islands-registered Nemsu Services Ltd. Acquired in November 2023 by Sahib Ji Trading LLC (United Arab Emirates) prior to her departure under tow for demolition in India renamed *White Palm*.



Kommodore Ruser, September 2009, Cuxhaven (Germany). © Maik Richter



Defiant, November 19, 2016. © Derrick Pinington

Pipe layer

October-November-December 2023

Mas Mulia (ex-Britoil LB-1). IMO 8772130. Length 99 m, 5,701 t. Niue flag. Classification society International Ship Classification. Built in 2009 in Batam (Indonesia) by Britoil Indonesia Offshore. Owned by ASL Shipyard Pte Ltd (Singapore). Beached for demolition in India.

January-February-March 2024

Comanche (ex-Global Comanche, ex-Ingram Derrick Barge No,7, ex-McDermott Derrick Barge No. 21). IMO 8757647. Length 122 m, 9,091 t. Unknown flag since 2017, Previously registered in Vanuatu. Classification society American Bureau of Shipping. Built in 1969 in Brisbane (Queensland, Australia) by Evans Deakins Industries. Owned by TCO Marine Ltd (Nigeria). Laid up for 10 years, She was sold for demolition as is in Batam (Indonesia). 390 US\$ per ton. She was finally towed and beached in Bangladesh.

Research vessel

January-February-March 2024

Deep Stim III (ex-C *Searcher*, ex- *Gary Chouest*). IMO 8136544. Length 64 m. USA flag. Unknown classification society. Built in Larose (Louisiana, USA) by North American Shipbuilding. Owned by Offshore Services Vessels LLC (USA).



The seismic research vessel *Deep Stim III* laid up in Larose (Louisiana, USA), September 2013. © CDAG

The ex-seismic research vessel was scuttled on January 30, 2024 off the coast of Bay County (Florida). She thus joined hundreds of concrete and metal structures sunk to serve as "artificial reefs", including chicken cages, freight wagons, piles of tyres, bridges, barges and decommissioned ships. Tourist boards are delighted of this additional entertainment offer on Florida's north-west coast, and are praising the wreck of the *Deep Stim III* as the largest after the aircraft carrier *Oriskany*, scuttled in May 2006 a little further off Pensacola and the highlight of the Florida Panhandle Shipwreck Trail.



© getthecoast.com



Screenshot Chasing Water

January 30, 2024, scuttling of *Deep Stim III*

About the scuttling of the aircraft carrier *Oriskany* see Robin des Bois' press releases:

["Shipwreck of an aircraft carrier in the United States"](#), May 3, 2006.

["Tomorrow, the United States launch a submarine aircraft carrier"](#), May 16, 2006.

Miscellaneous

Dredger

October-November-December 2023

Gibraltar (ex-*Professor Goryunov*). IMO 8505678. Hopper capacity 4,500 m³. Length 110 m, 4,960 t. Deflagged from Cyprus to Palau and finally Comoros in December 2023 for her last voyage shortened to *Ibra*. Classification society Russian Maritime Register of Shipping until April 2023, then International Register of Shipping and finally Maritime Bureau of Africa. Built in 1986 in Kinderdijk (The Netherlands) by IHC Smit. Detained in 2017 in Rotterdam (The Netherlands). Owned by Nautilus Circle Co Ltd (Cyprus). Sold for demolition in India.



Gibraltar, anchored off Singapore, August 2013
© Gerhard Simak

Lelystad. IMO 8507391. Hopper capacity 10,329 m³. Length 137 m, 8,375 t. Dutch flag. Classification society Bureau Veritas. Built in 1986 in Hardinxveld (The Netherlands) by De Merwede S&M. Owned by Van Oord Ship Management BV (The Netherlands). Beached for demolition in Türkiye on October 6, 2023.

Lelystad, Santos (Brazil), May 2015. © Lakhtikov Dmitriy



Aggregate carrier

January-February-March 2024

De Sheng 3 (ex-*Fu Lian 555*). IMO 1042988. Length 118 m, 3,924 t. Deflagged from China from to St. Kitts and Nevis for her last voyage. Unknown classification society. Built in 2017 in China. Owned by Fujian Yi De Sheng Shipping Co (China). Acquired by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India. She was beached on February 1 in Alang renamed *Ze Sheng*.

Sand carrier

January-February-March 2024

101 Sambong and 102 Sambong are a tug and barge used together as a sand carrier.

101 Sambong (ex-Kpl No. 101, ex-Hokuyo Maru No,5). IMO 9162710. Length 27 m, 420 t. Deflagged from South Korea to St. Kitts and Nevis for her last voyage renamed *Sambong 1*. Unknown classification society. Built in 1996 in Nagasaki (Japan) by Nagasaki Shipbuilding. Owned by Kummoon Shipping Co Ltd (South Korea). Acquired by Marshall Islands-registered Future Projects Inc care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh at Mak Corporation yard.

102 Sambong. Length 95 m, 2,822 t. Deflagged from South Korea to St. Kitts and Nevis for her last voyage renamed *Sambong 2*. Unknown classification society. Built in 1996 in Nagasaki (Japan) by Nagasaki Shipbuilding. Owned by Kummoon Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh at Mak Corporation yard.



The tug and barge *101 Sambong* and *102 Sambong* off Busan (South Korea), décembre 2016. © EZEK

301 Sambong. IMO 8361125. Length 101 m, 2,750 t. Deflagged from South Korea to St. Kitts and Nevis for her last voyage renamed *Sambong 3*. Classification society Korea Ship Safety Technology Authority. Built in 1993 in South Korea. Owned by Kummoon Shipping Co Ltd (South Korea). Acquired by Marshall Islands-registered Future Projects Inc care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in Bangladesh. She was beached on January 18, 2024 in Chattogram at Mak Corporation yard.



301 Sambong, Jinhae (South Korea), February 2016. © Vladimir Tonic

Work/repair vessel

January-February-March 2024

Diligence (ex-*Stena Inspector*). IMO 7814448. Length 111 m, 5,654 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in Landskrona (Sweden) by Oresundsvarvet AB as a diving support vessel for the offshore oil industry in the North Sea.



1982, *Stena Inspector* chartered by the Royal Navy during the Falklands War. © Imperial War Museum



July 2017, *Diligence* at Valletta (Malta). © Anthony Vella

In 1982, the British government chartered her to support the Royal Navy during the Falklands War (April 2 - June 14, 1982), then bought her in October 1983. The former *Stena Inspector* was converted and fitted out as a workshop ship to provide repair work for Royal Navy ships and submarines in areas far from their home ports. She became the *Diligence A132*, nicknamed the "Floating Swiss Army Knife". She was decommissioned in 2015 at Portsmouth naval base. In August 2016, the Ministry of Defense published a notice for her sale. The vessel was described as being "in good repair" but not "in running condition" and "sound for towing". A further use might be considered. A minimum purchase price of 800,000 £ (1 million US\$) was set. No buyer showed any interest and the notice was published again in February 2019, with no success either.

