

ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 72, from April 1 to September 30, 2024

October 31, 2024



*Lady Hind*, February 2012, port of Feodosia, Crimea, annexed by Russia in 2014.

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**Cover photo:** *Lady Hind*, February 2012, port de Feodosia, Crimea. © Argo Shipping ©

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



**Previous issues in French:**  
<https://robindesbois.org/a-la-casse-bulletin-dinformation-et-danalyses-sur-les-navires-en-fin-de-vie/>  
**Previous issues in English:**  
<https://robindesbois.org/en/a-la-casse-bulletin-dinformation-et-danalyses-sur-les-navires-en-fin-de-vie/>

## Death in the Bangladeshi shipbreaking yards

Saturday, September 6, 2024. It was noon when an explosion occurred in Unit-2 of the SN Corporation shipbreaking yard. Workers were cutting out pipes in the pump room of tanker *Suvarna Swariya* previously controlled by the Indian state-owned company Shipping Corporation of India. The tanker was beached on April 25 (cf. "Shipbreaking" # 71, p. 75). 12 staff members who had been caught in the fire were taken to the Chattogram hospital. The 8 critically burned workers were transferred to Dhaka to an intensive care unit. Ahmad Ullah, 38, safety manager of the yard, burned on 90% of his body, died in the night. Five workers burned 80%, 70% and 60%, died in the following days.



Explosion at SN Corporation Unit-2. © United News of Bangladesh

According to affiliates of the federation of unions IndustriAll, a fire had already broken out during pipe cutting on the same ship a few days before but shipbreaking operations had resumed. According to the yard management, the tragedy would come from a worker's mistake. He would have opened an oil filter without instruction, gas would have leaked and a spark from an adjacent compartment where a gas cutter was working would have resulted in the explosion and the fire.

On the contrary, the probe committee set up by the Ministry of Industry reports basic security breaches. In particular, the recycling plan which must be implemented prior the beginning of the shipbreaking operations stipulates that no hot work can start in an enclosed space or in immediately adjacent areas as long as all the combustible or flammable materials and waste have not been withdrawn.

This protocol was not respected. Consequently, the Ministry of Industry ordered the suspension of SN Corporation Unit-2 activities for three months and imposed a fine of 35 Lakh, or around 30,000 US\$. The company will also have to pay to the families of each victim a "compensation" of 7 lakhs, or 5,800 US \$.

SN Corporation had been delivered a Statement of Compliance with the Hong Kong Convention by Nippon Kaiji Kyokai in March 2023 for the sole Unit-2, becoming the second Bangladeshi yard deemed consistent with IMO international standards.

This accident in a yard supposed to meet the criteria of the Hong Kong Convention is raising one more time the crucial issue of the effective implementation of standards in the shipbreaking industry. Unfortunately, the safety manager of the yard is no longer there to give his version of the event and possibly question his hierarchy.

Since the beginning of the year, apart from tanker *Suvarna Swariya*, SN Corporation Unit-2 has been in charge of the demolition of bulkers *Lila Nantong* and *Wadi S* and of floating oil storage *Fernan Vaz* previously owned by the French group Perenco. To make the highest profits, the French oil group Perenco continues to sell its end-of-life tankers or floating storages to the Indian subcontinent (see p. 78).

## Naval battle in the Red Sea

Humpback whales no longer sing off the coasts of Eritrea, Djibouti, Yemen, Sudan, Saudi Arabia and the Gulf of Aden. In addition to collisions with military and merchant vessels and poisoning from dumping of bilge and cleaning out of tanks, whales and calves and their lungs now suffer from atmospheric pollution from cargo ships ravaged by fire. Since the beginning of the year, new toxic wrecks and polluting, clogging or dispersive cargoes, including coal, have been lying on the seabed of the Red Sea, which is naturally rich in sponges, corals, fish and sea cucumbers. Phosphate fertilisers dumped into the semi-enclosed Red Sea will further disrupt ecosystems. Widespread pollution was worsened by an Israeli missile that hit the oil terminal of Hodeidah on July 20, 2024. The year 2023 boded well with the pumping of the *Safer* (see "[Shipbreaking](#)" # 69, p. 15), but 2024 is catastrophic. Beyond the Red Sea and the Gulf of Aden, the Arabian Sea will suffer the consequences of the conflict in the coming months and years, due to currents and the drift of pollutants.

### The sunk ones

***Rubymar*** (ex-*Ikaria Island*, ex-*Chatham Island*, ex-*Ken Shin*). IMO 9138898. General cargo carrier. Length 172 m. 32,211 t deadweight. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Onomichi (Japan) by Onomichi Zosen. Detained in 2019 in Novorossiysk (Russia) and in 2023 in Alexandria (Egypt). Owned by Golden Adventure Shipping SA registered in the Marshall Islands and domiciled in Southampton, UK; operated by GMZ Ship Management Co SA (Lebanon). The typical profile of an unclear cargo ship.

En route from Ras Al Khair (Saudi Arabia) to Varna (Bulgaria) with a cargo of 21,000 tonnes of fertiliser, the *Rubymar* was also carrying 200 tonnes of heavy fuel oil and 80 tonnes of marine diesel for propulsion. She was hit on February 18, 2024 by two successive attacks by the Houthis an hour apart. Initially, the captain declared that he was able to continue his journey, but a few hours later, the crew evacuated the *Rubymar*. They were picked up by the container ship *Lobivia*.



February 24, 2024. © US Central Command



February 28, 2024. © Sal Mercogliano

The *Rubymar* went adrift, oil slicks were spotted in her wake by aerial surveillance. Her stern subsided, and she eventually sank on March 2 off the Hanish Islands, an archipelago in the southern Red Sea under Yemeni jurisdiction and claimed by Eritrea. As she drifted, the *Rubymar's* anchors damaged three underwater telecommunications cables.



March 2, 2024. © US Central Command



**Tutor.** IMO 9942627. Bulker. Length 225 m. 82,357 t deadweight. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2022 in Taicang (China) by Jiangsu Yangzi Mitsui Shipbuilding. Owned by Liberia-registered Livenza Shipping Inc care of Evalend Shipping Co SA (Greece).



*Tutor*, Vancouver (Canada), September 2022. © Ed Cooke

After loading 80,000 tonnes of coal at Ust-Luga (Russia) in the Baltic Sea, the *Tutor* reached Port Said (Egypt) and Aqaba (Jordan). On June 12, 2024, she was hit 66 nautical miles south-west of Hodeidah (Yemen) by a missile fired by the Houthis. She was damaged and went adrift. The 21 Filipino sailors, one of whom was injured, evacuated the ship. They were rescued by the US Navy. One sailor was reported missing, he was trapped in the engine room. Two Tsaviris Salvage Group tugs were appointed to tow the *Tutor*, but they were threatened with an attack by the Houthis and turned back. The *Tutor* was declared sunk on June 19. Explosives had apparently been placed on the outside of the hull to accelerate the sinking and the oil slick already spotted on June 17 spread.



© "Clash Report" on X



© Houthis Media Centre

## The wounded but not sunk

**Marlin Luanda** (ex-*Navig8 Pride Lhj*). IMO 9829899. Tanker. Length 250 m. 109,991 t deadweight. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 2018 in Jingjiang (China) by New Times Shipbuilding Co Ltd. Owned since February 2022 by Bermuda-registered Polar 18Ltd care of Oconix Services Ltd (UK); operated by Trafigura (Switzerland), well known for its ability to take advantage of any loophole in maritime law.

The *Marlin Luanda* had left international waters in the Gulf of Lakonia (see "[Shipbreaking](#)" # 69, p. 7-8). She had filled up with Russian naphtha thanks to two ship-to-ship transfers. The destination announced was Singapore. She was hit in the Red Sea by two projectiles launched by the Houthis on January 26, 2024. A fire broke out. Three grey ships, Indian, French and American, came to the rescue. None of the Indian (22) and Bangladeshi (1) sailors were injured. The fire was declared out after 20 hours, but the noxiousness of the fire plume will last much longer. The *Marlin Luanda* continued her trip to Dubai before resuming operations after repairs. Renamed *Boccadasse* in April 2024, she does not appear to have changed owner or flag.



The *Marlin Luanda* on fire, January 27, 2024 © Indian Navy

**MSC Sky II** (ex-*Thorsky*, ex-*Santa Felicita*, ex-*P&O Nedlloyd Seoul*). IMO 9162277. Container ship. 2169 teu. Length 183 m. Liberian flag. Classification society Det Norske Veritas. Built in 1999 à Lübeck-Siems (Germany) By Flender Werft. Detained in 2009 in Port Botaniy (Australia) and in 2015 in Brisbane (Australia). Owned by Liberia-registered Thorsky Navigation Ltd care of MSC Shipmanagement Ltd, a Cyprus subsidiary of Mediterranean Ship Company.

She was hit by a missile on March 4 at around 1.20 p.m. in the Gulf of Aden. In a statement, MSC announced that 'the missile caused a fire which was extinguished without any crew member being injured.' 'The vessel is currently continuing its journey to Djibouti, and is expected in Djibouti on 5 March for further assessment.'



© Indian Navy

**True Confidence** (ex-*Teizan*). IMO 9460784. Bulker. Length 183 m. 50,448 t deadweight. Barbados flag. Classification society Nippon Kaiji Kyokai. Built in 2011 in Saikai (Japan) by Oshima Shipbuilding. Owned by Liberia-registered True Confidence Shipping SA care of Three January Maritime Ltd (Greece).



*True Confidence*, 2022. © Marjan Stropnik

The *True Confidence* was en route from China to Jazan Port, Saudi Arabia, with steel in the holds and around a hundred new coaches on deck. On March 6, 2024 at about 5:20 p.m., she was hit by a missile fired by the Houthis. The navigation bridge was on fire. Two Filipino sailors were killed. Dang Dui Kien, 41, chief officer, Vietnamese, father of two, was seriously injured. He died one hour later. The Indian

captain, 15 Filipino, two of whom were seriously injured, and 4 Vietnamese sailors, three armed guards, two Sri Lankan and a Nepalese responsible for security and with repelling potential assailants, were evacuated from the *True Confidence* aboard a lifeboat. They were picked up by an Indian navy vessel three hours later and taken to Djibouti. The *Red Bull* (IMO 7911636) was sent from Aden to recover the bulk carrier and arrived in the area on March 8. Despite another Houthi attack, towing began on March 9. Bang! The *Red Bull* suffered engine failure shortly afterwards. She was replaced by the *Hercules* (IMO 9558517), a tug under sanctions because of her links with Iran, which was granted a waiver to tow the *True Confidence* to Djibouti. When Djibouti refused, the convoy headed for the Omani port of Duqm. The Philippine Department of Migrant Workers has not released the identities of the two sailors killed and the two injured and remains discreet about the formalities for repatriating the bodies in order, it says, to protect the privacy of their families. Dang Dui Kien's body was repatriated to Viet Nam on March 24.



*True Confidence* © US Central Command

**Verbena** (ex-Broad Ocean 1, ex-Pretty Ocean 1, ex-Blue Emperor 5). OMI 9522075. General cargo carrier. Length 139 m. 11,402 t deadweight. Palau flag. Classification society Ukraine Shipping Register. Built in 2008 in Wenling (China) by Xingyuan Shipbuilding & Repair. Detained in 2019 in Tanjung Priok (Indonesia) and in 2022 in Kawasaki (Japan). Since December 2023, the *Verbena* has been officially owned by Tradex Transportation Inc, registered in the Seychelles, care of Dtschart Sp zoo (Poland), which is also the commercial manager and ISM manager. The beneficial owner is actually Donbass Transit Service Ltd of Mariupol (Ukraine).



The future *Verbena*, then *Blue Emperor 5*. © Pak Agen

The *Verbena* was en route from Malaysia to Venice (Italy) with a cargo of exotic wood deserted by hornbills and orangutans. On June 13, 2024, she was hit by three missiles. A fire broke out. After two days, the crew were unable to bring it under control. Ingresses of water were detected. The sailors were taken to safety by the international naval forces. A seriously injured Nepalese sailor was evacuated to Djibouti. The *Verbena* drifted, but was eventually taken in tow and sheltered in a bay or port of refuge.

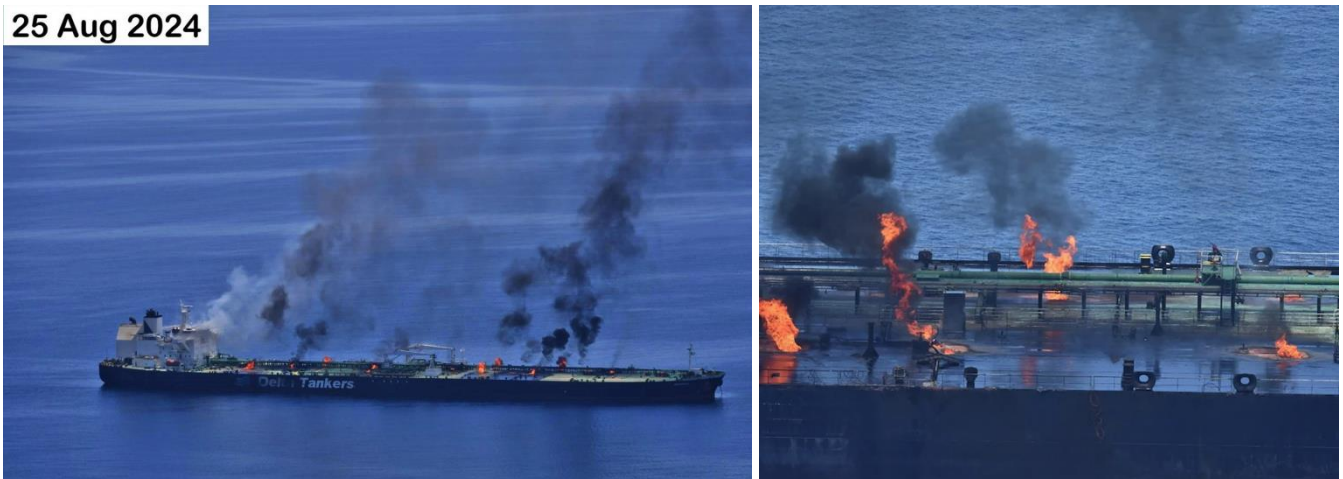


**Sounion.** IMO 9312145. Tanker. Length 274 m. 163,759 t deadweight. Greece flag. Classification society China Classification Society. Built in 2006 in Samho (South Korea) by Hyundai. Owned by Delta Tankers Ltd (Greece).

After loading 150,000 tonnes of oil in Basra, Iraq, the *Sounion* declared that she was heading for Cyprus. She was harassed several times on August 21 by small Houthi boats and then hit by 3 missiles. The first fire broke out in the engine room. It was brought under control, but other fires broke out on deck. The captain dropped anchor and threw in the towel. The 25 Filipino and Russian sailors and 4 security personnel were evacuated by the international force and transferred to Djibouti.

Daily aerial surveillance is in place to assess the progress of the incident. The *Sounion* is the Greek shipowner's 3rd vessel to be attacked in the Red Sea, after the *Delta Blue* (August 8) and *Delta Atlantica* (August 12).

25 Aug 2024



August 25. © Eunavfor

On August 28, the Houthis, via the Iranian representative at the UN, said they were allowing rescue teams to approach the *Sounion*.

On August 29, oil sheen was spotted by aerial surveillance.



August 28

© Eunavfor

September 2

On September 4, the salvage experts from Smit Salvage declared that towing was not an option for safety reasons. Several fires were still visible on the deck.



## naval battle in the Red Sea



September 12. © EUNAVFOR

On September 12, the EUNAVFOR reported that fires were still active on the bridge. A towing operation was again envisaged. Two Greek tugs, the *Aigaion Pelagos* and the *Panormitis*, arrived in the area from Piraeus under the protection of Greek and French military vessels. The towing operation will be carried out in 'the utmost secrecy'.



September 14



© EUNAVFOR

September 16

On September 14, the *Sounion* was taken in tow. The convoy headed under escort for a place of refuge in the shelter of the Hanish and Zukur Islands, 80 km off the coast of Eritrea. Passing ships show that the fire is now raging on the deck.



September 14, 17:30 UT, photos of the *Sounion* taken by a passing ship. © GCaptain

The *Sounion* remained under the protection of international naval forces. The fight against the fire continued. According to the Greek rescuers it could last for weeks. On October 12, the JMIC (Joint Maritime Information Center of the international naval coalition in the Red Sea) announced that all of the fires had been extinguished. But resumption cannot be ruled out.

## Shipwreck and casualties

### Shipwreck

**Ultra Galaxy** (ex-*Thorco Galaxy*, ex-*Thor Galaxy*). OMI 9449352. General cargo ship. Length 125 m. 13,802 t deadweight. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2008 à Saiki (Japon) par Honda. 3 detentions: in 2017 in Brisbane (Australia), in 2022 in Calais (France) and in Hobart (Australia). Owned by Fujita Shoji/Futurum Partners (Japon); operated by Ultrabulk A/S (Denmark).

The *Ultra Galaxy* was en route bound for Dar es Salam (Tanzania) with a cargo of fertilizer in bags. On July 6, she developed a list that cannot be corrected. The crew of 18 Filipino sailors evacuated the ship and were rescued by fishing boat *Malachite*. The *Ultra Galaxy* ran aground on the Western Cape (South Africa) coastline on July 9.



*Ultra Galaxy*, drifting, July 8. DR



Aground. © SAMSA

Tugs and rescue teams and equipment have arrived from Capetown. This was the beginning of southern winter, weather conditions were bad. Gales followed one after another, making it impossible for rescuers to access the ship and try to extract the cargo and pump the propulsion fuel oil. Hatch covers were eventually torn off, the fertilizer big bags were swept away and dislocated. At the same time, the clean-up teams were preparing to fight the oil spill.



*Ultra Galaxy*, aground and dislocated. © SAMSA

Salvage teams were able to pump 8 tons of fuel and remove some lube oil drums thanks to some rare weather improvements rare but on July 27, the *Ultra Galaxy* broke apart into 4 sections. A pierced tank spilled fuel oil. Clean-up teams were mobilized on the coastline and near-by beaches. Oil drifts were spotted by aerial surveys, the wrecks were now under water. On August 23, the South African Maritime Authority (Samsa) confirmed that more than 500 tons of fuel and all the cargo have been spilled at sea. The aim is now to remove the wrecks and debris which constitute a threat to maritime security.





August 19, clean-up operations. © SAMSА

South Africa and other stakeholders have not released information on the nature of fertilizers. However, it has to be noted that Tanzania is a regular importer of fertilizers made from ammonium nitrate (50,000 tons/year).

## Casualties

***Fremantle Highway***. IMO 9667344. Car carrier. Length 200 m. 18,549 t deadweight. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2014 in Marugame (Japan) by Imabari Zosen. Owned at the time of the casualty by Panama-registered Luster Maritime/Higaki Sangyo care of Shoei Kisen Kaisha Ltd (Japan).

On July 25, 2023, the *Fremantle Highway* suffered a blaze while carrying 3,783 cars, of which 498 electric vehicles. She had left Bremerhaven and was heading for Egypt. An Indian crew died during the disaster. The car carrier was towed to the Dutch port of Eemshaven and berthed on August 3. Part of the cargo was removed from the lower bridges spared by fire.



*Fremantle Highway* docked at Eemshaven, August 2023. © Eemskrant

On September 21, two months after the blaze, the *Fremantle Highway* left Eemshaven under tow and was delivered to Damen yard in Rotterdam. She has been acquired from the insurers by salvage company Koole Contractors for 1 euro. Koole Contractors is already known by "Shipbreaking" for the refloating and removal of bulker OS 35 (cf. "Shipbreaking" # 69, p. 16-17). According to Paul Koole, Koole Contractors CEO, the ship is likely to resume sailing: decks 1 to 5 as well as the engine room are undamaged. The shortage in car carriers should also advantage the project of further trading. Three months later, Koole Contractors found a buyer for 11 million euros, that is Chinese Qingshan

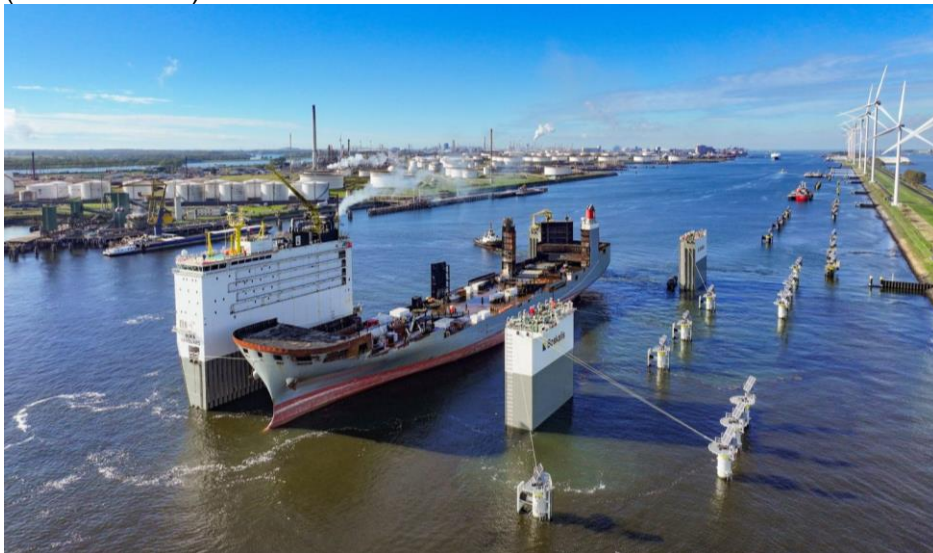
shipbuilding yard established in Xiamen. The agreement planned that Koole Contractors would complete cargo removal and clean-up of the *Fremantle Highway* prior delivering her to the Chinese yard in charge of repair works, resumption of service or sale for further trading. China needs car carriers to export its electric cars worldwide.

In December 2023, the *Fremantle Highway* was renamed *Floor*, after Paul Koole's youngest daughter. Early 2024, Koole Contractors asked the Dutch environment and transport authority an export permit for the car carrier. At first though, the ILT considered that the ex-*Fremantle Highway* was a waste that cannot therefore be exported to a non-OECD country like China. Koole called upon the urgent application judge of The Hague who, in April, considered the dispute was administrative and did not fall within his jurisdiction. ILT and Koole Contractors eventually found an agreement: the export permit will be granted on condition that the burnt-out decks be cut and removed.



The *Fremantle Highway*, August 2024, after removal of the upper decks. © Olivier Middendorp

Two more months were necessary to cut 6,000 tons of metal scrap polluted by fire residues. Work was completed by early August. The *Floor* has to be transported to China by a semi-submersible ship. The *Boka Vanguard* (IMO 9618783) arrived in Rotterdam on October 8.



Loading of the ex-*Fremantle Highway*. © Boskalis

The *Boka Vanguard* left Rotterdam on October 16. The voyage towards Xiamen is expected to take 55 days. The *Boka Vanguard* had previously transported their FPSO *Zafiro Producer* from the shoreline of Equatorial Guinea up to MARS shipbreaking yard in Denmark (cf. "[Shipbreaking](#)" # 70, p. 1 et 79).





*Boka Vanguard.* © Ivan Meshkov

*Boka Vanguard* (ex-*Dockwise Vanguard*). IMO 9618783. Heavy load carrier. Length 275m. 116,173 t deadweight. Curaçao flag. Classification society Bureau Veritas. Built in 2013 in Ulsan (South Korea) by Hyundai. Owned by Boskalis Offshore Heavy Marine Transport BV (Netherlands).

**Maersk Frankfurt.** IMO 9969065. Container ship. Length 255 m. 5920 teu. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2024 in Marugame (Japan) by Imabari Shipbuilding. Owned by Panama-registered Leo Ocean care of Tokei Kaiun Ltd (Japan). Chartered by Maersk AS (Denmark).

The *Maersk Frankfurt* was a newbuilt ship. She was delivered in June 2024 and was on her maiden voyage and first rotation between the Far East and India, calling at Qingdao, Xingang, Busan, Port Klang, Nhava Sheva, Pipavav, Karachi, Mundra, Colombo, Port Klang, Singapore and back to Qingdao. She had left Mundra on July 17, bound for Colombo (Sri Lanka). She suffered a major fire off the Indian west coast, about a hundred miles southwest of Goa on July 19. One Filipino sailor died in the blaze. 20 crewmen were safe.



*Maersk Frankfurt.* © Indian Coast Guard

Five Indian Coast Guard response vessels, two helicopters and one aircraft were mobilized in the firefighting. The fire broke out on the upper deck. The container ship still has propulsion. On August 24, she left the Indian waters and sailed northeast at a speed of 7-8 knots. She reached Khor Fakkan (United Arab Emirates) on September 6. She remained in the anchorage area of the Emirati port until September 24. She departed, still on her own power, to reach an anchorage off Sohar (Oman). Her official status in the Equasis database is "in repair/casualty". On the day of the release of this bulletin, she is still anchored and has not received the green light to enter a port of refuge.

## Manœuvres in the dark

A tanker twice destined for scrapping and a tanker aged 21, the age of retirement, flying an unknown flag have been bumper to bumper in the Persian gulf. By bumper to bumper, we mean a Ship to Ship transfer at sea to exchange cargoes, that is to say crude oil. While they were alongside, the *Serano II* and the *Fortune Galaxy* completely blundered.

On September 29 and 30, satellite images spot a 5 km long oil slick in the north of the Persian Gulf off Iraq, Iran and Kuwait. TankerTrackers experts, specialists in the monitoring of oil transport, estimate the amount of oil discharge at 5,400 barrels or around 700 tonnes. According to them, the tankers identified in the maneuver that led to pollution are the *Fortune Galaxy* and *Serano II*.



September 29, STS transfer.

satellite Image Planet.com



September 30, oil spill

***Serano II* (ex-*Colossus*, ex-*Xenia S*, ex-*Balder*, ex-*Adratis*, ex-*S River*, ex-*River*, ex-*Moscow River*). IMO 9165542. Length 243 m, 16,290 t. Deadweight 106,552 t. Cook Islands flag. Classification society Registro Italiano Navale. Built in 1999 in Tsu (Japan) by NKK Corp. 25 years old. Detained in 2023 in Singapore. Owned officially until February 2024 by Marshall Islands-registered Colossus Maritime Inc care of Silver Star Ship Management FZE (United Arab Emirates). Acquired in February 2024 by Marshall Islands-registered Rock Shipping Inc care of White Hull Maritime Pvt Ltd (India) for demolition in Bangladesh.**

In November 2018, the *Moscow River* owned by Liberia-registered Canyon Maritime Corp care of SCF Ship Management Services (Dubai), a subsidiary of Russian group SCF (Sovcomflot) was for the first time sold for demolition at 425 US\$ per ton.

