

ROBIN DES BOIS

Shipbreaking

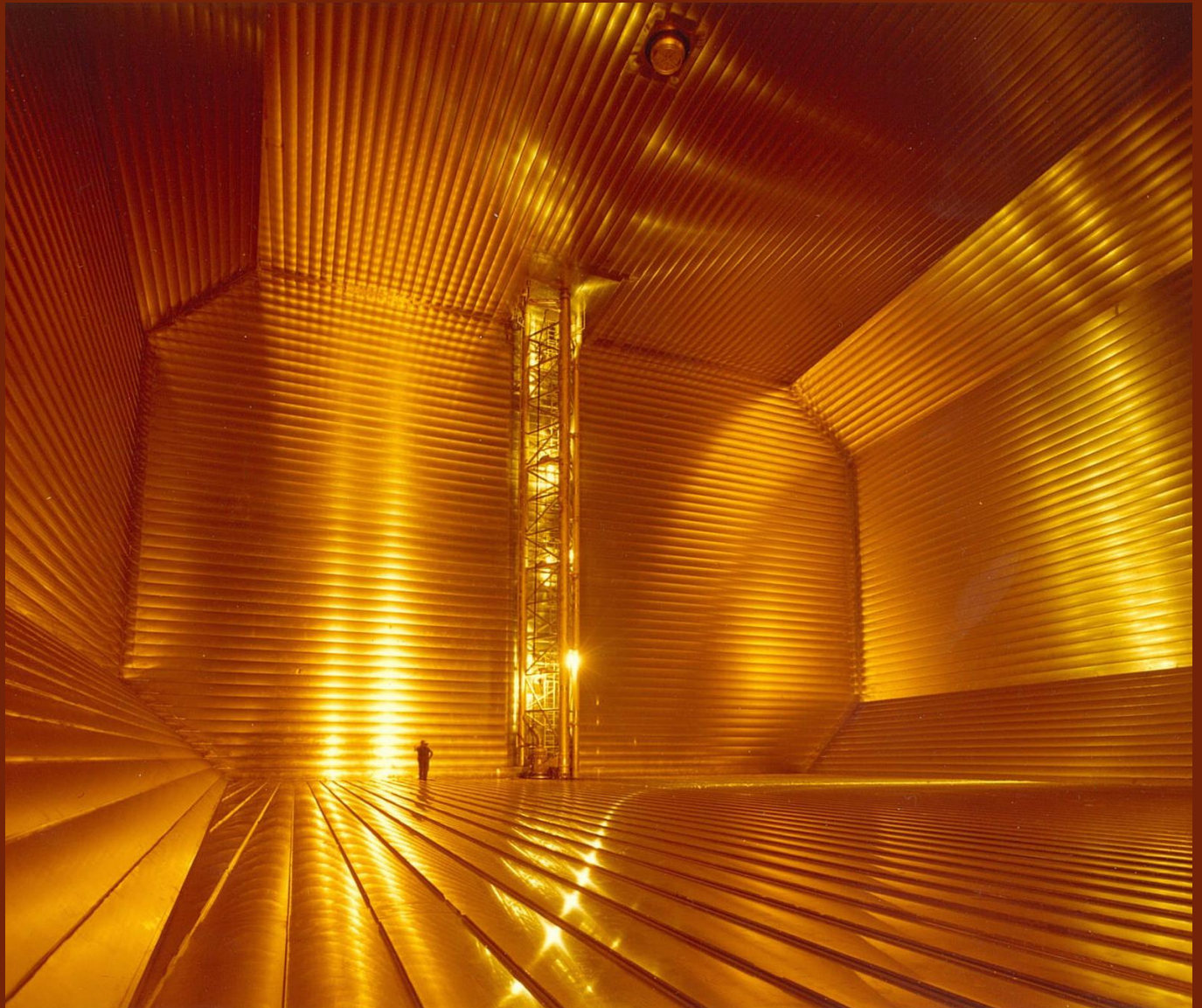
Bulletin of information and analysis on ship demolition

62, from October 1, 2020 to March 31, 2021

DOUBLE ISSUE

June 10, 2021

In the bowels of *Ramdane Abane*



One of the six cargo tanks of *Ramdane Abane*. Total capacity : 126,000 m³ of Liquid Natural Gas at a temperature of -162°C

Ramdane Abane. IMO 7411961. Length 274 m. Algerian flag. Classification society Bureau Veritas. Built in 1981 in Saint-Nazaire (France) by Chantiers de l'Atlantique. She was the last in a series of 5 vessels built in France for Compagnie Nationale Algérienne De Navigation. Throughout their trading life, they have ensured the export of Algerian natural gas from Arzew and Skikda ports to the clients of Sonatrach, the Algerian national oil and gas company.



Montoir (France), le 14 March 2008. © Erwan Guéguéniat

The 5 LNG tankers were all named after heroes of the Algerian war of independence. The *Mostefa Ben Boulaïd*, *Larbi Ben M'hidi* and *Bachir Chihani* built by Constructions navales et industrielles de la Méditerranée in La Seyne-sur-Mer were scrapped in Turkey in 2017 and 2018 (see "[Shipbreaking](#)" # 44, p 31 and # °48, p. 32-33), the *Mourad Didouche* built in Saint-Nazaire was deflagged, renamed Mourato and beached in Bangladesh in February 2019 (see "[Shipbreaking](#)" # 55 p. 41). The *Ramdane Abane*, the last of the series, is also the last to be scrapped. On October 27, 2014, loaded with 80,000 m³ of gas destined for the Turkish terminal of Botas in the Sea of Marmara, she suffered a blackout in the Dardanelles Strait. She went adrift, she was eventually taken under control. The *Ramdane Abane* then resumed trading. Owner Hyproc Shipping (Algeria). Sold as is in Arzew (Algeria). The *Ramdane Abane* is expected in India. 345 US\$ per ton.



Ramdane Abane, entering Brest repair yard (France), December 14, 2009. © Erwan Guéguéniat

Content

In the bowels of <i>Ramdane Abane</i>	1
Death on the shipbreaking yards	4
<i>Nehir</i> , from migrants to cocaine	6
Urgent: <i>Rio Tagus</i> , call for shipbreaking and reason	8
Update of the list of EU-approved ship recycling facilities	9
Papua New Guinea	10
Overview from October 1 st , 2020, to March 31, 2021	11
Cruise ship	15
Ferry	24
General cargo ship	28
Container ship	41
Reefer	47
Factory ship	48
Ro Ro	49
Oil tanker	51
Chemical tanker	72
Gas carrier	79
Combination carrier	84
Bulker	85
including VLOC	102
Cement carrier	106
Car carrier	107
Drilling ship	109
Offshore supply vessel :	110
- Bourbon Offshore	110
- Tidewater Marine	111
Standby-safety vessel	114
Seismic research vessel	115
Miscellaneous:	
Cable layer/pipe layer	117
Livestock carrier	117
Dredger	118
Nuclear fuel carrier	119
The END: Hit and run	120
Sources	123



Robin des Bois

Non Governmental Organization for the Protection of Man and the Environment
Since 1985

14 rue de l'Atlas 75019 Paris, France
tel : 33 (1) 48,04,09,36 - fax : 33 (1) 48,04,56,41
www.robindesbois.org
contact@robindesbois.org

Written by : Christine Bossard and Jacky Bonnemains

Documentation and illustrations : Christine Bossard, Jacky Bonnemains and Charlotte Nihart

Translation : Christine Bossard, Gaëlle Guillissen and Jacky Bonnemains

Director of Publication : Jacky Bonnemains

Cover photo: inside of one of the LNG carrier *Ramdane Abane* cargo tank, built in 1981 in Saint-Nazaire (France) by Chantiers de l'Atlantique. © Chantiers de l'Atlantique

*Thanks to all shipspotters,
in particular Pascal Bredel, Erwan Guéguénat, Simon Laberge, Marc Ottini, Simon Smith and Vladimir Tonic.*



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For you it is not much, but for us it means a lot.

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Many of you throughout the world read "Shipbreaking", as the statistics on our website show, and many of you wait impatiently for the next issue to be published, as readers' letters let us know when we are late.

So why not a small or even a large donation? That is our question.

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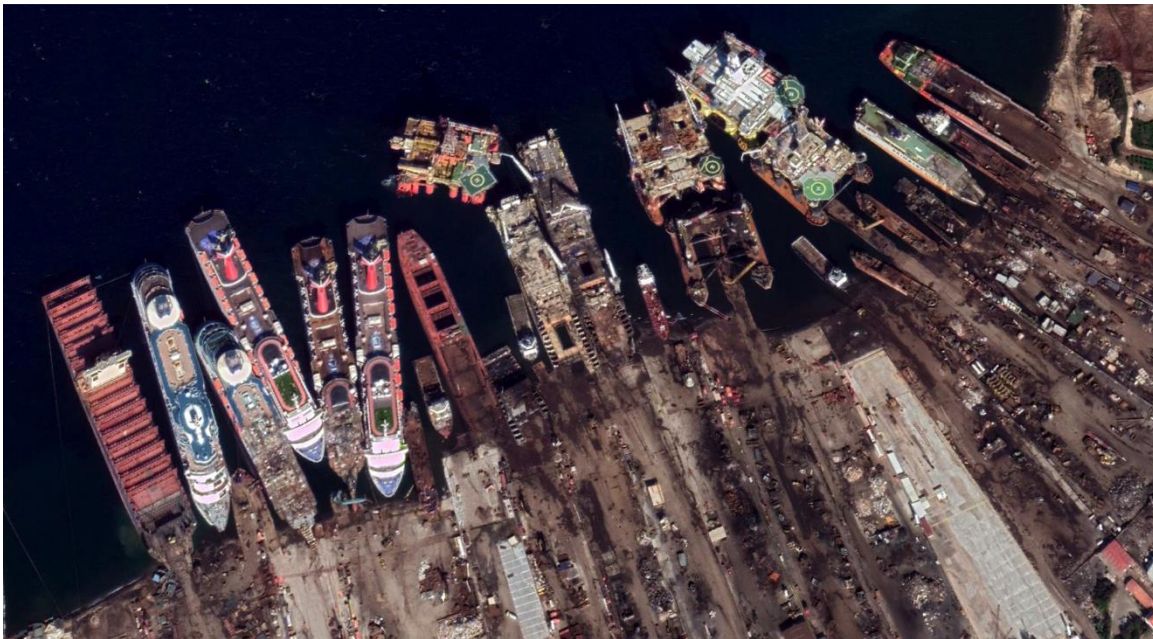
Death on the shipbreaking yards



Shipbreaking remains a hazardous industrial activity. Lack of mechanisation of certain operations, inhalation and explosion of toxic residual gases expose workers and metal sheet cutters to life threatening risks. In the Covid context marked by the labour shortage and the flow of passenger ships and tankers, the litany of accidents is getting longer.

Turkey

The Isiksan and Simsekler yards are included in the list of ship recycling facilities approved by the European Commission since June 2019 and November 2020 respectively. They take delivery of oil rigs and ships whose owners emphasise their will to have them scrapped in compliance with the criteria of the Hong Kong Convention or the European regulation. However, two workers have suffered fatal accidents in the last six months



Demolition of cruise ships and oil rigs in Aliaga.
Screenshot Google Earth October 19, 2020

- October 3, 2020. Two Transocean drilling platforms are being scrapped at the Isiksan yard. Up above, a handrail breaks and falls on a worker. Hit in the head, he died. The height of an offshore platform is about one hundred metres, like the second floor of the Eiffel Tower.