In early March 2024, *Diligence* was finally towed for demolition to Aliaga.



March 2024, Portsmouth. *Diligence* departing under tow, heading for Aliaga. © Solent Cruises Ltd

Cable layer

Raymond Croze. IMO 8104199. Length 108 m. French flag (International register). Classification society Bureau Veritas. Built in 1983 in La Rochelle-La Pallice (France) by les Chantiers Navals de La Pallice for Compagnie Française des Câbles Sous-Marins et de Radio later renamed France Telecom Marine (1988) then Orange Marine (2013).



France Telecom days, July 2012



Orange days at la Seyne sur Mer, September 2015.

© Pascal Bredel



April 15, 2013, under France Telecom colours



September 8, 2013, under Orange Marine colours

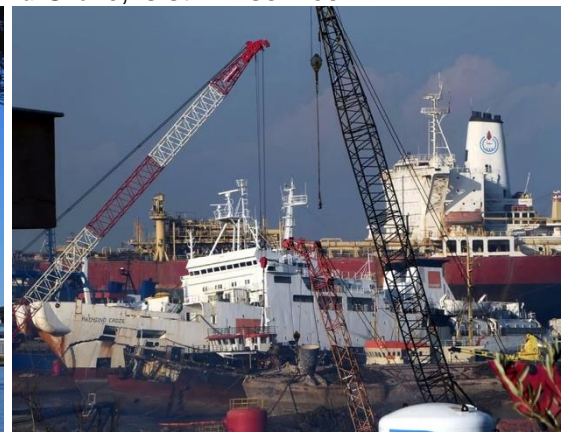
Raymond Croze in Brest (France) © Erwan Guéguénat

Retired in August 2023 and laid up in La Seyne-sur-Mer after her replacement by the *Sophie Germain*. On December 18, 2023, the *Raymond Croze* left La Seyne-sur-Mer under tow of the *Sea Vanquish* bound for Aliaga shipbreaking yards. Her export for demolition caused controversy. When it comes to choosing a shipbreaking yard, the criterion is financial. The sale of the *Raymond Croze* to a Turkish yard brought in over a million euros. For the CEO of Orange, "European yards do not offer the same terms", and "any other choice would have been a mistake".

The *Leon Thevenin*, built in 1983 and sistership of the *Raymond Croze*, is still in service.



Departure for demolition, December 18, 2023. © Pascal Bredel.



Raymond Croze, Aliaga. © Selim San

Sources:

ABC; Advanced Shipping & Trading; Allied Shipbroking; Anchor Shipbroking; Asharq Al-Awsat; Auke Visser; Baltinc Shipping; Best Oasis; Black Sea Memorandum of Understanding; BN Americas; Boat International; Boatnerd; Brazil Energy Insight; Bureau Veritas; Canadian Coast Guard; Cape Times (the); CBC/Radio Canada; CDM-Cafe del Montenegro; CFIM la radio des Îles de la Madeleine; Channel 16; Chittagong Port Authority (the); Club Feroviar; CNN; Container News; Container Ship Register; Coopérative de Transport Maritime and Aérien; Cuget Liber; Cumhuriyet; Det Norske Veritas - Germanischer Lloyd; Dover Ferry; Dredge Point; Dredgepoint.org; DuvaR; Ege de Sonsoz; Enterprise - Egypt; Equasis; European Commission; European Maritime Safety Agency; Ferry-Site (the); Fleetmon; Fleetphoto.ru; G Captain; Get the Coast; Global Marketing Systems; Guardian (the) - UK; Helder Line; Herd Law Firm; High Court Of Judicature At Bombay (the); Indian Ocean Memorandum of Understanding; Industrial Union; Interfax-Russia; Intermodal Research; İzmir Development Agency - Ministry of Industry and Technology (Türkiye); Japan Forward; Japan News (the) / Yomiuri Shimbun; Japan Oceanographic Data Center; Journal of Petroleum Technology; Koopvaardij; Lloyd's List; Lloyd's Register of Ships; Loadstar (the); Manifold Times (the); Marin (le); Marine Traffic; Maritime Executive; Maritime Reporter and Engineering News (the); Mediterranean Memorandum of Understanding; Mer and Marine; Merco Press; Ministero della Difesa - Agenzia Industrie (Italy); Ministry Of Defence – Defence Equipment Sales Authority (UK); Miramar Ship Index; Navi e Capitani; Navy Lookout; Nippon Kaiji Kyokai; Offshore Magazine; Ouest-France; Petrobras; Philippine Coast Guard; Radio Canada; Republic of Singapore-Navy; Reuters; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Safety 4 Sea; Seafood Source; Seaswift; Seatrade News India; Ship and Bunker; Ship Nostalgia; Shipfax; Shipping Inbox; Shipping Italy; Shipspotting; Simplon Postcards; Sjohistorie; Soviet Trawler.narod; Splash 247; Star Asia; Sun Star - Philippines (the); Tass; Télégramme (le); Tokyo Memorandum of Understanding; Trade Winds; TWZ-The War Zone; Tyne Built Ships; U.S. Department of the Treasury; United States Coast Guard; University of Florida; Upstream online; US Office of Foreign Assets Control; Ved Shipping; Vessel Finder; Vessel Tracker; Westbound Global; Worldwide Tug & OSV News; Yenigün; Yereliz; Yurtsever; Zehl & Associates.