Demolition Sales							
Type	Vessel	Dwt	YoB	Ldt	Price \$/ldt	Country	Comments
Tanker	Moscow River	106.552	1999	16.290	425	Undisclosed	"As Is" Singapore, including about 250mt bunkers ROB

Extract from the newsletter of Advanced Shipping & Trading shipbroker, week 49, from November 30 to December 7 2018

For her supposed last voyage, she was shortened to *S River* and was flying the flag of Palau (cf. ["Shipbreaking" # 54](#), p. 27). But she escaped scrapping and continued trading. She became successively the Panamanian *Adratis* (2019), the Gabonese *Balder* (April 2020), the *Xenia S* (September 2020) flying an unknown flag, the Cook Islands-flagged *Colossus* (2021) and finally the Cook Islands-flagged *Serano II* (2024).



as *Colossus*, January 2022, Singapore.  
© Chas Betts

Information		Since
IMO number :	9165542	
Name of ship :	SERANO II	(since 01/02/2024)
Call sign :	ESU4289	
MMSI :	518998309	
Gross tonnage :	56076	(during 1999)
DWT :	106552	
Type of ship :	Crude Oil Tanker	(during 1999)
Year of build :	1999	
Flag :	Cook islands	(since 01/10/2021)
Status of ship :	To Be Broken Up	(since 14/06/2024)
Last update :	16/07/2024	

*Serano II*, June 2024, "to be broken up".  
Source Equasis

Between 2013 and 2023, prior to be called *Serano II*, the tanker was inspected in New Orleans; Houston, Le Havre (France), Singapore, Slagentangen (Norway), Coatzacoalcos Ver (Mexico), Arzew (Algeria). She was detained in February 2023 in Singapore. 12 deficiencies and non compliancies were reported, especially regarding fire safety, the safety of navigation, life saving appliances, bad working and living conditions.

Until February 2024, the future *Serano II* was owned by Silver Star Ship Management FZE (United Arab Emirates). In "Shipbreaking" # 43, # 56, # 58, # 62 and # 64, this Silver Star appeared as the last owner prior scrapping of one container ship and four tankers.

So in February 2024, she was officially acquired by Marshall Islands-registered Rock Shipping Inc care of White Hull Maritime Pvt Ltd (India) and was renamed *Serano II*. A few months later, in June 2024, she was reportedly sold for demolition and expected in Bangladesh.

### Ships Sold for Recycling

VESSEL NAME	LDT	YEAR / BUILT	TYPE	PRICE (USD/LDT LT)	COMMENTS
SERANO II	16,290	1999 / JAPAN	TANKER	UNDISCLOSED	DELIVERED CHATTOGRAM

Extract from the newsletter of shipbroker Star Asia, weeks 22-23, June 8, 2024

Actually, she escaped again. She operates in the gulf of Oman and Persian gulf area and carries out Ship to Ship transfers. STS transfers have become the norm to deliver crude oil under international sanctions applying in particular to Iran and Russia-produced oil.

***Fortune Galaxy* (ex-*Eurobrave*, ex-*Ridgebury Sally B*, ex-*Acs Brave*, ex-*Sanko Brave*). IMO 9257010. Length 239 m, 16,290 t. Deadweight 105,672 t. Unknown flag since April 2024, previously Panama. Classification society Bureau Veritas. Built in 2003 in Yokosuka (Japan) by Sumitomo. 21 years old. Detained in 2022 in Singapore. Owned by Cameroon-registered Ion 1 Maritime Inc care of Global Tech Marine Services Inc (United Arab Emirates).**

Ion 1 Maritime Inc is registered in Cameroon care of Global Tech Marine Services Inc (United Arab Emirates).

Between 2013 and 2023 (no inspection in 2024), the *Fortune Galaxy* was inspected in Singapore, Corpus Christi, Covenas (Colombia), Mobile, Hervikfjorden (Norway), Philadelphia, Cartagena (Colombia), Come by Chance (Canada), Galveston, Nha Trang (Viet Nam). She totalled 28 deficiencies of which 8 regarding firefighting, 4 life saving appliances, 4 water/weathertight conditions and 2 non compliancies to the MARPOL Convention.



## Overview of the 2nd and 3rd quarters 2024, April 1 to September 30

The shipbreaking market stalled, it is unable to get going again. Compared to the 3 first quarters of 2023 which already was a year of misery for the shipbreaking yards, 2024 is behind by -27% in tonnage.

**167 ships**, or **102** in the 2nd quarter 2024 (April, May, June) and **65** in the 3rd quarter (July, August, September). 950,000 tons to recycle compared to 1.2 millions, down by 22%.

In terms of tonnage, India (35%) is ahead of Bangladesh (32%) where activity was at a standstill in September after the fatal accident that claimed six lives at SN Corporation yard. Türkiye comes 3rd (12%). Denmark (11%) is settling in, with the reception by Mars yard of two ex-VLCC converted to floating storage units. Pakistan (5%) was only delivered 7 ships between April and June; nought between July and September.

**23 km.** This is the length of the convoy of ships scrapped in 6 months. As a reminder and for comparison, the average length of the convoy was 28 km for 3 months in 2018, and even 60 km for 3 months in 2012.

Tonnage recycled	Ships
1 : India, 336,000 t (35%)	1 : Bangladesh, 62 (37%)
2 : Bangladesh, 302,000 t (32%)	2 : India, 45 (27%)
3 : Türkiye, 114,000 t (12%)	3 : Türkiye, 37 (22%)
4 : Denmark, 103,000 t (11%)	4 : Denmark, 7 (4%)
5 : Pakistan, 49,000 t (5%)	5 : Pakistan, 7 (4%)

After the great clearance sale of the global fleet in the 2010s, cargo ships are much requested, for regular traffics as well as for troubled ones. The average age of ships listed in this issue # 72 of "Shipbreaking" is on the rise: 34 ears. Shipowners make use of high-capacity carriers till the end and beyond.

Tankers continue operation at all costs. Only 15 of them arrived in the shipbreaking yards. However, they grasp first place in tonnage (24%) thanks to the end of life of two floating storage units aged 50 representing 42% of tonnage in the tanker category. The French oil company Perenco continues to send its old units to the Indian subcontinent to make the most profit. This is the case of *Fernan Vaz*, that went to die in Bangladesh at SN Corporation yard, where a fatal accident occurred in September (see p. 3).

In issue # 69 of the "Shipbreaking" bulletin published in June 2023, Robin des Bois studied the practices of the shadow fleet used for the transport of oil from or bound for countries under international sanctions (cf. "The shadow fleet in the light" p. 3-8).

Today, this fleet is developing and continues to divert aging tankers that should be scrapped. At the end of the last quarter of 2021, the oil tankers represented 33% of the ships to be scrapped. Between April and September 2024, oil tankers represented only 2% of ships to be scrapped.

"Shipbreaking" # 71 (p. 67-68) published in July 2024 reported the disturbing cases of *Adisa* and *Devashree*, which continued operation despite their official "to be broken up" status in the Equasis database. Currently, *Adisa*, renamed *Skipper*, is spotted off the coast of Port Said, while according to her automatic identification system *Devashree* is now the Gabonese KG 7 operating between the Persian Gulf and the Gulf of Oman. The eastern Mediterranean off Port Said, the Gulf of Oman and the Persian Gulf are the new preferred areas for STS transfers. They replace in particular the international water of gulf of Laconia between Greece and Türkiye. STS transfers of crude oil or refined products by tankers that are poorly maintained and most of the time without insurance are not, far from it, without risks. If an oil goes adrift in territorial waters or on the coast of a riparian State, the costs of pumping at sea and cleaning on the shoreline will not be refunded.

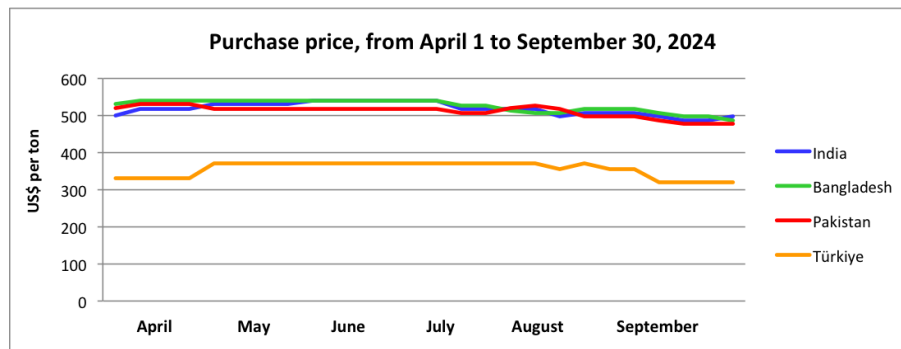
Bulkers (21% of tonnage) come second. 56% were beached in Bangladesh.



The flow of container ships is also drying up. 19 in the 1st quarter of 2024, 15 in the second and 10 in the third. They stay at sea even if it means taking risks. Mediterranean Shipping Company in the current semester has indeed sold for demolition 7 container ships, but in the last four years, loyal to the practice of its founder Gianluigi Aponte, the company bought 383 second or third-hand container ships, most of which, given their age, would have deserved to go straight away to scrapyards rather than continue trading. The 25 scrapped container ships could load altogether 34,000 boxes, a mega container carrier transports 24,000.

Tonnage recycled	Ships by category
1 : tanker, 232.000 t (24%)	1 : general cargo ship, 54 (32%)
2 : bulker, 196.000 t (21%)	2 : bulker, 25 (15%)
3 : container ship, 169.000 t (18%)	3 : container ship, 25 (15%)
4 : general cargo ship, 131.000 t (14%)	4 : tanker, 15 (9%)

The prices remained at a high level in the 2nd quarter, above 500 US\$ per ton in the Indian subcontinent and around 375 US\$ in Türkiye. They went crumbling from August, passing below 500 US\$ in the Indian sub-continent and barely above 300 US\$ in Türkiye.



A few ships reach 600 US\$ per ton and over thanks to the quality of their alloys or equipments, such as the gas carriers *YK Sovereign* (618 US\$) and *Surya Aki* (662 US\$), the chemical tanker *Medelin Expo* (650 US\$) and the reefer *Schweiz Stream* (605 US\$).

For tonnage from Bangladesh and India alone, the shipbreaking market represented some 340 million US\$.

**152 ships** were scrapped in the Indian subcontinent (69%) and in Türkiye (22%).

**100 ships** (59%) were classed by a classification society member of the IACS (International Association of Classification Societies).

"Declassing" weighs upon the safety of ships to be scrapped. It is, except last minute reversal, their last voyage and sometimes it lasts a very long time. 22, or 13% of the 167 vessels listed in this issue of "Shipbreaking", were no longer classed by a classification company and 25% were classed by a 2nd -rank company which issues online certificates of navigability and compliance with the Maritime Labour Convention. This reduction in requirements and precautions is getting worse from year to year and comes along with another danger. Ships to be scrapped after being ultimately deflagged or those who, despite their wear and tear, are persistently used to transport mainly litigious cargoes of crude and refined oil, are not insured or the companies that cover their risks do not have the financial capacity to support rescue, towing or oil spill response costs. The case of the Cameroon-flagged *Pablo* is exemplary. She suffered a fire on May 1, 2023 off Malaysia, and has since been abandoned at anchorage. She is empty but however constitutes a risk for traffic safety and for the environment in case of sinking, drifting, or collision (cf. "Shipbreaking" # 69, p. 7)

**90 ships** (54%) have been detained prior to scrapping.

Three general cargo ships stand out on the podium of substandard ships. The Lebanese-flagged *Princess M* (20 detentions, p.52), 47 years old, the Turkish-flagged *Sealock* (14 detentions, p. 44), 40 years old, and the Cameroon-flagged *Sky Moon King* (12 detentions, p. 44), 36 years old. The three of them were beached in Türkiye.



September 2016, *Princess M*.  
© Nikita Prokhorov



2012, *Sealock*.  
© Sinisa Aljinovic



October 2022, *Sky Moon King*.  
© Babis Kouremetis

**84 ships** (50%) were deflagged for the last voyage. Saint Kitts and Nevis (32) the most popular funeral flag ahead of Comoros (17), Gabon (12) and Mongolia (7).

**80 years.** This is the age of the veteran, the US factory-ship *Gordon Jensen* (p. 28) initially built as an auxiliary vessel for the US Navy during World War II; she was beached in India shortened to *Gordon*.



*Gordon Jensen*, in 2013 off British Columbia (Canada). © Dirk Septer

13 other ships aged 50 and over were scrapped. 7 were general cargo ships built in Germany (3), Slovakia (2), the Netherlands (1) and Türkiye (1), of which the *Luna S*, arrested for drug trafficking in 2013 and transported on a semi-submersible ship to Bordeaux on the Atlantic coast after more than 10 years rust in Toulon on the Mediterranean coast (p. 40). The tankers FPSO *Capixaba* et FPSO *Fluminense*, aged 50, built respectively in Japan and in Sweden, were towed for demolition in Denmark (p. 78-79).

**64 ships** (38%) were built in the European Union, in Norway and in the United Kingdom.

**43 ships** representing 31% of the global tonnage belonged to shipowners from the European Union, the European Free Trade Association or the United Kingdom. 20 were bound for yards established in the Indian subcontinent, 13 to Turkish yards and 10 to European yards (6 in Denmark and 4 in Norway).

China continues supply the Bangladeshi yards with end-of-life ships and to export waste coming along. 34 vessels from Chinese and Hong Kong shipowners have been scrapped. 30 headed for Bangladesh. 73% were bound for Bangladesh. 88% of Chinese ships have been deflagged for the last voyage, mainly to Gabon (12 ships), Comoros (6) and Sierra Leone (5).

109 ships (65%) were less than 150 m long, 36 (22%) between 150 and 200 m and 22 (13%) over 200 m. Two ships were over 300 m.

overview of the 2nd and third quarters 2024 : from April 1 to September 30

The heaviest were the *FPSO Capixaba*, 54,000 t (p. 78), and *FPSO Fluminense*, 43,000 t (p.79) two Floating Production, Storage and Offloading units (FPSO,) operated off Brazil. SBM and Shell, their Dutch and British shipowners selected the European yard MARS for their demolition.



*FPSO Capixaba*

© Eren Topcu/Facebook Shipbreaking Group



*FPSO Fluminense,*

© Christian Eckardt

The other "big ones" were destined for the Indian subcontinent: the South Korean LNG carrier *YK Sovereign*, 30,000 t, the drilling ship *Camburi*, 27,000 tons and the Russian factory ship *Vladivostok 2000*, 26,000 tons were beached in India; the precise destination of the gas carrier *Coral Energy* is to date unknown.

# Ferry

April-May-June = 5

July-August-September = 3

## Wanted

**St Anthony de Padua** (ex-Cebu Ferry 2, ex-Asakaze). 38 years old. IMO 8515128. Length 89 m, 1,867 t. Filipino flag. Unknown classification society. Built in 1986 à Ishinomaki (Japan) by Yamanishi.

The Filipino ferry *St Anthony de Padua* has been expected in Chattogram yards since June 2024. She has not been beached yet. She may reume further trading.

### Ships Sold for Recycling

VESSEL NAME	LDT	YEAR / BUILT	TYPE	PRICE (USD/LDT LT)	COMMENTS
ST.ANTHONY DE PADUA	1,867	1985 / JAPAN	ROPAX	UNDISCLOSED	AS IS MANILA FOR REDELIVERY CHATTOGRAM

Extract from the newsletter of shipbroker Star Asia, week 24, June 15, 2024.

Aged 38, she was the ex-Japanese ferry *Asakaze* operated by Kita Nihon Kaiun Co, she had a 198 passenger capacity. She was sold in 2010 to the Filipino company Cebu Ferries, a subsidiary of Aboitiz Transport System. In the Philippines, she was jumboized, additional decks were built to increase her capacity up to 892 passengers. She could also carry 40 containers. She was renamed *Cebu Ferry 2* then *St Anthony de Padua*.



The ferry *Asakaze*, port of Aomori (Japan), May 2008. © Thomas Photos



*Cebu Ferry 2*, March 2012, arriving at Cebu City, Philippines. © Myel Danielle B. Lumayog

In July 2024, she was renamed *Almaher* and deflagged to Saint Kitts and Nevis, after she was acquired by some Al Jadara Memiza registered in Saint Kitts and Nevis. Her official status is again "in service". In mid-october though, she has not left Batangas.

Information	Since	Information	Since
IMO number :	8515128	IMO number :	8515128
Name of ship :	ST. ANTHONY DE PADUA (since 01/08/2012)	Name of ship :	ALMAHER (since 01/07/2024)
Call sign :	DUH2666	Call sign :	V4FN6
MMSI :	548675200	MMSI :	341787001
Gross tonnage :	1792 (during 2010)	Gross tonnage :	1792 (during 2010)
DWT :	964	DWT :	964
Type of ship :	Passenger/Ro-Ro Ship (vehicles) (during 1986)	Type of ship :	Passenger/Ro-Ro Ship (vehicles) (during 1986)
Year of build :	1986	Year of build :	1986
Flag :	Philippines (since 01/10/2009)	Flag :	St.Kitts and Nevis (since 01/07/2024)
Status of ship :	To Be Broken Up (since 21/06/2024)	Status of ship :	In Service/Commission (since 19/03/1986)
Last update :	02/07/2024	Last update :	03/09/2024

*St Anthony de Padua*, June 2024, to be broken up.

Source Equasis

*Almaher*, July 2024, in service

to be continued



### April-May-June

*La Superba*. IMO 9214276. Length 211 m, 19,358 t. Italian flag. Classification society Registro Italiano Navale. Built in 2002 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania for Grandi Navi Veloci SpA (Italy), the company established in 1992 by Aldo Grimaldi (1922-2018), one of the five Grimaldi brothers Luigi, Mario, Ugo, Aldo and Guido, founders of Grimaldi Group. GNV was acquired by Mediterranean Shipping Company in 2011. *La Superba* could accommodate 2920 passengers and carry 984 vehicles; she was operated on the Naples-Sicily route.



*La Superba* departing Genoa (Italy), May 2019. © Sychikov

On January 14, 2023, she was at berth in Palermo (Sicily, Italy). She was about to sail towards mainland Italy when a fire broke out in garage deck n°4. In this winter week end, the ferry was far from being overcrowded. 60 trucks, 58 cars, 1 motorcycle and a motorhome had embarked. The 184 passengers and 80 crew members were immediately evacuated. 12 vehicles and 34 firefighters were mobilized in the firefighting operations. After the fire was extinguished, *La Superba* was towed to the Fincantieri yard in Palermo for repairs which according to Grandi Navi Veloci were to allow her to resume service as soon as the summer of 2023.



© Shipping Italy

Palermo, January 2023



© Vigili del Fuoco

All the vehicles on deck no. 4 were destroyed. The front part of the ferry, two garages decks as well as cabins were heavily damaged. *La Superba* had already suffered an engine room fire in 2009. This time she will not survive. She was declared total loss. In June 2024, she was sold for demolition in Türkiye.



*La Superba*, waiting to be eventually repaired, Palermo port (Italy), October 23, 2023.

© Pascal Bredele



*Rosendal* (ex-*Seimstrand*, ex-*Stryn*). IMO 7405936. Length 64 m. Norwegian flag. Unknown classification society. Built in 1975 in Bergen (Norway) by Mjellem & Karlsen. Owned by Torghatten Nord AS (Norway). Capacity of 360 passengers and 50 cars. In April 2024, she arrived for demolition at the norwegian EU-approved yard Fosen Gjenvinning AS.



Fosen Gjenvinning AS yard. © Fosen Gjenvinning AS

*Sardinia Vera* (ex-*Corsica Vera*, ex-*Marine Atlantica*, ex-*Stena Atlantica*). IMO 7360617. Length 120 m. Italian flag. Classification society Registro Italiano Navale. Built in 1975 in Bremerhaven (Germany) by Rickmers GmbH & Cie. The *Stena Atlantica* was delivered in May 1975 to Stena Line AB (Sweden) and immediately chartered to la the Canadian company Marine Atlantic which renamed her *Marine Atlantica* for service between Nova Scotia and Newfoundland.



*Marine Atlantica*, Marine Atlantic post card  
© Simplon Post cards



In cross-Channel times, *Sardinia Vera*, at berth in Dieppe. © Pascal Bredel

In 1986, she headed for the Mediterranean after she was acquired by Bastia-based Tourship Group, a parent company of Corsica Ferries/Sardinia Ferries. She was renamed *Corsica Vera* because she was to be operated on Italy-Corsica routes. She was finally assigned the following year to the service connecting Olbia then Golfo Aranci (Sardinia, Italy) to the Italian mainland ports under the name *Sardinia Vera*. She was officially owned by Tourship Italia Spa, the Italian branch of Tourship Group.

In 2001, she was chartered for 5 years by Conseil Général de Seine Maritime. She then connected Dieppe (France) and Newhaven (United Kingdom) for Transmanche Ferries, still as the *Sardinia Vera*.

In 2006, at the end of her charter contract, she moved again to Italy and resumed the Sardinia-mainland Italy service. She was briefly operated on the Piraeus - Greek islands route in 2008 and then in the summer of 2010, on the service connecting Nice or Toulon (France) to L'Ile-Rousse and Calvi in Corsica. Subsequently, she alternately linked Sardinia and Corsica from the Italian or French ports, with the exception of a three month-charter period from January 2017 onward when Balearia operated her between Valencia (Spain) and Mostaganem (Algeria).

In Toulon. © Pascal Bredel



The *Sardinia Vera* sailed on her last commercial voyage in September 2023. She was decommissioned in Genoa and then in Vado Ligure. She was 49 years old. On April 26, 2024, she left Italy heading for the Turkish scrapyards. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention. The *Sardinia Vera* was beached in Aliaga on May 4, shortly after her sistership *Moby Vincent* (ex-*Stena Normandica*, cf. "Shipbreaking" # 71, p,12-13).



*Sardinia Vera* in Aliaga, May 2024. © Selim San

On its website, Norwegian transport conglomerate Fjord1 AS claims a fleet of 76 ferries with a capacity of 145 to 589 passengers and 25 to 240 cars as well as 3 smaller ones able to accommodate 70 to 94 passengers and load 5-7 cars.



The company emphasizes on the modernization and decarbonization of its fleet which currently includes 39 hybrid or electric ferries, 28 of which built since 2017 and 11 converted, as well as on its choice of local yards in Norway for the demolition of the oldest units. In 2024, three ferries aged 47 and 46 years old were sold for demolition. The *Solnor* and *Sunnfjord* arrived at the Fosen Gjenvining EU-approved yard in Revsnes in the second quarter, they were joined by the *Aukra* in September.

*Solnor*. IMO 7611755. Length 64 m. Norwegian flag. Unknown classification society. Built in 1977 in Aalesund (Norway) by A.M. Liaaen Mekaniske Verksted. Capacity of 146 passengers and 36 cars.



*Solnor*

© Fjord 1 AS



*Sunnfjord*

*Sunnfjord*. IMO 7710501. Length 64 m. Norwegian flag. Unknown classification society. Built in 1978 in Ulsteinvik (Norway) by Hasund MV. Capacity of 194 passengers and 46 cars.



ferry

### July-August-September

*Aukra*. IMO 7704631. Length 64 m. Norwegian flag. Unknown classification society. Built in 1978 in Aukra (Norway) by Aukra Bruk. Owned by Fjord1 AS (Norway). Capacity of 245 passengers and 36 cars. The *Aukra* was not assigned to any service, her status has been "in repair" since January 2024. In September 2024, she arrived for demolition at the Norwegian yard Fosen Gjenvinning AS.

*Ferry Hayatomo No 2*. IMO 8700448. Length 114 m, 4,160 t. Deflagged from Japan to Saint Kitts and Nevis for her last voyage. Classification society International Register of Shipping since July 2024. Ex Japanese ferry built in 1987 in Onishi (Japan) by Kurushima Dockyard for Kansai Kisen Co Ltd. (Japan) then to other Japanese companies, Matsuyama Kokura Ferry Co in 2013 and Ishizaki Kisen KK in 2020. She was operated in the Seto Inland Sea. Acquired by Marshall Islands-registered Ocean Exim Trading Ltd care of Transworld Ship Management LLC (United Arab Emirates) prior to her departure for demolition in Bangladesh.



*Ferry Hayatomo 2*, under Kanmon bridge in Matsuyama Kokura livery. © Ikoutarou



*Ferry Hayatomo 2*, on Chattogram beach. © Sitakunda Shipbreaking

*Su Zhou Hao (ex-Lu Xun)*. IMO 9030632. Length 154 m, 5,903 t. Chinese flag until July 2024 then Sierra Leone and finally Saint Kitts and Nevis for her last voyage. Classification society China Classification Society. Built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by China-Japan International Ferry Co Ltd (China) and operated on its service connecting the Japanese ports of Osaka and Kobe to Shanghai (China). Acquired as is in Zoushan (China) by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh. 446 US\$ per ton.



*Su Zhou Hao*, Kurushima Strait, Imabari (Japan), January 2022. © Kenro Oshita



*Su Zhou Hao*, Chattogram. © Facebook Shipbreaking Group/Eren Topcu



© China-Japan International Ferry Co Ltd

## 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).

### July-August-September

*Grey Shark* (ex-*Fast Navigator*, ex-*Star Navigator*, ex-*Highway*, ex-*Fast Three*). IMO 7907647. Length 110 m, 2,012 t. Panamanian flag until December 2023. Classification society International Register of Shipping. Built in 1980 in Brevik (Norway) by Trosvik Verksted.



December 2010, *Grey Shark*, anchored off Fort-de-France (Martinique, France). © Yvon Perchoc

7 detentions: in 2005 in Trieste (Italy), in 2009 in Boston (Massachusetts, USA) then in Charleston (South Carolina, USA), in 2011 in Palm Beach (Florida, USA), in 2013 in Boston again and in 2015 twice in New York (USA). Owned by Devon Shipping Inc (USA). She was beached for demolition in Türkiye, renamed *Flipper* flying the flag Sao Tome & Principe. 330 US\$ per ton.



*Flipper* © Selim San



## Fishing ship

April-May-June = 3

July-August-September = 2

### April-May-June

*Astrid* (ex-*Atlantic Princess*, ex-*Maartje Theodora*, ex-*Astrid*). IMO 8404501. Length 98 m. Belize flag. Unknown classification society. Built in 1985 in Harlingen (Netherlands) by Welgelegen. Owned by Astrid Shipping Co Ltd-GBI (United Kingdom). She left Las Palmas (Canaries, Spain) on May 30, 2024 and was beached for demolition in Türkiye.