- February 4, 2021. In the secondary cutting area of the Simsekler yard, a worker has just finished cutting a metal block with a blowtorch. A piece of scrap falls to the ground, the man did not move away. He is seriously injured and dies in hospital. According to the yard manager, the victim was experienced, having worked in shipbreaking yards for 15 years. Simsekler was chosen by Carnival Corp, the world's leading cruise company, to demolish two of her ships

The results of post-accident investigations are not known. The saturation of the shipbreaking yards and the obligation to act quickly lead to lapses in vigilance and unsafe postures.

Bangladesh

According to the NGO Young Power in Social Action, seven workers died on the yards in 2020. Many others were injured, and some were left disabled. In the event of an explosion, fire, or a falling steel sheet, the industrial accident is undeniable. Poisoning by toxic gases is not systematically taken into account.

- December 13, 2020. Kranti Tripura, 25 years old, is a security employee at Janata Steel yard. He is on night shift on a ship. He feels ill all of a sudden. He is taken to the local hospital. He dies in the night.

death on the shipbreaking yards

- December 14, 2020. Jolendra Chakma, 24 years old, works at the Mother Steel yard. He felt faint at work. He is taken to hospital and dies the next morning.

According to an inspector of the Department of Industry, these both deaths were not caused by accidents. No search for gas or toxic substances was mentioned.

- December 25, 2020. Ibrahim, 36 years old, dies in an accident at KSRM Shipbreaking yard. The circumstances are not known.

- February 6, 2021. Jashim, 40 years old, is cutting a pipe with a blowtorch in the engine room of a container ship at NR Shipbreaking yard. A gas pocket trapped in the pipe catches fire. The worker is taken to the local hospital and then to a specialised hospital for the treatment of burns in Dhaka. He dies a few days later.

- March 7, 2021. Ripon Mia, 37, is killed instantly by a falling metal sheet at the Tasin Steel yard. "Sometimes incidents like this one happen in spite of [owners'] efforts to save workers from accidents", says the owner of the yard.

The 2nd quarter of 2021 started in a tragic way as the Bangladeshi government announced at the beginning of the year new constraints on the delivery of ships for scrapping. It wants to make mandatory for importers to have the inventory of hazardous materials as defined by the Hong Kong Convention on Ship Recycling which, it should be recalled, has not yet entered into force. Currently, certificates stating the absence of hazardous materials are sufficient. NGOs and trade unions have already pointed out the proliferation of certificates of convenience issued by companies registered in tax havens such as Saint Kitts and Nevis or Palau. For its part, the Ministry of Industry recognises that it does not currently have the equipment that would enable a reliable control of the Inventory of Hazardous Materials.

April 11. An explosion occurs at the Jamuna Shipbreakers yard. Workers were cutting a pipe on the tanker *Agros* (see p. 60). It still contained oil. Pilot, 22 years old, Samad, 40 years old, and Jihad, 18 years old, suffer severe burns. They are taken to Chattogram Medical College Hospital. Their condition worsens and they have to be transferred to Dhaka hospital, more than 200 km away. Jihad dies 5 days later.

April 13. Ataur Rahman, a 45-year-old foreman, is hit by a falling metal sheet at RA Shipbreaking yard. The accident took place in the evening around 7 pm. He is taken to the local hospital 3 hours later and dies of his injuries the next morning.

April 24. Belal Hossain, 44 years old, suffers burns at MM Shipbreaking yard. The fire broke out while he was cutting a pipe for a scrap metal buyer. The buyer also had to be treated. The yard director makes no comment on the incident, he has switched off his phone.

Nehir, from migrants to cocaine

The *Nehir*, a small oil tanker, was boarded on February 22, 2021 south of the Bay of Biscay by the Spanish Navy. She was carrying 3 t of cocaine. The crew of the *Nehir* scuttled the ship in an attempt to remove the evidence of the traffic. But the loot, with a resale value of 100 to 150 million euros, was transferred to a Spanish Navy patrol boat. The nine crew members of the *Nehir*, Turkish and Georgian nationals, were rescued.



February 2021, arrest and scuttling of the *Nehir*. Screenshots
© Guardia Civil



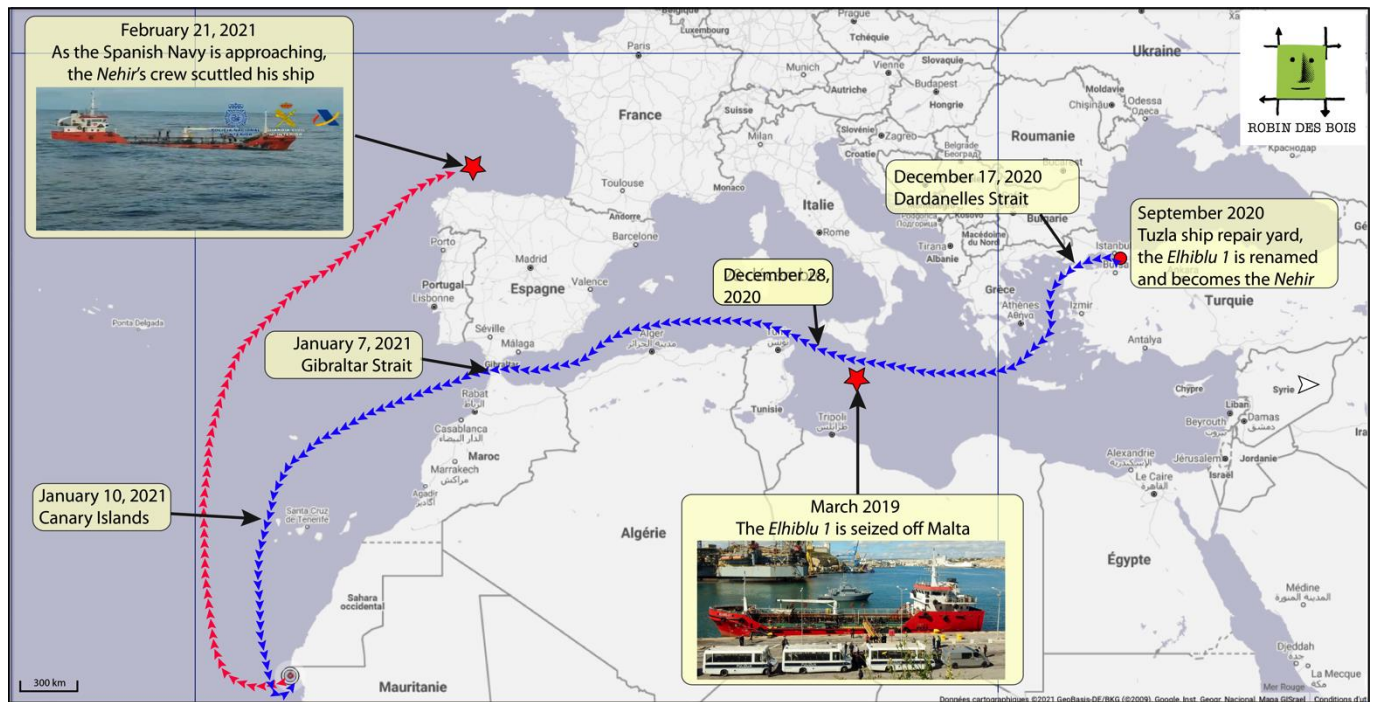
Under the name *Elhiblu 1*, the tanker has already been in the headlines. She was intercepted at the end of March 2019 by the Maltese navy and escorted to Valletta with 108 migrants recovered off Libya.



March 30, 2019, arrest of the *Elhiblu 1*, Valletta (Malta). © Jeune Afrique

Malta had let the *Elhiblu 1* leave after reporting some minor deficiencies on board. She was located in the port of Tuzla (Turkey) in September 2020. Renamed *Nehir* on September 9, 2020, she left the Sea of Marmara on December 17, 2020. She crossed the Strait of Gibraltar on January 7, 2021, was reported off the Canary Islands on January 10 and was positioned off Nouadhibou (Mauritania) since January 15, 2021.

Nehir, from migrants to cocaine



The tribulations of the *Elhiblu 1-Nehir*. © Robin des Bois

Spanish investigators believe that the cocaine was to be transhipped somewhere in the Bay of Biscay in one or several ships, perhaps fishing or pleasure boats, before being distributed to several European countries. For decades, there have been sporadic arrivals of cocaine bales along the French South Atlantic coast, as if several sea rendezvous of traffickers had for unknown reasons failed.

At the scene of the *Nehir's* scuttling, oil pollution is feared and the *Maria de Maeztu* remains on the spot to detect oil sheen and mobilise recovery means if necessary.

***Nehir* (ex-*Elhiblu 1*). IMO 9753258. Tanker. Length 52,8 m. Palau flag since November 2020 ; previously Turkey (September 2020), Palau (March 2019), Turkey (August 2015). Classification society Turk Loydu since December 2020, previously Bureau Veritas. Built in 2015 in Pendik (Turkey) by Argem Tersanecilik. Sold by her original Turkish owner Bursen Lojistik Denizcilik in March 2019 to Salah Ali M Elhiblu registered in Palau and domiciled in Libya. No detentions. From 2015 to 2019, she was operated in Black Sea ports.**

Urgent: *Rio Tagus*, call for shipbreaking and reason

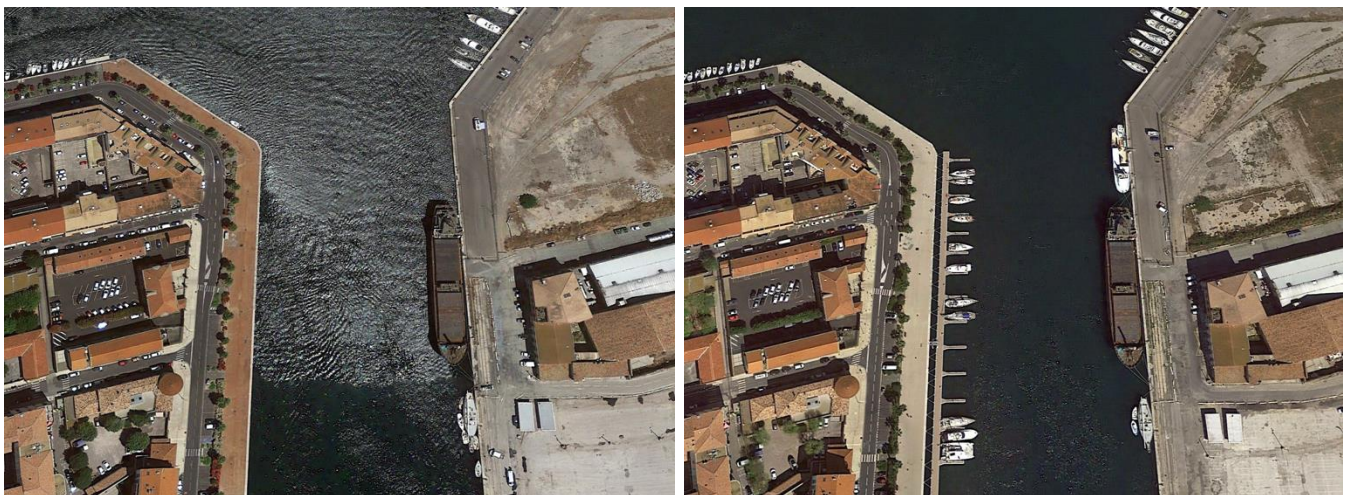
In February 2021, the Occitanie region, owner of the port of Sète, issued a call for tenders for the scrapping of the *Rio Tagus*. The announcement states that the demolition of the wreck will have to be carried out on site: "the main place of performance of the contract is the port of Sète-Frontignan". The *Rio Tagus* will have to be loaded onto a barge or a floating dock prior to cleaning-up, asbestos removal and sorting of waste from the demolition.