ANNEX 1
Ships to be broken up - April 2024

IMO Nr	Category	Name and previous names	Name of the last voyage	Year of built	Age	Ldt tonnage	Flag	Flag of the last voyage	Shipowner	Shipowner's nationality	Beneficial owner	Beneficial owner's nationality	Shipbreaking country	Price per ton US\$
9121613	chemical tanker	<i>Ara Hana</i> <i>ex-Myung Jin</i>	<i>Hana</i>	1995	29	1 260	South Korea	Comoros	Hana Marine Co Ltd	South Korea			India	
1046922	general cargo ship	<i>Bao Di Long 8</i>		2006	18	3 133	China	Sierra Leone	GU QW	China			Bangladesh	
9063988	container ship	<i>Border</i> <i>ex-Peter Rickmers</i> , <i>ex-Border</i> , <i>ex-Peter Rickmers</i> , <i>ex-Zim Mexico III</i> , <i>ex-Peter Rickmers</i> , <i>ex-Kaiama</i> , <i>ex-Peter Rickmers</i>	<i>Bord</i>	1993	31	5 723	Antigua & Barbuda	St. Kitts & Nevis	Spirit of Africa Shipping Co	Antigua & Barbuda	Tom Worden Gmbh &Co Kg	Germany	India	454
9673240	drilling ship	<i>Camburi</i> <i>ex-Jurong Aracruz</i>	<i>Ambur</i>	2017	7	27 102	St. Kitts & Nevis		SETE	Brazil			India	
9172284	offshore service vessel	<i>Dark Knight</i> <i>ex-Lady Sandra</i>		1998	26	2 606	India	Palau	Hind Offshore Pvt Ltd	India			India	
8126848	offshore service vessel	<i>Dong Fang Yong Shi 2</i> <i>ex-Maersk Trader</i> , <i>ex-Torea</i> , <i>ex-Arctic Shiko</i>		1983	41	2 254	Panama	Gabon	Sinopec Offshore Oilfield Services	China			Bangladesh	635
7812024	reefer	<i>Frost Olympos</i> <i>ex-Frio America</i> , <i>ex-Ekvator</i> , <i>ex-Frost Hector</i> , <i>ex-Frigo Oceania</i>		1980	44	2 410	Russia	Mongolia	Vladkristall Co Ltd	Russia			India	
9143764	car carrier	<i>Fugaku Maru</i>	<i>Gaku</i>	1997	27	7 795	Japan	Comoros	Fujitrans Corp	Japan			Bangladesh	
9104457	bulker	<i>Gns Hope</i> <i>ex-Everaim</i> <i>ex-Hellenic Sky</i> <i>ex-Mermaid Star</i> <i>ex-Mercury Star</i>		1994		9 812	South Korea		GNS Seoul Co Ltd	South Korea			Bangladesh	
8819225	bulker	<i>Inter Stevedoring 8</i> <i>ex-Boca Grande III</i> , <i>ex-East Power</i> , <i>ex-Eastern Power</i> , <i>ex-Cereza</i> , <i>ex-Milamores</i>		1989	35	11 104	Japan	Thailand	National Power Plant 3 Co Ltd	Thailand	Highland Maritime Co Ltd	Thailand	Bangladesh	

Ships to be broken up - April 2024

IMO Nr	Category	Name and previous names	Name of the last voyage	Year of built	Age	Ldt tonnage	Flag	Flag of the last voyage	Shipowner	Shipowner's nationality	Beneficial owner	Beneficial owner's nationality	Shipbreaking country	Price per ton US\$
9037214	container ship	<i>Ji Yuan</i> ex- <i>OSG Alpha</i> , ex- <i>Yong Sheng</i> , ex- <i>OOCL Kanto</i> , ex- <i>Constanta 1</i> , ex- <i>Yong Sheng</i>	<i>Yua</i>	1994	30	4 405	Hong Kong	St. Kitts & Nevis	Jiyuan Shipping Ltd	Hong Kong (China)	Jipeng (Fuzhou) Ship Management Co Ltd	China	Bangladesh	540
7429322	general cargo ship	<i>Kaleli Ana</i> ex- <i>E. Orkan</i> , ex- <i>Sofoula</i> , ex- <i>Santa Sofia</i> , ex- <i>Sir Gordon</i> , ex- <i>Germa Lord</i>		1976	48	1 700	Comoros		Black Sea Maritime Ltd	Marshall Islands	Caferoglu Shipping & Trading Co Ltd	Türkiye	Türkiye	
8220125	sand carrier	<i>Koseki Maru No.2</i> ex- <i>Oriental Star</i> , ex- <i>Green Star</i> , ex- <i>Kyoho Maru</i>	<i>Mudita puis Titan</i>	1983	41	6 979	Japan	Tuvalu then Comoros	Ube Shipping & Logistics Ltd	Japan			Bangladesh	485
9122306	container ship	<i>Nagaleader</i> ex- <i>Peace Ocean</i> , ex- <i>Pretty Ocean</i>	<i>Naga 2</i>	1996	28	2 453	Hong Kong	Comoros	East Primera Holdings Ltd	China	Fujian Xinan Shipping Co Ltd	China	Bangladesh	
9074030	general cargo ship	<i>New Courage</i> ex- <i>Kibi</i>		1994	30	4 426	Panama		Starryway Co Ltd	Hong Kong (China)	Rightway Shipping Services Co Ltd	China	India	540
9141625	general cargo ship	<i>Ocmis Gar</i> ex- <i>Prince Basel</i> , ex- <i>Wasaborg</i> , ex- <i>Seaboard Liberty</i> , ex- <i>Wasaborg</i> , ex- <i>P&O Nedlloyd Belem</i> , ex- <i>Wasaborg</i>		1997	27	2 477	Guinea Bissau		Gar Maritime Co Ltd	Liberia	Ocmis Ship Management Ltd	Spain	India	
8822258	gas carrier	<i>Pilatus 21</i> ex- <i>Likasith</i> , ex- <i>Mahathep</i> , ex- <i>Okeanos 1</i> , ex- <i>Sewa Maru No.3</i>		1989	35	889	Thailand		Pilatus Marine PCL	Thailand			Bangladesh	

Ships to be broken up - April 2024

IMO Nr	Category	Name and previous names	Name of the last voyage	Year of built	Age	Ldt tonnage	Flag	Flag of the last voyage	Shipowner	Shipowner's nationality	Beneficial owner	Beneficial owner's nationality	Shipbreaking country	Price per ton US\$
8500068	general cargo ship	<i>Span Asia 29</i> <i>ex-Arife</i> , <i>ex-Maj Danielsen</i> , <i>ex-Niugini Gul</i> , <i>ex-ANL Pride</i> , <i>ex-Maj Danielsen</i> , <i>ex-Tinto</i> , <i>ex-Band Aid Star</i> , <i>ex-Tinto</i>	<i>Sia 2</i>	1985	39	1 836	Philippines	St. Kitts & Nevis	Philippine Span Asia Carrier	Philippines			Bangladesh	
8500056	general cargo ship	<i>Span Asia 30</i> <i>ex-Knidos M</i> , <i>ex-Knidos</i> , <i>ex-Otto Danielsen</i> , <i>ex-Libra</i> , <i>ex-Dorado</i> , <i>ex-Band Aid Express</i> , <i>ex-Dorado</i>	<i>Span 30</i>	1985	39	1 836	Philippines	St. Kitts & Nevis	Philippine Span Asia Carrier	Philippines			Bangladesh	
8203646	general cargo ship	<i>Span Asia 32</i> <i>ex-Odessa Star</i> , <i>ex-Letoon</i> , <i>ex-Skogafoss</i> , <i>ex-Godafoss</i> , <i>ex-Nedlloyd Dragon</i> , <i>ex-Oriolus</i> , <i>ex-CCNI Antartico</i> , <i>ex-Oriolus</i>	<i>Sia 32</i>	1982	42	1 801	Philippines	St. Kitts & Nevis	Philippine Span Asia Carrier	Philippines			Bangladesh	530
8603535	general cargo ship	<i>Span Asia 33</i> <i>ex-Aylin</i> , <i>ex-Eva Danielsen</i> , <i>ex-BBC Germany</i> , <i>ex-Industrial Caribe</i> , <i>ex-BBC Germany</i> , <i>ex-Ranginui</i> , <i>ex-Zim Bangkok</i> , <i>ex-Anke</i> , <i>ex-Global Express 4</i> , <i>ex-Anke</i> , <i>ex-Falcon</i> , <i>ex-Anke</i>	<i>Span 33</i>	1986	38	1 826	Philippines	St. Kitts & Nevis	Philippine Span Asia Carrier	Philippines			Bangladesh	
8818752	general cargo ship	<i>Span Asia 35</i> <i>ex-Manland</i> , <i>ex-Angermanland</i>	<i>Sia 3</i>	1989	35	2 166	Philippines	St. Kitts & Nevis	Philippine Span Asia Carrier	Philippines			Bangladesh	