*Atlantic Princess*, February 2012. © Peter Beentjes



October 2018, Las Palmas (Canaries, Spain).  
© Eddie Walker



July 2024, at Aliaga shipbreaking yards. © Selim San

*Jon Kjartansson* (ex-*Holmaborg*, ex-*Eldborg*). IMO 7728601. Lengthened in 1996 from 59 to 73 m. Iceland flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Karlstad (Sweden) by FEAB-Karlstad as a shrimp freezer ship, then lengthened and converted to pelagic trawler. Owned by Eskja HF (Iceland). The *Jon Kjartansson* had been offered for sale since 2015 but did not find any buyer for further use. She had been laid up at berth in Eskifjörður since 2017. In May 2024, she was towed for demolition in Esbjerg (Denmark) at Smedegaarden AS yard.



*Jon Kjartansson*, Reydarfjordur (Iceland), July 2021. © Gestur Leo Gislason



*Ossora*. IMO 8721856. Length 54 m, 936 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1988 in Volgograd (Russia, ex-USSR) by Volgogradskiy SZ. Number 46 of the 290 fishing ships of the *Alpinist*-type (project 503) built between 1971 and 1994 by the Soviet yards in Volgograd, Kiev and Yaroslavl. Equipped for pelagic and ground fishing, keeping fish refrigerated between 0, to -2°C and transferring catch to factory ships. They had a 65 tonne fish carrying capacity. Detained in 2011 in Koper (Slovenia). Owned by Magadanryba 2 Ltd (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong, China) for demolition in India. 600 US\$ per ton. She left Vladivostok in the Russian Far-East on June 26, bound for Alang, a 11,000 km-long voyage.



*Ossora*, in Vladivostok (Russia), May 29, 2017. © Sergei Skriabin

### July-August-September

*Ivan Moshlyak*. IMO 8832033. Length 54 m, 914 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. One of the 290 fishing ships of the *Alpinist*-type or project 503 (see above "*Ossora*" for the *Alpinist*-type specifications). Built in 1990 in Volgograd (Russia) by Volgogradskiy SSZ. Owned by Dalrybprom JSC (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong, China) prior to her departure for demolition in India.



*Ivan Moshlyak*, at berth in Busan (South Korea). © NAVIGATOR74

*Phoenix* (ex-*Heinaberg*). IMO 8414116. Length 48 m. Faroe Islands flag. Unknown classification society. Built in 1985 in Skali (Faroe Islands) by Skala Skipasmidja. Owned by Thor P/F (Faroe Islands). She had been laid up for a few years in the port of Esbjerg (Denmark), and was finally moved in September 2024 to Smedegaarden Ship Recycling also in Esbjerg.

## Factory ship

April-May-June = 3

July-August-September = 1

### April-May-June

*Geroi Shironinskiy*. IMO 7832945. Length 104 m, 3,994 t. Deflagged from Russia to Saint Kitts and Nevis for her last voyage shortened to *Hironin*. Classification society Russian Maritime Register of Shipping until April 2024 then Capital Register of Shipping. Built in 1980 in Mykolaiv (Ukraine) by Chernomorskiy SZ.



1981, in Nakhodka Bay (Russia).

© Oleg Shamov, collection Gena Anfimov

Number 14 of the 113 *Pulkovskiy Meridian*-type factory ships or project 1288 built by the Ukrainian yard between 1974 and 2011. They were equipped for pelagic and ground fishing and freezing (60 tonnes/day) and for the production of fish meal (35 tonnes/day of raw fish), fish liver oil (2,4 tonnes/day of raw fish) and canned fish livers (6000 cans/day). Owned by Vostokrybprom Ltd (Russia). Acquired by Prime Spot Ship Trading Inc Marshall Islands-registered care of Resurgence Ship Management Pvt Ltd (India) for demolition in India.

2020, in the Sea of Okhotsk, off Kamchaka (Russia). © Igoreshka

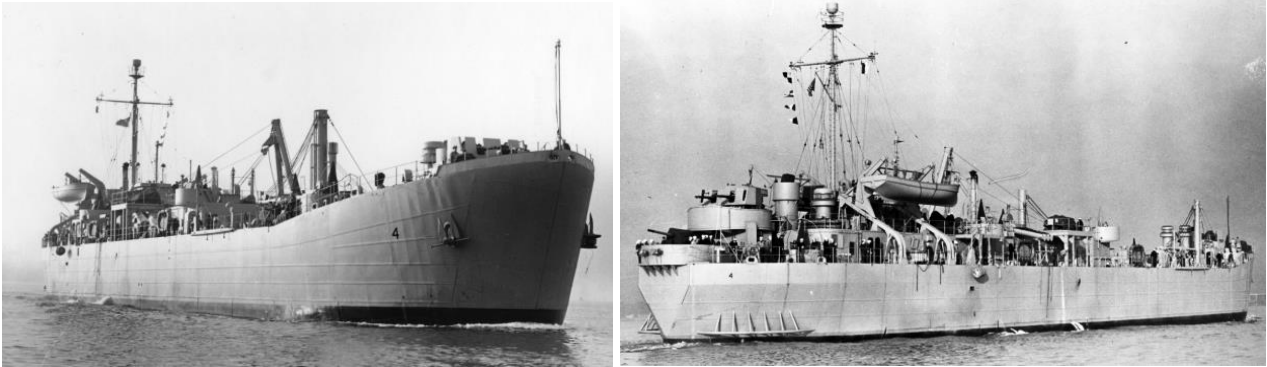


*Gordon Jensen* (ex-*Snopac Innovator*, ex-*Coastal Star*, ex-*Cape St. Elias*, ex-*Zeus*, ex-*LST 132*). IMO 8836273. Length 100 m, 2,757 t. Deflagged from the USA to Saint Kitts and Nevis for her last voyage shortened to *Gordon*. Unknown classification society, Capital Register of Shipping since March 2024.

On July 16, 2024, the *Gordon* arrived off the coast of Gujarat (India). She had left Seattle (Washington State, USA) on May 22. She was beached in Alang shipbreaking yards on July 24 after a 20,000 km-long voyage and a few administrative checks.

The end of this long journey is also the end of a long career. At 80 years old, the *Gordon*, registered as a factory ship since 1988, is the oldest ship sent for demolition in this edition of "Shipbreaking". her construction started on June 17, 1943 in Seneca (Illinois) at the Chicago Bridge and Iron Co shipyard. During the Second World War, the US Navy had initially ordered her as landing ship LST-132 but had ordered her conversion to a repair vessel at the Maryland Drydock Co shipyards in Baltimore. She entered service as *Zeus* in April 1944.

The *Zeus* reached Pearl Harbor (Hawaii) and fulfilled her duty of repairing Pacific Fleet vessels until the surrender of Japan (September 2, 1945). She left Hawaii on December 6, 1945 for the naval base at San Pedro (California).



*Zeus*, 18 April 1944. © US National Archives

Repair missions got sparse. On August 30, 1946, the *Zeus* was placed in the Pacific Reserve Fleet, that is to say ships kept afloat in sufficient working condition to be reactivated quickly if necessary. She was finally struck from the naval register in June 1973, then sold the following year for further trading as a merchant ship as the *Cape St. Elias*, home port Juneau (Alaska). She was used to transport frozen fish from Alaska. She was converted to a factory ship in 1988 after she was acquired by Icicle Seafood of Seattle (Washington State). Since then, she had been operated for processing salmon and other fish from North Pacific waters.



*Cape St. Elias*, 1987, Seattle. © Alex Wood. Collection Chris Howell.

In December 2023, she was sold to Anchorage-based Adaq Enterprise LLC (Alaska) and quickly resold in March 2024 to Marshall Islands-registered Shore Shipping Inc care of GR Shipping Pte Ltd (Singapore). In May 2024, l'ex-*Gordon Jensen*, ex-*Zeus* left the USA flying the flag of Saint Kitts and Nevis and bound for the Indian shipbreaking yards.

Icicle Seafood Inc still operates another vintage factory ship, ex-*Northern Victor* (IMO 7208431), ex-supply cargo ship of the US Navy *USS Marengo* built in 1945 and sold for civilian use in 1971.



*Gordon*, in Elliott Bay prior to her departure pour démolition. © Kyle Stubbs



*Victor Gavrilov* (ex-Kamchatskiy Shelf, ex-Panastar, ex-Kamchatskiy Shelf). IMO 8826424. Length 126 m, 5,962 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1990 in Mykolaiv (Ukraine) by Okean. The first in the series of six *Kamchatskiy Shelf* type factory ships or project 13490 built between 1990 and 1995 by the Ukrainian yard. They were equipped for the production of frozen processed fish (40 tons/day) and unprocessed fish (26 tons / day), salted herrings (11 tons / day) and Picton herrings (27,6 tons / day), canned herrings (24,5 tons / day) and Picton herrings (13 tons / day), canned fish liver ( 1800 cans/ day) and canned fish caviar (3 tons / day), fish meal (30-35 tons / day) and fish liver oil (1 ton / day). ). They were small size fish processing mother vessels also meant to supply fishing vessels with fuel, water and provisions. They had 132 beds for the crew and workers employed on board. Life must have been tough on board. Owned by V. I. Lenin Collective Farm (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong) prior to her departure for demolition in India.



Avatcha Bay (Russia), March 2024.  
© Timofey



*Victor Gavrilov*, Alang, Mahavir Inducto Melt Pvt. Ltd yard, June 2024. © Aspire Shipping Agency

### July-August-September

*Vladivostok 2000* (ex-Damanzaihao, ex-Lafayette; ex-Vemacape, ex-Protank Orinoco, ex-Dorsetshire, ex-Freepport Chief). IMO 7913622. Length 229 m, 26,136 t. Deflagged from Russia to Comoros for her last voyage shortened to *Divo*. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tsurumi (Japan) by Nippon Kokan as the oil tanker *Freepport Chief* for the Norwegian shipowner Anders Jahres Rederi. Converted to factory ship in 2009. Detained in 2005 in Montreal (Quebec, Canada). Owned by Pacific Marine Trawlers Co Ltd (Russia). Acquired as is in Vladivostok (Russia) by Hong Kong-registered Tiger Shipping Ltd care of Resurgence Ship Management (India) for demolition in India.



The tanker *Freepport Chief*.  
Collection Sandefjords Historie



The factory ship *Vladivostok 2000* port of Vladivostok,  
May 2024. © yura\_ak / Fleetphoto

## Fishery patrol vessel

**April-May-June**

*Mugunghwa 18*. IMO 9063835. Length 77 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Tongyeong (South Korea) by Chungmu SY Co. Owned by Korea South Government Oceans (South Korea). She is being broken up in Busan (South Korea).



*Mugunghwa No. 18*, departing Mokpo (South Korea), September 2022. © Vladimir Tonic



2024 : being broken up at Pal Pal yard in the port of Busan. © Vladimir Tonic



## Reefer

April-May-June = 10

July-August-September = 4

### April-May-June

*Balyuzek* (ex-*Flower Garden*, ex-*Hanazono Maru*). IMO 8518895. Length 105 m, 2,360 t. Deflagged from Panama to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1986 in Uwajima (Japan) by Miyoshi. Detained in 2004 in Dutch Harbor (Alaska, USA) in 2016 in Busan (South Korea). Owned by Nakhodka Active Marine Fishery Base (Russia). Acquired by Trade Bridge Inc Ltd (Hong Kong, China) prior to her departure for demolition in India.



*Balyuzek*, Vladivostok (Russia), 'Dalzavod' yard, September 2022. © Andy.ru73

*Frost Olympos* (ex-*Frio America*, ex-*Ekvator*, ex-*Frost Hector*, ex-*Frigo Oceania*). IMO 7812024. Length 103 m, 2,410 t. Deflagged from Russia flag to Mongolia in April 2024. Classification society Russian Maritime Register of Shipping. Built in 1980 in Sevilla (Spain) by Astilleros Espanoles (AES). 6 detentions: in 1999 in Villagarcia de Arosa (Spain), in 2001 in Villagarcia de Arosa again then in Las Palmas (Canaries, Spain), in 2003 in Antwerp (Belgium) and in 2004 and 2005 in Punta Arenas (Chile). Owned by Vladkristall Co Ltd (Russia). Acquired by Trade Bridge Inc Ltd based in Hong Kong (China) prior to her departure for demolition in India.



*Frost Olympos*, in the sea of Okhotsk, June 2015. © Igor Savitsky

*Green Atlantic* (ex-*Anais*, ex-*Jokulfell*). IMO 8320585. Length 94 m, 2,378 t. Palau flag. Classification society Lloyd's Register of Shipping until November 2023 then International Register of Shipping. Built in 1985 in Appledore (United Kingdom) by Appledore SB. Detained in 1999 in Szczecin (Poland) and in 2009 in Bremerhaven (Germany). Owned by Tambels Ltd-BZE (Latvia). Acquired in May 2024 by Saint Kitts and Nevis-registered Smart Winning Trading Ltd care of Nabeel Shipmanagement FZE (United Arab Emirates). She was beached in Aliaga shortened to *Atla*.



*Green Atlantic*, September 19, 2012, Brest (France). © Erwan Guéguéniat



*Hong Ying* (ex-*Tai He 6*, ex-*Rong Hui198*). IMO 9097056. Length 89 m, 1,568 t. Deflagged from Panama to Mongolia for her last voyage. Classification society Panama Shipping Registrar. Built in 1984 in Duchang County (China) by Duchang County Shipyard, ex-general cargo carrier converted in 2009. 6 detentions: in 2011 in Dalian (China), in 2012 in Fuzhou (China), in 2015, twice in 2017 then in 2021 in Xiamen (China). Owned by Hai Ling Shipping (Hong Kong). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh.



*Hong Yin*, June 2024. © Sitakunda Shipbreaking

*Saly Reefer* (ex-*Fenland*, ex-*Norbrit Vries*, ex-*Boston Sea Lance*). IMO 7813925. Lengthened in 1985 from 74 to 91 m. Cameroon flag since depuis November 2021; previously Moldova (2019), Comoros (2008), Panama (2007) Russia (2005), Bahamas (1980). Classification society International Naval Surveys Bureau. Built in 1979 in Selby (United Kingdom) by Cochrane Shipbuilders for Boston Deep Sea Fisheries Ltd de Hull (United Kingdom).



*Boston Sea Lance*, in cours d'achèvement in Goole (United Kingdom). © Charlie Hill

3 detentions: in 2004 in Las Palmas (Canaries, Spain), in 2005 in Kaliningrad (Russia) and in 2008 in Las Palmas again.

Officially owned by Panama-registered Fishing & Cargo Services SA. The *Saly Reefer* was operated by the Spanish company West Coast Frozen Fish SA based in Las Palmas (Canaries, Spain). She was used for the transport of small pelagic fish caught off the coast of Africa and destined for the West African market. The catches were transshipped at sea from the fishing ships of the “*Flipper*” fleet, also operated from Las Palmas. The fish was then offloaded in Monrovia (Liberia), Abidjan (Ivory Coast) or Tema (Ghana). In 2017, the *Saly Reefer* was arrested by the authorities of Guinea-Bissau for transshipments of cargo at sea (STS, Ship to Ship transfers) while this type of practise is prohibited in the waters under the jurisdiction of Guinea-Bissau since 2015.

*Flipper 4* was towed for demolition in Aliaga on January 3, 2024 (cf. "Shipbreaking" # 71, p,18). On June 13, it is *Saly Reefer's* turn to be beached in Türkiye.



*Fenland*, in the nineties, departing Beverwijk (Netherlands). © Marcel & Ruud Coster



*Saly Reefer*, Las Palmas (Canaries, Spain), November 2021. © Tony Hogwood

*Schweiz Stream* (ex-*Schweiz Reefer*, ex-*Chiquita Schweiz*). IMO 9015216. Length 159 m, 9,147 t. Bahamian flag. Classification society Bureau Veritas. Built in 1992 in Frederikshavn (Denmark) by Danyard. Owned by Seatrade Groningen BV (Netherlands). Acquired in April 2024 by Marshall Islands-registered Papigo Shipping Corp care of Chartworld Shipping Corp (Greece) prior to her departure for demolition. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention. The *Schweiz Stream* was beached on June 7 in India at NBM Iron And Steel Trading Pvt. Ltd yard stated as compliant by Nippon Kaiji Kyokai. 605 US\$ per ton.



June 2014, *Chiquita Schweiz*, outbound Antwerp (Belgium).



August 2018, *Schweiz Reefer*, Seine river (France).

© Pascal Bredel

*Tokachi Frost* (ex-*Tokachi Star*, ex-*Tokachi*, ex-*Tokachi Maru*). IMO 8503242. Length 112 m, 2,592 t. Palau flag. Classification society International Naval Surveys Bureau. Built in 1985 in Shimoda (Japan) by Shimoda Dockyard Co. 6 detentions: in 2007 in Bremerhaven (Germany) and Odessa (Ukraine), in 2008 in Marin (Spain), in 2012 in Tema (Ghana) and in 2015 in Durban (South Africa) and Las Palmas (Canaries, Spain). Owned by Panama-registered Marenga Holdings Corp care of Ship Service Agency (Lithuania). Sold for demolition in India. 530 US\$ per ton.



*Tokachi Frost*, anchored in Walvis Bay (Namibia), November 2017. © Bjoern Poulsen



reefer

*Tropical Sky*. IMO 8408882. Length 149 m, 5,175 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1986 in Busan (South Korea) by Korea SB & E Corp. Owned by Panama-registered Mayfield Shipping Corp care of Acheon Akti Navigation Co Ltd (Cyprus). Sold for demolition in India. 550 US\$ per ton.



*Tropical Sky*, off Denmark, June 2013.  
© Jackie Pritchard

*Viva 106* (ex-*Chi Lai*, ex-*Tsurusaki*) IMO 8122385. Length 99 m, 2,188 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1982 in Hachinohe (Japan) by Kitanihon. 5 detentions: in 2007 in Masan (South Korea) and in Capetown (South Africa), in 2008 in Bangkok (Thailand) and in 2010 and 2012 in Busan (South Korea). Owned by Panama-registered Viva Marine SA care of Hua Fu International Group SA (Taiwan). Sold as is in Thailand for demolition in Bangladesh.



*Viva 106*, on the Chaophraya River, Bangkok (Thailand), January 2021. © Trakul Pumsnoh



*Viva*, at Alang shipbreaking yard. © Facebook Shipbreaking Group/Eren Topcu

*Wan Tong* (ex-*Zhong Fu Hao 111*, ex-*Humboldt Bay*, ex-*Amer Whitney*, ex-*Californian Reefer*, ex-*Humboldt Rex*). IMO 8907888. Length 148 m, 4,897 t. Panamanian flag until May 2023, then Cameroon and finally Comoros since July 2024. Classification society Overseas Marine Certification Services. Built in 1990 in Toyohashi (Japan) by Kanasashi. 9 detentions: in 1999 in Antwerp (Belgium), in 2002 in Rotterdam (Netherlands), in 2004 in Immingham (United Kingdom), in 2006 in Gdansk (Poland) and again in Antwerp, in 2012 in Mersin (Türkiye), in 2014 in Philadelphia (Pennsylvania, USA), and in 2021 and 2024 in Fuzhou (China). Owned by Hai Ling Shipping (Hong Kong, China). Sold as is in Taizhou (China) for demolition in Bangladesh. She left the Chinese port on July 15 and was beached in Chattogram at Bob Recyclers yard shortened to *An Ton*. 425 US\$ per ton.



January 2020, *Humboldt Bay*, on the Huangpu River, Shanghai (China). © Yevgeny 10

Information	Since
IMO number :	8907888
Name of ship :	AN TON (since 01/07/2024)
Call sign :	D6A3582
MMSI :	620999583
Gross tonnage :	9070 (since 01/01/1990)
DWT :	11633
Type of ship :	Refrigerated Cargo Ship (since 01/01/1990)
Year of build :	1990
Flag :	Comoros (since 01/07/2024)
Status of ship :	To Be Broken Up (since 14/06/2024)
Last update :	23/07/2024

*An Ton*, to be broken up, June 2024  
. Source Equasis

## July-August-September

*Bereg Mechty*. IMO 8225711. Length 154 m, 7,263 t. Russian flag until May 2024 then usurped flag of Guyana and finally Tanzanian flag for her last voyage. Classification society Russian Maritime Register of Shipping until June 2016 then unknown. Built in 1982 in Wismar (Germany) by Mathias-Thesen. The penultimate of 15 *Kristall*-type fish carriers built between 1978 and 1982 by the East German yard. As well as transporting frozen fish to port, the *Kristalls* were meant to supply fishing vessels with fuel, water and provisions. All of *Bereg Mechty*'s sisterships were broken up or sunk, with the exception of the youngest of the siblings, the *Tambov* (IMO 8225723), which is still operating in the Russian Far East.



*Bereg Mechty*, March 2012, Busan (South Korea). © Vladimir Tonic

Detained in 2007 in Seattle (Washington State, USA) and in 2014 in Dalian (China). In 2013, she was acquired from her manager and shipowner Rimsco of Vladivostok (Russia) by Kasira Marine Ltd based in Cyprus. The *Bereg Mechty* had been laid up in Vladivostok from December 2016 onward. On August 26, 2024, she arrived under tow of the Russian tug *Ajax* (IMO 7420742) for demolition in Alang. According to the IMO database, she was officially acquired in May 2024 by Singapore-registered Delta Link Pte Ltd. When she arrived at Alang, she was seized by the Indian court at the request of Surbiton Investment Ltd Cyprus, a company registered in Cyprus that also has an office in Russia. Surbiton claims to have purchased the vessel in 2016 from Kasira Marine and to have been in dispute with the latter ever since, as the vessel's title deeds had not been delivered to Surbiton. Pending a decision as to her current owner, the *Bereg Mechty* cannot be beached or scrapped and is awaiting the decision of the Gujarat High Court.



*Bereg Mechty*, September 2023, Vladivostok (Russia). © Andy Ru

*Cool Expreso* (ex-*Cool Express*). IMO 9085479. Length 126 m, 3,054 t. Deflagged from the Bahamas to Saint Kitts and Nevis for her last voyage renamed *Tweedie*. Classification society Bureau Veritas. Built in 1994 in Waterhuizen (Netherlands) by Van Diepen Scheepswerven B.V. 4 detentions: in 2009 in Cartagena (Spain) then Castellon de la Plana (Spain), in 2012 in Poti (Georgia) and in 2019 in Tuapse (Russia). Owned by Cool Expreso (Netherlands); Beneficial owner, Seatrade Groningen BV (Netherlands). Acquired by Marshall Islands-registered Ocean Exim Trading Ltd care of Transworld Ship Management LLC (United Arab Emirates) prior to her departure for demolition in India.



reefer

*Ice Runner* (ex-*Rauma Reefer*, ex-*Australian Reefer*). IMO 8311120. Length 145 m, 7,001 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. 3 detentions: in 2000 in Rotterdam (Netherlands), in 2006 in Odessa (Ukraine) and in 2008 in Castellón de la Plana (Spain). Owned by Panama-registered Carpe Marine Group SA care of Cool Carriers AB (Sweden). Sold for demolition in India. 587 US\$ per ton.



*Australian Reefer.*  
© Pascal Bredel



*Ice Runner*, eastbound Bosphorus, August 26, 2014.  
© Marc Ottini

*Montecruz* (ex-*Khersones*, ex-*Pacific Marchioness*, ex-*Klipper II*). IMO 7710276. Length 96 m. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Capelle (Netherlands) by Ysselwerf; lengthened in 1983 from 81 to 96 m. Detained in 2002 in Ponta Delgada (Azores, Portugal). Owned by Gestra Corp SA (Spain). Sold for demolition in Türkiye.



*Montecruz*, August 2023, Abidjan Lagoon (Côte d'Ivoire).  
© Captain Johan



*Montecruz*, Aliaga. © Selim San

## General cargo ship

April-May-June = 35

July-August-September = 19

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.

54 demolitions, 13% of total tonnage. 32 were destined for the Indian subcontinent, Bangladesh (23), India (8) and Pakistan (1), 20 for Turkey and 1 for Denmark. The general cargo ship and drug trafficker *Luna S* was transported by sea from Toulon to Bordeaux. This prohibitive transfer aboard the *Yacht Express* once again points out the lack of shipbreaking yards on the Mediterranean coast in France and Spain. 13 belong to shipowners based in Hong Kong and China, 11 to Philippine Span Asia Carriers (see p. 44). 3 general cargo ships, the *Princess M*, *Sealock* and *Sky Moon King*, top the podium of substandard ships: they have been detained from 20 to 12 times. The average age of the category at the time of demolition was 36 years. 65% of these general cargo ships were detained prior scrapping.

### April-May-June

*Ayhanlar* (ex-*Dk Blue*, ex-*Sea Feyz*, ex-*Ayberk*, ex-*Tore Secondo*, ex-*Romeo Secondo*, ex-*Uralar Quinto*). IMO 8101537. Length 91 m. Turkish flag. Classification society Phoenix Register of Shipping. Built in 1982 in Zumaya (Spain) by Astilleros Balenciaga. 3 detentions: in 2012 in Novorossiysk (Russia), in 2015 in Ashdod (Israel) and in 2016 in Larnaca (Cyprus). Owned by Ayhanlar Denizcilik Madencilik (Türkiye). Sold for demolition in Türkiye.

*Ayhanlar*, October 2018. © Capt. Nevran Bekta

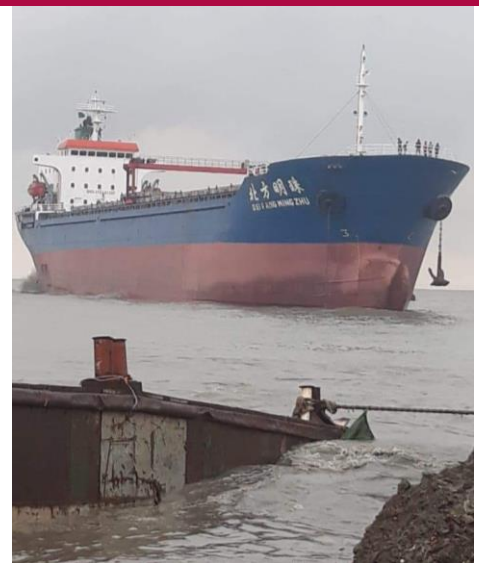


*Bao Di Long 8*. IMO 1046922. Length 125 m, 3,133 t. Chinese flag until March 2024 then Sierra Leone. Built in 2006 in China by Linhai Hongzhou. Unknown classification society. Owned by GU QW (China). Acquired by Wantong International Group based in Hong Kong in March 2024. Sold for demolition in Bangladesh and built at Pacific H Steel Enterprise. 485 US\$ per ton.

*Bei Fang Ming Zhu*. IMO 1061403. Length 158 m, 5,776 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2013 in China by Fujian Hengshen. Owned by Guangxi Evergreen Shipping (China). Sold for demolition in Bangladesh. 515 US\$ per ton.