Rio Tagus, July 2020. How much longer will she float? © Anthony Levrot

We are keeping our fingers crossed that the Occitanie region and the port of Sète will finally be able to put an end to this soap opera which began on October 31, 2010. Arrived in damaged condition, abandoned by a ghost shipowner, unsaleable for further trading operation, victim of water ingress, sold to a Spanish scrap metal dealer who wished to export her for scrapping in a less constraining environment, unsafe for a voyage under tow according to maritime security inspectors, the *Rio Tagus* has been annually tendered out for scrapping since February 2019. No tender has been followed up: the administrative court of Montpellier in November 2019 and then the Conseil d'État, the highest French administrative jurisdiction, in July 2020 held that the demolition was of no particular urgency.

The *Rio Tagus* stands out among the yachts in the expanding Sète marina. She is a wreck of Damocles which threatens to sink and pollute.



July 10, 2018

Sète, ship canal
Screenshots Google Earth

April 4, 2020

See also:

[Ubu, commandant du *Rio Tagus*](#), 8 juillet 2020 (French language only)

["Shipbreaking" # 57](#), p. 6. The *Rio Tagus* slow-speed death. Novembre 2019

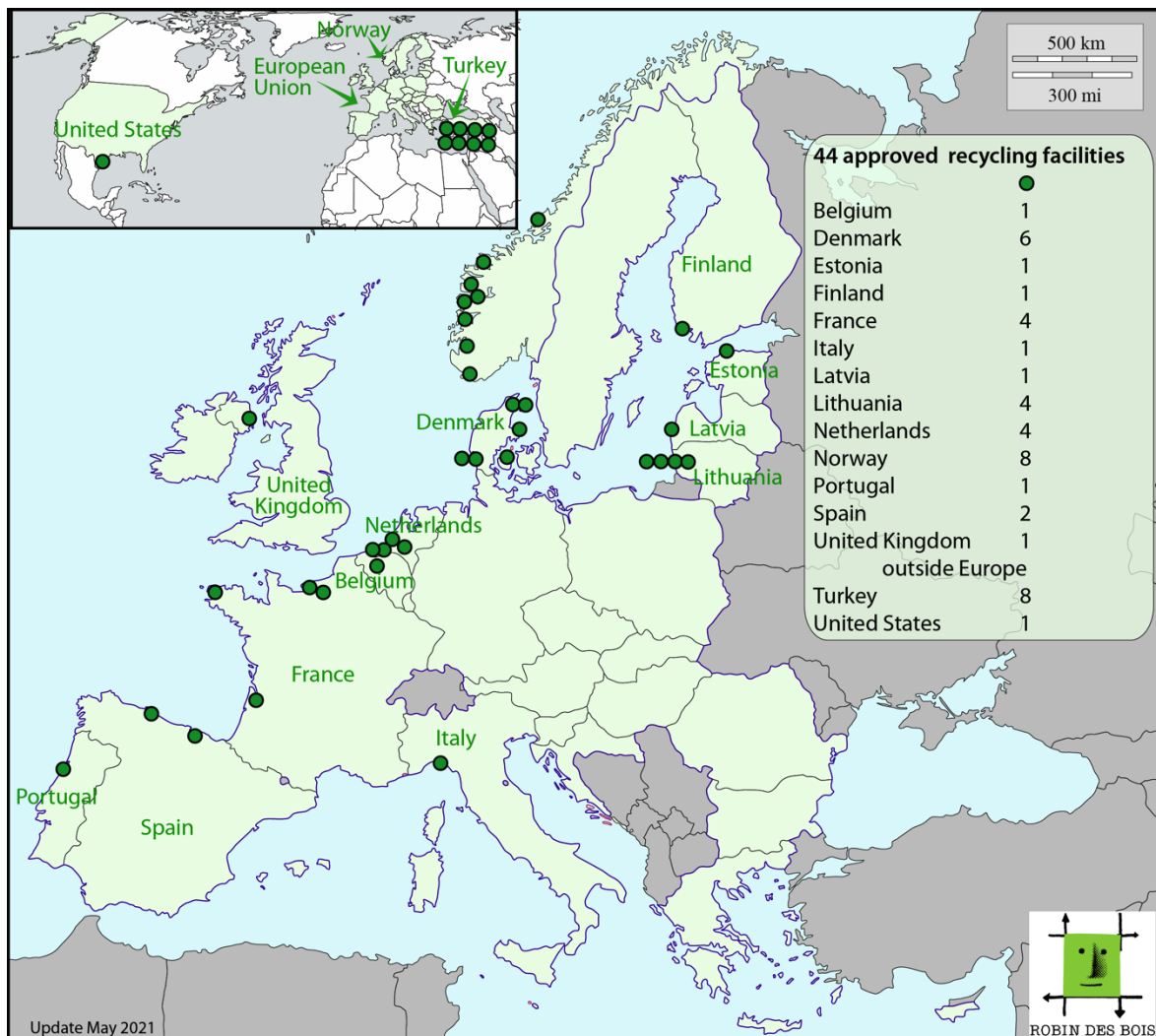
[The *Rio Tagus* stuck in Sète](#). September 25, 2017.

Update of the European list of approved ship recycling facilities

The European Commission published on December 16, 2016 its first list of approved ship recycling facilities. Vessels flying the flag of a Member State must be exclusively directed to these yards since the entry into force of the EU Regulation (January 1st, 2019). The 8th list is to be published in the 3rd quarter of 2021. The draft update is available on the European Commission's website. It includes 44 yards. In the context of Brexit, the UK yards have been removed from the list at the end of the transition period, i.e. December 31, 2020, with the exception of the Harland & Wolff yard in Belfast, which benefits from the Northern Ireland Protocol.

The availability of yards continues to grow, especially in Northern Europe: 3 yards established in Denmark, Norway and the Netherlands will be included. In Southern Europe, a yard in the Basque Country has been introduced, but no new yards in the Mediterranean have joined the Genoa yard San Giorgio del Porto.

European shipowners own 35% of the world fleet, and 24% of the 342 ships scrapped between October 1st, 2020, and March 31, 2021. Only 11 vessels (3%) were delivered to European yards. Most of these are service vessels, seismic research vessels or offshore service vessels. Merchant ships, container ships or tankers were only delivered in Danish yards. The largest ship scrapped in a European yard was the 120 m long FPSO *Petrojarl Banff* (see p. 69), which was broken up by the Danish yard MARS. Decommissioned Navy ships are also occasionally delivered to European yards.



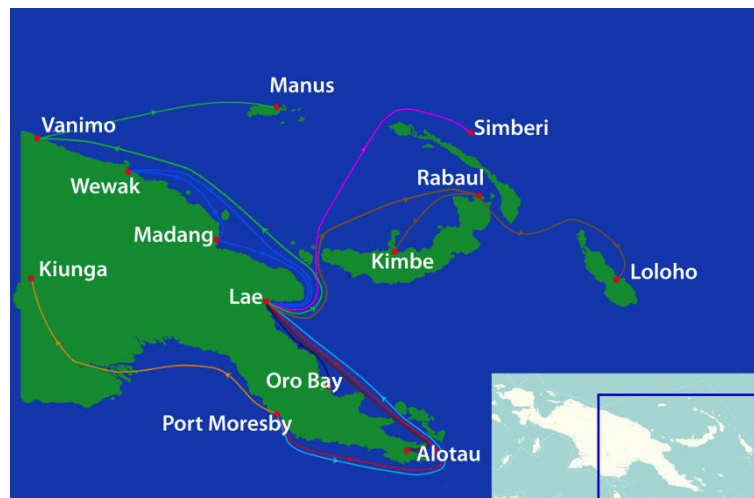
Papua New Guinea

"Be Sharp, Ship Bismark" says the company's motto on its website. Mr Sharp is the director of Bismark Maritime Ltd.



Port of Lae (Papua New Guinea). © John Kame

Three of its discarded cargo ships are for sale as is in Lae (Papua New Guinea). They are laid up in a waiting area. The *Pacific Express* has been anchored off since October 2017 and has no more moved. She was joined in April 2020 by the *Island Express* and in June 2020 by the *Moresby Express II*. The main engines and cranes of all three vessels are out of use, and various equipment has been removed. Their only future is to be scrapped or to fall to pieces.



Routes served. © Bismark Maritime Ltd

Bismark Maritime Ltd, based in Lae, the country's second largest city, has been operating a shipping business between the ports and the islands of Papua New Guinea since 1990. In 2021, Bismark Maritime Ltd still claims 16 merchant and service vessels, general cargo vessels, container ships, tug boats and landing craft, some of them are inactive.

In May 2020, Bismarck Maritime Ltd got a 3 million Kina (840,000 US\$) contract with the Papua New Guinea government to carry fruit and vegetables produced by Highlands farmers from Lae to the capital city Port Moresby. Upon arrival, the fresh products were rotten, they were not transported in a reefer container.

Bismark Maritime Ltd presents itself as one of the largest shipping companies in Papua New Guinea. Let's hope Bismark will treat its wrecks with more care than fruit and vegetables.

Pacific Express (ex-*Ulla Scan*, ex-*Balticon Hamburg*, ex-*BBC America*, ex-*Karsnes*, ex-*Bingum*, ex-*BBC America*). IMO 9173343. Length 101 m, 2,722 t. Papua New Guinea flag. Classification society Registro Italiano Navale until August 23, 2018. Built in 1999 in Tianjin (China) by Tianjin Xingang. Owned by Bismark Maritime Ltd (Papua New Guinea) since March 2012. Detained in 2004 in Argentia (Canada) and Vladivostok (Russia) and in 2007 in Cagliari (Italy). Her main engine is out of use, the cranes have been dismantled, various equipment has been removed from the bridge as well as the auxiliary generators, the emergency generator, the lifeboat and electrical components. The *Pacific Express II* has been laid up since October 2017 in Lae. She is for sale as is with 4 tonnes of marine gas oil (MGO) and 45 tonnes of heavy fuel oil (HFO).



Pacific Express, Lae, March 30, 2020. © Foggy

Island Express (ex-*BBC Denmark*, ex-*Wangerooge*). IMO 9197674. Length 101 m, 2,686 t. Papua New Guinea flag. Classification society Registro Italiano Navale until December 30, 2020. Built in 1999 in Shanghai (China) by Zhonghua Shipyard. Owned by Bismark Maritime Ltd (Papua New Guinea) since April 2016. Detained in 2011 in Fremantle (Australia). Her main engine and two cranes are out of use, various equipment has been removed from the bridge as well as electrical components, an auxiliary generator and the lifeboat. The *Island Express* has been laid up since April 12, 2020, in Lae. She is for sale as is with 4 tonnes of marine gas oil and 8 tonnes of heavy fuel oil.