Ships to be broken up - April 2024

IMO Nr	Category	Name and previous names	Name of the last voyage	Year of built	Age	Ldt tonnage	Flag	Flag of the last voyage	Shipowner	Shipowner's nationality	Beneficial owner	Beneficial owner's nationality	Shipbreaking country	Price per ton US\$
9114464	bulker	<i>Uranus J</i> ex- <i>Lady Hind</i> , ex- <i>New Nikki</i>		1996	28	5 778	Palau		Uranus Nave Co Ltd	Liberia	NJ Trust Marine Ltd	Greece	Pakistan	
8122385	reefer	Viva 106 ex- <i>Chi Lai</i> , ex- <i>Tsurusaki</i>		1982	42	2 188	Panama		Viva Marine SA	Panama	Hua Fu International Group SA	Taiwan	Bangladesh	
9142007	bulker	<i>Xin LV Bao Shi</i> ex- <i>Xin Lu Bao Shi</i> , ex- <i>Morning Sky</i>		1996	28	7 785	China	Sierra Leone	Fujian Xiamen Shipping Co Ltd	China			Bangladesh	520
1060007	general cargo ship	<i>Zhong Xing 22</i> ex- <i>Sheng An Da 68</i>	<i>Hong Xi</i>	2008	16	3 621	China	Palau	Fangcheng Gang Zhong Xing Shipping	China			Bangladesh	515



Camburi, under construction, Singapore
© Robert Radziszewski



Gaku, at Chattogram. © Abdul Ahad



Uranus J, at Gadani. © Mohammad Ayaz

ANNEX 2
Non-exhaustive inventory of European naval vessels scrapped / 2006-2024

Country	Name	Laid down	Launched	Type	Destination of demolition		Departure to the scrapyard	
Germany	<i>Köln F211</i>	1980	1981	frigate	Kampen	Netherlands	2016	October
Germany	<i>Niedersachsen F205</i>	1979	1980	frigate	Aliaga	Türkiye	2022	
Germany	<i>Rheinland-Pfalz F209</i>	1979	1980	frigate	Aliaga	Türkiye	2017	December
Germany	<i>Bremen F207</i>	1979	1979	frigate	Aliaga	Türkiye	2021	October
Germany	<i>U25 (S174)</i>	1973	1975	diesel submarine	Frederikshavn	Denmark	2021	June
Germany	<i>Wische H31/Y895</i>		1985	accommodation vessel	Aliaga	Türkiye	2023	January
Spain	<i>Baleares F71</i>	1968	1970	frigate	Vigo	Spain	2014	
Spain	<i>Hernan Cortes L41</i>	1971	1972	tank landing ship	Arinaga, Canary	Spain	2014	
Spain	<i>Marques de la Ensenada A 11</i>		1990	replenishment fleet tanker	Aliaga	Türkiye	2015	February
Spain	<i>Pizarro L42</i>	1971	1972	tank landing ship	Cadix	Spain	2016	February
Spain	<i>Asturias F74</i>	1971	1972	frigate	Aliaga	Türkiye	2016	October
Spain	<i>Extremadura F75</i>	1971	1972	frigate	Aliaga	Türkiye	2016	October
Spain	<i>Principe de Asturias R11</i>	1979	1982	aircraft carrier	Aliaga	Türkiye	2017	
France	<i>Clemenceau R98</i>	1957	1961	aircraft carrier	Hartlepool	United Kingdom	2009	
France	<i>Bouvet D624</i>	1952	1954	escort vessel	Ghent	Belgium	2012	
France	<i>Saône</i>	1939	1948	replenishment fleet tanker	Toulon	France	2013	February
France	<i>Argens L9003</i>	1958	1959	tank landing ship	Toulon	France	2013	
France	<i>Dives L9008</i>	1959	1960	tank landing ship	Toulon	France	2013	
France	<i>Jeanne d'Arc R97</i>	1960	1961	helicopter carrier	Bordeaux	France	2014	October
France	<i>Colbert C611</i>	1953	1956	cruiser	Bordeaux	France	2016	June
France	<i>Jean Moulin F785</i>	1975	1976	aviso	Ghent	Belgium	2015	February
France	<i>Commandant Rivière F733</i>	1957	1958	escort aviso	Ghent	Belgium	2014	
France	<i>Duperé D633</i>	1954	1956	escort vessel	Ghent	Belgium	2014	(end of)
France	<i>La Galissonnière</i>	1958	1960	escort vessel	Ghent	Belgium	2015	June
France	<i>Détroyat F784</i>	1974	1976	aviso	Ghent	Belgium	2015	(end of)
France	<i>Enseigne de Vaisseau Henry F749</i>	1962	1963	escort aviso	Ghent	Belgium	2015	(end of)
France	<i>Isard A776</i>		1974	underwater operation support vessel	Le Havre	France	2015	
France	<i>Poseidon A722</i>	1974	1974	combat swimmer support ship	Le Havre	France	2015	
France	<i>Persévérante Y750</i>	1968	1970	lighter	Le Havre	France	2015	
France	<i>Ondine Y701</i>	70's	1977	harbour transport vessel	Le Havre	France	2015	September
France	<i>Faune Y613</i>	70's	1971	harbour transport vessel	Le Havre	France	2015	September
France	<i>Néréide Y 700</i>	70's	1977	harbour transport vessel	Le Havre	France	2015	
France	<i>Elfe Y741</i>	70's	1970	harbour transport vessel	Le Havre	France	2015	
France	<i>Dryade Y662</i>	70's	1972	harbour transport vessel	Le Havre	France	2015	
France	<i>Naiade Y702</i>	70's	1979	harbour transport vessel	Le Havre	France	2015	
France	<i>Fouguese P685</i>	1983	1984	patrol vessel	Le Havre	France	2015	
France	<i>Railleuse P689</i>	1984	1986	patrol vessel	Le Havre	France	2015	
France	<i>La Boudeuse P683</i>	1983	1984	patrol vessel	Le Havre	France	2015	September
France	<i>Chimère Y706</i>		1969	training ship	Le Havre	France	2015	
France	<i>Farfadet Y711</i>		1970	training ship	Le Havre	France	2015	
France	<i>Y732</i>		1969 (commissioned)	degaussing ship	Le Havre	France	2015	
France	<i>Ondée Y683</i>		1935	water tanker	Le Havre	France	2015	July
France	<i>Rouget Y634</i>	1974		tug	Le Havre	France	2015	June
France	<i>Bonite Y630</i>	1974		tug	Le Havre	France	2015	June
France	<i>Terrible S612</i>		1969	nuclear submarine	Cherbourg	France	prior 2027	
France	<i>Foudroyant S610</i>	1969	1971	nuclear submarine	Cherbourg	France	2021	September
France	<i>Indomptable S613</i>	1971	1974	nuclear submarine	Cherbourg	France	2020	March
France	<i>Tonnant S614</i>	1974	1977	nuclear submarine	Cherbourg	France	2018	September
France	<i>Inflexible S615</i>	1980	1982	nuclear submarine	Cherbourg	France	2023	January
France	<i>Orage L9022</i>	1967	1968	dock landing ship	Ghent	Belgium	2017	August
France	<i>Ouragan L9021</i>	1962	1963	dock landing ship	Ghent	Belgium	2016	December
France	<i>Jules Verne A620</i>	1969	1970	repair ship	Ghent	Belgium	2016	June
France	<i>Jacques Cartier L9033</i>	1981	1982	landing ship	Ghent	Belgium	2016	September
France	<i>Rari R634</i>	1984	1984	supply tug	Ghent	Belgium	2016	June
France	<i>Francis Garnier L9031</i>	1973	1973	landing ship	Ghent	Belgium	2017	April
France	<i>Bougainville L9077</i>	1986	1986	amphibious landing ship	Ghent	Belgium	2018	May
France	<i>Rhin A621</i>	1961	1964	mobile support vessel	Ghent	Belgium	2018	(end of)
France	<i>Aconit D609</i>	1968	1970	frigate	Ghent	Belgium	2018	(end of)
France	<i>Rhone A622</i>	1962	1962	mobile support vessel	Ghent	Belgium	2019	May
France	<i>Rance A618</i>	1964	1965	mobile support vessel	Ghent	Belgium	2019	May