*Bei Fang Ming Zhu*, December 2007, arrival at Shanghai (China). © Wang



June 2024, Chattogram. © Fazlur Rahman



*Blue Star* (ex-*River Star*, ex-*Mimo*, ex-*Mimoza*, ex-*Kelly*, ex-*Celtic Navigator*, ex-*Fir*, ex-*Batavier*, ex-*Venus*, ex-*Bromley Sapphire*, ex-*Union Sapphire*). IMO 8421705. Length 88 m, 846 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Dromon Bureau of Shipping. Built in Wartena (Netherlands) by Bijlsma & Zonen. 7 detentions: in 2016 in Constanta (Romania), in 2017 in Sevilla (Spain) and Heraklio (Greece), in 2018 in Yeysk (Russia), in 2019 in Valletta (Malta) and Larnaca (Cyprus), in 2021 in Rostov on Don (Russia). Owned by Sea Group Trading Company (Türkiye). Sold for demolition in Türkiye.

*Diaa* (ex-*Duyden 2*, ex-*Urte*, ex-*Ulzburg*, ex-*Urte*, ex-*Kattrepel*, ex-*Neuwulmstorf II*, ex-*Neuwulmstorf*). IMO 7525592. Length 96 m, 1,503 t. Comoros flag. Classification society Veritas Register of Shipping. Built in Kure (Japan) by Imamura; lengthened from 80 to 96 m in Ulsan (South Korea) by Hyundai prior entering service. 7 detentions: in 1997 in Newcastle (United Kingdom) and Szczecin (Poland), in 2000 in Newcastle again, in 2006 in Huelva (Spain), in 2017 in Styliis (Greece), in 2019 in Heraklio (Greece) and in 2023 in Zyyi (Cyprus). Owned by Usta Shipping Co (Greece). She was beached for demolition in Türkiye on July 11.



*Diaa* near Gelibolu (Türkiye), October 2021. © vovashap



Aliaga, July 2024. © Selim San

*Ever Express* (ex-*Seiyo Star*). IMO 9335214. Length 84 m, 2,090 t. Panamanian flag. Classification society Intermarine. Built in 2004 in Korean Register (China) by Leqing Orient. Detained in 2010 in Fuzhou (China) and in 2016 in Tomakomai (Japan). Owned by Seiyo Express Co Ltd (China). Sold for demolition in Bangladesh and beached at Crystal Shippers Ltd yard. 490 US\$ per ton.



*Ever Express*, arrival at Keelung (Taiwan).  
© Chun Hsi



*Ever Express*, July 10, 2024.  
© Sitakunda Shipbreaking

*Gauja* (ex-*Porhov*, ex-*Baltiyskiy-105*). IMO 7612474. Length 95 m. Cameroonian flag. Classification society Dromon Bureau of Shipping. Built in Turku (Finland) by Laivateollisuus. 7 detentions: in 2005 in Ghent (Belgium), in 2015 in Constanta (Romania), in 2016 in Rostov on Don (Russia) and Gibraltar (United Kingdom), in 2018 in Batumi (Georgia), in 2020 in Taganrog (Russia) and in 2024 in Novorossiysk (Russia). Banned from the ports of Paris MoU in 2017. Owned by Marshall Islands-registered Illyra AG care of Ingria Shipping Ltd (Russia). Sold for demolition in Türkiye.

*Hai Shun Feng 8 (ex-Feng Ye 26)*. IMO 1064467. Length 125 m, 3,402 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2004 in China. Owned by Xiamen Haishunfeng Shipping Co (China). Sold for demolition in Bangladesh. 505 US\$ per ton.



*Hai Shun Feng* . © Fazlur Rahman

*IDM Doodle (ex-Fortune Epoch)*. IMO 9112557. Length 128 m, 4,303 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1995 in Hachinohe (Japan) by Kitanihon. Detained in 2013 in Tianjin China). Owned by IDM Mana Pte Ltd (Singapore). Sold for demolition in India.

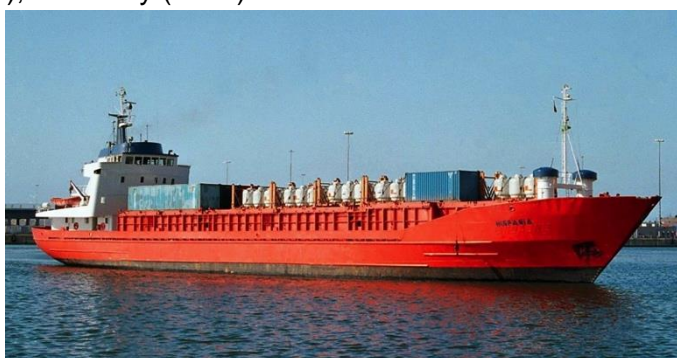
*Kaleli Ana (ex-E. Orkan, ex-Sofoula, ex-Santa Sofia, ex-Sir Gordon, ex-Germa Lord)*. IMO 7429322. Length 107 m, 1,700 t. Comoros flag. Classification society International Naval Surveys Bureau. Built in 1976 in Imabari (Japan) by Asakawa. Detained in 2009 in MYkolaiv (Ukraine) and in 2017 in Reni (Ukraine). Owned by Marshall Islands-registered Black Sea Maritime Ltd care of Caferoglu Shipping & Trading Co Ltd (Türkiye). Sold for demolition in Türkiye.



*Kaleli Ana*, July 2022, Constanta (Romania). ©

Airdrone RO

*Luna S (ex-Lady Mary, ex-Lady Nemat, ex-Lady Hesen, ex-Seebrise, ex-Lindaunis, ex-Hispania, ex-Lindaunis, ex-Isle of Man, ex-Lindaunis)*. IMO 7361491. Length 82 m. Last flag of operation Tanzania, previously Comoros (2007), North Korea (September 2004), Belize (January 2004), Antigua & Barbuda (1992), Germany (1974).



*Hispania*, June 1983, in Liverpool (United Kingdom).

© Paul Tunney



*Luna S*, September 2011, port of Mersin (Türkiye).

© Ata Bilgili

No classification society, abandoned ship. Built in 1974 in Wewelsfleth (Germany) by Hugo Peters. 8 detentions: in 1998 twice in Dordrecht (Netherlands), in 1999 in Skoldvik (Finland), in 2000 in Beverwijk (Netherlands), in 2003 in Blyth (United Kingdom), in 2004 in Cork (Ireland) in 2007 in Novorossiysk (Russia) and in 2010 in Licata (Italy). Between 1998 and 2016, over 450 deficiencies were reported.



On 8 September 2013, the *Luna S* was boarded by the French Navy in international waters between Algeria and Sardinia following a tip-off from Customs. Prior to the Navy operation, the crew attempted to set fire to the cargo, estimated at 20 tons of cannabis. The 8 sailors declared to be Syrian nationals. After the fire was extinguished, the *Luna-S* was towed to Toulon for investigation.



*Lunas S*, September 2013, Toulon (France). © France Info



© Pascal Bredel

The shipowner was some Marshall Islands-registered Luna Marine Co SA care of Zain Shipping Co SA also registered in the Marshall Islands but based in Tartous (Syria). In the absence of any answer from the presumed shipowner, the Toulon Préfecture Maritime started proceedings for forfeiture of ownership in July 2014. No purchase or shipbreaking offer was then submitted. The *Luna S* remained in the naval base for 10 years. On June 17, 2024, the wreck was loaded onto the semi-submersible vessel *Yacht Express* and transported to the port of Bordeaux to be broken up by Cardem, a subsidiary of Eurovia (Vinci Group) specialising in deconstruction and already awarded the scrapping of 8 old and decommissioned French Navy vessels.



June 2024, *Luna S*, prior and after loading on the *Yacht Express*. © Pascal Bredel

*Marzuk* (ex-Captain Walid, ex-Dehni Mar, ex-Ocean Pride, ex-Landwind, ex-Mer Eagle, ex-Annika, ex-Rio Star, ex-Annika). IMO 7396666. Length 88 m, 1,850 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1974 in Hoogezand (Netherlands) by Bodewes. 7 detentions: in 1999 and 2000 in Kotka (Finland), in 2001 in Hamburg (Germany), in 2002 in Liverpool (United Kingdom), in 2013 in Canakkale (Türkiye), in 2017 in Constanta (Romania) and in 2024 in Volos (Greece). Owned by Panama-registered Marzuk Shipping Co Ltd SA care of Seahorse Maritime Srl (Romania). Sold for demolition in Türkiye.



*Marzuk*, in Constanta (Romania), March 2024. © Airdrone RO



Aliaga, July 2024. © Selim San



*MSC Grace F* (ex-*MSC Grace*, ex-*Putney Bridge*, ex-*Melanesian Chief*, ex-*Putney Bridge*, ex-*Mikhail Tsarev*, ex-*Zim Rio*, ex-*Mikhail Tsarev*, ex-*Contship Columbus*, ex-*Mikhail Tsarev*). IMO 8918057. Length 155 m, 7,555 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Rostock (Germany) by Neptun VEB. 3 detentions: in 2004 in Kotka (Finland), in 2019 in Onne (Nigeria) and in 2021 at the Port (Reunion Island, France). Owned by Liberia-registered Grace Oceanway Ltd care of MSC Shipmanagement Ltd, Cypriot subsidiary of the Swiss Italian Mediterranean Shipping Company. Sold for demolition in India. 545 US\$ per ton.



*MSC Grace*, at Le Havre (France), October 21, 2008.  
© Pascal Bredel

*Nanda C* (ex-*Raneka M*, ex-*Aynacioglu I*, ex-*Bekir Mete*, ex-*Kirecci-I*, ex-*Albay Halil Oztoygar*). IMO 7808097. Lengthened in 1990 from 57 to 69 m, 697 t. Comoros flag. Unknown classification society. Built in 1981 in Yarimca (Türkiye) by Marmara Shipyard. Detained in 2011 in Novorossiysk (Russia) and in 2022 in Aliaga (Türkiye). Owned by Nanda Shipping Co (Türkiye). Sold for demolition in Türkiye.



*New Courage* (ex-*Kibi*). IMO 9074030. Length 120 m, 4,426 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shimonoseki (Japan) by Mitsubishi. Detained in 2024 in Shanghai (China). Owned by Starryway Co Ltd registered in Hong Kong (China) care of Rightway Shipping Services Co Ltd (China). Sold for demolition in India. 540 US\$ per ton.

*New Courage*, June 2023, Izmit Gulf (Türkiye).  
© Andrei Shmatko

*Nezha* (ex-*Alianca*, ex-*Inkeri*, ex-*Draco*, ex-*Rhein Agent*, ex-*Gitta*, ex-*Sagitta I*, ex-*Sagitta*). IMO 7392593. Length 93 m, 1,571 t. Comoros flag; previously Cameroon (2019), Togo (2011), Georgia (2010), Moldova (2008). Classification society International Naval Surveys Bureau. Built in 1973 in Neuenfelde (Germany) by JJ Sietas. 8 detentions: in 1998 in Göteborg (Sweden), in 2002 in Dublin (Ireland), in 2009 in Alicante (Spain), in 2014 in Gemlik (Türkiye), in 2015 in Heraklio (Greece), in 2017 in Beirut (Lebanon), in 2022 in Kocaeli (Türkiye) and in 2024 in Iskenderun (Türkiye). Owned by Liberia-registered Nezha Shipping Co care of Cedar Marine Services SAL (Lebanon). Sold for demolition in India.



*Nezha*, February 2021. © Valery Cherezov



*Ocmis Gar* (ex-Prince Basel, ex-Wasaborg, ex-Seaboard Liberty, ex-Wasaborg ex-P&O Nedlloyd Belem, ex-Wasaborg). IMO 9141625. Length 101 m, 2,477 t. Guinea Bissau flag. Classification society International Register of Shipping until February 2024 then International Naval Surveys Bureau. Built in 1997 in Yangzhou (China) by Jiangsu Jiangyang. 11 detentions: in 2014 in Jacksonville (Florida, USA), in 2015 in Miami (Florida, USA), in 2016 in Izmir (Türkiye), in 2017 in Split (Croatia) and Novorossiysk (Russia), in 2018 in Gabès (Tunisie), in 2020 in Cagliari (Italy), in 2022 in Aveiro (Portugal) and Plymouth (United Kingdom), in 2023 in Alicante (Spain) and in 2024 in Olbia (Italy). Owned by Liberia-registered Gar Maritime Co Ltd care of Ocmis Ship Management Ltd (Spain). Sold for demolition in India.

*Onur* (ex-General, ex-Admiral, ex-Asya 1, ex-Lady Queen, ex-Miriam, ex-Conti Blue, ex-Kutina, ex-Super Scan). IMO 7218400. Length 80 m, 1,310 t. Palau flag. Classification society International Register of Shipping. Built in 1972 in Büsum (Germany) by Büsumer. 11 detentions: in 2000 in Rotterdam (Netherlands), in 2007 in Larnaca (Cyprus), in 2012 in Beirut (Lebanon), in 2015 in Constanta (Romania), in 2016 in Bourgas (Bulgarie), Kocaeli (Türkiye) and Volos (Greece), in 2018 in Novorossiysk (Russia), in 2019 in Giresum (Türkiye), in 2023 in Botas (Türkiye) and in 2024 in Alexandroe (Egypt). Banni des ports du Memorandum de Paris in 2016 pour une durée de trois mois. Sous le nom de *General*, il faisait partie des navires sous normes repérés by "[Shipbreaking](#)" # 59, ("106 derelict ships", p. 12). Owned by Natalie Marine Ltd (Romania). Sold for demolition in Türkiye



Onur, March 2022. © Sawa Muratov



July 2024, Aliaga. © Selim San

*Sea Wave* (ex-Koho Angel, ex-Koho, ex-Hakushin Maru). IMO 9071624. Length 81 m, 1,037 t. Palau flag then Comoros since September 2023. Classification society International Register of Shipping. Built in 1993 in Hakata (Japan) by Watanabe Zosen. Owned by British Virgin Islands-registered Eminent Shipping & Marine Co care of Neuship Trade & Shipping Co Lt (Hong Kong, China). Expected in India, she was finally beached in Pakistan.



October 2022, Koho Angel in Busan (South Korea). © Vladimir Tonic

Information	Since
IMO number :	9071624
Name of ship :	SEA WAVE (since 01/12/2022)
Call sign :	UNKNOWN
MMSI :	
Gross tonnage :	1589 (since 01/03/2016)
DWT :	3561
Type of ship :	General Cargo Ship (during 1993)
Year of build :	1993
Flag :	Not Known (since 01/09/2023)
Status of ship :	To Be Broken Up (since 14/06/2024)
Last update :	16/07/2024

June 14, 2024, Sea Angel, to be broken up. Source Equasis

*Sealock* (ex-*Akasya 1*, ex-*Huseyin Kalayci*, ex-*Turanlar I*). IMO 8218380. Length 70 m. Turkish flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Balat (Türkiye) by Gunsin. Silver medallist on the substandard ship podium with avec 14 detentions: in 2000 in Sète (France), in 2001 in Leghorn (Italy) and in Messina (Italy), in 2006 in Piombino (Italy), in 2014 in Novorossiysk (Russia), in 2016 in Constanta (Romania), in 2018 in Constanta again then in Agigea (Italy), in 2019 in Marina di Carrara (Italy), Oristano (Italy) and Gabès (Tunisia), in 2020 in Antalya (Türkiye) and in 2024 in Aliaga (Türkiye) then Hopa (Türkiye). Banned in 2019 from Paris MoU ports. As the *Akasya I*, she was one of the substandard ships identified by "Shipbreaking" # 59 (106 derelict ships, p. 6-7). In November 2019, she was detained in Gabès following a complaint from her 11 Indian, Turkish and Syrian crew asking the payment of 4 to 6 months' salary arrears. The *Akasya 1* was sold in November 2020 and resumed operations, punctuated by additional detentions. Her last owner was Orca Shipping Corp, registered in the Marshall Islands and based in Istanbul (Türkiye). Sold for demolition in Türkiye.



*Sealock*, port of Bartın, September 2023. © Babur Halulu



Beached in Aliaga, June 2024. © Selim San

*Sky Moon King* (ex-*PGE Happy*, ex-*Fl Lidya*, ex-*Alsa*, ex-*Nephrit*, ex-*Baltimar Notos*, ex-*Notos Scan*, ex-*Baltimar Notos*, ex-*Industrial Spirit*, ex-*Baltimar Notos*, ex-*Industrial Navigator*, ex-*Baltimar Notos*, ex-*Permint Suria*, ex-*Baltimar Venus*, ex-*Jon Sanders*, ex-*Baltimar Venus*). IMO 8607658. Length 91 m, 1,650 t. Pavillon Cameroun. Classification society Turk Loydu. Built in 1988 in Shanghai (China) by Zonghua. Bronze medallist on the substandard ship podium with 12 detentions: in 1999 in Antwerp (Belgium), in 2008 in Bell Bay (Tasmania, Australia), in 2009 in A Coruna (Spain), in 2014 in Salerno (Italy), in 2018 twice in Constanta (Romania) then in Gallipoli (Italy), in 2021 in Fatsa (Türkiye), in 2022 in Eleusis (Greece), in 2023 in Tarento (Italy) and Kalymnos (Greece) and in 2024 in Bartın (Türkiye). Banned from Paris MoU ports in September 2023 for three months. Owned by Lucky 19 Shipping Ltd (Türkiye). Sold pour démolition in Türkiye.

Shipowner Philippine Span Asia Carrier Corp, based in Cebu (Philippines), is rejuvenating its fleet. On its website, it claims a fleet of 16 general cargo ships that can also carry a few hundred containers, ranging from 274 teu for *Span Asia 12* to 657 for *Span Asia 57*. In 2024, it took delivery of 8 vessels built between 2003 and 2009. The oldest vessels have been condemned. After *Span Asia 23* beached in Bangladesh in February 2024 (see "Shipbreaking" # 71, p. 36), 11 ships headed for Chattogram after being deflagged. The container ship *Span Asia 27* was beached in Alang (see p. 61).



Philippine Span Asia Carrier took its current name in 2009, dropping its former name, Sulpicio Lines, which was marked by the tragic sinking of passenger vessels, in particular the *Dona Paz* (1987, 4,300 dead), *Dona Marilyn* (1988, 250 dead) and *Princess of the Stars* (2008, 819 dead). It was only in January 2015, 7 years after the sinking of the *Princess of the Stars*, that the Philippine Maritime Authority withdrew Philippine Span Asia Carrier's authorisation to carry passengers.

*Span Asia 2* (ex-*Blue Sky*, ex-*Mandeb Bay*, ex-*Blue Sky*, ex-*Saigon Lotus*, ex-*Blue Sky*, ex-*Carme*, ex-*Inka Dede*, ex-*Regency Bay*, ex-*Inka Dede*). IMO 8410378. Length 89 m, 1,791 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Pan*. Classification society Det Norske Veritas until May 2024 then International Register of Shipping. Built in 1984 in Neuenfelde



(Germany) by JJ Sietas. Detained in 2011 in Capetown (South Africa). Acquired by United Arab Emirates-registered Novatic Trading FZE care of Trinitas Ship Management Pvt Ltd (India). 532 US\$ per ton.



*Span Asia 2*, port of Tagbilaran (Philippines), March 2022. © Francis Eugene Adiong

*Span Asia 3* (ex-*Carnation*, ex-*Reykjafoss*, ex-*Regulus*). IMO 7824613. Length 110 m, 2,587 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 30*. Classification society Det Norske Veritas until May 2024 then International Register of Shipping. Built in 1979 in Neuenfelde (Germany) by JJ Sietas. Acquired by Saint Kitts and Nevis-registered Hsejar Maritime Inc care of Nabeel Shipmanagement FZE (United Arab Emirates). 530 US\$ per ton. She was beached at Master & Brothers yard.

*Span Asia 11* (ex-*Patara*, ex-*BBC Colombia*, ex-*Patara*, ex-*BBC Colombia*, ex-*Hannah*, ex-*Paapsund*, ex-*Paapsand*, ex-*Sun Bay*, ex-*Enno B*, ex-*Myanmar Pioneer*, ex-*Tiger Cliff*, ex-*Enno B*, ex-*Nouakchott*, ex-*Karin B*, ex-*A. I. M. Voyager*, ex-*Karin B*). IMO 8611946. Length 99 m, 2,000 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *An 11*. Classification society Registro Italiano Navale until May 2024 then Capital Register of Shipping. Built in 1987 in Kiel (Germany) by Lindenau. Detained in 2005 in Novorossiysk (Russia). Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management Pvt Ltd (India). She was beached at Bob Recyclers yard.

*Span Asia 19* (ex-*Bougainville Coast*, ex-*Noumea Express*, ex-*Rangitoto*, ex-*Blue Wave*, ex-*Sleipner*, ex-*Brynmøre*, ex-*Sleipner*). IMO 8410392. Length 89 m, 1,664 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *SP 19*. Classification society Det Norske Veritas until February 2024 then Capital Register of Shipping. Built in 1984 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 and 2007 in Townsville (Australia). Acquired by United Arab Emirates-registered Quantum Trading FZE care of Trinitas Ship Management Pvt Ltd (India).



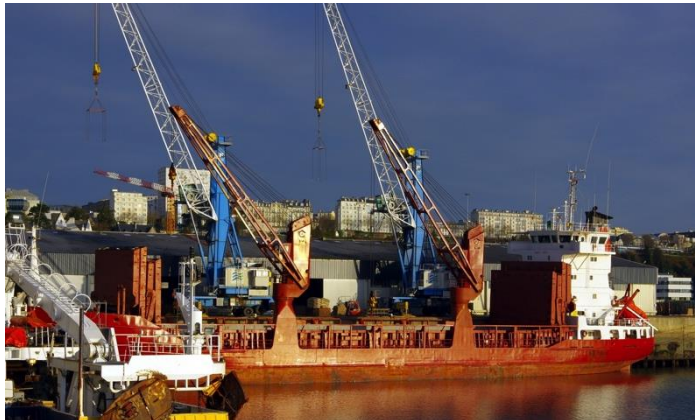
*Span Asia 19*, June 2022. © Daryll Evan Mancao

*Span Asia 21* (ex-*Westerhaven*, ex-*CTE Barcelona*, ex-*Westerhaven*). IMO 9202089. Length 127 m, 3,982 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 21*. Classification society Registro Italiano Navale. Built in 2000 in Trogir (Croatia) by Brodotrogir. Acquired by United Arab Emirates-registered GSPL DMCC.

*Span Asia 22* (ex-*Dubai Venture*, ex-*Bianco Sea*, ex-*Eco Zara*, ex-*Bianco Sea*, ex-*Torm Assinie*, ex-*MOL Sanaga*, ex-*Bianco Sea*, ex-*P&O Nedlloyd Jeddah*, ex-*Martin*, ex-*Fas Naples*, ex-*Tequila Sunrise*, ex-*Martin*) IMO 8608444. Length 94 m, 1,747 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 20*. Classification society Registro Italiano Navale until May 2024 then Capital Register of Shipping. Built in 1987 in Rendsburg (Germany) by HDW Nobiskrug. Detained

in 2003 in Szczecin (Poland). Acquired by Saint Kitts and Nevis-registered Linus Maritime Inc care of Nabeel Shipmanagement FZE (United Arab Emirates). She was beached at Master & Brothers yard. 530 US\$ per ton.

*Span Asia 29* (ex-*Arife*, ex-*Maj Danielsen*, ex-*Niugini Gul*, ex-*ANL Pride*, ex-*Maj Danielsen*, ex-*Tinto*, ex-*Band Aid Star*, ex-*Tinto*). IMO 8500068. Length 89 m, 1,836 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 2*. Classification society Registro Italiano Navale. Built in 1985 in Neuenfelde (Germany) by JJ Sietas. Acquired by Saint Kitts and Nevis-registered Karatal Shipping Inc care of Nabeel Shipmanagement FZE (United Arab Emirates). She was beached at Mother Steel Ltd yard.



*Arife*, in Brest (France), loading potatoes, December 5, 2014. © Erwan Guéguéniat

*Span Asia 30* (ex-*Knidos M*, ex-*Knidos*, ex-*Otto Danielsen*, ex-*Libra*, ex-*Dorado*, ex-*Band Aid Express*, ex-*Dorado*). IMO 8500056. Length 89 m, 1,836 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Span 30*. Classification society Registro Italiano Navale puis Capital Register of Shipping in April 2024. Built in 1985 in Neuenfelde (Germany) by JJ Sietas. Acquired by British Virgin Islands-registered Scandi Navigation Pte Ltd care of Trinitas Ship Management (India). She was beached at Mehreen Ship Recycling yard.



*Span Asia 33* (left), ex-*Aylin* (see below) and *Span Asia 30* (right). © Sitakunda Shpbreaking

*Span Asia 32* (ex-*Odessa Star*, ex-*Letoon*, ex-*Skogafoss*, ex-*Godafoss*, ex-*Nedlloyd Dragon*, ex-*Oriolus*, ex-*CCNI Antartico*, ex-*Oriolus*). IMO 8203646. Length 89 m, 1,801 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 32*. Classification society Det Norske Veritas. Built in 1982 in Neuenfelde (Germany) by JJ Sietas. Acquired by Arab Emirates-registered GSPL DMCC. 530 US\$ per ton. She was beached at Master & Brothers yard.

*Span Asia 33* (ex-*Aylin*, ex-*Eva Danielsen*, ex-*BBC Germany*, ex-*Industrial Caribe*, ex-*BBC Germany*, ex-*Ranginui*, ex-*Zim Bangkok*, ex-*Anke*, ex-*Global Express 4*, ex-*Anke*, ex-*Falcon*, ex-*Anke*). IMO 8603535. Length 89 m, 1,826 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Span 33*. Classification society Nippon Kaiji Kyokai then Registro Italiano Navale in February 2024 and Capital Register of Shipping in April 2024. Built in 1986 in Neuenfelde (Germany) by



JJ Sietas. 4 detentions: in 2003 in Gdansk (Poland), in 2005 in Harlingen (Netherlands), in 2007 in Portland (Oregon, USA) and in 2008 in Wilmington (North Carolina, USA). Acquired by Arab Emirates-registered Quantum Trading FZE care of Trinitas Ship Management Pvt Ltd (India).