Island Express, in service departing Port Moresby, January 2018. © Foggy

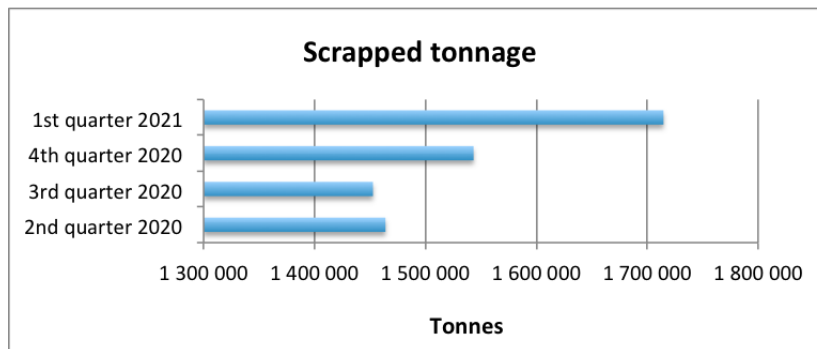
Moresby Express II (ex-*BBC Ukraine*, ex-*BBC Japan*, ex-*Juister Riff*). IMO 9224611. Length 101 m, 2,785 t. Papua New Guinea flag. Classification society Registro Italiano Navale until December 31, 2020. Built in 2000 in Tianjin (China) by Tianjin Xingang. Owned by Bismark Maritime Ltd (Papua New Guinea) since November 2013. Detained in 2006 in Korsakov (Russia) and in 2011 in Tianjin (China). Her main engine and two cranes are out of use, various equipment has been removed from the bridge as well as the lifeboat and electrical components. The *Moresby Express II* has been laid up since June 12, 2020, in Lae. She is for sale as is with 4 tonnes of marine gas oil.



Moresby Express II, April 1, 2020, last delivery in Lae. © Foggy

Overview from October 1st, 2020, to March 31, 2021 4th quarter 2020 - 1st quarter 2021

342 ships to be scrapped, 3.3 million tonnes from October 2020 to March 2021. Business has resumed, with, in particular, the beaching of Very Large Ore Carriers and Very Large Crude Carriers.



The market reflects the world's economy and health. 2021 had a good start with the suspension of Chinese imports of Australian iron ore which boosted secondary steel prices and consequently the prices offered by yards for ships to be scrapped. However, at the end of March, yards are about to experience the 3rd wave of the Covid-19 pandemic. The Indian subcontinent is already affected to varying degrees, Bangladesh and Pakistan remain vigilant, the situation in India is tragic. India had already experienced oxygen shortages in September 2020, which had reduced the activity of the shipbreaking yards. Daily infections were around 100,000 in autumn 2020, in spring 2021 they are 400,000. The tonnage recycled in January-February-March 2021 was halved compared to the last quarter of 2020. In April 2021, Indian shipbreaking activity is not reduced, it is stopped. Oxygen in resuscitation rooms takes precedence over oxygen in demolition blowtorches.

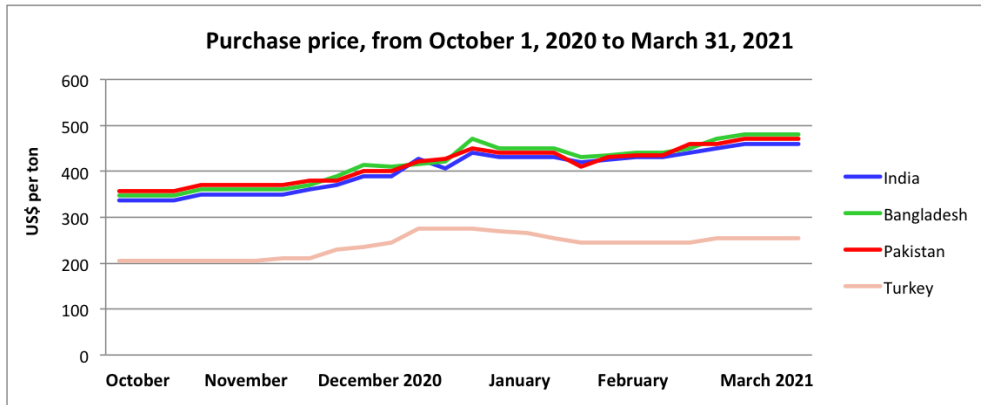
In tonnage over the last 6 months, Bangladesh (42%) is well ahead of India (26%) and Pakistan (18%), followed by Turkey (5%). Pakistan confirms the return initiated in the second quarter and its appetite for oil tankers. It took delivery of 20 of the 79 tankers scrapped in the last 6 months, including 4 of the 9 VLCCs, the *Belema Sweet* (p. 62), *Euro Destiny* (p. 64), *Merlion M* (p. 67) and the ex-*Samho Crown* and her fire residues (p. 69).

tonnage recycled	ships
1 Bangladesh, 1.4 million t (42%)	1 Bangladesh, 115 (34%)
2 India, 835,000 t (26%)	2 India, 98 (29%)
3 Pakistan, 578,000 t (18%)	3 Pakistan, 61 (18%)
4 Turkey, 171,000 t (5%)	4 Turkey, 25 (7%)

Oil, chemical and gas tankers have made a strong comeback in the last six months. Their tonnage has increased from 202,000 t from July 1st to September 30 to 481,000 t from October 1st to December 31, 2020, and to 803,000 t for the first quarter of 2021 alone. From October 1st, 2020, to March 31, 2021, they account for 40% of the ships to be scrapped. This is the first category ahead of bulkers (35%). The others are far behind. The scrapping of cruise ships continues in Turkey when a space in a yard becomes available. It has mainly moved to India with more attractive prices per ton for shipowners or banks. The *Columbus*, *Magellan* and *Marco Polo* previously owned by the bankrupt British company Cruise and Maritime Voyages were beached in Alang.

tonnage recycled	ships
1 : tanker, 1.3 million t (39%)	1 : tanker 125 (37%)
2 : bulker, 1.1 million t (35%)	2 : bulker container ship, 71 (21%)
3 : cruise ships, 173,000 t (5%)	3 : general cargo carrier, 45 (13%)
4 : general cargo carrier, 172,000 t (5%)	4 : offshore service vessel, 29 (8%)
5 : container ship, 104,000 t (3%)	5 : container ship, 15 (4%)

Prices per tonne experienced an overall increase. At the end of the period, they were around 470 US\$ per ton in the Indian subcontinent with peaks reaching 750 and 850 US\$ for tankers with stainless steel, 260 US\$ per ton in Turkey.



306 ships out of 342 were scrapped in the Indian subcontinent, in China and in Turkey, i.e. 89% of the global tonnage, of which 82% for the Indian subcontinent only.

282 ships (86%) were classed by a classification society belonging to the IACS (International Association of Classification Societies).

145 ships (42%) have been detained prior scrapping. 3 general cargo carriers take all the places on the substandard ship podium : the *My Rose* (17 detentions) scrapped in Turkey, the *Mohamed-1-* (16 detentions) scrapped in Pakistan and the *Berka 45* (12 detentions) scrapped in Indonesia. It should also be noted that the *Jigawa* (11 detentions), one of the 106 derelict ships targeted by "Shipbreaking" # 59 (p.45), was scrapped.



My Rose, 2016, port of Bartın (Turkey). © Babür Halulu

At least 114 ships were deflagged for their last voyage. One third of end-of-life ships were flying a funeral flag. Saint Kitts and Nevis (30) is ahead of Comoros (21) and Palau (20).



Saint Kitts & Nevis



Comoros



Palau

110 ships (32%) have been built in the European Union, in the United Kingdom and in Norway.

82 ships (24%) belonged to shipowners established in the European Union or in the European Economic Area. 54 were scrapped in Indian subcontinent yards, 11 in Turkish yards, 11 in European yards.

59 years. This is the age of the veteran, the cruise ship *Funchal* built in Elsinore (Denmark). Sold for scrapping after her failed reconversion into an accommodation vessel, her final destination is not known at date (see p. 23). Four other ships over 50 years of age have definitively retired: the ex-US Navy replenishment tanker *Chesapeake*, 56 years old, the cruise ship *Marco Polo* 55 years old, beached in Alang, the livestock carrier *Al Fahed* 51 years old, beached in Pakistan and the pipelayer *Castoro II* beached in Alang.



Funchal, June 2009. © Olaf Eggert



Marco Polo, October 2018. © Marc Ottini

The average age for all categories is 29 years.

The youngest ones are the drilling ships *Titanium Explorer* (8 years old), *Noble Bully I* and *Noble Bully II* (9 years old) and the offshore service vessel *Kosarca Tide* (9 years old) all victims of the uncertainties of the oil market.

55 km, this is the length of the convoy of ships to be broken up.

172 ships (50%) were less than 150 m long, 92 between 150 and 200 m and 78 over 200 m, of which 23 VLOCs (Very Large Ore Carrier) and VLCCs (Very Large Crude Carrier) over 300 m.



Berge Kibo, VLOC ex-VLCC (p. 102) 328 m, 37,363 t. Gadani (Pakistan). © Gadani Ship Breaking Yard

Cruise ship

2020 : October-November-December = 8

2021 : January-February-March = 3

The scrapping of ships paralysed by the Covid-19 pandemic from the end of June 2020 initially benefited Aliaga Turkish yards. They are close to saturation, but the *Astor*, previously owned by bankrupt Cruise & Maritime Voyages, managed to find a space at the end of November, as did the *Costa Victoria* in January 2021, once stripped of her reusable equipment in the Italian port of Piombino. Other cruise ships, the *Ori*, ex-*Horizon* of Pullmantur, and the *Mare C*, ex-*Mare Celebration* of Marella Cruises, are still in the scrapyards waiting room at Eleusis (Greece), their final destination would be Turkey.



Aliaga : *Carnival Imagination*, *Carnival Fantasy*, *Monarch*, *Costa Victoria*. © Baris Kir



Alang : *Karnika* and *Columbus*. © Ayan Alana

Since the end of 2020, India has become the new homeland for the ex-cruise ships. The first one to be beached in Alang on November 28 was the Indian-owned *Karnika*. She was joined on Alang beach by the *Ocean Dream* and *Grand Celebration* owned by two American shipowners, Ocean Dream Shipping Inc. and Bahamas Paradise Cruise Line, and by the *Magellan*, *Columbus* and *Marco Polo* previously owned by Cruise and Maritime Voyages (CMV) and auctioned in October 2020 in the United Kingdom.

The "crypto cruise ship"

Tourism underdogs and ghost companies have acquired at bargain prices some cruise liners that the major players have gotten rid of in order to survive the Covid crisis and the disaffection of customers. The tribulations of the *Pacific Dawn* illustrate these opportunistic takeovers that most often fail.



November 8, 2007, *Pacific Dawn* official naming ceremony, Sydney Cove (Australia). © Mick Prendergast

The *Pacific Dawn* was owned since 2007 by P&O Cruises Australia, the Australian subsidiary of Carnival Corp (USA). She was the first mega cruise ship with an Australian homeport and was celebrated by Australian Olympic champion Cathy Freeman. In November 2019, just before the burst of the Covid crisis, P&O Australia, whose parent company Carnival was planning the withdrawal of its oldest ships, announced the sale of the *Pacific Dawn*. After a final season, the *Pacific Dawn* will be handed over to Cruise and Maritime Voyages (CMV).