Non-exhaustive inventory of European naval vessels scrapped / 2006-2024

Country	Name	Laid down	Launched	Type	Destination of demolition		Departure to the scrapyard	
France	<i>Loire A615</i>	1965	1967	mobile support vessel	Ghent	Belgium	2020	
France	<i>Duguay Trouin F67</i>	1971	1973	frigate	Ghent	Belgium	2020	
France	<i>Agosta S620</i>	1972	1974	diesel submarine	Brest	France	2021	August
France	<i>Beveziers S621</i>	1973	1975	diesel submarine	Brest	France	2021	March
France	<i>La Praya S622</i>	1974	1976	diesel submarine	Brest	France	2021	March
France	<i>Papayer Y740</i>	1968		tug	Le Havre	France	2021	January-February
France	<i>Denti A743</i>	1971	1975	trial and experimentation vessel	Le Havre	France	2021	June
France	<i>Tenace A669</i>	1972	1971	ocean-going tug	Le Havre	France	2021	January-February
France	<i>Malabar A664</i>	1975	1975	ocean-going tug	Le Havre	France	2021	January-February
France	<i>Glaive P671</i>	1976	1977	patrol craft	Le Havre	France	2021	January-February
France	<i>Sterne P680</i>	1979	1979	patrol vessel	Le Havre	France	2021	January-February
France	<i>Revi A635</i>	1983	1984	supply tug	Le Havre	France	2021	May
France	<i>Minirem</i>	late 60s		nuclear service tender	Le Havre	France	2021	June
France	<i>Suffren D602</i>	1962	1965	frigate	Bordeaux	France	2023	
France	<i>Montcalm D642</i>	1975	1980	frigate	Bordeaux	France	2023	
France	<i>Meuse A607</i>	1977	1978	replenishment fleet tanker	Bordeaux	France	2023	novembre
France	<i>Jean de Vienne D643</i>	1979	1981	frigate	Bordeaux	France	2023	
France	<i>Cassard D614</i>	1982	1985	frigate	Bordeaux	France	2023	
France	<i>D'Entrecasteaux A757</i>	1969	1970	naval oceanographic vessel	Bordeaux	France	pending	
France	<i>Georges Leygues D640</i>	1974	1976	frigate	Bordeaux	France	pending	
France	<i>Albatros P681</i>		1984 (commissioned)	patrol vessel	Bordeaux	France	pending	
Italy	<i>Alpino F580</i>	1963	1967	frigate	La Spezia	Italy	2018	
Italy	<i>Ardito D550</i>	1968	1971	destroyer	Aliaga	Türkiye	2018	April
Italy	<i>Audace D551</i>	1968	1971	destroyer	Aliaga	Türkiye	2018	May
Italy	<i>MOC 1021 GT22</i>	1943		landing barge	Aliaga	Türkiye	2021	August
Italy	<i>Bagnolini S505</i>	1965	1967	diesel submarine	Aliaga	Türkiye	2021	August
Italy	<i>Vittorio Veneto C550</i>	1965	1967	helicopter cruiser	Aliaga	Türkiye	2021	June
Italy	<i>Brenta GT07</i>	1970		water tanker	Aliaga	Türkiye	2021	August
Italy	<i>Atlante GT09</i>	1975		tug	Aliaga	Türkiye	2021	August
Italy	<i>Granatiere F585</i>	1983	1985	frigate	Aliaga	Türkiye	2021	June
Italy	<i>Maestrале F570</i>	1978	1981	frigate	Aliaga	Türkiye	2024	March
Italy	<i>Scirocco F573</i>	1980	1982	frigate	Aliaga	Türkiye	2024	March
Italy	<i>Artigliere F582</i>	1982	1983	frigate	Aliaga	Türkiye	2024	March
Italy	<i>Bersagliere F584</i>	1984	1985	frigate	Aliaga	Türkiye	2024	March
Italy	<i>Carlo Feccia di Cossato S519</i>	1975	1977	diesel submarine	Aliaga	Türkiye	2024	April
Italy	<i>Leonardo da Vinci S520</i>	1976	1979	diesel submarine	Aliaga	Türkiye	2024	April
Italy	<i>Guglielmo Marconi S521</i>	1979	1980	diesel submarine	Aliaga	Türkiye	2024	April
Italy	<i>Lazaro Mocenigo S514</i>	1967	1968	diesel submarine	Aliaga	Türkiye	pending	
Italy	<i>S(end of)ge F554</i>	1986	1987	corvette	Aliaga	Türkiye	pending	
Italy	<i>Driade F555</i>	1987	1989	corvette	Aliaga	Türkiye	pending	
Italy	<i>Fenice F557</i>	1988	1990	corvette	Aliaga	Türkiye	pending	
Italy	<i>Chimera F556</i>	1988	1990	corvette	Aliaga	Türkiye	pending	
Norway	<i>Helge Ingstad F313</i>	2006	2007	frigate	Hanoytangen	Norway	2021	February
Portugal	<i>Oliveira e Carmo F489</i>		1975	corvette	scuttled	Algarve	2013	Autumn
Portugal	<i>Hermenegildo Capelo F481</i>	1966	1966	frigate	scuttled	Algarve	2013	Autumn
Portugal	<i>Almeida de Carvalho A527</i>		1964	naval hydrographic vessel	scuttled	Algarve	2013	Autumn
Portugal	<i>Zambeze P1147</i>		1971	patrol vessel	scuttled	Algarve	2013	Autumn
Portugal	<i>Augusto de Castilho F484</i>	1968	1969	corvette	Sao Jacinto	Portugal	2012	
United Kingdom	<i>HMS Cardiff D108</i>	1972	1974	destroyer	Aliaga	Türkiye	2008	novembre
United Kingdom	<i>HMS Newcastle D87</i>	1973	1975	destroyer	Aliaga	Türkiye	2008	novembre
United Kingdom	<i>HMS Intrepid L11</i>		1964	landing platform dock	Liverpool	United Kingdom	2008	
United Kingdom	<i>HMS Glasgow D88</i>	1974	1976	destroyer	Aliaga	Türkiye	2009	January
United Kingdom	<i>Grey Rover A269</i>	1970		replenishment fleet tanker	Liverpool	United Kingdom	2009	October
United Kingdom	<i>HMS Invincible R05</i>	1973	1977	aircraft carrier	Aliaga	Türkiye	2011	April
United Kingdom	<i>HMS Exeter D89</i>	1976	1978	destroyer	Aliaga	Türkiye	2011	September
United Kingdom	<i>HMS Southampton D90</i>	1976	1979	destroyer	Aliaga	Türkiye	2011	October