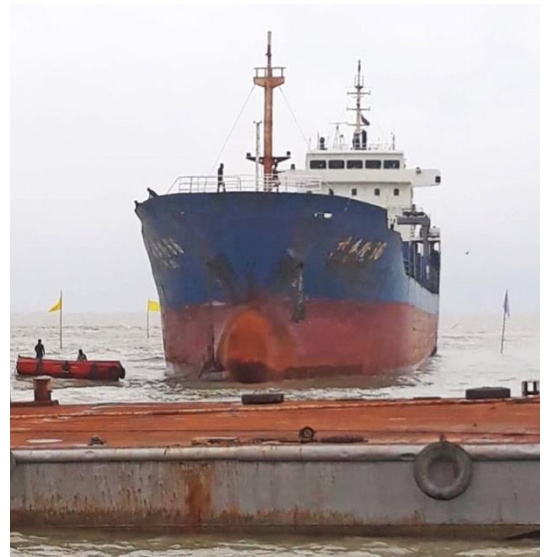
*Aylin*, chargeant des pommes de terres in Brest (France), 24 November 2010. © Erwan Guéguénat

*Span Asia 35* (ex-*Manland*, ex-*Angermanland*). IMO 8818752. Length 89 m, 2,166 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Sia 3*. Classification society Det Norske Veritas until September 2023 puis International Register of Shipping. Built in 1989 in Neuenfelde (Germany) by JJ Sietas. Acquired by Saint Kitts and Nevis-registered Mendis Maritime Inc. She was beached at Mak Corporation yard.

*Yun Shuo 7* (ex-*Guan Xin 508*). IMO 1067691. Length 133 m, 3,531 t. Deflagged from China to Sierra Leone for her last voyage. Classification society Sing Lloyd. Built in 2008 in China. Owned by Fujian Hongshuo Shipping Co (China). Acquired in May 2024 by Wantong International Group (Hong Kong, China). She left Wenzhou (China) on June 4 and was beached in Chattogram on July 11 at PHP Ship Breaking & Re-Cycling Ind. Ltd.

*Yun Tai Long 66* (ex-*He Tai*). IMO 1067067. Length 116 m, 2,090 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2005 in China. Owned by Xiamen Yuntailong Shipping Co (China). Acquired by Hong Kong Jiacheng Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh. 495 US\$ per ton. She was beached at Bob Recyclers yard.

*Yun Tai Long 66*, July 2024. © Sitakunda Shipbreaking



*Zhong Xing 22* (ex-*Sheng An Da 68*). IMO 1060007. Length 132 m, 3,621 t. Deflagged from China to Palaos for her last voyage shortened to *Hong Xi*. Classification society Zianlian Chuen. Built in 2008 in (China) by Wuhan Sanyang. Owned by Fangcheng Gang Zhong Xing Shipping (China). Acquired by Huanyu Shipmanagement Co Ltd (China) then by Marshall Islands-registered Lotus Marine Ltd prior to her departure for demolition in Bangladesh. 515 US\$ per ton. She was beached at S H Enterprise yard.

general cargo ship

### July-August-September

*Al Minufiyah*. IMO 8803757. Length 133 m, 5,280 t. Egyptian flag until February 2024 then Comoros for her last voyage renamed *Mersin 15*. Classification society Lloyd's Register of Shipping. Built in 1991 in Alexandria (Egypt) by Alexandria Shipyard. 3 detentions: in 1998 in Rotterdam (Netherlands), in 2003 in Eleusis (Greece) and in 2012 in Rouen (France). Owned by Egyptian Navigation Co (Egypt). Acquired by Marshall Islands-registered Red Bull Marine Ltd prior to her departure for demolition in India.

*Al Minufiyah*, November 2019, Suez. © Vladimir Knyaz



*Baracuda* (ex-*Karam*, ex-*Malaga*, ex-*Mermaid Eagle*, ex-*Mermaid Wind*, ex-*Mermaid Eagle*, ex-*Agate Progress*, ex-*Monzabon*, ex-*Panstar*, ex-*Danstar*). IMO 7514440. Length 82 m. Togolese flag. Classification society Hellas Naval Bureau. Built in 1977 in Nordfjordeid (Norway) by Eid Verft AS; lengthened in 1982 from 64 to 82 m. 9 detentions: in 2014 in Gdynia (Poland), in 2018 in Mersin (Türkiye) and Saida (Lebanon), in 2020 in Nea Moudhania (Greece), in 2021 in Mersin again, in 2022 in Iskenderun (Türkiye), in 2023 in Kocaeli (Türkiye) and Ceyhan (Türkiye) and in 2024 in Poti (Georgia). Owned by Medus Shipping Ltd (Türkiye). Sold for demolition in Türkiye.



*Baracuda*, Bartın (Türkiye), June 28, 2024. © Babur Halulu

*Barracuda*, Aliaga. © Selim San



*Cagsan* (ex-*Anafarta*). IMO 6720066. Length 65 m, 840 t. Turkish flag. Unknown classification society. Built in 1967 in Fener (Türkiye) by Birkok Suleyman Saim; lengthened in 1993 from 54 to 65 m. Owned by Savas Denizcilik (Türkiye). Sold for demolition in Türkiye.



In the of Sea Marmara (Türkiye), March 2017. © Ars



*Chang Hua Hai*. IMO 8579033. Length 121 m, 2,988 t. Deflagged from China to Saint Kitts and Nevis in August 2024 and finally Mongolia for her last voyage. Unknown classification society. Built in 2006 in Yichang (China) Yichang Shipyard. Owned by Changhang Freight Co Ltd (China). Acquired by New Century Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh.



Launching of *Chang Hua Hai*, 2006, Yichang yard. © ZJH

*Haithabu* (ex-Fehn Renamed, ex-Sylvia, ex-Heimatland, ex-Athos, ex-Heimatland). IMO 8222185. Length 75 m, 734 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1984 in Oldersum (Germany) by Diedrich. 4 détentions in 2004 in Kaliningrad (Russia), in 2006 in Setubal (Portugal), in 2011 in Bilbao (Spain) and in 2016 in Szczecin (Poland). Owned by Shipping Inside GmbH & Co KG (Germany). Sold for demolition in Denmark at Fornaes Ship Recycling yard in Grenaa.



*Haithabu*, Kiel canal, October 2014.  
© Wolfgang Berthel



*Haithabu*, Fornaes yard, September 25, 2024.  
© Leif Hansen

*Gundogdu-1* (ex-I. Sahinkaya, ex-Sahinkaya). IMO 8125167. Length 84 m, 1,047 t. Turkish flag. Classification society Turk Loydu. Built in 1984 in Tuzla (Türkiye) by Hidrodinamik. Owned by Ada Denizcilik Fikri Akin (Türkiye). Sold for demolition in Türkiye.



*Gundogdu-1*, Dardanelles Strait, July 2020.  
© Yevgeny 10

*Hong Da Xin 7* (ex-Ning Long Hai 2). IMO 1067287. Length 147 m, 4,296 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2008 in China. Owned by Shanghai Ronghe Dianke Leasing (China). Sold for demolition in Bangladesh. 480 US\$ per ton.

*Ipek Oba (ex-Baku)*. IMO 8811390. Length 165 m, 6,929 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage shortened to *Ipek*. Classification society Polish Register of Shipping until April 2024 puis Capital Register of Shipping. Built in 2001 in Camialti (Türkiye) by Türkiye Gemi; completed in Tuzla. Owned by Oba Shipping Inc (Türkiye). Acquired by Marshall Islands-registered Trade Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) for demolition in Bangladesh.



*Ipek*, October 2024, Chattogram. © Sitakunda Shipbeaking

*Island Bay (ex-Kula)*. IMO 7528790. Length 109 m, 2,881 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Izmit (Türkiye) by Golcuk DY. 11 detentions: in 1997 in Liverpool (United Kingdom), in 1999 in Vlissingen (Netherlands), in 2000 in Antwerp (Belgium), in 2001 in Novorossiysk (Russia), in 2012 in Ashdod (Israel), in 2017 in Novorossiysk again, in 2020 in İzmir (Türkiye), in 2022 in Tekirdag (Türkiye) and Amfilochia Grèce (Greece) and in 2024 in Iskenderun (Türkiye) and Thessaloniki (Greece). Owned by Honduras-registered Island Bay Maritime SA care of Star Ship Services SA (Lebanon). Sold for demolition in Türkiye.



*Island Bay*, Tuzla (Türkiye), June 2021.  
© Ivan Strøm



*Island Bay*, Aliaga, August 2024.  
© Selim San

*Jin Zhao 11*. IMO 8661745. Length 131 m, 2,890 t. Deflagged from China to Gabon for her last voyage shortened to *Zhao 11*. Classification society Union Bureau of Shipping until July 2024 then Foresight ship Classification. Built in 2005 in Yueqing (China) by Yueqing Huanghuagang. Detained in 2015 in Tianjin (China) then in Incheon (South Korea). Owned by Real Shipping International Marine Corp (Hong Kong, China). Acquired by Hong Kong King Sail Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh. She was beached at Recyclers yard.



*Jin Zhao 11*, Kawasaki (Japan), November 2017. © Okesa



*Kudret Gezer* (ex-*Yilmaz Kaptan*, ex-*Kaptan Ahmet Paksoy*). IMO 8132598. Length 64 m, t. Pavillon Vanuatu. Classification society Bulgarski Koraben Registar. Built in 1979 in Istanbul (Türkiye) by Cemalettin Oyar. 5 detentions: in 2003 twice in Eleusis (Greece), in 2014 and in 2016 in Novorossiysk (Russia) and in 2024 in Bandirma (Türkiye). Owned by Su Deryasi Denizcilik ve Tic (Türkiye). Sold for demolition in Türkiye.



*Kudret Gezer*, March 2023. © Cengiz Tokgöz



*Kudret Gezer*, Aliaga. © Selim San

Two river and sea-going ships of the *Volgo-Balt 2-95A* were beached for demolition in Aliaga. *Volgo-Balt* ships were designed to carry coal, grain, salt, wood and general cargo including containers on the Soviet river network and in a coastal strip of 20 milles (37 km). 65 units were built between 1969 and 1974 by Zavody Tazkeho Strojarsstvo Yard in Komarno (Slovakia).

*Mila* (ex-*Volgo-Balt 164*). IMO 8865987. Length 114 m, 1,568 t. Togolese flag. Classification society Ukraine Shipping Register. Built in 1972. 7 detentions: in 1999 in Yeysk (Russia), in 2007 in Temryuk (Russia), in 2011 in Mykolaiv (Ukraine), in 2014 in Trabzon (Russia), in 2015 in Aliaga (Türkiye), in 2022 in Salerno (Italy) and in Chioggia (Italy). Owned by Panama-registered Excelsior Shipping & Trading care of Argo Shipping Co (Ukraine). Sold for demolition in Türkiye.

*New Way* (ex-*Master Ahmad N. Y*, ex-*Guron*, ex-*Santa Victoria*, ex-*Volgo-Balt 112*). IMO 8857693. Length 114 m, 1,203 t. Cameroon flag; previously Moldova (2019), Tanzania (2018) Sierra Leone (2016), Cambodia (2014), Comoros (2009), Georgia (2005), Russia (1992), Soviet Union (1969). Classification society Guardian Bureau of Shipping. Built in 1969. 8 detentions: in 2008 in Constanta (Romania), in 2012 in Tekirdag (Türkiye), in 2016 in Rostov on Don (Russia) and Kocaeli (Türkiye) and in 2017 in Bandirma (Türkiye), Gemlik (Türkiye), Canakkale (Türkiye) and again in Rostov on Don. Owned by Seychelles-registered Guron Ltd care of Centro Management (Ukraine). Sold for demolition in Türkiye.



*Guron*, August 2015  
© Marc Ottini



Dardanelles strait (Türkiye)

*New Way*, January 2023  
© Vassili Afanasyev

*Ocmis Legends* (ex-*Navi Sky*, ex-*Medum*, ex-*OPDR Porto*). IMO 9155406. Length 100 m, 2,331 t. Palau flag. Classification society Registro Italiano Navale. Built in 1998 in Ruichang (China) by Jiangxi Jiangzhou. 7 detentions: in 2008 in Foynes (Ireland), in 2010 in Ghent (Belgium), in 2012 in Szczecin

(Poland), in 2017 in Saint Petersburg (Russia), in 2021 in Tarragona (Spain), in 2022 in Oristano (Italy) and in 2023 in Kali Limenes (Greece). Owned by Liberia-registered Legends Marine Navigation Co care of Ocmis Ship Management (Spain). Sold for demolition in India.



May 2019, *Navi Ski* off Terneuzen (Netherlands).  
© Marc Ottini



Mars 2023, *Ocmis Legends*, enclave of Melilla (Spain). © Juan P. Romero

*Omar Trader* (ex-*Atlas Sema*, ex-*Sinan*, ex-*Atlas Prima*, ex-*Sara Prima*, ex-*Sara*, ex-*Spain*, ex-*Malaga I*, ex-*Sonia S*). IMO 7713175. Length 107 m, 1,800 t. Comoros flag. Classification society Veritas Register of Shipping. Built in 1980 in Santander (Spain) by Astilleros Del Atlantico. 11 detentions: in 2001 in La Spezia (Italy) and Rijeka (Croatia), in 2007 in Naples (Italy) and Constanta (Romania), in 2009 in Civita Vecchia (Italy), in 2016 twice in Novorossiysk (Russia), in 2018 in Alexandria (Egypt), in 2022 in Iskenderun (Türkiye) and in 2024 in Mersin (Türkiye). Owned by Marshall Islands-registered Omar Shipping Co Ltd care of Regulus Shipping for Maritime Shipping, Stowage & Logistic Services (Egypt). Sold for demolition in Türkiye.

*Princess M* (ex-*Princess Maria*, ex-*Olympic-A*, ex-*Touareg*, ex-*Rose S*, ex-*Tali Mar*, ex-*Godewind*, ex-*UB Panther*, ex-*Geranta*, ex-*Gracechurch Star*, ex-*Geranta*, ex-*Karen Oltmann*, ex-*Neerlandia*, ex-*Karen Oltman*). IMO 7528556. Length 97 m, 1,969 t. Lebanese flag. Classification society International Naval Survey Bureau. Built in 1977 in Neuenfelde (Germany) by JJ Sietas. Gold medallist on the substandard ship podium with 20 detentions: in 1999 twice in Hamburg (Germany) then in Glückstadt, in 2000 again in Hamburg, in 2002 in Szczecin (Poland), in 2005 in Ipswich (United Kingdom), Marina di Carrara (Italy) and Eemshaven (Netherlands) and twice in Mersin (Türkiye), in 2006 in Valencia (Spain), in 2007 in Koper (Slovenia), in 2008 in Castellon de la Plana (Spain), in 2009 in Koper again, in 2012 in Antalya (Türkiye) and Damietta (Egypt), in 2015 in Drepanou Riou (Greece) and Crotone (Italy), in 2016 in Constanta (Romania) and in 2022 in Iskenderun (Türkiye). Banned from Paris MoU ports in July 2016 for three months. The *Princess Maria* was among the 106 substandard ships identified in "Shipbreaking" # 59, p. 21. Owned by Med Star Shipping Co SA (Lebanon). Sold for demolition in Türkiye.



*Princess Maria*, 2015. © Brian Shipman

*Rui Da 19* (ex-*An Shun 5*, ex-*Global Nextage*). IMO 9135535. Length 154 m, 5,728 t. Deflagged from Panama to Comoros for her last voyage shortened to *Ruda*. Classification society Registro Italiano Navale. Built in 1996 in Onishi (Japan) by Shin Kurushima. Detained in 2012 in Townsville (Queensland, Australia) and in 2013 in Geelong (Australia). Owned by Ruida Marine Co Ltd (Hong Kong, China). Acquired by Marshall Islands-registered Sea Line Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India. 480 US\$ per ton.



*Uniprofit* (ex-*East Star-1*, ex-*East Star*, ex-*Gold Star*, ex-*Ocean Galaxy*, ex-*Ocean Auspices*, ex-*Andhika Adikarya*). IMO 9105669. Length 100 m, 3,023 t. Deflagged from Belize to Gabon for her last voyage. Classification society Dromon Bureau of Shipping until July 2024 then Foresight ship Classification. Built in 1995 in Tongyeong (South Korea) by ShinA SB Co. 4 detentions: in 2001 in Singapore, in 2002 and in 2004 in Takamatsu (Japan) and in 2020 in Xiamen (China). Owned by Uniprofit Marine Services Ltd (Hong Kong, China). Acquired by Hong Kong Sea Rich Shipping Co (Hong Kong, China) prior to her departure for demolition in Bangladesh. 430 US\$ per ton.



*Uniprofit*, November 2022, Kaohsiung (Taiwan).  
© Wei-Lin Chen

*Yaz* (ex-*Ranyus I*, ex- *Ranyus A*, ex- *Olga*, ex-*Veronika*, ex- *Veronika Gokoti*, ex-*Boxter*, ex-*Baltic Bridge*, ex-*Akak Success*, ex-*Eliza Heeren*). IMO 7924322. Length 80 m, 1,600 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1981 in Oldenburg (Germany) by Brand. 9 detentions: in 1997 in Vlissingen (Netherlands), in 2004 in Arkhangelsk (Russia) and Antwerp (Belgium), in 2006 in Gaeta (Italy), in 2008 in Larnaca (Cyprus), in 2012 in Mersin (Türkiye), in 2015 in Alexandria (Egypt) and Iskenderun (Türkiye) and in 2018 in Stylis (Greece). Owned by Farah Shipping Ltd (Lebanon). Sold for demolition in Türkiye.



*Yaz*, September 2020. © Hursit Erdogan

## Container ship

April-May-June = 15

July-August-September = 10

25 demolitions, 170,000 tons to be recycled, a tonnage halved compared with the previous 6 months.

23 of these were small vessels with a capacity of less than 2,000 boxes. The Danish Jeppesen Maersk could carry 2,800 teu, while the *Ever Uranus* owned by Taiwanese Evergreen could carry 5,600 teu.

11 European-owned container ships were beached in India (8) and Turkey (3). 6 were operated by Mediterranean Shipping Company. The *Professor B*, controlled by a Greek shipowner, was beached in Alang; she was used to transport Ukrainian agricultural products as part of the agreement signed on 22 July 2022 between Ukraine, Russia and Turkey under the aegis of the United Nations (see p. 58). The 6 container ships owned by mainland Chinese and Hong Kong companies were directed to Bangladesh (5) and Pakistan (1).

The detention rate of the category is 56%. Out of 25 vessels, 14 were deflagged before their last voyage. The average age of container ships at the time of demolition is 29 years. It was 22 years in the years 2013-2017. After the haemorrhage of these years, there is a shortage of container ships on the world's oceans. As a reminder, MSC, while having scrapped 6 container ships in six months, has bought 383 second-hand or third-hand container ships in four years, of which in August 2024, the 27 year-old *Jan Ritscher*.

### April-May-June

*Border* (ex-Peter Rickmers, ex-*Border*, ex-Peter Rickmers, ex-Zim Mexico III, ex-Peter Rickmers, ex-Kaiama, ex-Peter Rickmers). IMO 9063988. 1156 teu. Length 163 m, 5,723 t. Deflagged from Antigua & Barbuda to Saint Kitts and Nevis for her last voyage shortened to *Bord*. Classification society Det Norske Veritas. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Antigua & Barbuda-registered Spirit Of Africa Shipping Co care of Tom Worden GmbH & Co (Germany). Acquired as is in South Africa by Marshall Islands-registered Sea Line Inc care of Resurgence Ship Management Pvt Ltd (India) prior to her departure for demolition in India. 454 US\$ per ton.

*Border*, East London (South Africa), January 2023.  
© Thomas P. Illes



*Contship Pro* (ex-*Stadt Rotenburg*, ex-EWL Central America, ex-Pirsos, ex-Melfi Italia II). IMO 9235622. 1102 teu. Length 146 m, 4,852 t. Deflagged from Cyprus to Liberia in March 2024. Classification society Registro Italiano Navale. Built in 2003 in Mykolayiv (Ukraine) by Damen Okean. Owned by Liberia-registered Rosehill Shipholding Inc care of Contships Management Inc (Greece). Sold for demolition in Türkiye.



*Contship Pro*, at berth in Fort de France (Martinique, France), waiting for repairs, May 26, 2018. © Yvon Perchoc



*Doowoo Family* (ex-*Stellar Ace*, ex-*Mount Job*, ex-*Oceanterm*, ex-*Jin An*, ex-*Harmony Container*). 9014121. 700 teu. Length 139 m, 3,744 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Doowoo*. Classification society Korean Register of Shipping. Built in 1992 in Akitsu (Japan) by Shin Kurushima. 3 detentions: in 2002 in Shanghai (China), in 2008 in Shantou (China) and in 2023 in Dalian (China). Owned by Doowoo Shipping Corp (South Korea). Sold for demolition in Bangladesh and beached at E.K. Steel Ship Breaking yard. 532 US\$ per ton



*Doowoo Family*, June 2013, departing Busan (South Korea). © Vladimir Tonic



*Doowoo*, Chattogram, June 2024. © Sitakunda Shipbreaking

*Ever Uranus*. IMO 9168855. 5652 teu. Length 285 m, 24,328 t. Deflagged from Panama to Comoros for her last voyage shortened to *Uranus*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Kobe (Japan) by Mitsubishi. Detained in 2016 in Aqaba (Jordan). Owned by Panama-registered Greencompass Marine SA care of Evergreen Marine Corp (Taiwan). Sold as is in Port Klang (Malaysia) in Ship Recycling Investments Inc Liberia-registered care of Blue Whale Maritime Pvt Ltd (India) for demolition in India. 542 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



*Ever Uranus*, Rijeka (Croatia), August 2019. © Dragec



*Uranus*, Alang, July 2024. © Eren Topcu

*Far East Grace*. IMO 9422574. 525 teu. Length 124 m, 3,585 t. Hong Kong flag. Classification society China Classification Society. Built in 2007 in Taizhou (China) by Zhejiang Hongxin SB Co. Detained in 2023 in Novorossiysk (Russia). Owned by Guangzhou Zhongrun Shipping Co Ltd (China). Sold as is in Jebel Ali (United Arab Emirates) for demolition in Pakistan.



*Far East Grace* July 2021, Hong Kong © Jack Sin

*Far East Grace*, July 2024, Gadani. © Badar Ullah Khan



*Hua Kai* (ex-*Tai Cang He*, ex-*J. Glory*). IMO 8876431. 357 teu. Length 113 m, 2,404 t. Deflagged from China to Comoros for her last voyage shortened to *Kai 1*. Classification society China Classification Society. Built in 1994 in Busan (South Korea) by Dae Sun Shipbuilding & Engineering Co. Owned by Fujian Foreign Trade Centre (China). Sold for demolition in Bangladesh at Bob Recyclers yard. 530 US\$ per ton.



*Hua Kai*, January 2022. © Marine Traffic / contact for more photos

*Jeppesen Maersk*. IMO 9215165. 2833 teu. Length 216 m, 6,314 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Stralsund (Germany) by Volkswerft. Detained twice in 2017 in Sydney (Australia) and in 2018 in Shanghai (China). Owned by Maersk A/S (Denmark). Sold for demolition in Türkiye. 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.



*Jeppesen Maersk*, in the large Dock n° 6 in Dunkirk (France), October 1, 2009. © Pascal Bredele

*Ji Hai Zhong Shan* (ex-*Wing Lee No. 5*). IMO 9203875. 360 teu. Length 100 m, 2,175 t. Deflagged from China to Gabon for her last voyage. Classification society China Classification Society until April 2024 puis Foresight Ship Classification. Built in 1998 in Taizhou (China) by Huangyan Yongming. Owned by Shanghai Jihai Shipping Co Ltd (China). Acquired by Hong Kong King Sail Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh at Taher Ship Breaking & Recycling Industries yard.



*Ji Hai Zhong Shan* in Shanghai (China), July 2018. © Foggy



*Ji Hai Zhong Shan*, Vhattogram, June 2024.  
© Sitakunda Shipbreaking/Chowdhury Ghata



*Ji Yuan* (ex-OSG Alpha, ex-Yong Sheng, ex-OOCL Kanto, ex-Constanta 1, ex-Yong Sheng). IMO 9037214. 585 teu. Length 134 m, 4,405 t. Deflagged from Hong Kong to Saint Kitts and Nevis for her last voyage shortened to *Yua*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Galati (Romania) by Galati Santierul Navale. Detained in 2003 in Hong Kong (China). Owned by Jiyuan Shipping Ltd registered in Hong Kong (China) care of Jipeng (Fuzhou) Ship Management Co Ltd (China). Sold as is in Singapore for demolition in Bangladesh at Hadia Steel yard. 540 US\$ per ton.



*Ji Yuan*, Keelung (Taiwan), December 2023.  
© **chun-hsi Wu**

*Kapitan Maslov*. IMO 9130157. 1748 teu. Length 185 m, 7,447 t. Deflagged from Liberia to Comoros for her last voyage renamed *Masala*. Classification society Russian Maritime Register of Shipping. Built in 1998 in Szczecin (Poland) by Szczecinska. Detained in 2016 in Hong Kong. Owned by Far Eastern Shipping Co (Russia). Acquired by Liberia-registered MDS Shipping Corp at the address of convenience "Trust Company Complex, Ajeltake Road, Ajeltake, Majuro MH 96960, Marshall Islands" prior to her departure for demolition in Bangladesh. 510 US\$ per ton. She left Vladivostok and was beached at Asadi Steel Enterprise yard.



*Kapitan Maslov*, Vladivostok, February 2016. © **Sergei Skriabin**

*MSC Tia II* (ex-*MSC Tia*, ex-*Pluto*). IMO 9193680. 1804 teu. Length 194 m, 10,478 t. Liberian flag. Classification society Det Norske Veritas. Built in 1999 in Gdynia (Poland) by Gdynia Stocznia. Owned by Liberia-registered Eurydice Oceanway Ltd care of MSC Shipmanagement Ltd, Cypriot subsidiary of the Swiss-Italian Mediterranean Shipping Co SA. Sold for demolition in India. 570 US\$ per ton.

*Msc Tia*, off Walsoorden (Netherlands),  
July 5, 2015. © **Pascal Bredel**



*Nagaleader* (ex-*Peace Ocean*, ex-*Pretty Ocean*). 420 teu. IMO 9122306. Length 112 m, 2,453 t. Deflagged from Hong Kong to Comoros for her last voyage shortened to *Naga 2*. Classification society China Classification Society. Built in 1996 in Busan (South Korea) by Daedong Shipbuilding Co. Owned by East Primera Holdings Ltd (China) care of Fujian Xinan Shipping Co Ltd (China). Acquired by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in Bangladesh.