Cruise ship



Pacific Dawn, November 2018, Hobsons Bay, Williamstown, Melbourne (Australia). © Len Weigh

The storyline is turned upside down by the Covid-19 outburst and the subsequent bankruptcy of CMV in 2020. Like all cruise ships, the *Pacific Dawn* is idle, laid up in Manila (Philippines) first, and then in Greece.

New turn of events! She was acquired in autumn 2020 by Panama-registered Ocean Builders Central Inc c/o Columbia Cruise Services Ltd (Cyprus). The project of Ocean Builders Central Inc is inspired by the juridically autonomous floating cities promoted by the "seasteading" movement.

"Seasteading" is a think tank launched in 2008 in the United States that presents itself as visionary, humanitarian and revolutionary. The mission of the Seasteading Institute is to promote floating cities whose inhabitants or users would live in financial and political autarky. For the first in vivo applications off the mainland, the movement wants to rely on the financial means and the sense of innovation of "aquapreneurs" and on political or academic influencers.

In this context, the ex-*Pacific Dawn*, would be permanently anchored off the coast of Panama City; it will be accessible in a 30-minute ferry ride from Panama City. Dubbed a "Crypto cruise ship" by her promoters, the ex-*Pacific Dawn* is supposed to become a "tech hub", an independent principality with bitcoin as its currency. The cabins were to be sold to individuals or entrepreneurs for 25,000 to 50,000 US\$ bitcoin equivalent, with an additional monthly fee allowing them to enjoy bars, casino, restaurants and other attractions. With a basic coat of paint, the *Pacific Dawn* renamed Satoshi - the smallest unit of bitcoin, 100 million satoshi = 1 bitcoin - sailed to Panama. The first cabins went on sale on November 5, 2020. However, the authorities in Panama refused to consider the ship as non-seagoing. The promoters of the independent republic hoped to bypass the IMO conventions and reduce insurance costs. The business plan failed: without insurance, the *Satoshi's* cabins were unsellable.



Satoshi, port of Colon, Panama. © Felipe Lee



Satoshi, Bar (Montenegro). © Cruise industry news

In December, Ocean Builders Central Inc threw in the towel. The floating city of convenience has been sunk by the world's leading flag of convenience. Would Panama have been as uncompromising if the Ocean Builders project had been located next to the Maldives Islands or elsewhere?

Satoshi was announced for scrapping in India. She would have joined her sistership *Karnika*, ex-*Pacific Jewel*. In March 2021, new development, new speculation, the *Satoshi* left Panamanian waters. In a last-ditch attempt, she would have been sold to Wake Asset Co Ltd, a "European cruise start-up" registered in the British Virgin Islands. In the meantime, *Satoshi* was moored in Bar (Montenegro).

October-November-December 2020

Astor (ex-*Fedor Dostoevskiy*, ex-*Astor*). IMO 8506373. Length 176 m, 11,115 t. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Kiel (Germany) by Howaldtswerke-DW. Detained in 2004 in Adelaide (South Australia, Australia) and in June 2020 in Tilbury (United Kingdom).



Fedor Dostoevskiy leaving Le Havre (France) in November 1990. © Pascal Breidel

Built as *Astor*, she was originally to be operated by the South African company Safmarine between Southampton (UK) and Cape Town (South Africa). She was finally delivered to Mauritius-based Marlan Lines but was sold the year following her delivery to the Soviet company Black Sea Shipping Corp that renamed her *Fedor Dostoevskiy*. During her Soviet years, she was mainly chartered by German cruise operators. She was bought by the German company Transocean Tours and renamed *Astor* again in 1995. She passed under control of the British company Cruise & Maritime Voyages (CMV) when the latter bought Transocean Tours.



September 2012, outbound Le Havre (France).
© Pascal Breidel



Montoir (France), 19 September 2013.
© Erwan Guéguéniat

From April 2020 onward, the *Astor* was to be renamed *Jules Verne* and chartered by the French subsidiary of CMV. Cruises intended for a French-speaking clientele would depart from Le Havre or Marseille to Northern Europe, the Mediterranean, the Black Sea and the Canary Islands. A world tour in 123 days departing from Marseille on January 8, 2021 with arrival at Le Havre was scheduled.

The Covid-19 ruined the project. Cruise and Maritime Voyages was declared bankrupt, its fleet was auctioned by decision of the Admiralty Court in October 2020. "Shipbreaking" # 61 p. 5 announced the upcoming demolition of the *Astor*. Acquired on October 15, 2020 for 1,8 million US\$ by Turkey-registered BMS Gemi Geri Donusum c/o International Maritime Services (Greece), the *Astor* left the English port of Tilbury on November 7 and was beached in Aliaga yards on November 23.

.../...

At Tilbury, the *Astor* was not deserted. Her crew had remained on board, some seafarers and other employees for over a year. The cruise ship was inspected and detained for various infringements to the Maritime Labour Convention (MLC), including unpaid wages.



November 27, 2020



© Selim San

January 7, 2021

Atlantic (ex-*Atlantis*, ex-*Helgoland*, ex-*First Lady*, ex-*Helgoland*). IMO 7214545. Length 76 m. Deflagged from Greece to Comoros for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1972 in Bremen (Germany) by Rolandwerft; completed in Hamburg by Howaldtswerke-DW. Owned by Kissamos Cruises (Greece). On October 24, 2020, the *Atlantic* left Greece under tow of *Christos XL*, heading for Aliaga.



Atlantis arriving at Cuxhaven in April 2013. © Marc Ottini



October 29, 2021. © Selim San

Grand Celebration (ex-*Celebration*). IMO 8314134. Length 223 m, 20,535 t. Deflagged from the Bahamas to Saint-Kitts-et Nevis in November 2011 for her last voyage shortened to *Grand*. Classification society Bureau Veritas. Built in 1987 in Malmo (Sweden) by Kockums MV for Carnival Group. Sistership of *Henna* (ex-*Pacific Sun*, ex-*Jubilee*, IMO 8314122) scrapped in 2016 (see "Shipbreaking" # 44, p. 25) and *Magellan* ex-*Holiday*.



Grand Celebration, moored at the old cruise ship terminal in Istanbul, mid-2011. © Marc Ottini



Grand Celebration moored at Civitavecchia (Italy), October 7, 2014. © Pascal Bredel

.../...

Owned by Bahamas Paradise Cruise Line (USA). Sold as is in the Bahamas to Machtrans Ship Management Pvt Ltd based in India. On November 12, She left Freeport (Bahamas) under tow, heading for Alang. 120 US\$ per ton.



Grand Celebration, Alang, January 2021. © Ayan Alana

Karnika (ex-*Pacific Jewel*, ex-*Ocean Village Two*, ex-*Aidablu*, ex-*A'Rosa Blu*, ex-*Crown Princess*). IMO 8521220. Length 245 m, 31,046 t. Deflagged from the Bahamas to Saint Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1990 in Monfalcone (Italy) by Fincantieri Italiani. Owned by Jalesh Cruises Ltd (India). Detained in 2002 in Naples (Italy).



Crown Princess, September 1990.
© Pascal Bredel



A'Rosa Blu, outbound Le Havre (France), April 2004.
© Pascal Bredel

Auctioned as is in Mumbai (India), acquired by United Kingdom-based NKD Maritime Ltd and beached in Alang on November 28. 380 US\$ per ton.



Karnika, Alang, December 24, 2020. © Ajay Modi

Magellan (ex-*Grand Holiday*, ex-*Holiday*). IMO 8217881. Length 222 m, 20,912 t. Deflagged from the Bahamas to Comoros for her last voyage nicknamed *Mage*. Classification society Registro Italiano Navale. Built in 1985 in Aalborg (Denmark) by Aalborg Vaerft. Owned by bankrupt Cruise and Maritime Voyages (CMV) and acquired in auction by the Greek shipowner Seajets for 3.8 million US\$. Sold to Liberia-registered Wanda Services Ltd c/o Eaglepower Shipping Ltd (Cyprus) and beached in India on January 30, 2021. Considering the prices offered by the Indian yards in late 2020, *Mage* in Alang is valued at over 8 million US\$.



Magellan, downstream the Schelde, June 2015.
© Marc Ottini



Magellan, upstream Seine River, July 26, 2018.
© Pascal Bredel



Mage, ex-*Magellan*. © Faisal Mobh

Marco Polo (ex-*Aleksandr Pushkin*). IMO 6417097. Length 176 m, 14,561 t. Deflagged from the Bahamas to Tanzania for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1965 in Wismar (Germany) by Mathias Thesen Werft. Detained from June 2020 onward in Avonmouth (United Kingdom). Owned by bankrupt Cruise and Maritime Voyages (CMV) and auctioned to an undisclosed buyer for 2.9 million US\$.



Marco Polo arriving at Honfleur (France), Seine River, September 10, 2012. © Erwan Guéguéniat

Resold to Saint Vincent & the Grenadines-registered Highseas Ltd and beached in Alang on January 14, 2021. Considering the prices offered by the Indian yards in late 2020, *Marco Polo* in Alang is valued at around 6 million US\$.



Marco Polo, on Seine River, heading for Rouen (France), April 24, 2010. © Pascal Bredel



Marco Polo, Cherbourg maritime terminal (France), June 2014. © Marc Ottini



Marco Polo, Alang, January 15, 2021. © Vaja Nilesh



Metropolis (ex-*Ming Fai Princess*, ex-*N. Kazantzakis*, ex-*Shiretoko Maru*). IMO 7215161. Length 154 m, 8,342 t. Deflagged from Jamaica to Saint Kitts & Nevis for her last voyage shortened to *Ropolis*. Classification society International Naval Surveys Bureau (See about International Naval Surveys Bureau, "[Shipbreaking](#)" # 59, p. 5). Built in 1972 in Shimizu (Japan) by Kanasashi. Owned by Delta Corp Pacific HK Ltd (Hong Kong, China). 5 detentions in Hong Kong in 2014, twice in 2016, then in 2019 and in 2020. Ex-Japanese ferry exported to Greece at the age of 17 years and returned back to Asia. From 2007 onward, she has been operated as a casino-ship by Metropolis Cruise for 2 days/1 night cruises around Hong Kong. She could accommodate 515 passengers. Beached for demolition in India.



© metropolis-cruise



Metropolis, off Hong Kong in December 2018. © Marc Ottini

Ocean Dream (ex-*Pacific Star*, ex-*Costa Tropicale*, ex-*Tropicale*). IMO 7915096. Length 205 m, 17,848 t. Deflagged from Panama to Comoros for her last voyage shortened to *Dream*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Aalborg (Denmark) by Aalborg Vaerft. Detained in 2019 in Xiamen (China) and in January 2020 in Fremantle (Australia). Owned by Ocean Dream Shipping Inc (USA). Acquired by Blue Whale Maritime (India) and beached for demolition in Alang.



Ocean Dream, arrival at Piraeus (Greece) in the early morning hours, May 13, 2015. © Marc Ottini



Ocean Dream, January 2021, in Alang. © Jitendra Solanki

January-February-March 2021

Columbus (ex-*Pacific Pearl*, ex-*Ocean Village*, ex-*Arcadia*, ex-*Star Princess*). IMO 8611398. Length 246 m, 29,058 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Auctioned for 5,3 million US\$ by Sea Jets (Greece) after Cruise & Maritime Voyages bankruptcy. Detained in 2020 in Tilbury.