Non-exhaustive inventory of European naval vessels scrapped / 2006-2024

Country	Name	Laid down	Launched	Type	Destination of demolition		Departure to the scrapyard	
United Kingdom	<i>HMS Nottingham D91</i>	1978	1980	destroyer	Aliaga	Türkiye	2011	October
United Kingdom	<i>HMS Plymouth F126</i>	1958	1959	frigate	Aliaga	Türkiye	2012	
United Kingdom	<i>HMS Ark Royal R07</i>	1978	1981	aircraft carrier	Aliaga	Türkiye	2013	May
United Kingdom	<i>HMS Cornwall F99</i>	1983	1985	frigate	Swansea	United Kingdom	2013	October
United Kingdom	<i>HMS Cumberland F85</i>	1984	1986	frigate	Aliaga	Türkiye	2013	July
United Kingdom	<i>HMS Campbeltown F86</i>	1985	1987	frigate	Aliaga	Türkiye	2013	October
United Kingdom	<i>HMS Chatham F87</i>	1986	1988	frigate	Aliaga	Türkiye	2013	Autumn
United Kingdom	<i>HMS Liverpool D92</i>	1978	1980	destroyer	Aliaga	Türkiye	2014	novembre
United Kingdom	<i>HMS Manchester D95</i>	1978	1980	destroyer	Aliaga	Türkiye	2014	December
United Kingdom	<i>HMS Gloucester D96</i>	1979	1982	destroyer	Aliaga	Türkiye	2015	October
United Kingdom	<i>HMS Edinburgh D97</i>	1980	1983	destroyer	Aliaga	Türkiye	2015	September
United Kingdom	<i>HMS York D98</i>	1980	1982	destroyer	Aliaga	Türkiye	2015	September
United Kingdom	<i>HMS Illustrious R06</i>	1976	1978	aircraft carrier	Aliaga	Türkiye	2016	December
United Kingdom	<i>RFA Orange Leaf A110</i>		1975	replenishment fleet tanker	Aliaga	Türkiye	2016	March
United Kingdom	<i>HMS Endurance A171</i>	1990		icebreaker	Aliaga	Türkiye	2016	June
United Kingdom	<i>Black Rover A273</i>		1973	replenishment fleet tanker	Aliaga	Türkiye	2019	August
United Kingdom	<i>Gold Rover A271</i>		1973	replenishment fleet tanker	Aliaga	Türkiye	2019	August
United Kingdom	<i>HMS Diligence</i>		1981	repair ship	Aliaga	Türkiye	2024	March
United Kingdom	<i>Sir Percival L3036</i>	1966	1967	landing ship logistics	Liverpool	United Kingdom	2009	
United Kingdom	<i>HMS Bronington M1115</i>		1953	minesweeper	foundered at berth	United Kingdom	2016	
Irlande	<i>Lé Chiara P42</i>		1984	patrol vessel	Ghent	Belgium	2024	May
Irlande	<i>Lé Orla P41</i>	1983	1984	patrol vessel	Ghent	Belgium	2024	May
Irlande	<i>LÉ Eithne P31</i>	1982	1983	helicopter patrol vessel	Ghent	Belgium	2024	April

ANNEX 3
Mediterranean Shipping Company ships scrapped (2006-2024)