*Nagaleader*, January 2022, Kaohsiung (Taiwan).  
© Ya Ray Yang



*Naga 2*, June 2024, Chattogram.  
© Sitakunda Shipbreaking

*Professor B* (ex-*Osman Prince*, ex-*Felicitas*, ex-*Cielo di Casablanca*, ex-*EWL Venezuela*, ex-*X-Press Dhaulagiri*, ex-*MarcARRIER*, ex-*EWL Venezuela*, ex-*MarcARRIER*, ex-*Anika*, ex-*Anika Oltmann*, ex-*CCNI Guayas*, ex-*Atlanta*, ex-*Anika*, ex-*Norasia Dubai*, ex-*Anika Oltmann*, ex-*Columbus Olivos*, ex-*Anika Oltmann*, ex-*Lloyd Vitoria*, ex-*Red Sea Enterprise*, ex-*Ville de Mirage*, ex-*Anika Oltmann*). IMO 8401523. 1033 teu. Length 152 m, 5,121 t. Comoros flag. Classification society Hellas Naval Bureau. Built in 1984 in Rendsburg (Germany) by Nobiskrug. 9 détentions: in 2007 in Tarragona (Spain), in 2008 in Cartagena (Spain), in 2012 in Novorossiysk (Russia), in 2015 in Beirut (Lebanon), in 2018 in Sibenik (Croatia), in 2019 in Constanta (Romania), in 2022 in Novorossiysk then in Alexandria (Egypt) and again in Novorossiysk. Owned by Professor Shipping Co SA (Greece). Operated by Cedar Marine Services SAL (Lebanon). She was the worst of all the ships used for the export of food products from Ukraine in the frame of the July 22, 2022 agreement between the United Nations, Ukraine, Russia and Türkiye. She had left Odessa on December 24, 2022 bound for Egypt with a cargo of 10,997 tonnes of soya beans and 1,503 tonnes of sunflower meal. (cf. "[Shipbreaking](#)" # 70, p. 4). Sold for demolition in India. 545 US\$ per ton.



*Professor B*, May 2024, Istanbul (Türkiye). © Bob Scott

*Uni-Assure*. IMO 9130597. 1164 teu. Length 165 m, 7,099 t. Deflagged from Panama to Togo for her last voyage shortened to *Sure*. Classification society Nippon Kaiji Kyokai until June 2024 then Columbus American Register. Built in 1999 in Nagasaki (Japan) by Evergreen. Detained in 2006 in Yokohama (Japan) and in 2018 in Novorossiysk (Russia). Owned by Evergreen Marine Corp (Taiwan). Acquired as is in Piraeus (Greece) by Liberia-registered Dido Steel Corp SA for demolition in Türkiye. 373 US\$ per ton.



*Uni-Assure*, Piraeus (Greece), July 2023.  
© Nikos Palamaris



*Wan Da 16*. IMO 1060904. Length 140 m, 3,981 t. Deflagged from China to Sierra Leone for her last voyage renamed *Zhong Hong Da 1*. Unknown classification society. Built in 2006 in China. Chinese owner. Acquired successively by Hainan Zhongda Shipping (China) in January 2024 then by Wantong International Group (Hong Kong, China) in April 2024 prior to her departure for demolition in Bangladesh. 505 US\$ per ton. She was beached at Chittagong Ship Breaking & Recycling Industries yard.



*Zong Hong Da 1*, ex-*Wan Da 16*, Chattogram, June 2024. © Sitakunda Shipbreaking

### July-August-September

*Alexander Maersk* (ex-*Adrian Maersk*). IMO 9164237. 1092 teu. Length 155 m, 6,122 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Keelung (Taiwan) by China Shipbuilding Corp. Detained in 2019 in Algiers (Algeria). Owned by Maersk A/S (Denmark). The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the European regulation. L'*Alexander Maersk* s'échoue le 30 July 2024 for demolition in Türkiye dans le chantier Anadolu Gemi Sokum Ltd, inclus dans la liste européenne des chantiers agréés depuis 2023.



At berth in Valletta (Malta), April 7, 2012. © Marc Ottini

*Egy Glory* (ex-*Credo*, ex-*Etha*, ex-*CSAV Maresias*, ex-*Etha Rickmers*, ex-*Delmas Cartier*, ex-*CSAV Tokyo*, ex-*Etha Rickmers*, ex-*Zim Vancouver*, ex-*CCNI Antartico*, ex-*Etha Rickmers*, ex-*CCNI Antartico*, ex-*Panamerican*). IMO 9105970. 1694 teu. Length 184 m, 7,771 t. Deflagged from Egypt to Saint Kitts and Nevis for her last voyage shortened to *Y Glory*. Classification society Det Norske Veritas then Capital Register of Shipping. Built in 1996 in Szczecin (Poland) by Szczecinska. 5 detentions: in 2006 in Rotterdam (Netherlands), in 2010 in Salerno (Italy), in 2011 and 2013 in San Antonio (Chile) and in 2019 in Marsaxlokk (Malta). Owned by Mahoney Shipping & Marine Services (Egypt). Acquired by Future Projects Inc Marshall Islands-registered care of Resurgence Ship Management (India) prior to her departure for demolition in India.



*Egy Glory*, in Damiette (Egypt), July 2023.  
© Ivan Meshkov

*MSC Adele (ex-Norasia Sharjah)*. IMO 8512906. 1742 teu. Length 187 m, 8,800 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Kiel (Germany) by Howaldtswerke-DW. Detained in 2004 in Trieste (Italy). Owned by Liberia-registered Adele Oceanway Ltd care of Swiss-Italian Mediterranean Shipping Co SA. Sold for demolition in India. 501 US\$ per ton.



*MSC Adele*, Ravenna (Italy), February 2023. © **Dario Bonazza**

*MSC Agata II (ex-MSC Agata, ex-Nordlake, ex-X-Press Khyber, ex-Nordlake, ex-YM Okinawa, ex-Nordlake, ex-CSAV Lonquimay, ex-Nordlake)*. IMO 9057173. 1496 teu. Length 179 m, 7,364 t. Liberian flag. Classification society Det Norske Veritas. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Liberia-registered Agata Oceanway Ltd care of MSC Shipmanagement Ltd, Cypriot subsidiary of Swiss-Italian Mediterranean Shipping Co. Sold for demolition in India. 505 US\$ per ton including 200 t of bunkers.



*MSC Agata II*, May 2007, Keelung (Taiwan).  
© **Eric Hu**



*MSC Agata II* and *MSC Gabriella*, Alang, Bansal Group yard.  
© **Rohit Agarwal**

*MSC Annamaria (ex-Norasia Al-Mansoorah)*. IMO 8521402. 1742 teu. Length 187 m, 8,807 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1987 in Kiel (Germany) by Howaldtswerke-DW. Owned by Liberia-registered Annamaria Oceanway Ltd care of Niki Shipping Co SA (Greece). Beneficial owner, Swiss-Italian Mediterranean Shipping Company. ISM manager MSC Shipmanagement Ltd, Cypriot subsidiary of MSC. Beached for demolition in India. 535 US\$ per ton.



*MSC Annamaria*. © **Pascal Bredel**



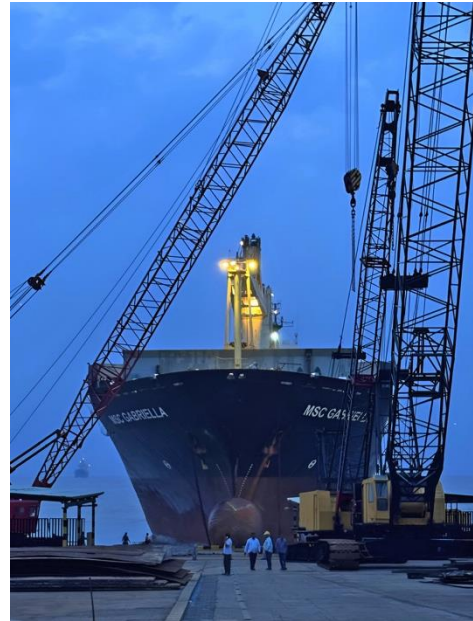
*MSC Gabriella* (ex-Safmarine Europe, ex-CMBT Europe, ex-Norasia Susan). IMO 8413875. 1893 teu. Length 189 m, 8,911 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Kiel (Germany) by Howaldtswerke-DW; lengthened in 1989 de 173 in 189 m. Detained in 2008 in Felixtowe (United Kingdom) and in 2013 in Mersin (Türkiye). Owned by Liberia-registered Gabriella Oceanway Ltd care of Swiss-Italian Mediterranean Shipping Co. Sold for demolition in India. 499 US\$ per ton including 320 t of bunkers.



*Safmarine Europe*. © Marc Ottini



*MSC Gabriella*. © Marc Ottini



*MSC Gabriella*, at Alang. © Eren Topcu/FaceBook Shipbreaking Group

*MSC Iris* (ex-Pelat, ex-Lisboa, ex-P&O NedlloydOttawa, ex-Sea-Land Canada, ex-Lisboa, ex-Kapitan GAprilov). IMO 8201624. 1254 teu. Length 203m, 10,655 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Warnemünde (Germany) by Warnowwerft; lengthened in 1989 de 174 in 203 m. Detained in 2004 au Havre (France) and in 2024 in Vishakhapatnam (India). Owned by Liberia-registered Iris Oceanway Ltd care of Niki Shipping Co SA (Greece); Beneficial owner, Swiss-Italian Mediterranean Shipping Company. ISM manager, MSC Shipmanagement Ltd, Chypriot subsidiary of MSC. Sold for demolition in India. 526 US\$ per ton.



*MSC Iris*, off Terneuzen (Netherlands). © Marc Ottini

*Span Asia 27* (ex-Selfoss, ex-Vento di Ponente, ex-Hanne Sif, ex-Elisabeth Delmas, ex-Hanne Sif, ex-Maersk Euro Tertio, ex-Hanne Sif). IMO 8914556. 724 teu.Length 127 m, 3,729 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to Asia. Classification society Det Norske Veritas until February 2024 puis Registro Italiano Navale. Built in 1991 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Philippine Span Asia Carrier (Philippines). Acquired by Marshall Islands-registered Mile End Shipping Inc care of Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.

*Uni Assent*. IMO 9130585. 1164 teu. Length 165 m, 7,098 t. Deflagged from Panama to Comoros for her last voyage shortened to *Uni III*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Nagasaki (Japan) by Evergreen. Detained in 2016 in Novorossiysk (Russia). Owned by Evergreen Marine Group (Taiwan). Acquired by Liberia-registered Ship Recycling Investments Inc care of Blue Whale Maritime (India) prior to her departure for demolition in India.



*Uni III*, at Alang yards. © Eren Topcu/FaceBook Shipbreaking Group

*Watermark St. George* (ex-*Ahs St. George*, ex-*Clou Ocean*, ex-*Vento Di Nortada*, ex-*Clou Ocean*, ex-*Besire Kalkavan*). IMO 9139634. 1138 teu. Length 149 m, 5,380 t. Panamanian flag. Classification society Bureau Veritas. Built in 1998 in Tuzla (Türkiye) by Sedef Gemi Endustrisi. Detained in 2018 in Poti (Georgia). Owned by Baldwin Marine Corp Marshall Islands-registered care of Interorient Shipmanagement (Singapore); exploité by Caribbean Feeder Services (Panama). Sold as is in Curacao. 300 US\$ per ton. Her destination of demolition is to date unknown. She was declared a total loss in June 2022, and will have to be towed unless scrapped in Curacao.



The *AHS St Georg* in the Channel, August 20, 2013. © Marc Ottini



*Watermark St George*, December 2018, Algeciras (Spain). © Salvador de la Rubia



## Bulker

April-May-June = 15

July-August-September = 10

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.

25 demolitions. 15% of the ships scrapped, 20% of the overall tonnage. The average age at the time of demolition is 28 years old. The detention rate of the category before scrapping is 72%. 24 are destined for yards of the Indian subcontinent and in particular Bangladesh (14 ships). 14 bulkers belonged to Asian shipowners. 3 of the 4 Turkish-owned bulkers ended up in yards established on the Indian subcontinent. The Greek-owned *Poseidon M* and *Uranus J* were beached in Pakistan, the Maltese *Epsilon* became the Panamanian *Ela* and was beached in India. The destination of the *Kmax Pro* abandoned by her Hong Kong owner is not known to date (see p. 65).

### April-May-June

*Alps* (ex-*Sea Arirang*, ex-*Tpc Arirang*, ex-*Ionian Father*, ex-*Cemtex General*, ex-*Gaurav*, ex-*Ispat Gaurav*, ex-*Christitsa*). IMO 9047087. Length 224 m, 10,191 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1994 in Maizuru (Japan) by Hitachi. Detained in 2019 in Shanghai (China). Owned by Evertop International Shipping (Hong Kong, China). Operated by Shunping International Shipping (Hong Kong, China). Acquired in June 2024 by Bandai Evergreen Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Pakistan.

*Andhika Nareswari* (ex-*North Princess*). IMO 9123128. Length 225 m, 10,346 t. Deflagged from Indonesia to Saint Kitts and Nevis for her last voyage shortened to *Nareswar*. Classification society American Bureau of Shipping. Built in 1996 in Imari (Japan) by Namura. Detained in 2006 in Jacksonville (Florida, USA). Owned by Indah Bima Prima (Indonesia) care of PT Perusahaan Pelayaran Samudera Khusus Andhika Line (Indonesia). Sold as is in Singapore for demolition in Bangladesh. 515 US\$ per ton. She was beached at N.B. Steel yard.



*Andhika Nareswari*, loading. © MarineTraffic



November 2018, Indonesia. © Pak Agen

*APJ Mahakali* (ex-*Golden Glory*, ex-*New Champion*). IMO 9128817. Length 225 m, 9,126 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Apeejay Shipping Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. She was beached at N.B. Steel yard. 525 US\$ per ton.

*APJ Mahakali*, Chattogram. © Fazlur Rahman



*Diyaa B* (ex-*Nikolaos*, ex-*Vori*, ex-*Sumiko*) IMO 8312708. Length 177 m, 6,956 t. Deflagged from Panama to Saint Kitts and Nevis in August 2023 then to Comoros in February 2024. Classification society Panama Maritime Documentation Services. Built in 1984 in Kobe (Japan) by Mitsubishi. 4 detentions: in 2011 in Rotterdam (Netherlands), in 2017 and 2018 in Bandar Abbas (Iran) and in 2021 in Bandar Khomeini (Iran). Owned by Panama-registered Oranous Navigation Co SA care of Hiba Shipping Co (Lebanon). Sold as is in Sohar (Oman). She was beached for demolition in Pakistan on July 5.

*Diyaa B*, March 2021. © Sedov Alexey



*GNS Hope* (ex-*Everaim*, ex-*Hellenic Sky*, ex-*Mermaid Star*, ex-*Mercury Star*). IMO 9104457. Length 224 m, 9,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Sasebo (Japan) by Sasebo H.I.. Detained in 2009 in Port Kembla (New South Wales, Australia). Owned by GNS Seoul Co Ltd (South Korea). Sold for demolition in Bangladesh. 500 US\$ per ton.



*GNS Hope*, Tatar Strait, in the Russian Far East, April 2017. © Andy.ru73

*Inter Stevedoring 8* (ex-*Boca Grande III*, ex-*East Power*, ex-*Eastern Power*, ex-*Cereza*, ex-*Milamores*). IMO 8819225. Length 225 m, 11,104 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Detained in 2017 in Qingdao (China). Owned by National Power Plant 3 Co Ltd (Thailand) care of Highland Maritime Co Ltd (Thailand). Sold for demolition in Bangladesh.



*Inter Stevedoring 8*, anchored off Taboneo (South Kalimantan, Indonesia), October 2023.  
© Mei Rida Jaya Abadi



*Khadeejah Jahan* (ex-*Nikkei Tiger*). IMO 9159438. Length 190 m, 6,994 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1997 in Oshima (Japan) by Oshima Shipbuilding. 3 detentions: in 2014 in Novorossiysk (Russia) and in 2017 in Bandar Abbas (Iran) then in Shanghai (China). Owned by Brave Royal Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh.



*Khadeejah Jahan*, Andaman Sea, Krabi Province (Thailand). © Trakul Pumsnoh

*Kmax Pro* (ex-*Oceanic Wisdom*, ex-*Paolo U*, ex-*New Auspicious*). IMO 9149378. Length 190 m, 7,226 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1997 Oshima (Japan) by Oshima Shipbuilding. Detained in 2013 in Nantong (China) and in June 2021 in Tianjin (China). In November 2021, the *Oceanic Wisdom* was detained by the Iranian authorities in Bandar Abbas. The crew were asking for the payment of 4 month-owed salaries. 3 Indonesian sailors had completed their contractual periods and also asked for their repatriation. Two had been on board for over a year. All salaries were finally paid on January 28, 2022.

The *Oceanic Wisdom* was acquired in May 2022 by Brave Worth Shipping Co Ltd (Hong Kong, China) and was renamed *Kmax Pro*. In October 2022, she suffered a major fire while she was arriving in Penang (Malaysia) to unload a cargo of fibreboard. She ran aground and was later refloated by Bumi Jaya Salvage & Engineering. Due to a financial dispute between shipowner and the salvage company, the *Kmax Pro* remained abandoned. In 2024, she was finally auctioned as scrap. The selling price and the destination of demolition are not known to date. In September, according to her identification system AIS she became the *Pro* flying the flag of Saint Kitts and Nevis. Her departure is pending.



*Kmax Pro*, abandoned in Penang (Malaysia), March 2024. © Graeme Waller

*Moshtaraka 2* (ex-Ccs Angel, ex-Hokuriku Maru). IMO 9080273. Length 233 m, 14,398 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1995 in Nagasaki (Japan) by Mitsubishi. Detained in 2006 in Newcastle (New South Wales, Australia). Owned by Combined Group Rocks Co KSCC (Koweit). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Pakistan. 540 US\$ per ton including 450 tons of bunkers.



*Moshtaraka 2* beached in Gadani, plot 64. © Gadani Ship Breaking Yard

*Pine Express* (ex-Pine, ex-Hamburg, ex-Stellar Eagle, ex-Shoyoh). IMO 8908765. Woodchip carrier. Length 200 m, 9,543 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen. Owned by Pine Express Pte Ltd care of Nova Shipping & Logistics Pte Ltd (Singapore). Sold for demolition in Bangladesh at HM Shipping Lines Ltd yard. 560 US\$ per ton.



*Pine*, off Gibraltar, November 2015.  
© GIBFRAN46



*Pine Express*, Chattogram, June 2024.  
© Sitakunda Shipbreaking

*Poseidon M* (ex-Afroditi, ex-Melpomeni, ex-Star Kim, ex-Princess I, ex-Fiona Bulker, ex-Blest Future). IMO 9066758. Length 181 m, 7,000 t. Deflagged from Panama to Sao Tome & Principe for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1994 in Chita (Japan) by Ishikawajima-Harima. Detained in 2011 in Liverpool (United Kingdom). Owned by Panama-registered Poseidon Shipping Enterprises care of Oryx Shipping Ltd (Greece). Sold for demolition in Pakistan.

June 2020, *Afroditi*. © Geir Vinnes





*United ID* (ex-*I Maria*, ex-*Zografia I*, ex-*Zografia*, ex-*Pacific Hope*). IMO 8914697. Length 181 m, 7,173 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Tokyo (Japan) by Ishikawajima-Harima Industries. 5 detentions: in 2006 in Geelong (Victoria, Australia), in 2007 in Vancouver (Canada), in 2017 in Chornomorsk (Ukraine) and Novorossiysk (Russia) and in 2020 in Taman (Russia). Owned by Marshall Islands-registered Rising ID Maritime Ltd care of Overseas Marine Ltd (Türkiye). Sold for demolition in India.



*I Maria* anchored off Lavrion (Greece), August 2021. © Nikos Palamaris

*Uranus J* (ex-*Lady Hind*, ex-*New Nikki*). IMO 9114464. Length 167 m, 5,778 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Hakodate (Japan) by Hakodate Dock. Detained in 2009 in Mumbai (India). Owned by Liberia-registered Uranus Nave Co Ltd care of NJ Trust Marine Ltd (Greece). Sold for demolition in Pakistan.



*Lady Hind*, February 2012, port of Feodosia (Ukraine). © Andrew



*Uranus J*, Gadani beach, May 2024. © Mohammad Ayaz

*Xin Hao Jiang 206*. IMO 1066087. Length 130 m, 3,328 t. Deflagged from China to Gabon for her last voyage. Classification society Zianlian Chuen. Built in 2008 in China. Owned by Maoming Haojiang Shipping Co (China). Sold for demolition in Bangladesh dans le chantier R.A. Ship Breaking. 505 US\$ per ton.

*Xin LV Bao Shi* (ex-*Xin Lu Bao Shi*, ex-*Morning Sky*). IMO 9142007. Length 190 m, 7,785 t. Deflagged from China to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by Fujian Xiamen Shipping Co Ltd (China). Acquired by Wantong International Group based in Hong Kong (China) prior to her departure for demolition in Bangladesh. 520 US\$ per ton. She was beached at S H Enterprise yard.



*Xin Lu Bao Shi*, Nakhodka port (Russia), February 2012. © Lys

## July-August-September

*Andulus I* (ex-Bao Sheng, ex-Vivian Ocean, ex-Magic Orient, ex-Ansac Orient). IMO 9115092. Length 169 m, 6,064 t. Saint Kitts and Nevis flag. Classification society Korean Register of Shipping. Built in 1995 in Imabari (Japan) by Imabari Zosen. 3 detentions: in 2008 in Portland (Oregon, USA), in 2010 in Bandar Khomeini (Iran) and in 2024 in Aqaba (Jordan). Owned by Andulus Marine Shipping Co (Türkiye). Operated by VRS Maritime Services (Greece). Sold for demolition in India. 470 US\$ per ton.



*Andulus 1*, freshly renamed, December 2022, Chattogram. © **Abdurahim Almezoghi**

*Epsilon* (ex-Orsula, ex-Federal Calumet). IMO 9110901. Length 200 m, 8,991 t. Deflagged from Malta to Panama for her last voyage shortened to *Ela*. Classification society Bureau Veritas. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Detained in 2014 in Novorossiysk (Russia). Owned by Epsilon Marine Co Ltd (Malta). Acquired in May 2024 by Marshall Islands-registered ES Bulk Carriers Ltd care of Sera Denizcilik AS (Türkiye). Beached for demolition in India. 500 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.



*Orsula*, May 2016. © **Howard Parsons**



*Ela*, Alang, September 2024. © **Facebook Shipbreaking Group / Eren Topcu**

*Hong Tai 97* (ex-Xin Rong Sheng 6). IMO 1073406. Length 140 m, 3,232 t. Deflagged from China to Gabon for her last voyage shortened to *Tai 97*. Classification society Zianlian Chuen until July 2024, then Foresight ship Classification. Built in 2009 in China. Owned by Xiamen Hong Tai Shipping Co (China). Acquired by Hong Kong Sea Rich Shipping Co (Hong Kong, China) prior to her departure for demolition in Bangladesh at Bob Recyclers yard. 455 US\$ per ton.

*Ming Jin 1* (ex-Ming Jin 1 Hao). IMO 1074620. Length 134 m, 3,278 t. Deflagged from China to Sierra Leone for her last voyage. Classification society Zianlian Chuen. Built in 2006 in China. Owned by NI YG (China). Acquired by New Century Shipping Hong Kong (Hong Kong, China) prior to her departure for demolition in Bangladesh. 448 US\$ per ton. She was beached at Arab Ship Breaking & Recycling Ltd yar (see photo of the *Ming Jin 1* beached along with the *Yun Hai 351*, p. 70).

*My Meray* (ex-Paros, ex-Alexandlitsa, ex-Alam Sentosa). IMO 9000302. Length 181 m, 6,978 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tokyo (Japan) by Ishikawajima-Harima. Detained in 2009 in Gwangyang (South Korea) and in 2024 in Taman (Russia). Owned by Liberia-registered 4 Brother's Shipping Ltd care of Eastern Star Shipping (Lebanon). Sold for demolition in India. 490 US\$ per ton.



*Nahide M* (ex-Avalon). IMO 9116319. Length 169 m, 6,984 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Setoda (Japan) by Naikai Zosen. 4 detentions: in 2007 in Genoa (Italy), in 2011 in Mumbai (India) and in 2016 in New Orleans (Louisiana, USA) then in Amsterdam (Netherlands). Owned by Marshall Islands-registered Yellow Funnel Shipping Ltd care of Iskenderun Gemi Isletmeciligi Ltd (Türkiye). Sold for demolition in Bangladesh. 510 US\$ per ton.



*Nahide M*, April 2020, Istanbul (Türkiye). © Cengiz Tokgöz

*Serenity 1* (ex-Ocean Pearl, ex-Helen, ex-Stam, ex-Super Queen). IMO 9060247. Length 170 m, 6,350 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1994 in Kawajiri (Japan) by Kanda Zosen. 4 detentions: in 1999 in Portland (Oregon, USA), in 2007 in Gladstone (Queensland, Australia), in 2009 in Gove (Territoire du Nord, Australia) and in 2016 in Yantai (China). Owned by British Virgin Islands-registered Serenity Shipping Co Ltd care of Feng Sea Shipping (Singapore).



*Serenity 1*, aground in the Solomon Islands.  
© Solomon Island Broadcasting



Keelung (Taiwan). © Chun Hsi

In November 2017, the *Serenity 1* came to load logs in the Solomon Islands. She remained stranded for several weeks in Wanione Bay on the north coast of San Cristobal Island (Solomon Islands). The swell around the grounded ship damaged the mangrove and Maniwiriwiri local communities complained of collateral damage to coconut plantations. Fuel oil leaks were also reported. Maritime traffic has worsened the deforestation rampage affecting the Solomon Islands. The massive cuts of wood intended mainly for the Chinese market are a source of conflicts and concerns, including regarding water resources.



Primal forest eaten out by logging roads. © Bobby Anderson / Development Policy Centre

In September 2024, the *Serenity 1* was beached for demolition in Bangladesh. 495 US\$ per ton.

*Shun Da Fa Zhan* (ex-*Jia Hang Xing*, ex-*Zhi Cheng*, ex-*Lake Globe*, ex-*Lake Ranger*, ex-*Bunga Orkid Dua*). IMO 9070785. Length 185 m, 7,895 t. Deflagged from China to Saint Kitts and Nevis for her last voyage. Classification society CHINA Classification Society. Built in 1994 in Ulsan (South Korea) by Hyundai. Detained in 2002 in Port Kembla (New South Wales, Australia) and in 2009 in Melbourne (Victoria, Australia). Owned by Jiahang Shipping (China). Acquired l'état in Zhejiang (China) in August 2024 by New Century Shipping Hong Kong (Hong Kong, China) prior to her departure in for demolition in Bangladesh. 420 US\$ per ton.

*Toro Rosso* (ex-*Movers*, ex-*Chubu Maru*). IMO 9159177. Length 250 m, 14,960 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Mihara (Japan) by Koyo Dockyard Co. Detained in 2013 in Newcastle (New South Wales, Australia) and in 2022 in Sohar (India). Owned by Panama-registered Northern Marine Shipping SA care of Booxmar Sorvey Danismanlik (Türkiye); she was operated by Ocean Summit Shipping (Greece). On May 30, 2024, the *Toro Rosso* was anchored some 5 km off Jorf Lasfar (Maroc) where she was to load fertilizers. An explosion struck the engine room, a fire burst out. Of the 28 crewmen most of whom were Syrian nationals, 4 were killed in the explosion, 3 died at Casablanca hospital, 9 others were injured. The *Toro Rosso* was declared a total loss. In August 2024, she was towed for demolition in Türkiye.