Columbus outbound Antwerp (Belgium) sailing down the Schelde, August 27, 2017 © Pascal Breidel

On November 18, 2020, *Columbus* left Tilbury (United Kingdom) bound for Piraeus. Her official status was changed to "to be broken up" on February 9, 2021. On February 22, she left Eleusis Bay heading for Umn Qasar (Oman) via Suez Canal. On the way, she became the Comoros-flagged *Colus* and was beached in Alang on March 31.



Columbus in Alang. © Jitendra Solanki

Funchal. IMO 5124162. Length 153 m. Madeira (Portugal) flag. Classification society Rinave Portugesa. Built in 1961 in Elsinore (Denmark) by Helsingor Vaerft. Owned by Signature Living Group Ltd (United Kingdom). Detained in 2000 in Lisbon (Portugal).



Funchal, in quai au Havre (France), 12 April 2008. © Pascal Brede!l

In December 2018, the *Funchal* was auctioned and acquired for 3.9 million US\$ by Signature Living, a Liverpool-based hotel chain (United Kingdom) which intended to operate her for party cruises between the United Kingdom and Ibiza (Spain). In October 2019, the destination of the *Funchal* has changed, she would move to Liverpool to be operated as a floating hotel. The Covid-19 pandemic terminated the project. The SLG Group was bankrupt and the *Funchal* remained discarded and rusting in Lisbon. She was auctioned again on January 29, 2021. This time she was acquired for scrapping and is now waiting for the tug that will take her to Turkey or India.

Starry Metropolis (ex-*Neptune*, ex-*CT Neptune*, ex-*Olvia*, ex-*Kareliya*, ex-*Leonid Brezhnev*, ex-*Kareliya*). IMO 7359498. Length 156 m, 8,315 t. Jamaica flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Turku (Finland) by Wartsila for the Soviet Black Sea Shipping Company. Originally, she was operated alternatively as a ferry or a cruise ship. She was refitted in 1982 and became a pure cruise ship as *Leonid Brezhnev*. Her last owner was Hopewin Ship Management Co Ltd (Hong Kong, China). 5 detentions : in 2000 in Singapore, in 2002 in Auckland (New Zealand), in 2004 in Tilbury (United Kingdom) and in 2016 and 2020 in Hong Kong. Operated since 2004 as a casino-ship on night cruises off Hong Kong. Auctioned as is in Hong Kong (China) for demolition in India. 337 US\$ per ton.



Leonid Brezhnev, promotional post card
© Black Sea Shipping Co



Starry Metropolis, Kowloon Bay, Hong Kong (China),
February 2016. © Vladimir Tonic

Ferry

2020 : October-November-December = 4

2021 : January-February-March = 5

October-November-December 2020

Evangelistas (ex-Magallanes, ex-Friesland, ex-Maersk Friesland, ex-Maersk Flanders, ex-Duke of Flanders, ex-Romira, ex-Admiral Atlantic). IMO 7627962. Ex Ro Ro refitted in 2000 for the transport of passengers. Length 123 m, 4,258 t. Deflagged from Chile to Saint Kitts & Nevis for her last voyage shortened to *Angelis*. Classification society Lloyd's Register of Shipping, International Register of Shipping for her last voyage. Built in 1978 in Tokyo (Japan) by Ishikawajima.

Owned by Navimag Ferries SA (Chile). For nearly 20 years, the *Evangelistas* has connected the fjords of Chilean Patagonia, from Puerto Montt to Chacabucco, Puerto Natales or Puerto Eden. Acquired by Indian-based Prayati Shipping prior to her departure for demolition in Alang. This 18,000 km-long transoceanic journey from southern Chile to Alang beach for an end-of-life ship built in 1978 underlines one more time the lack of shipbreaking yards in South America.

In August 2019, another Navimag ferry, the *Puerto Eden*, ex-Monte Cinto then owned by SNCM, had reached Alang nicknamed *Den* (see "[Shipbreaking](#)" # 56, p.1).



Maersk Flanders, Scheveningen (Netherlands), July 1993 © Pieter Inpyn



Evangelistas, Puerto Montt (Chile), May 2013. © Patagonia Ships

Nikolay Aksenenko. IMO 9711250. Length 68 m. Deflagged from Russia to Cameroon for her last voyage renamed *Dalga*. Classification society Russian River Register. She was a hybrid vessel. She was rebuilt in 2013 in Sevastopol (Ukraine) by Yuzhnyy from the hull of *Thor Sydfyen* (IMO 7707475) built in 1978 in Aarhus (Denmark) by Dannebrog Værft. The *Nikolay Aksenenko* then received a new IMO number. Owned by Anship Llc (Russia) which operated her between Kavkaz and Kerch in the eponymous strait.

Thor Sydfyen, Bøjden (Denmark), October 2010 © Lars Staal



On December 1, 2016, the *Nikolay Aksenenko* allided with the quay of Kavkaz port (Russia). Her hull suffered several cracks. The vessel was withdrawn from service for repairs. She did not resume sailing. She was finally towed and beached in Aliaga yards on November 3, 2020.



Nikolay Aksyonenko, Azov Sea, Kerch Strait, February 2017 © Pavel Emelyanov

Tian Ren (ex-*Blue Zephyr*). IMO 8902357. Length 186 m, 10,530 t. Deflagged from Panama to Niue for her last voyage shortened to *T Ren*. Classification society Korean Register of Shipping. Built in 1990 in Kawajiri (Japan) by Kanda Zosenho. Owned by Marine Asia Shipping Inc (South Korea). Detained in 2000 and 2008 in Incheon (South Korea). Acquired by Trinitas Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh.



Tian Ren, Tianjin (China), September 2017.
© Tomasz Wójcik



T Ren, Chattogram, November 9, 2020.
© Jonaed Hasan Ridoy

Vronskiy (ex-*Wisteria*, ex-*Duc de Normandie*, ex-*Prinses Beatrix*). IMO 7637149. Length 131 m. Deflagged from Cyprus to Belize for her last voyage renamed *Damla*. Classification society Bureau Veritas. Built in 1978 in Heusden (Netherlands) by Verolme. Owned by Acciona Trasmediterranea (Spain). 3 detentions: in 2011 in Almeria (Spain), in 2013 in Tangier (Morocco) and in 2015 in Algeciras (Spain). Sold for demolition in Turkey.



Duc de Normandie leaving Portsmouth (United Kingdom),
March 29, 1994. © Pascal Bredel



Damla, Aliaga, February 2021.
© Selim San

January-February-March 2021

Madeleine (ex-*Isle of Inishturk*, ex-*Isle of Inishmore*, ex-*Leinster*). IMO 7915228. Length 122 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Cork (Ireland) by Verolme. Owned by Canada Govt Transport (Canada).

Originally built for British & Irish Steam Packet Co (B+I Line) founded in 1836 by a group of Dublin business men including Arthur Guinness and John Jameson and acquired by the Irish State in 1965. Named *Leinster*, she linked Dublin and Liverpool until the route considered too hazardous was closed and she was switched to the shorter Dublin and Holyhead route. She was transferred to Irish Ferries, the company created after the privatization of B+I line in 1992.



Leinster. © World Ship Society Photolibrary

In 1993, the *Leinster* was renamed *Isle of Inishmore*, a tautological name - "Inis" meaning isle in Irish language - and with no connection with the Rosslare-Pembroke route she was sailing between the Irish southern coast and the Welsh southern coast, far away from Galway Bay and the Aran Islands. In October 1995, she allided with the quay in Rosslare in bad weather and had to be repaired at Falmouth yard (United Kingdom); in the wake, she became the *Isle of Inishturk*, another tribute to an island of the Irish west coast. She sailed her last crossing for Irish Ferries on March 22, 1997 and was laid up for a short while in Le Havre (France) until her departure for Canada on June 7, 1997.



Isle of Inishmore.
© Andreas Wörteler



Isle of Inishturk, Le Havre (France), March 24, 1997.
© Pascal Bredel

The ship was acquired by the Canadian government to be operated by CTMA (Coopérative de Transport Maritime), "Official carrier of the îles de la Madeleine since 1944". She was renamed *Madeleine* to provide a regular ferry service in the Saint Lawrence Gulf between Souris on Prince Edward Island and Cap-aux-Meules in the Îles de la Madeleine archipelago.



Thanks to a mild winter without ice, the *Madeleine* was able to carry out her crossings throughout the 2020-2021 season. She was laid up at Cap-aux-Meules on January 31, 2021. She will not resume her service. At 40 years old, she is doomed to be scrapped. She will be replaced by the *Madeleine 2*, due to arrive on March 23 at Cap-aux-Meules. The port needs to make space. On March 17, 2021, the *Madeleine* left her homeport and headed for Sydney, Nova Scotia, pending the result of Transport Canada's call for tenders for demolition. Finally, the *Madeleine* is to be dismantled by the Canadian company Marine Recycling Corp in its Sydney facility.



Madeleine, November 2020. © Simon Laberge

Rahal (ex-*Jamaa II*, ex-*Alandia*, ex-*Botnia Express*, ex-*Diana*). IMO 7224370. Length 109 m, 3,605 t. Comoros flag. Classification society Bureau Veritas. Built in 1972 in Papenburg (Germany) by Jos.L.Meyer for the Swedish company AB Slite. Last known owner Liberia-registered Yellow Star Navigation SA c/o Horizon Worldwide Trading (Greece). 3 detentions: in 2007 in Suez (Egypt) and in 2008 and 2015 in Safaga (Egypt). Sold for demolition in India.

Santa Lucino (ex-*Ferry Suou*). IMO 9117363. Length 189 m, 10,518 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Lucino 1*. Classification society Korean Register of Shipping. Built in 1996 in Kawajiri (Japan) by Kanda Zosenho. Ex Japanese ferry of Hankyu Ferry Co Ltd. She had a capacity of 810 passengers and 220 trailers, her service speed was 25.6 knots. The *Ferry Suou* was sold in 2015 to South Korean Sea World Express Ferry Co Ltd that operates a regular service between Mokpo city, south of the Korean Peninsula, and Jeju Island. She was replaced by the *Queen Jenuvia* in September 2020 and decommissioned. Acquired by Saint Kitts & Nevis-registered Maximus Shipping Ltd prior to her departure for demolition in Bangladesh.



December 12, 2020, laid-up in Mokpo (South Korea).
© Vladimir Tonic



Santa Lucino, Chattogram.
© Mohammad Islam

Seatran Ferry 8 (ex-*Daihatsu Maru No,8*). IMO 8613671. Length 76 m, 1,401 t. Thai flag. Unknown classification society. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by Seatran Ferry Co Ltd (Thailand). Acquired by P K Marine Construction (Thailand) and renamed *PK Marine 2* prior to her departure for demolition in Bangladesh.

Xiang Xue Lan. IMO 9086904. Registered by the International Maritime Organisation as passenger/container ship. Length 150 m, 7,542 t. Deflagged from Panama to Comoros for her last voyage shortened to *Xiang*. Classification society Korean Register of Shipping. Built in 1996 in Wismar (Germany) by Mathias Thesen Werft. Owned by Yantai Zhong Han Ferry Co (China), subsidiary of the COSCO Group and operated between Incheon (South Korea) and Yantai (China). Detained in 2000 and 2013 in Incheon (South Korea). Sold for demolition in Bangladesh.