IMO	Name	Year of built	Age	Category	Construction	Shipowner's nationality	Flag	Length	Ldt tonnage	Shipbreaking country	\$ / t
	MSC Leanne	1983	23	Container ship	Poland	Swiss	Panama	184	10000	India	
	MSC Nuria	1977	29	Container ship	Germany	Swiss	Panama	248	21974	India	400
7359852	MSC Alice	1976	32	Container ship	France	Swiss	Panama	252	22000	India	560
7706938	MSC Katrina	1979	29	Container ship	Netherlands	Swiss	Panama	203	14359	India	
7909592	MSC Athina	1981	28	Container ship	Germany	Swiss	Panama	287	24388	Pakistan	
7434432	MSC Edna	1978	31	Container ship	France	Swiss	Panama	252	15463	India	285
7026522	MSC Emilia	1970	39	General cargo ship	Germany	Swiss	Panama	153	5998	India	
6930403	MSC Giulia	1970	39	Container ship	Germany	Swiss	Panama	181	8670	India	
7602065	MSC Deila	1979	30	Container ship	Italy	Swiss	Panama	186	11027	India	235
7025877	MSC Eliana	1970	39	Container ship	Japan	Swiss	Panama	187	10720	India	
7820461	MSC Jessica	1980	29	Container ship	United Kingdom	Swiss	Panama	202	12705	India	
8300975	MSC Katherine Ann	1985	24	Container ship	Poland	Swiss	Panama	184	9683	India	
7800318	MSC Manu	1978	31	Container ship	Belgium	Swiss	Panama	258	23182	India	
7015274	MSC Mee may	1970	39	Container ship	Germany	Swiss	Panama	181	8533	Pakistan	290
7602053	MSC Rosa M	1978	31	Container ship	Italy	Swiss	Cyprus	186	11433	India	280
6921969	MSC Stefania	1969	40	Container ship	Japan	Swiss	Panama	212	12828	India	230
7020542	MSC Anastasia	1970	39	Container ship	Germany	Swiss	Panama	181	8600	India	262
7820394	MSC Clorinda	1981	28	Container ship	Brazil	Swiss	Panama	221	15600	India	
8119716	MSC Cristiana	1984	25	Container ship	Poland	Swiss	Panama	184	15116	India	
7435292	MSC Denisse	1977	32	Container ship	Poland	Swiss	Panama	203	13574	India	270
7820409	MSC Lauren	1982	27	Container ship	Brazil	Swiss	Panama	221	15235	India	245
7510420	MSC Laurence	1977	32	Container ship	Japan	Swiss	Panama	222	15235	India	245
7033044	MSC Michele	1970	39	Container ship	Germany	Swiss	Panama	181	8600	India	262
7510418	MSC Veronique	1976	33	Container ship	Japan	Swiss	Panama	222	10116	India	256
7347512	MSC Federica	1974	35	Container ship	Finland	Swiss	Panama	209	12180	India	
8120820	MSC Gabriella	1983	26	Container ship	Germany	Swiss	Panama	158	7137	India	320
7511618	MSC Ilaria	1977	32	Container ship	Poland	Swiss	Panama	180	10106	India	
7614367	MSC Immacolata	1979	30	Container ship	Germany	Swiss	Panama	169	8221	India	327
7708754	MSC Lucia	1978	31	Container ship	Japan	Swiss	Panama	186	8394	India	290
7822548	MSC Selin	1981	28	Ro Ro	Italy	Swiss	Panama	173	10560	India	262
7502904	MSC Serena	1977	32	Container ship	Germany	Swiss	Panama	240	16750	India	323
8012877	MSC Idil	1983	27	Container ship	Argentina	Swiss	Panama	136	4438	India	364
7820942	MSC Nikita	1980	30	Container ship	Japan	Swiss	Panama	257	17286	China	240
8511328	MSC Sena	1986	24	Container ship	South Korea	Swiss	Panama	244	14783	India	395
8124400	MSC Pilar	1984	26	Container ship	France	Swiss	Panama	190	13169	India	363
7107780	MSC Sariska	1971	39	Container ship	Germany	Swiss	Panama	153	8500	India	
7711567	MSC Alpana	1978	33	Container ship	Poland	Swiss	Panama	204	13580	Bangladesh	
7906928	MSC Carole	1980	31	Container ship	Germany	Swiss	Panama	178	8901	Bangladesh	
7814838	MSC Chitra	1980	31	Container ship	Japan	Swiss	Panama	231	14700	India	472
7416856	MSC Shaula	1977	34	Container ship	Denmark	Swiss	Panama	201	9920	India	452
7383877	MSC Sultan	1976	35	Container ship	Poland	Swiss	Liberia	204	13678	India	
7416868	MSC Paola	1978	33	Container ship	Denmark	Swiss	Panama	202	9820	India	526
7708950	MSC Aurelie	1979	32	Container ship	Taiwan	Swiss	Panama	250	16854	India	540
7820966	MSC Damla	1980	31	Container ship	Japan	Swiss	Panama	257	17028	India	
7819357	MSC Magali	1980	31	Container ship	Japan	Swiss	Panama	231	17703	India	
8413291	MSC Anihita	1985	27	Container ship	Japan	Swiss	Panama	210	12876	India	505
9007506	MSC Brooke	1992	20	Container ship	Germany	Swiss	Panama	152	6260	India	
8512401	MSC Carina	1986	26	Container ship	Japan	Swiss	Panama	241	15802	India	514
8511304	MSC Clara	1986	26	Container ship	South Korea	Swiss	Panama	244	15137	India	
8618449	MSC Hanne	1989	23	Container ship	Italy	Swiss	Panama	206	15000	India	493
8201686	MSC Hina	1984	28	Container ship	Germany	Swiss	Panama	203	10000	India	480
7814826	MSC Jeanne	1979	33	Container ship	Japan	Swiss	Panama	231	14778	India	508
8520408	MSC Leila	1987	25	Container ship	Germany	Swiss	Panama	158	7900	India	
8511299	MSC Nora	1986	26	Container ship	South Korea	Swiss	Panama	244	15137	India	
8618451	MSC Oslo	1989	23	Container ship	Italy	Swiss		206	15267	India	
9003483	MSC Amy	1992	20	Container ship	Germany	Swiss	Panama	157	6417	India	
8818180	MSC Hailey	1994	18	Container ship	Italy	Swiss	Panama	236	17009	India	486
8918069	MSC India	1991	21	General cargo ship	Germany	Swiss	Liberia	155	7555	India	423
9000209	MSC Patricia	1990	22	General cargo ship	Germany	Swiss	Panama	165	7560	India	375
8208672	MSC Peggy	1984	28	Container ship	Belgium	Swiss	Panama	207	13845	India	480
8511287	MSC Roberta	1986	26	Container ship	South Korea	Swiss	Panama	244	15137	Bangladesh	
8013766	MSC Samantha	1982	30	Container ship	Japan	Swiss	Panama	210	13179	India	468
8310530	MSC Sukaiyna	1987	25	Container ship	Argentina	Swiss	Panama	198	10462	India	
8512243	MSC Tina	1986	26	Container ship	Japan	Swiss	Panama	241	15806	India	487
8516603	MSC Shirley	1986	26	Container ship	Germany	Swiss	Panama	133	4056	India	
8212635	MSC Tia	1984	28	Container ship	South Korea	Swiss	Panama	261	21263	India	

Navires MSC partis à la casse (2006-2024)