*Toro Rosso*, arriving in Aliaga. © Selim San

*Yun Hai 351* (ex-*Zhe Hai 351*). IMO 1073365. Length 142 m, 4,352 t. Deflagged from China to Gabon for her last voyage shortened to *Hai 351*. Classification society Foresight ship Classification. Built in 2005 in China. Owned by Anhui Yunhai Shipping Co Ltd (China). Acquired by Hong Kong Sea Rich Shipping Co (Hong Kong, China) prior to her departure for demolition in Bangladesh. She was beached at Arab Ship Breaking & Recycling Ltd yard.



*Yun Hai 351* (left) and *Ming Jin 1* (right), August 2024, Chattogram. © Fazlur Rahman



## Cement carrier

### July-August-September

*Dragon Sun* (ex-*Moon Yang*). IMO 8502420. Length 112 m, 2,314 t. Deflagged from South Korean to Comoros for her last voyage shortened to *Drago*. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Donghae SB Co. Detained in 2001 in Masan (South Korea). Owned by Ssang Yong C&E Co Ltd (South Korea). Acquired by Liberia-registered Ship Recycling Investments Inc care of Scope Maritime Pvt Ltd (India) prior to her departure for demolition in Bangladesh. 468 US\$ per ton.



*Dragon Sun*, April 2012, Busan (South Korea).  
© Vladimir Tonic



*Drago*, Chattogram, August 2024.  
© Sitakunda Shipbreaking

*Sola Gratia* (ex-*Asian Hope*, ex-*Hozan Maru*). IMO 8506581. Length 99 m, 2,052 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Saiki (Japan) by Honda. Detained in 2014 in Donghae (South Korea) and in 2015 in Maizuru (Japan). Owned by Panama-registered Ezra Maritime SA care of DLSSM Co Ltd (South Korea). Sold for demolition in Bangladesh. 470 US\$ per ton.



*Sola Gratia*, Busan (South Korea), March 2023. © Vladimir Tonic

## Car carrier

### April-May-June

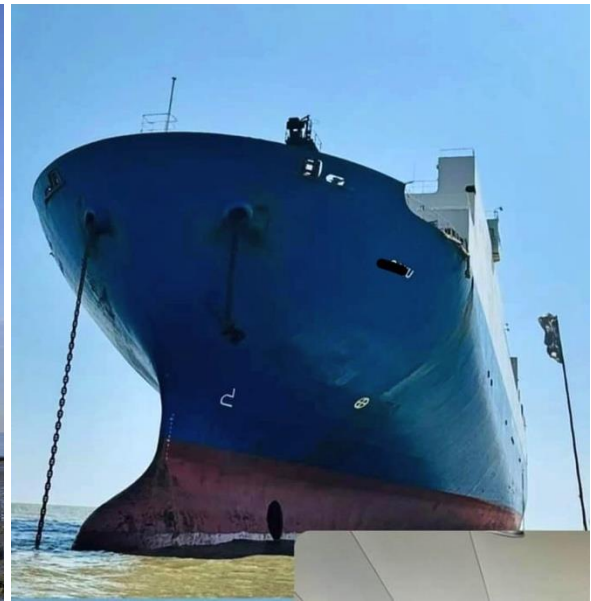
*Fugaku Maru*. IMO 9143764. Length 165 m, 7,795 t. Deflagged from Japan to Comoros for her last voyage shortened to *Gaku*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Fujitrans Corp (Japan). Acquired by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition. 516 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. The *Gaku* was beached in Bangladesh in Unit-1 of S.N. Corporation while only Unit-2 is deemed compliant with the standards of the Convention..



*Fugaku Maru*, June 2018. © Toraneko



© Abdul Ahad



*Gaku*, May 2024.

© Fazlur Rahman



## Tanker

April-May-June = 7

July-August-September = 8

15 demolitions. Only 9% of ships, almost a disappearance. 4 large units, the FPSO (Floating, Production, Storage & Offloading) *FPSO Capixaba* and *FPSO Fluminense* and the LNG carriers *YK Sovereign* and *Coral Energy* together represent 68% of the category tonnage. They enable tankers to remain number 1 in terms of tonnage.

The average age at the time of demolition is 34 years old. It is 27 years for chemical tankers, 33 years for gas carriers and 38 years for the 6 oil tankers, FPSOs and combined ore oil carriers. It is 50 years for FPSO units alone.

The detention rate of the category prior scrapping is 33%. It is not quite representative given the low number of ships.

4 tankers are chemical tankers, 5 are gas carriers, 6 are oil tankers including 2 FPSO units which represent 72% of the tonnage of oil carriers.

10 ships are destined for the Indian subcontinent, 2 for Türkiye. The final destination of the LNG tanker *Coral Energy* is not known to date. The heaviest ships are the FPSO *Capixaba* and *FPSO Fluminense*. Both arrived in Frederikshavn, Denmark, at the MARS facility. With 42% of the tonnage delivered, Denmark is the leader for the semester on the tanker market. MARS demonstrates to European shipowners that it is possible to demolish large ships in approved European shipyards. Where there is a will, there is a way.

## Chemical tanker

### April-May-June

*Amazonas* (ex-*Posavina*). IMO 9154957. Length 183 m, 10,082 t. Deflagged from Peru to Saint Kitts and Nevis for her last voyage shortened to *Amazon 1*. Classification society Lloyd's Register of Shipping until June 2024 then Capital Register of Shipping. Built in 1999 in Split (Croatia) by Brodosplit. Owned by Transoceanica Naviera SA (Peru). Sold for demolition in India. She left Callao on June 13, 2024. She declared to be heading for Alang. She sailed south along the Chilean coastline as if she intended to reach the Atlantic Ocean via the Cape Horn then changed course to north on June 22. She finally took a northwest course.

The *Amazon 1* crossed the Pacific Ocean and passed north of the Indonesian archipelago. Since September 19, she has been anchored in Singapore Strait, off Batu Ampar (Indonesia). To be continued.



*Amazonas*, Callao (Peru), August 2016.  
© Vitaliy Kharchenko

AMAZON 1  
Oil/Chemical Tanker

CALLAO ANCH [PE] IN ALA

ATD: 2024-06-13 00:10 ETA: 2024-08-29 04:03

Service status: Underway Using Engine Speed/Course: 6.4kn / 268° Load condition: In Ballast

Received: 31 minutes ago



Departing Callao, heading for Alang. Screenshot Marine Traffic

*Ara Hana* (ex-*Myung Jin*). IMO 9121613. Length 85 m, 1,260 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Hana*. Classification society Korean Register of Shipping. Built in 1995 in Yeosu (South Korea) by Shinyoung SB Industry Co. Owned by Hana Marine Co Ltd (South Korea). Acquired by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in India.



October 2020, *Ara Hana* anchored off Yeosu (South Korea).  
© Vladimir Tonic

### July-August-September

*Aquila* (ex-*Atlantic Livadia*, ex-*As Livadia*, ex-*Melide*). IMO 9192765. Length 183 m, 8,481 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1999 in Jinhae (South Korea) by Daedong SB Co. Detained in 2014 in Come by Chance (Newfoundland and Labrador, Canada). Owned by Aquila Marine Inc (Greece). Sold for demolition as is in Oman. 525 US\$ per ton. She left Santiago de Cuba (Cuba) on July 14, she was beached in Alang on September 24.



*Aquila*, Brake (Germany), September 2023. © Pingi Eisbar

*Medelin Expo* (ex-*Kamogawa*). IMO 9062702. Length 149 m, 5,270 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Waruna Nusa Sentana PT (Indonesia). Sold as is in Belawan (Indonesia) for demolition in India. 650 US\$ per ton including 744 t of stainless steel. Early October, she has not departed Belawan but has just been shortened to *Elin* and deflagged to Saint Kitts and Nevis



*Medelin Expo*, Balikpapan (Indonesia), November 2017. © Husni



## Gas carrier

April-May-June = 4

July-August-September = 1

### April-May-June

*Pilatus 21* (ex-*Likasith*, ex-*Mahathep*, ex-*Okeanos 1*, ex-*Sewa Maru No.3*). IMO 8822258. Length 65 m, 889 t. Thai flag. Unknown classification society. Built in 1989 in Honai (Japan) by Shirahama. Detained in 2010 in Haiphong (Viet Nam). Owned by Pilatas Marine PCL (Thailand). Sold for demolition in Bangladesh.

*Song Tai Shan 719* (ex-*Chun Xing 228*, ex-*Koshin Maru*). IMO 9146845. Length 86 m, 1,909 t. Deflagged from China to Gabon for her last voyage renamed *Xing Tong 313*. Classification society China Classification Society puis Foresight Ship Classification. Built in 1996 in Imabari (Japan) by Nishi. Owned by Shanghai Huachen Shipping Co Ltd (China). Acquired by Hong Kong King Sail Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh. 510 US\$ per ton. She was beached at Chittagong Ship Breaking & Recycling Industries yard.

*Surya Aki*. IMO 9060534. Length 151 m, 8,168 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sakaide (Japan) by Kawasaki. Owned by MCGC International enregistré aux Bahamas care of PT Humpuss Intermoda Transportasi (Indonesia). Acquired for demolition by Western Overseas Inc, a cash buyer based in Toledo (Ohio, USA) on the Great Lakes. 662 US\$ per ton including 1100 tonnes of bunkers and des citernes in aluminium. Le contrat de vente inclut une clause spécifiant que le chantier choisi devra avoir obtenu une déclaration de conformité avec les standards de la Convention de Hong Kong.



*Magnanimous*. © Didier Arsenius



*Surya Aki*, February 2004. © Yoshiyuki Miki

The *Surya Aki* was shortened in July 2024 to *Surya A* flying the flag of Niue. She was beached in Chattogram on September 2 by tug *Magnanimous* (IMO 9298088).



*Surya A* and *Magnanimous*, arriving at Chattogram. © Sitakunda Shipbreaking

gas carrier / April-May-June

*YK Sovereign*. IMO 9038816. Length 274 m, 30,119 t. South Korean flag, Saint Kitts and Nevis for her last voyage shortened to *Sovereign*. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by SK Shipping Co Ltd (South Korea). Sold as is in Incheon (South Korea). 618 US\$ per ton. She left South Korea on June 26 and was beached in Alang early August.



*YK Sovereign*, port of Gladstone (Queensland, Australia), October 2022. © Robert Weber

### July-August-September

*Coral Energy* (ex-LNG *Virgo*). IMO 7390179. Length 285 m, 30,194 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1979 in Quincy (USA) by General Dynamics Corp. Laid up since 2014 first in the Philippines then in Labuan (Malaysia). Acquired in 2017 by Marshall Islands-registered KIS Maritime No 3 Co care of Sinokor Maritime Co Ltd (South Korea). She was not reactivated and remained in lay-up. Sold as is in Labuan (Malaysia) for demolition in a yard of the Indian subcontinent still to be named. 562 US\$ per ton including 3700 t of aluminium.



*LNG Virgo* departing Guanabara Bay, Rio de Janeiro (Brazil), January 27, 2013. © Edson de Lima Lucas



## Oil tanker

April-May-June = 1

July-August-September = 3

### Wanted

Reported sold for demolition, the Mexican floating storage *Ta Kuntah* shortened to *Takun* et deflagged to Comoros has not been beached yet.

#### Demolition Sales (\$ /ldt)

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
TAKUNTAH	357,632	44,573	1978	KOCKMUS MEKASINKA, SWEDEN	OFFSHORE	\$ 184.0m	undisclosed	as is Mexico

Extract from the newsletter of broker Intermodal, week 19, May 21, 2024

***Ta' Kuntah*** (ex-*Juno*, ex-*Zenit Juno*, ex-*Velma*). 46 ans. IMO 7389493. Longueur 363 m, 44,573 t. Deflagged from Mexico to Comoros in October 2023, she was shortened to *Takun*. Classification society American Bureau of Shipping. Built in 1978 in Malmö (Sweden) by Kockums MV for Olaf Ditlev Simonsen Rederi I A/S based in Oslo (Norway); ex-ULCC (Ultra Large Crude Carrier) converted in 1997 to FSO (Floating Storage Offloading) unit.

Since her conversion, the *Ta' Kuntah* had been operated in the Gulf of Mexico on the Cantarell oilfield of the Yucatan Peninsula. She was decommissioned in 2018 though her official status si still "in service". Her shipowner, Mexican state-owned company PEMEX Exploracion y Produccion considers that the ex-single hull tanker has reached "the end of useful life". She remained laid-up.



ULCC *Velma*, 1981. © onyxman

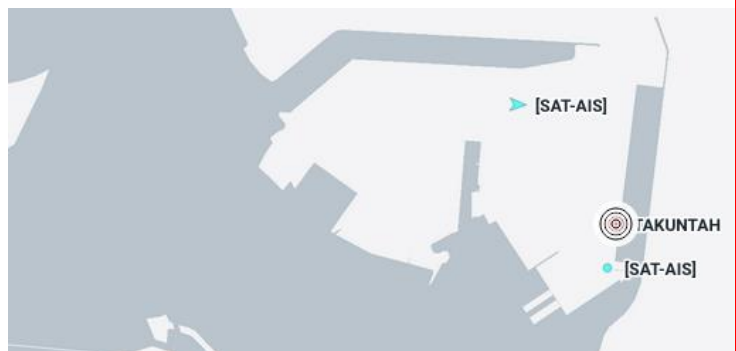


*Ta' Kuntah*. © Modec

In May 2024, she was acquired as is in Mexico by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India), a usual buyer of end-of-life ships. 185 US\$ per ton. In June, she was spotted off the South African east coast, reporting to be heading under tow for Port Louis (Mauritius).

The Mexican *Ta' Kuntah*, now the Comorian *Takun* has not reached the shipbreaking yards of the Indian subcontinent yet, that is to say the usual destination of PEMEX tankers. According to her last known location from her AIS, she is at berth à Dumq (Oman).

**To be continued**



Port of Dumq (Oman). Screenshot Marine Traffic

## April-May-June

The FSO (Floating Storage and Offloading) and FPSO (Floating Production Storage and Offloading) units converted from old single hull VLCC keep arriving in shipbreaking yards. In these times of market stagnation, competition is fierce between yards. The FSO *Fernan Vaz* had been reported sold to an Indian yard in May 2023 (cf. "Shipbreaking" # 70, p. 15 and 77). Reported selling price for a ship to be towed from Gabon to India over 13,000 km: 260 US\$ per ton. *Fernan Vaz* was owned by Perenco Oil & Gas Gabon SA, a Gabonese subsidiary of the French oil company Perenco SA. *Fernan Vaz* was finally beached on June 7, 2024 in Bangladesh in Unit-2 of the SN Corporation. She had been shortened to *Fern* and deflagged once again, from Guinea-Bissau to Saint Kitts and Nevis. The terms of the *Fern*'s price per ton renegotiation are undisclosed.

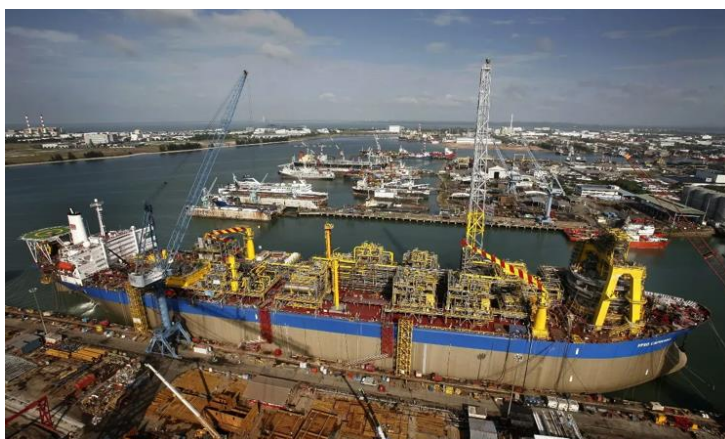


*Fern*, ex-*Fernan Vaz*, Chattogram, July 2024. © Fazlur Rahman

*FPSO Capixaba* (ex-*Stena Congress*, ex-*Peconic*, ex-*Universe Mariner*). IMO 7370193. Length 337 m, 54,656 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1974 in Kure (Japan) by Ishikawajima-Harima; converted to Floating Production Storage and Offloading (FPSO) unit in 2005 by Keppel yard in Singapore. Owned by SBM Espirito do Mar Inc, Brazilian subsidiary of group SBM (Single Buoy Moorings) Offshore, a provider of systems and services to the offshore oil and gas industry based in the Netherlands.



The VLCC *Universe Mariner*  
collection Gianpaolo



Conversion to FPSO at Keppel yard in Singapore,  
February 2006. © Kepcorp.com

The *FPSO Capixaba* had been deployed by the Brazilian state-owned company Petrobras on the Cachalote oilfield off the coast of the State of Espirito Santo (Brazil) since March 2010. Her 12-year-long chartering contract was completed in 2022. Shipowner SBM announced to have selected the Danish EU-approved shipbreaking yard MARS for her recycling. The *FPSO Capixaba* had to be disconnected



from the mooring lines and equipments of the oilfield. She arrived under tow in Frederikshavn (Denmark) at Modern American Recycling Services (MARS) yard in May 2024.



the FPSO Capixaba in Frederikshavn at MARS yard. © Max89

### July-August-September

FPSO Fluminense (ex-Fluminense, ex-Sahara, ex-Safina Sahara, ex-Sea Saint). IMO 7389405. Length 363 m, 42,798 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1974 in Malmö (Sweden) by Kockums MV for the Swedish company Salénrederierna AB. In 1981, she became the Safina Sahara after she was purchased by a Saudi company.



Sea Saint. Collection Varvhistoriska Föreningen i Göteborg



Sahara. Collection Julian Lelliott



In 2002, she was acquired by Modec International Inc (USA), converted to FPSO by Jurong yard in Singapore and sold to Shell Brasil Petroleo Ltda, Brazilian subsidiary of Shell Group. She has been operated for 20 years off Brazil.

FPSO Fluminense, freshly converted, en route for the oilfields.  
Collection Auke Visser

In May 2023, Shell Brasil announced the coming demolition of the *FPSO Fluminense* by MARS yard in Frederikshaven. Disconnection works from the oilfield started in December 2023. On September 1, 2024, the *FPSO Fluminense* arrived under tow in the Danish yard. After the *Petrojarl Banff*, 120 m ("[Shipbreaking](#)" # 62, p. 69), *Petrojarl Foinaven*, 250 m ("[Shipbreaking](#)" # 68, p. 80), *Zafiro Producer*, 331 m ("[Shipbreaking](#)" # 70, p. 79-80), *FPSO Capixaba*, 337 m (p. 78), she is the biggest ship to be dismantled by MARS.



*FPSO Fluminense*, September 2024, arrival at Danish yard MARS. © Rickard Sahlsten

*Prada* (ex-*Karma*, ex-*Proud Nadia*, ex-*Phaedra Bright 1*, ex-*Seaways Josefa Camejo*, ex-*Overseas Josefa Camejo*). IMO 9213301. Length 250 m, 18,260 t. Deflagged from Panama to Cameroon in flag August 2023. Classification society Indian Register of Shipping until September 2022 then unknown. Built in 2001 in Ulsan (South Korea) by Hyundai. Detained in 2022 in Dongjiakou (China) and in 2023 in Shanghai (China). Last known official owner Marshall Islands-registered Evita Maritime Co care of Bright Prism Shipping LLC (United Arab Emirates); beneficial owner Darya Shipping Ltd (India).



April 2019, as *Phaedra Bright*, the Mediterranean off Port Said (Egypt).

© Vladimir Knyaz

Information	Since
IMO number :	9213301
Name of ship :	PRADA (since 01/08/2023)
Call sign :	UNKNOWN
MMSI :	
Gross tonnage :	62385 (since 01/09/2003)
DWT :	112201
Type of ship :	Crude Oil Tanker (during 2001)
Year of build :	2001
Flag :	Eswatini FALSE (since 01/04/2024)
Status of ship :	To Be Broken Up (since 29/08/2024)
Last update :	17/09/2024

August 29, 2024, "to be broken up"

Source Equasis

Since she was purchased in 2018 from Dubai-based shipowner Seaways International, *Prada* has changed names 4 times. Since 2020, she has only be calling at Chinese ports. She is not officially listed as a ship under sanction by the US Department of the Treasury but is suspected of having transported Iranian oil after the US withdrawal from the Iran nuclear agreement. *Prada* arrived in Khor Fakkan anchorage area (United Arab Emirates) in March 2024 and remained there. In July, the International Labour Organization reports that the ship was abandoned with her crew of 24 sailors from Bangladesh (1), India (18) and Pakistan (5) which have not been paid for two months. The *Prada* was officially flying the Eswatini flag but contacted following the abandonment of the ship, the flagstate indicated that this was in fact a false registration.

The poor reputation of the tanker and her age (23) make it difficult to sell her for further trading, as the buyer would be exposed to possible sanctions.

At the end of August, the brokers finally announced she was sold for demolition. 480 US\$ per ton. Her status in the Equasis database becomes "to be broken up. In mid September, she left Khor Fakkan anchorage to reach another anchorage area off Sohar (Oman). On October 7, she left the Omani waters and announced to be heading for Chattogram and the Bangladeshi shipbreaking yards. According to her identification system AIS, she would currently fly the flag of Saint Kitts and Nevis.



*Vergios* (ex-*Woong*, ex-*Olympia I*, ex-*Atlas Valor*, ex-*Olympia*). IMO 9187435. Length 247 m, 16,696 t. Deflagged from Belize to Comoros for her last voyage renamed *Indu*. Classification society Bureau Veritas. Built in 1999 in Mihara (Japan) by Koyo Dockyard. Detained in 2013 in New Orleans (Louisiana, USA) and in 2023 in Nakhodka (Russia). Owned by Ushba Shipping Ltd (Hong Kong, China). Acquired by Marshall Islands-registered Indu Shipping Inc prior to her departure for demolition in Bangladesh.



*Atlas Valor*, Le Havre (France). © Pascal Breidel



*Vergios* in Singapore, April 2020. © foggy

## Ore /oil combination carrier

### July-August-September

Three series of river and sea-going *Nefterudovoz* ("oil tanker" in Russian language) were built between 1968 and 1995 in Perm (Russia) by Kama shipyard located on the eponymous river, tributary on the left bank of the Volga. The first series (Project-1553) consisted of 6 vessels, the second (Project-1570) 53 vessels, and the last (Project-15790) one unit. The "*Nefterudovoz*" were actually combination carriers designed to transport light oil and ore, mainly coal. *Nefterudovoz-37M* and *Nefterudovoz-52 M* built in 1980 and 1985 both belonged to the second series.

*Baron* (ex-*Nefterudovoz-37M*). IMO 7941239. Length 119 m, 1481 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980. Owned by British Virgin Islands-registered Atrio Group Ltd care of Metship Co (Russia). Sold for demolition in Türkiye.



*Baron*, on the Don River (Russia), October 2019.  
© Nautic



September 2024, at Aliaga shipbreaking yards. © Selim San

*Nefterudovoz-52M*. IMO 8726179. Length 119 m, 1,574 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985. Detained in 2005 in Venise (Italy). Owned by Metship Co Ltd (Russia). Sold for demolition in Türkiye.



*Nefterudovoz-52M*, on the Don River (Russia), October 2022. © Pavel Emelyanov



## Drilling ship

The Brazilian investment company SETE had been established in 2010 by banks, pension funds and the state-owned company Petrobras in the context of development of the offshore oil industry in Brazil. In theory, SETE was responsible for funding the construction of platforms and drilling ships which should then be leased on the international oil market. Thirty units were to be built by 2020 for an announced amount of 25 billion US\$.

7 deepwater drilling ships of the *Espadon 200*-type had been ordered from Brazilian yard Jurong of Aracruz (State of Espírito Santo). They were to be operated by Petrobras, Odfjell Drilling or Seadrill. None of these ships actually entered service. After the Petrobras corruption scandal, orders were canceled. For three ships, the cancellation was made before construction. Two ships have just reached the shipbreaking yards of Alang in the case of *Camburi* and *Chattogram* that of *Itaoca*. It is therefore new, brand new ships that have been scrapped. The fate of *Arpoador* and *Guarapari* is not clear. Their constructions had started in 2013 and 2014. Their official status is "launched" but they have not entered service either.

June 5, 2023, *Arpoador* is leaving Angra dos Reis Bay (120 km west of Rio de Janeiro) on the semi-submersible ship *Seaway Hawk*. Destination unknown.

© Edson de Lima Lucas



### April-May-June

*Camburi* (ex-Jurong Aracruz). IMO 9673240. Length 202 m, 27,102 t. Saint Kitts and Nevis flag. Unknown classification society. She should have been delivered in 2016. Acquired by Marshall Islands-registered Sea Line Inc care of Resurgence Ship Management Pvt Ltd (India). She was shortened to *Ambur*, towed and beached on April 24, 2024 for demolition at the Indian shipbreaking yard Priya Blue Industries Ltd.



Artist view of an *Espadon 200*-type drilling ship. © LMG Marin



*Camburi*, July 2017, construction has stopped. © Robert Radziszewski

### July-August-September

*Itaoca*. IMO 9673238. Length 202 m, 18,460 t. Saint Kitts and Nevis flag. Unknown classification society. It devait être livré in 2017. Acquired by Marshall Islands-registered Voyage Shipping Inc care of Royal Marine Shipmanagement Pte Lt d (Singapore). She was towed by tug *SPM Spirit* (IMO 9375408) and beached for demolition in Bangladesh shortened to *Tao*.

## Offshore service vessel

### April-May-June

*Dark Knight (ex-Lady Sandra)*. IMO 9172284. Length 74 m, 2,606 t. Deflagged from India to Vanuatu in November 2023 then to Palau. Classification society Indian Register of Shipping then International Register of Shipping. Built in 1998 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Hind Offshore Pvt Ltd (India). Acquired by Seychelles-registered Capri Shipping Ltd care of Hermes Maritime Services Pvt Ltd (India) prior to her departure for demolition in India.



*Lady Sandra*, off Port Phillip (Australia), February 2013. © **Graham Flett**

*Dong Fang Yong Shi 2 (ex-Maersk Trader, ex-Torea, ex-Arctic Shiko)*. IMO 8126848. Length 69 m, 2,254 t. Deflagged from Panama to Gabon for her last voyage. Classification society China Classification Society. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Sinopec Offshore Oilfield Services (China). Sold for demolition in Bangladesh at JM Ship Breaking Recycling Industries yard.