Xiang Xue Lan, Incheon (South Korea), May 2015. © Seongwoo Seo

General cargo ship

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

2020 : October November-December = 23

2021 : January-February-March = 22

45 demolitions, 5% of the global tonnage. Nine vessels are over 150 m long and represent half of the tonnage. The average age at the time of scrapping is 32 years.

21 vessels (47%) were classed by a second-ranking classification society not a member to IACS (International Association of Classification Societies). The percentage is 17% for all categories of ships scrapped in the period covering the last quarter of 2020 and the first quarter of 2021.

The detention rate of the category is 76%. 3 general cargo ships stand on the podium of sub-standard ships: the *My Rose* (17 detentions) scrapped in Turkey, the *Mohamed-1* (16 detentions) scrapped in Pakistan and the *Berka 45* (12 detentions) scrapped in Indonesia.

October-November-December 2020 :

Al Naser (ex-*Obl Omni*, ex-*Global Eagle*, ex-*Hanseatic Voyager*, ex-*Marie Delmas*, ex-*Global Eagle*, ex-*Kolomna*). IMO 8922527. Length 173 m, 8,840 t. Jordanian flag. Unknown classification society, Russian Maritime Register of Shipping until June 2012. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Iraq Government Maritime Transport (Iraq). 4 detentions: in 2006 in Ravenna (Italy) and Bandar Abbas (Iran) and in 2010 in Safaga (Egypt) and Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Colombo, Sri Lanka, August 2010. © Ivan Meshkov

Amal Neptune (ex-*Myra*, ex-*Eltzen*, ex-*Michail Junior*, ex-*Able Winner*, ex-*Evangelia*, ex-*Maritsa*, ex-*Able Ensign*, ex-*Giga I*, ex-*Hanako*, ex-*Cargo Express*, ex-*Larix*). IMO 8116843. Length 106 m, 2,062 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Imabari (Japan) by Higaki. Owned by Cedar Marine Services (Lebanon). 8 detentions: in 2002 in La Pallice (France), in 2013 in Iskenderun (Turkey), Kalilimenes (Greece) and Alanya (Turkey), in 2013 in Canakkale (Turkey), in 2016 in Antalya (Turkey), in 2017 in Odessa (Ukraine) and in 2019 in Burgas (Bulgaria). Sold for demolition in India.

Amina H (ex-*Marsas*, ex-*Reefer Moon*, ex-*Future*, ex-*Matena Lumo*). IMO 8818893. Ex cargo réfrigéré converted in 2013. Length 106 m, 2,160 t. Tanzanian flag. Classification society Intertek Maritime Bureau. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Liberia-registered c/o Tek Management Corp (Panama). 4 detentions: in 2002 in Whangarei (New Zealand), in 2008 in Bangkok (Thailand) and in 2019 in Bandar Abbas (Iran) and Asaluyeb (Iran). Sold for demolition in India. 440 US\$ per ton.



Marsas, December 2007, Suez Canal.
© Wolfgang Berthel



Amina H, Istanbul, June 2013.
© Cavit Ege Tulça

Barbouny (ex-*Star I*, ex-*Boe Ocean*, ex-*Zuara*, ex-*Multimax Bremer*, ex-*Multimax Leader*, ex-*Superflex Bond*, ex-*Berounka*). IMO 8602385. Length 119 m, 3,318 t. Palau flag since March 2018. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tianjin (China) by Tianjin Xingang. Owned by Liberia-registered Barbouny Maritime Ltd c/o African Express Ltd (Romania). Detained in 2008 in Marseille (France), in 2010 in Dunkirk (France) and in 2018 in Asaluyeb (Iran). Sold for demolition in Pakistan.



Star I, Zadar (Croatia), December 2013. © marinko



Barbouny, plot 100. © Gadani Ship Breaking

Berka 45 (ex-*Tan Binh 30*, ex-*Pan Ace*, ex-*Marine Jeju*, ex-*Mandiri Jaya*, ex-*Asian Queen*). IMO 8612964. Length 98 m. Indonesian flag. Unknown classification society. Built in 1986 in Imabari (Japan) by Higaki. Owned by Berkah Setanggi Timur (Indonesia). 12 detentions: in 2000 in Chiba (Japan), in 2001 in Singapore, in Fushiki (Japan) and in Kobe (Japan), in 2003 in Chiba again, in 2009 and 2012 in Guangzhou (China) and Vishakhapatnam (India), in 2013 in Tanjung Perak (Indonesia) and Humen (China) and in 2015 in Singapore. Scrapped in Surabaya (Indonesia).

Daytona Prime (ex-*Princess Ayat*, ex-*Barko*, ex-*Sir Charles Parsons*). IMO 8402840. Length 155 m, 5,450 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping (about Dromon Bureau of Shipping, see "[Shipbreaking](#)" # 59, p. 5). Built in 1985 in Govan (United Kingdom) by Govan Shipbuilders. Owned by Liberia-registered Daytona Prime Ltd. Detained in 2013 in Alexandria (Egypt) and in 2018 in Novorossiysk (Russia). Sold for demolition in Pakistan.



Sir Charles Parson : laid up in Dunkirk in 2014-2015. © Pascal Brede!l



Daytona Prime, plot 119, October 2020. © Gadani Ship Breaking

Emden IV (ex-*Diamond Uk*, ex-*Grance*, ex-*Fushimi*, ex-*Cumbrian Express*, ex-*Magellan 4*, ex-*Cumbrian Express*, ex-*T. A. Pioneer*, ex-*Cumbrian Express*, ex-*Waterdam*, ex-*Thuringia*, ex-*Kriti Platinum*). IMO 8412560. Length 147 m, 4,500 t. Togolese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Shimonoseki (Japan) by Mitsubishi. Owned by Marshall Islands-registered Emden Shipping Ltd c/o Diamond Maritime DMCC (United Arab Emirates). 5 detentions: in 2004 in Hartlepool (United Kingdom), in 2010 in Bandar Abbas (Iran), in 2013 in Shenzhen (China) and in Quanzhou (China) and in 2017 in Asaluyeb (Iran). Sold for demolition in Pakistan.

FK Saray (ex-Buse S., ex-Buse, ex-Corn Maiden, ex-Heerengracht, ex-Carwood). IMO 7920261. Length 95 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Shimizu (Japan) by Miho. Owned by Belize-registered Saray Shipping Co Ltd c/o Barhoum Maritime Co (Lebanon). Detained in 1999 in Baie Comeau (Canada), in 2004 in Venice (Italy) and in 2006 in Mersin (Turkey). Sold for demolition in Turkey.



FK Saray departing Constanta7, (Romania),
March 9, 2015. © Sorin Titu



Aliaga, 7 January 2021.
© Selim San

Kulnatee (ex-Ishtar, ex-Lady Fatima, ex-Mekong Pride, ex-Tiger Speed, ex-Pu Glory, ex-Norasia Gulf, ex-Pu Glory). IMO 9151034. Length 137 m, 4,618 t. Thai flag. Classification society Bureau Veritas. Built in 1997 in Tigre (Argentina) by Fontec. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2008 in Palmos (Spain) and in 2013 in Mersin (Turkey). Sold for demolition in Pakistan. 360 US\$ per ton.

Ishtar, mouth of the Seine River (France),
October 20, 2008. © Erwan Guéguénat



Mako (ex-Nefryt, ex-Socol 2, ex-Lilongwe, ex-Socol 2, ex-Tiger Arrow, ex-Socol 2, ex-Nikolay Kolotov, ex-Aurora Two). IMO 9004475. Length 113 m, 3,669 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1991 in Shimizu (Japan) by Miho. Owned by Marshall Islands-registered Betra Shipmanagement Ltd c/o Ruad Marine Services Srl (Romania). Detained in 2016 in La Rochelle (France), in 2018 in Marsaxlokk (Malta) and in 2019 in Mersin (Turkey). Sold for demolition in India. 381 US\$ per ton.



Nefryt, March 2018, Malta.
© John Gilman

Mero Star (ex-*Dudu Express*, ex-*Casablanca Express*, ex-*Iberica Express*, ex-*Atens*, ex-*Turakina*, ex-*HMS Portugal*, ex-*WEC Portugal*, ex-*Akak Star*, ex-*Arnd Becker*). IMO 8321682. Length 97 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Neuenfelde (Germany) by JJ Sietas. Owned by Friends Shipmanagement Inc c/o El Reedy Shipping Agency (Egypt). 6 detentions: in 2002 in Valencia (Spain), in 2009 in Malaga and in Barcelona (Spain), in 2010 in Barcelona again, in 2014 in Burgas (Bulgaria) and in 2017 in Ploce (Croatia). She arrived at Beirut on August 3, 2020, 9 :41 pm from Mariupol (Ukraine) to unload a cargo of wheat. The ship was badly damaged by the explosion of warehouse n°12. A crane fell on the deck and holds. Two crewmen were seriously hurt. At first, her official status remained casualty/ repairing. On November 14, 2020 the *Mero Star* was eventually towed by the *Haktan 1* bound for Aliaga. (On the Beirut blast see "[Shipbreaking](#)" # 61 p. 68-70).



Hms Portugal, outbound Le Havre (France), July 16, 1994. © Pascal Breidel



Mero Star, departing Eleusis (Greece), May 2018. © Marc Ottini

MF Rose (ex-*Abdoul Rahman B*, ex-*Toumeh*, ex-*Adrias*, ex-*Guo Xing*, ex-*Jiang Wei*, ex-*Jaw Wei*, ex-*Gold State 3*, ex-*Mount Healthy*). IMO 8028682. Length 107 m, 2,544 t. Togolese flag. Classification society Columbus American Register. Built in 1981 in Kochi (Japan) by Imai Zosen. 5 detentions: in 2009 in Aliaga (Turkey), in 2011 in Koper (Slovenia), in 2012 in Damietta (Egypt), in 2013 in Nea Moudhania (Greece) and in 2020 in Iskenderun (Turkey). Owned by Buzzard Marine SA (Lebanon). Acquired in June 2020 by Belize-registered Euromar Shipping Co Ltd c/o Observator Shipping Co (Turkey). Beached for demolition in India.

My Rose (ex-*Argonaut*, ex-*Sea Mermaid*, ex-*Argonaut*, ex- *Zim Novorossiysk*, ex-*Argonaut*, ex-*Randi*, ex-*Hamilton Trader*, ex-*Alex*, ex-*Lys Calypso*, ex-*Fjordtrader*, ex-*Aros Calypso*, ex-*Aros Trader*, ex-*Argonaut*). IMO 7639642. Length 86 m. Tanzanian flag. Classification society Mediterranean Shipping Register. Built in 1978 in Matsuura (Japan) by Nitchitsu. Owned by Zeb Denizcilik Tasimacilig (Turkey). Gold medalist of substandard ships with 17 detentions: in 1999 in Stavanger (Norway), in 2005 in Calais (France) and Saint Petersburg (Russia), in 2007 in Constanta (Romania), in 2009 in Alicante (Spain), in 2011 in Izmit (Turkey), in 2012 in Beirut (Lebanon), Ashdod (Israel) and twice in Alexandria (Egypt), in 2014 in Kherson (Ukraine), in 2015 in Trabzon (Turkey), in 2017 in Zonguldak (Turkey), in 2019 in Samsun (Turkey) and twice in Trabzon and in 2020 in Zonguldak again. Beached for demolition in Aliaga on November 13.