IMO	Name	Year of built	Age	Category	Construction	Shipowner's nationality	Flag	Length	Ldt tonnage	Shipbreaking country	\$ / t
8128925	MSC Chelsea	1983	29	Container ship	Germany	Swiss	Panama	164	7845	India	
8608195	MSC Dymphna	1988	24	Container ship	Germany	Swiss	Malta	241	12774	India	430
8119376	MSC Agata	1982	31	Container ship	Germany	Swiss	Panama	174	8550	India	
8609589	MSC Annick	1988	25	Container ship	Germany	Swiss	Panama	159	6763	India	440
8410952	MSC Brianna	1986	27	Container ship	South Korea	Swiss	Panama	245	15416	India	
7925493	MSC Gianna	1983	30	Container ship	Belgium	Swiss	Panama	209	12768	India	446
7925508	MSC Imma	1983	30	Container ship	Belgium	Swiss	Panama	209	11624	India	
8410940	MSC Natalia	1986	27	Container ship	South Korea	Swiss	Panama	244	15301	India	454
8119388	MSC Normandie	1983	30	Container ship	Germany	Swiss	Panama	174	9127	India	424
8511328	MSC Sena	1986	27	Container ship	South Korea	Swiss	Panama	244	14899	India	
8419714	MSC Carla	1986	27	Container ship	Japan	Swiss	Panama	241	13552	India	450
8130019	MSC Lana	1983	30	Container ship	Japan	Swiss	Panama	218	11959	India	
8413033	MSC Ayala	1985	29	Container ship	Japan	Swiss	Panama	215	12492	India	
8201686	MSC Hina	1984	30	Container ship	Germany	Swiss	Panama	203	10655	India	502
8419726	MSC Jade	1986	28	Container ship	Japan	Swiss	Panama	241	13784	India	485
8208684	MSC Corinna	1984	30	Container ship	Belgium	Swiss	Panama	207	14360	India	494
8511316	MSC Clementina	1986	28	Container ship	South Korea	Swiss	Panama	244	15137	India	462
9051480	MSC Elena	1994	20	Container ship	Spain	Swiss	Panama	202	12714	India	480
8414740	MSC Isabelle	1985	29	General cargo ship	Japan	Swiss	Panama	113	3590	India	414
8709169	MSC Jenny	1988	26	Container ship	South Korea	Swiss	Panama	245	15137	India	461
8414752	MSC Anna	1985	30	General cargo ship	Japan	Swiss	Panama	113	3938	India	307
8201674	MSC Lieselotte	1983	33	Container ship	Germany	Swiss	Panama	203	10655	India	307
8502717	MSC Jilhan	1986	30	Container ship	Germany	Swiss	Panama	161	5936	India	276
8613322	MSC Manu	1989	27	Container ship	Denmark	Swiss	Panama	294	23450	India	
8618308	MSC Carole	1989	27	Container ship	Denmark	Swiss	Panama	294	23080	India	295
8618310	MSC Leanne	1989	27	Container ship	Denmark	Swiss	Panama	294	23451	India	295
8209729	MSC Perle	1983	33	Container ship	Germany	Swiss	Panama	166	7566	India	295
8408832	MSC Antonia	1985	32	Container ship	South Korea	Swiss	Panama	188	8616	India	332
8803410	MSC Claudia	1989	28	Container ship	Japan	Swiss	Liberia	292	19441	India	372
8517891	MSC Didem	1987	30	Container ship	South Korea	Swiss	Panama	241	14703	India	350
9000493	MSC Eugenia	1992	25	Container ship	South Korea	Swiss	Panama	275	22078	India	340
8419702	MSC Noa	1986	31	Container ship	Japan	Swiss	Panama	241	13770	India	337
8714190	MSC Alice	1988	29	Container ship	South Korea	Swiss	Panama	242	13865	India	390
8408818	MSC Georgia	1985	32	Container ship	Poland	Swiss	Panama	188	8657	India	404
8709640	MSC Mirella	1989	30	Container ship	Croatia	Swiss-Italy	Panama	178	11 197	Bangladesh	440
8905878	MSC Ronit	1990	29	Container ship	Germany	Swiss-Italy	Panama	177	7 407	Bangladesh	470
9043756	MSC Erminia	1993	30	Container ship	Japan	Italy/Swiss	Panama	277	17 694	India	500
8715869	MSC Federica	1990	33	Container ship	Denmark	Italy/Swiss	Panama	294	23 740	India	515
8521397	MSC Floriana	1985	38	Container ship	Germany	Italy/Swiss	Panama	187	8 773	India	525
8505836	MSC Giovana	1987	36	Container ship	Croatia	Italy/Swiss	Panama	178	11 197	India	600
8420907	MSC Jasmine	1986	37	Container ship	France	Italy/Swiss	Panama	199	13 977	India	580
9062960	MSC Kerry	1995	28	Container ship	Poland	Italy/Swiss	Panama	240	15 580	India	545
9193719	MSC Lana II	1999	24	Container ship	Poland	Italy/Swiss	Liberia	194	10 351	India	515
8413887	MSC Lucia	1985	38	Container ship	Germany	Italy/Swiss	Panama	189	8 911	India	
9067544	MSC Maria	1993	30	General cargo ship	Germany	Italy/Swiss	Panama	125	3 952	India	547
8509387	MSC Nicole	1989	34	Container ship	France	Greece	Panama	198	13 961	India	521
9163207	MSC Nora II	1999	24	Container ship	Poland	Italy/Swiss	Panama	194	10 611	India	592
8715871	MSC Pilar	1990	33	Container ship	Denmark	Italy/Swiss	Panama	294	23 740	India	544
8618293	MSC Veronique	1989	34	Container ship	Denmark	Italy/Swiss	Panama	297	23 190	India	550
8420892	MSC Chiara	1987	36	Container ship	France	Cyprus_Swiss	Panama	199	13 933	India	537
8509375	MSC Denisse	1988	35	Container ship	France	Greece	Panama	199	14 349	India	575
8608200	MSC Levina	1989	34	Container ship	South Korea	Italy-Swiss-Hong Kong	Panama	241	12 858	India	565
9289116	MSC Rita	2005	18	Container ship	South Korea	Italie-Suisse	Panama	325	30 712	India	550
9190092	MSC Eagle F	2000	24	General cargo ship	China	Cyprus_Swiss	Liberia	143	6 878	India	505
9051478	MSC Jemima	1994	30	Container ship	Spain	Italy-Swiss	Liberia	202	13 677	India	525
9051492	MSC Nilgun	1994	30	Container ship	Spain	Italy-Swiss	Panama	202	12 553	India	565
9065443	MSC Rossella	1993	31	Container ship	South Korea	Italy-Swiss	Panama	243	13 305	India	575
9073062	MSC Sophie	1993	31	Container ship	South Korea	Italy-Swiss	Panama	243	13 616	India	565