*Maersk Trader*, August 1996, on the Tyne River (United Kingdom). © **Henry Pattison**



*Dong Fang Yong Shi 2*, November 2017, in Ningbo (China). © **foggy**

### July-August-September

*Christos XXXII (ex-Pegasus II, ex-Pagenturm)*. IMO 6724713. Length 53 m. Greek flag. Unknown classification society. Built in 1967 in Lauenburg (Germany) by Hitzler Werft. Owned by Ignatios Spanopoulos SA (Greece). She was towed by *Christos XXXIV* and beached for demolition in Türkiye shortened to *Istos X*.



*Pegasus II*, February 2002. © **Wolfgang Reich**



*Christos XXXII*, Souda (Crete, Greece), June 2017. © **MattB**



## Pollution control vessel

### April-May-June

*Resolve Pioneer* (ex-*Pioneer Service*). IMO 7528843. Length 63 m, 1,348 t. Deflagged from the USA to Saint Kitts and Nevis for her last voyage shortened to *Pioneer*. Classification society American Bureau of Shipping until May 2024 then Capital Register of Shipping. Built in 1978 in San Diego (USA) by Campbell Industries. Ex-offshore service vessel registered as a pollution control vessel since 1990. Owned by Resolve Marine (USA). Acquired by Alpha Metallum DMCC (United Arab Emirates), she was beached for demolition in Bangladesh on July 19 at Dynamic Ship Recycling Industries yard. 530 US\$ per ton.



*Resolve Pioneer*, off Puget Island (Washington State, USA),  
September 2022. © **Mike Cullom**

## Diving support vessel

*Empire Persia* (ex-*Odyssey Explorer*, ex-*Northern Prince*, ex-*Farnella*). IMO 7125811. Length 70 m, 1,972 t. Panamanian flag until March 2024. Classification society International Naval Surveys Bureau. Built in 1972 in Wallsend (United Kingdom) by Clelands as fishing ship *Farnella* for Marr and Son de Hull (United Kingdom). Detained in 2005 in Falmouth (United Kingdom).



*Farnella*. © Ship Nostalgia

She was chartered by the Royal Navy and used during the Falklands War (April 2, 1982 –June 14, 1982) as a minesweeper. She returned to civilian life in October 1982. She was converted to research vessel, then to diving support vessel in 1994. She became the *Odyssey Explorer*, the flagship of Odyssey Marine Exploration, a US-based company specializing in underwater exploration wrecks and in the recovery of cargoes under sometimes disputed conditions. Several conflicts opposed the shipowner and the Spanish authorities about the property of discoveries and the degradation of submarine sites. In 2015, the Cypriot authorities seized 57 antiques on board, which were allegedly products of illegal treasure hunts. In 2016, she was 44 years old. Odyssey Marine Exploration considered her maintenance costs were too high and sold her to Marshall Islands-registered Rister Beazley Marine Ltd for use as a support vessel for northern sea offshore oil industry. In 2024, she arrived for demolition in Esbjerg (Denmark) at Smedaarden shipbreaking yard.



Mars 2008, *Odyssey Explorer*, in Manche.  
© Marc Ottini



July 2016, *Empire Persia*, Honningsvåg (Norway).  
© Roar Jensen



## Miscellaneous

### Dredger

April-May-June



*Dunay*, in Odessa Bay(Ukraine), May 2019. © Yug

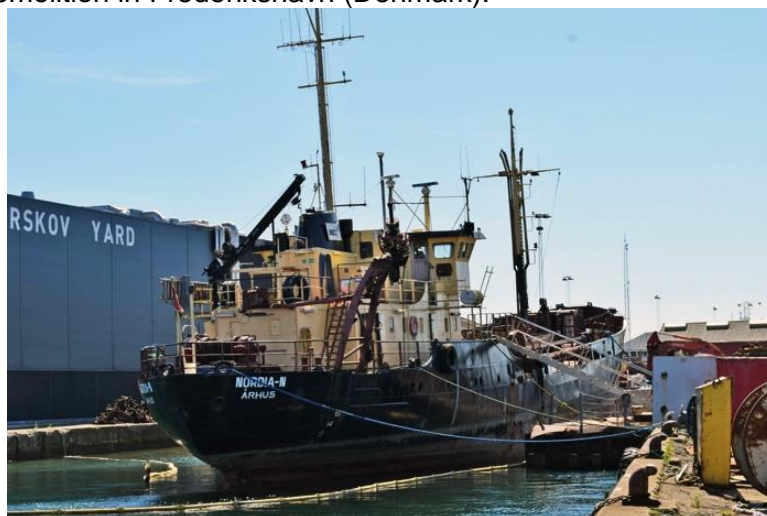
*Pilgrim* (ex-*Dunay*). IMO 7397593. Length 73 m, 1,870 t. Tanzanian flag. Classification society Mediterranean Shipping Register. Built in 1975 in Wolgast (Germany) by Peene-Werft GmbH. Owned by Whiteform Contracts Ltd (Cyprus). Towed by tug *Horoz* (IMO 7610830) and beached for demolition in Türkiye in May 2024.



May 2024, Aliaga. © Selim San

July-August-September

*Nordia-N*. IMO 7320485. Hopper capacity 540 m<sup>3</sup>. Length 59 m. Danish flag. Unknown classification society. Built in 1973 in Aalborg (Denmark) by Limfjords-Vaerftet A/S. Owned by NCC Industry A/S (Denmark). Sold for demolition in Frederikshavn (Denmark).



*Nordia-N*. © Kim Vittrup

## Aggregate carrier

**April-May-June**

*Hai Xiang 557*. IMO 1062665. Length 98 m, 3,947 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Xiang*. Classification society Capital Register of Shipping depuis April 2024. Built in 2020 in China. Owned by Lin KH (China). Acquired by Marshall Islands-registered Super Shining Shipping Corp care of Resurgence Ship Management (India). She left Ningde (China) on June 5 and was beached in Chattogram on July 8 at Bob Recyclers yard.

*Xiang*, Chattogram, July 2024.  
© Sitakunda Shipbreaking / Md Mamun Ur Rashid.



## Limestone carrier

**April-May-June**

*Koseki Maru No,2* (ex-Oriental Star, ex-Green Star, ex-Kyoho Maru). IMO 8220125. Length 160 m, 6,979 t. Deflagged from Japan to Tuvalu in March 2024, and finally to Comoros for her last voyage. Simultaneously, she was successively renamed *Mudita* then *Titan*. Classification society Nippon Kaiji Kyokai. Built in 1983 in Onishi (Japan) by Shin Kurushima. Owned by Ube Shipping & Logistics Ltd (Japan). Acquired as is in Batam (Indonesia) by Liberia-registered Lyra Trading Ltd care of Blue Whale Maritime Pvt Ltd (India) prior to her departure for demolition in Bangladesh. 485 US\$ per ton. She was beached on May 23, 2024 at SNT Ship Recycling yard.



*Koseki Maru No 2*, March 2023, Uruga Channel (Japan). © IikaJzuchIN



## The misfortune of cruise liners

They end up as scrap or on the sea bottom. Steam locomotives, merry-go-round cars, supersonic planes and atomic submarines are entitled to have their museums. Cruise liners do not obtain this grace except in Rotterdam where the SS Rotterdam after asbestos removal is used as a 4-star hotel.

### Never call me *United States* anymore

The last two cruise liners of United States Line have miserable fates. The *America* polluted the Canaries archipelago and the *United States* despite the Save The *United States* program will soil the gulf of Mexico at the request of the diving and spearfishing industry.



Postcard of SS *America* (foreground) and SS *United States* in Cherbourg (France)

- The *America* was launched in 1940. Her shipowner was the United States Lines. Prior fulfilling her vocation as a transatlantic liner and accommodate 1700 passengers, she was used to transport over 10,000 troops to Korea and their kit on each voyage. At the end of her career, after having changed many times shipowners and oceans, the ex-*America* renamed *American Star* was sold to a Thai entrepreneur who wanted to use her as a hotel ship in Phuket. On December 31, 1993, the cruise liner left Greece under tow of the Ukrainian tug *Neftegaz-67*. During an 11 to 12 force storm, she went adrift off the Canary archipelago on January 15, 1994 and ran aground on January 17 on rocks and on a beach of Fuerteventura island. She broke in two. In 30 years, the wrecks have dislocated and collapsed. The aft part, stuck in the sand, can still be spotted today on satellite photos.



The wreck of *American Star*, Fuerteventura Island, Canaries, July 2, 2004. © Wollex (CC BY-SA 3.0)

- *United States*

The *United States* has been the fastest cruise liner on the New York-Le Havre-Southampton line. During social conflicts in Le Havre, the *America* and the *United States* called at Cherbourg. The most illustrious passengers, such as Mona Lisa, Marylin, Coco, Grace, Rita and Elizabeth, honored her with their charm and their presence. The liner was more than bling, she was the floating temple of luxury. To cross the Atlantic, it took an average of 3/4 days, and during this period of time, the first class swallowed 250 kg of caviar. For the third class, it was harder although a little less than on her competitors, sanitized migrants bound for New York were in prison cabins with two berths, without on board service, without sleep because of the vibrations of the engines, and often with seasickness. The collective showers corridor was the only place to vomit. After 17 years of glorious and laborious years, the *United States* has lived 30 years of deceptions and false hopes: hospital ship, leisure-center-casino-hotel-ship, purchase by NCL (Norwegian Cruise Line), high tech hub with waiters in the bottom and programmers in the heights, call to donations, seizures and long decay at berth in Philadelphia. On August 30, 2024, Okaloosa County, Florida, in accordance with the United States Conservancy, the charity organization that wanted to bring the flagship of US liners back to life, announced that the *United States* will, in a year and a half after some clean-up in Norfolk, be scuttled and sunk in the vicinity of the *Oriskany* aircraft carrier in the Gulf of Mexico. The waters of the Gulf are already heavily and durably polluted.



*United States*, in Philadelphia. © SS United States Conservancy

**To be sold for further operation. However, they are ready for scrapping.**

- *New Dawn*

Bad luck haunts her. There must have been a family of rabbits somewhere on board from the start.



*Viking Saga*. © Meyer Werft

At the start of her career in 1980, she was the car-ferry *Viking Saga*. Fitting works of the cabins with several dozen workers on board were completed during the maiden voyage in June 1980.

In 1985, she crashed at a 19 knot-speed on Gotska Sandön Island just outside Stockholm and emergency repair work had to be carried out upon arrival in Helsinki. A few months later, while she was drydocked for stability improvement work, an explosion occurred in the engine room. This was followed by a fire.



In 1988, the deck restructuring and hull reprofiling, the *Viking Saga* was no longer quite a car-ferry but not yet a real cruise liner. She continued her regular Baltic Sea services and was also chartered occasionally for cruises.

On June 9, 1990, the *Viking Saga* had become the *Sally Albatross*. She was undergoing maintenance and refitting work in a Finnish yard. A fire burst out from a pile of blankets and mattresses. The blaze spread and lasted for three days. She was declared a total loss but was acquired from the insurance company by a subsidiary of Rederi Ab Sally, her initial manager as the *Viking Saga*. The refloated hull was cut in two and a new central section was added, definitively transforming the *Sally Albatross* into a cruise ship. She was 145 meters long as the *Viking Saga*, 159 meters long as the *Sally Albatross*.

On March 4, 1994, a new disaster struck: the *Sally Albatross* ran aground on Porkkala Peninsula in the south of Finland due to a human error. All passengers were evacuated and transferred to the nearby car-ferry *Saint Patrick II*. It took a month to refloat the *Sally Albatross* and then towed her for repair to La Spezia yard in Italy.

After a year of work, she became the *Leeward*. She was chartered to Norwegian Cruise Line, a subsidiary of Star Cruises, and operated from Miami. She was detained in 1998 in Quebec City and in 1999 in Miami.

In 2000, as *Superstar Taurus*, the ex-*Leeward* was sent to Asia by Star Cruises for the Japanese and Singaporean cruise market.

In 2002, the *Superstar Taurus* was returned to her Scandinavian owner and as the *Silja Opera*, went cruising between Saint Petersburg, Helsinki, Stockholm, Copenhagen. She collided with three cargo ships in September 2003 and with an icebreaker in December.

In 2005, Silja Line came into a dispute with unions who refused the recruitment of Eastern European sailors. Unable to save money on the workforce, the company decided to separate from the *Silja Opera* in 2006. The ship was laid up in Stockholm and then in London. She was renamed the *Opera*. In May 2007, she was sold to Louis Cruise Lines and used for cruises in the eastern Mediterranean.

In 2014, she became the *Celestyal Crystal* and collided with tanker *Sti Pimlico* in the Dardanelles Strait. Three passengers were injured.

She was decommissioned during the Covid pandemic, returned to service after she was one more time refitted and sailing on 7-day cruises from Athens to Port Said, Ashdod (Israel), Limassol, Rhodes and Kuşadası in Türkiye.

In August 2024, she became the *New Dawn*. Throughout her career, the car ferry turned to cruise liner successively flew the flags of Finland, Panama, the Bahamas, Sweden, Greece and Malta.

After 5 collisions, 2 fires, 2 groundings, a boiler explosion and 42 years of hell (the central section is only 32 years old), the ex-*Viking Saga* is today for sale for 10 million US\$, she is anchored off Limassol. She is in good running and working order according to the brokers. Do you want her?

*Celestyal Crystal*, Piraeus, October 2022.  
© Amir Asani



- Ex-*Alla Tarasova*

Everyone remembers in detail or in a daze the *Lyubov Orlova*, named after a Soviet film star, a ghost cruise liner that left Saint John, Newfoundland, Canada, under tow on January 23, 2013, bound for some presumed shipbreaking yard in Santo Domingo, and that went adrift, alone on her conquest of the Atlantic Ocean, arousing a wave of concern in the English newspapers. The *Lyubov Orlova* and her rat army were expected on the Irish shores. Caught in the winter storms, she sank or was sunk 1700 km off the European coast on the night of February 23, 2013 (cf. "[Shipbreaking](#)" # 31 p.5-6).

The *Alla Tarasova* named after a Soviet theatre star honoured with five Stalin Prizes is the sister ship of the *Lyubov Orlova*. She was built in Kraljevica, Croatia, in 1975. She is now called the *Ocean Adventurer* and is flying the flag of Portugal. She was operated by an excursionist specialized of the extreme. She has just completed a tour of the Canadian Arctic. Under the intermediate name of *Clipper Adventurer*, the cruise ship ran aground in August 2010 on a charted reef in Nunavut waters with 128 passengers and 69 crew on board.



*Lyubov Orlova*. © Daslav Petricio



*Alla Tarasova*. © Pyotr Veselov.

The *Ocean Adventurer* is for sale for further operation for about 10 million US\$. She is docked in the port of Caen, Normandie. Would you have her?

Robin des Bois contacted the harbour's master office of port of Caen on October 29 to point out that the Miami-based owner of the *Lyubov Orlova*'s sistership is in great financial difficulties and that the risks of abandonment of the ex-Soviet cruise liner cannot be neglected.



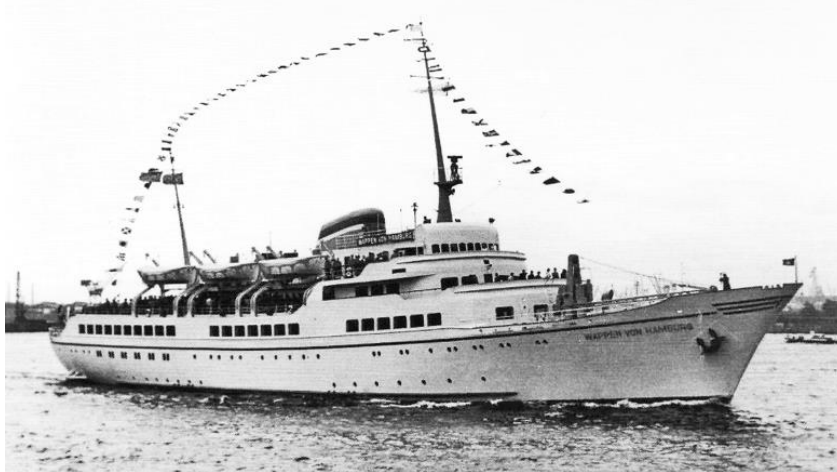
*Ocean Adventurer*. All rights reserved



## Casualty

*Aurora* (ex-*Faithful*, ex-*Expex*, ex-*Xanadu*, ex-*Pacific Star*, ex-*Polar Star*, ex-*Delos*, ex-*Wappen von Hamburg*). imo 5088227. Length 89 m. US flag. Built in 1955 in Steinwerder (Germany) by Steinwerder Industries for the Hamburg-Cuxhaven-Helgoland-Hörnum ferry service.

*Aurora*. She was transferred a bit further away near Stockton in the Sacramento river.



*Wappen von Hamburg*, in Hamburg.

Postcard of shipowner HADAG, Hafen-Dampfschiffahrts-A.G

Sold in 1960 to Greek shipowner Nomikos Lines and converted to "luxury cruise ship" *Delos* operated in the Aegean Sea. Acquired by Westours in 1967. She was renamed *Polar Star*, running cruises Alaska. In 1972, She was again sold to panama-registered Xanadu Cruises and renamed *Xanadu*. Because of too expensive operational costs, she was laid up from 1977 to the mid 80's in Vancouver (British Colombia, Canada) then in Tacoma (Washington State, USA). She was sold several times. She was used for temporary exhibition in Los Angeles as *Expex* then from 1991 onward by a christian congregation as accomodation vessel for its worshipers as *Faithful*. A doctor then purchased her. He planned to convert her to a floating hospital for children. She was towed to Alameda, still in San Francisco Bay. The project failed. The ex-*Wappen von Hamburg* was left over to squatters and vandalized. Doomed to be scrapped, she was finally acquired in 2008 for 600,000 US\$ by Christopher Wilson, an ex technology entrepreneur and shiplover. He set out to bring her back to life and had her renamed *Aurora*. She was transferred to Stockton, in the Sacramento river delta.



2003, *Faithful*. © Dean Siracusa



2023, *Aurora*. © Carlos Avila Gonzales

After 15 years, Christopher Wilson threw in the towel and sold the *Aurora* in October 2023. The new owner is ineffective. Neglected, the *Aurora* suffered a water ingress. On May 24, 2024, she partially sank. The town of Stockton declared her a danger to the public and the environment. A salvage company was commissioned to refloat her. The company pumped out around one hundred m3 of oily water, filled 5 bins with waste and surrounded the wreck with anti-pollution booms. Auxiliary pumps were

put in place to prevent another shipwreck. Stockton is now considering the best option for disposal. Scrapping or reefing?



2024, *Aurora*, sunk, then refloated. © California Fish and Wildlife Services

## Scrapped

*Ocean Diamond* (ex-*Le Diamant*, ex-*Song of Flower*, ex-*Explorer Starship*, ex-*Begonia*, ex-*Fernhill*). IMO 7325629. Ex-Ro Ro converted in 1986 to cruise ship. Length 125 m, 4,545 t. Madeira flag. Classification society Bureau Veritas until March 2024 then Registro Italiano Navale. Built in 1974 in Kristiansand (Norway) by Kristiansands MV for Fearnley & Eger d'Oslo (Norway) which renamed her immediately *Begonia*.

The Ro Ro was not converted to livestock carrier but to human passenger carrier. n'a pas été converti en bétaillère mais en navire à passagers humains.

She was converted to cruise ship in 1986 by Lloyd Werft yard in Bremerhaven (Germany) pour Exploration Cruise Line (USA). She became the *Explorer Starship* and ventured to the Austral Ocean.



*Begonia* in Ancona (Italy), 1976, under charter of Karageorgis Lines. © Giovanni Peditto,



Converted to *Explorer Starship* in 1986. Collection Ton Grootenboer

After her owner went bankrupt, she passed under control of Seven Seas Cruises. She became the *Song of Flower*.

She was acquired in 2003 by the French cruise company Ponant. She was renamed *Le Diamant* and went to pollute king penguins. In 2011 she was sold to Diamond Cruise Partners (Portugal) and renamed *Ocean Diamond*.



*Le Diamant*. © Pascal Bredel





*Le Diamant*, Gold Harbour, South Georgia, December 2008. © J.Sz

In April 2024, she was acquired by Vancouver-based Bridgemans Small Vessel (Canada). She was renamed *Diamond XI* to be operated as an accommodation ship to provide accommodation services to employees of offshore LNG, mining, renewable energy facilities. Bridgemans Small Vessel has already purchased the ex-Estonian ferry *Isabelle* operated as *Isabelle X* to provide accommodation for the Woodfibre LNG project of gas liquefaction and export facility in Squamish (British Columbia, Canada). Bridgemans gave up. and the *Diamond XI* was beached for demolition in Türkiye on August 24, 2024.



October 13, 2011, *Le Diamant*, in Brest (France).  
© Erwan Guéguéniat



May 14, 2015, the *Ocean Diamond*, ex-*Le Diamant* down the Elbe River. © Marc Ottini

### Sold for demolition but out of radar screen

*Celestyal Olympia* (ex-*Louis Olympia*, ex-*Thomson Destiny*, ex-*Sunbird*, ex-*Song of America*). 42 ans. IMO 7927984. Length 214 m. Deflagged from Malta to Liberia in January 2024. Classification society Det Norske Veritas. Built in 1982 à Helsinki (Finland).

The status of the *Celestyal Olympia* renamed *Bella Fortuna* for her supposed last voyage is "to be broken up" since May 24, 2024. To our knowledge, she has not reached any shipbreaking yard yet.



*Celestyal Olympia* at Piraeus (Greece), June 2018. © Marc Ottini

	Information	Since
IMO number :	7927984	
Name of ship :	BELLA FORTUNA	(since 01/01/2024)
Call sign :	5LOU5	
MMSI :	636023663	
Gross tonnage :	37773	(since 01/09/1999)
DWT :	5000	
Type of ship :	Passenger (Cruise) Ship	(during 1982)
Year of build :	1982	
Flag :	Liberia	(since 01/01/2024)
Status of ship :	To Be Broken Up	(since 24/05/2024)
Last update :	01/10/2024	

To be broken up. Source Equasis

The *Celestyal Olympia* was laid up in late 2023 in Lavrio (Greece) after her replacement in the Celestyal fleet by the *Celestyal Discovery* (ex-*Aidaaura*). She was built 42 years ago for the Royal Caribbean Cruise Line (USA), she was initially operated as *Song of America*, for cruises departing Miami (Florida) or New York City.



*Song of America*, at berth in Hamilton (Bermuda) en 1993. © Thad Constantine

The *Celestyal Olympia* was sold in 1998 to Sun Cruises and renamed *Sunbird*, she used to sail in Europe, preferably in the Mediterranean. She was detained in 2002 in Naples (Italy). In 2005, she was acquired by Cyprus shipowner Louis Cruise Lines which later became Celestyal Cruises. She was chartered and operated until 2012 by Thomson Cruises (United Kingdom) as *Thomson Destiny*. In February 2014, she was used along with 6 other cruise ships as a floating hotel during Sochi winter Olympics (Russia). At the end of the Olympics, she resumed cruises in the Greek Islands.



*Sunbird* departing Rio de Janeiro (Brazil).  
© Edson de Lima Lucas



*Celestyal Olympia*, at berth in Heraklio (Crete, Greece). © Pascal Bredel

She was decommissioned at Lavrio (Greece) after her replacement in the Celestyal fleet by the *Celestyal Discovery* (ex-*Aidaaura*). She was acquired in January 2024 by Marshall Islands-registered Voyage Shipping Inc care of Royal Marine Shipmanagement (Singapore) and became the Liberian *Bella Fortuna*. The *Bella Fortuna* moved to the port of Cesme (Türkiye) in January. She remained there for over three months. She departed on April 26 avril bound for Ras Al Khaimah (United Arab Emirates) where she arrived on May 15. She would have left the Emirati port on May 22 with no precision on her destination. On May 24, her official status became "to be broken up".

She would have been spotted on June 3 approaching Rotterdam. In reality, neither her fate nor her true location are known to date. She is still announced "to be broken up".

**To be continued**



**Sources:**

*Actu.fr; Advanced Shipping & Trading; Al Jazeera; Anchor Shipbroking; ANI; Auke Visser's Historical Tankers; Aurora Yacht News; Baird Maritime; BBC; Best Oasis; Black Sea Memorandum of Understanding; BN Americas; Brazil Energy Insight; Bureau Veritas; Business Insider; Buten un Binnen; Chittagong Port Authority (the); Clash Report; CNN; Daily Star - Bangladesh (the); Deccan Herald (the); Destin Fort Walton Beach website; Det Norske Veritas - Germanischer Lloyd; Development Policy Centre-Australian National University; Dhaka Tribune (the); Dover Ferry; Dredge Point; El Pais; Equasis; European Commission; European Maritime Safety Agency; European Union Naval Force; Ferry Shipping News; Ferry site (the); Fiskifrettir; Fleetmon; Fleetphoto.ru; Flows; Fosengjenvinning; France TV Info; French Army; G Captain; Global Marketing Systems; Hindu (the); IdyllicOcean; Indian Coast Guard; Indian Ocean Memorandum of Understanding; IndustriAll; Insurance Journal; Intermodal Research; International Labour Organization; Joint Maritime Information Center; L'Orient-Le Jour; Lloyd's List; Lloyd's Register of Ships; LMG Marin; Marin (le); Marine Log; Marine Traffic; Maritime Executive (the); Maritime Matters; Maritime Pics; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Modec; National Public Radio; Naval History and Heritage Command; Navsource; New Age - Bangladesh; Nippon Kaiji Kyokai; Norddeutscher Rundfunk; Observer - Bangladesh (the); Omrop Fryslan; One News; Opposite Lock.com; Ouest-France; Paris MoU; Philippine Span Asia Carrier Corp; Pipeline Info (the); Project Cargo Journal (the); Radio New Zealand; Resolve Marine; Reuters; Riviera News; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Safety4sea; Saga Shipbrokers Ltd; San Francisco Chronical (the); Sandefjords Historie; Schuttevaer; Seafood Source; Ship and Bunker; Ship Nostalgia; Shipping and Shipbuilding - UK; Shipping inbox; Shipping Italy; Shipspotting; Simplon Postcards; Søfart; Solomon Islands Broadcasting Corporation; South African Maritime Safety Authority; Soviet Trawler.narod; Splash 247; Spotlight; SS United States Conservancy; SS United States Conservancy; Star Asia; Sun Live - New Zealand; Surigao Today; Tanker Trackers; Tass; TBS The Business Standard - Bangladesh; Tokyo Memorandum of Understanding; Trade Winds; Trafigura; Tyne Built Ships; United States Coast Guard; Upstream online; US Central Command; US Coast Guard; Vessel Finder; Vessel Tracker; VN Express; Western Overseas Inc; World Bank; Worldwide Tug & OSV News.*