Argonaut, June 11, 2009, in the Mediterranean, after losing some of her deck cargo. © capesize_versanet_de

No,21 Kumjin (ex-*Iljin No. 13*, ex-*Shin Chang No. 1*, ex-*Kasuga Maru No. 8*). IMO 8618700. Ex hopper dredger converted in 2008. Length 76 m, 999 t. Deflagged from South Korea to Mongolia for her last voyage. Classification society Korean Register of Shipping. Built in 1987 in Naruto (Japan) by Murakami Zosenho. Owned by Kumjin Shipping Co Ltd (South Korea). Beached for demolition in Bangladesh.

PAC Acrux. IMO 9262974. Length 178 m, 10,625 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Ningbo (China) by Zhejiang SB Co. Owned by PACC Ship Managers Pte Ltd (Singapore). Acquired by Ace Ship Recycling Pte Ltd (Singapore) prior to her departure for demolition in India. 393 US\$ per ton.



PAC Acrux, Galveston Bay (USA), August 2014 © **Vilmos Thomazy**

PAC Adara. IMO 9272656. Length 178 m, 10,358 t. Singapore flag. Classification society American Bureau of Shipping. Built in 2003 in Ningbo (China) by Zhejiang SB Co. Owned by PACC Ship Managers Pte Ltd (Singapore). Detained in 2015 in Teluk Bayur (Indonesia) and in 2020 in Morehead City (North Carolina, USA). Sold for demolition in Pakistan. 385 US\$ per ton.

PAC Alkaid. IMO 9265914. Length 178 m, 10,582 t. Singapore flag. Classification society American Bureau of Shipping. Built in 2003 in Taizhou (China) by Kouan Shipyard. Owned by PACC Ship Managers Pte Ltd (Singapore). Detained in 2015 in Baltimore (Maryland, USA) and in 2020 in Morehead City (North Carolina, USA). Sold for demolition in Pakistan. 385 US\$ per ton.

Sarah F (ex-*Regina Eberhard*, ex-*Sea Regina*, ex-*Kent Merchant*, ex-*Regina Eberhard*, ex-*Capricornus*, ex-*Merkur Africa*, ex-*Independent Endeavour*, ex-*Cape Byron*, ex-*Tabuco*, ex-*Capricornus*, ex-*Capri Eagle*, ex-*Capricornus*, ex-*Husa*, ex-*Capricornus*, ex-*Contship Alpha*). IMO 8321668. Length 136 m, 4,462 t. Palau flag. Classification society Polish Register of Shipping. Built in 1984 in Bremerhaven (Germany) by Schichau Unterweser. Owned by Liberia-registered Heliessa Marine SA. 4 detentions: in 2005 in Istanbul (Turkey), in 2014 in Antalya (Turkey) and in 2017 in Novorossiysk (Russia) and Constanta (Romania). Sold for demolition in Pakistan. 389 US\$ per ton.



Sarah F, passing off Canakkale (Turkey), October 2014. © **Marc Ottini**



December 17, 2020, *Sarah F*, Gadani plot 119. © **Gadani Ship Breaking Yard**

Sea Jewel (ex-*Diamond*, ex-*Mariam*, ex-*Jamal*, ex-*Al-Gaga*, ex-*Marianne*, ex-*Detlef Schmidt*). IMO 7803499. Length 79 m, 1,200 t. Tanzanian flag. Classification society Registro Italiano Navale. Built in 1978 in Rendsburg (Germany) by Nobiskrug. Owned by Sea Jewel Commercial Brokers (United Arab Emirates). Detained in 2010 in Suez (Egypt). Sold for demolition in Pakistan.

Span Asia 1 (ex-*Jan D*, ex-*Maersk Canarias*, ex-*Dania*, ex-*Nedlloyd Daisy*, ex-*Dania*, ex-*Alcyone*, ex-*Contship Lugano*, ex-*Kastamonu*, ex-*Alcyone*, ex-*Kastamonu*). IMO 8121032. Length 114 m, 3,228 t. Deflagged from the Philippines to Saint Kitts & Nevis for her last voyage shortened to *Asia 1*. Classification society Det Norske Veritas/Germanischer Lloyd then International Register of Shipping since October 2020. Built in 1982 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Philippine Span Asia Carrier (Philippines). 4 detentions: in 2000 and 2003 in Genova (Italy), and in 2006 in Naples (Italy) and Mersin (Turkey). Acquired by Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition. She left Manila (Philippines) on November 5, 2020, announced to be heading for India but was finally beached in Bangladesh on December 2.



Cebu Port (Philippines), April 2015. © Mike Baylon

Stella Beauty. IMO 9124225. Length 97 m, 2,076 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mukaishima (Japan) by Sanyo. Owned by Grace Atoll Pvt Ltd (Maldives). 6 detentions: in 2003 in Osaka (Japan), in 2010 in Yokkaichi (Japan) and Kobe (Japan), in 2011 in Dalian (China), in 2014 in Nakhodka (Russia) and in 2015 in Tuticorin (India). Sold for demolition in India.



Koh Si Chang (Thailand), August 2007. © Geir Vinnest

Yuan Xin (ex-*Austin Angol*, ex-*CCNI Angol*, ex-*Valdivia*). IMO 9131230. Length 185 m, 11,845 t. Deflagged from Panama to Saint Kitts & Nevis for her last voyage shortened to *Ing 1*. Classification society Registro Italiano Navale. Built in 1998 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. 4 detentions: in 2011 in Geelong (Australia), in 2013 in Bandar Abbas (Iran), in 2018 in Ningbo (China) and in 2019 in Yantai (China). Owned by Hongyuan Marine Co Ltd (China). In January 2020, the Chinese company was sanctioned by the USA for carrying aboard the *Hong Xun*, another vessel of its fleet, metal scrap bought in Iran and bound for China. In March 2020, the shipowner sold the *Yuan Xin* to Ping Shun Shipping Co Ltd-Hong Kong. In November 2020, the *Ping Shun 1* was acquired by British Virgin Islands-registered Scandi Navigation prior to her departure for demolition in India. 385 US\$ per ton.



Zara (ex-*Plori*, ex-*Liski*, ex-*Lux Conqueror*, ex-*Vinuesa*). IMO 8206284. Length 119 m, 2,991 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1983 in Vigo (Spain) by J. Barreras. Owned by Buzzard Marine SA (Lebanon). 5 detentions: in 2005 in Bremen (Germany) and Setubal (Portugal), in 2010 in Limassol (Cyprus), in 2013 in Mersin (Turkey) and in 2018 in Constanta (Romania). Sold for demolition in Pakistan. 370 US\$ per ton.

Istanbul (Turkey), September 2012. © C Costa

January-February-March 2021

Amur 2506 (ex-*Volgo-Balt 254*, ex-*Amur-2506*). IMO 8721325. Length 116 m, 1,998 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. River and sea-going ship built on the Danube River in 1985 in Komarno (Slovakia) by ZTS Yard. 44 *Amur*-type cargo ships or project 92-040 have been built by the Slovakian yard from 1984 to 1993. They were designed to carry coal, logs, general cargoes, containers and grain. Owned by Marshall Islands-registered Little Line Inc c/o ZCR Denizcilik Ticaret (Turkey). Detained in 2009 in Giresun (Turkey) and in 2020 in Yeysk (Russia). Sold for demolition in Turkey.



Amur-2506, on Tsimlyansk Reservoir (Russia), October 2013. © Pavel Emelyanov

Baby Leen (ex-*LTW Express*, ex-*Shelley Express*, ex-*Arctic Sea*, ex-*Jogaila*, ex-*Torm Senegal*, ex-*Alrai*, ex-*Zim Venezuela*, ex-*Okhotskoe*). IMO 8912792. Length 98 m, 2,461 t. Panamanian flag. Classification society Dromon Bureau of Shipping. Built in 1991 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Panama-registered Seven Seas Maritime Ventures. 5 detentions in 2012 in Damietta (Egypt) and Las Palmas (Canary Islands, Spain), in 2017 in Constanta (Romania) and in 2020 in Trieste (Italy) and at Piraeus (Greece). Sold for demolition in India.



Baby Leen, Adabiya (Egypt), September 2019
© Mahmoud Mazroua

Dalian (ex-*Zea Dalian*, ex-*Rickmers Dalian*, ex-*Rickmers Genoa*). IMO 9292022. Length 193 m, 12,291 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 2004 in Xiamen (China) by Xiamen Shipbuilding. Owned by Liberia-registered Nora Seaway Ltd c/o Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2018 in Qingdao (China). Sold for demolition in Bangladesh. 485 US\$ per ton.



Rickmers Dalian, leaving Montoir (France), May 5, 2011. © Erwan Guéguéniat

Deniz S (ex-*Istra*, ex-*Hudson Reef*, ex-*Hudson River*, ex-*Song*, ex-*Hudsongracht*, ex-*Carliner*). IMO 8103389. Length 95 m, 2,411 t. Deflagged from Tanzania to Sierra Leone in December 2020. Classification society Russian Maritime Register of Shipping. Built in 1982 in Shimizu (Japan) by Miho. Owned by Robinson Shipholding Co (Romania). 7 detentions: in 2000 in Taranto (Italy), in 2007 in Taranto again then in Cartagena (Spain), in 2012 in Chioggia (Italy) and Tenes (Algeria) and in February 2020 in Midia (Romania) and August 2020 in Burgas (Bulgaria). In July 2020, the *Deniz S* suffered a water ingress after departing Constanta (Romania). She had to be towed to Burgas. After an inspection was carried out, she was detained for 138 days. Grounds for detention include structural conditions, in particular corrosion and cracks. The *Deniz S* was allowed to leave for a single voyage towards a ship repair yard in Tuzla. On January 6, she left Burgas, was located anchored off Tuzla on January 8 and was finally beached in Aliaga shipbreaking yards. Posthumously, on January 14 she was banned from Paris MoU ports for failing to call at the indicated repair yard.



Deniz S, July 2020. © Maritime Bulletin



Aliaga. © Selim San

Enigma (ex-*Kapitan Ryntsyn*, ex-*Zamoskvorechye*). IMO 9077587. Length 98 m, 3,232 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping depuis January 2021, previously Russian Maritime Register of Shipping. Built in 1997 in Vyborg (Russia) by Kvaerner-Vyborg Verf for the Russian Northern Shipping Company. Owned by Panama-registered Majesty Navigation Intl Ltd SA c/o Ademar Shipping Lines Sarl (Lebanon). Detained in 2015 in Norrköping (Sweden) and in 2017 in Alexandria (Egypt). Sold for demolition in Turkey.



Zamoskvorechye, on Dvina River, Arkhangelsk Krai (Russia), September 2014. © Vitaly V



Enigma, Aliaga, March 2021. © Selim San

Excel (ex-*An Song*, ex-*Hoa Binh*, ex-*Quoc Tu Giam*, ex-*Alpha Accord*, ex-*Alpha Ace*). IMO 8513883. Length 98 m, 2,406 t. Thai flag. Unknown classification society. Built in 1985 in Imabari (Japan) by Higaki. Owned by K Express Co Ltd (Thailand). 9 detentions: in 2001 in Vladivostok (Russia) and Tokyo (Japan), in 2004 in Shimonoseki (Japan) and Moji/Kitakyushu (Japan), in 2009 in Haikou (China), in 2010 in Zoushan (China), in 2111 in Yantai (China), in 2012 in Rizhao (China) and in 2019 in Panjang (Indonesia). Sold for demolition in Bangladesh.

Fatima A (ex-*Sea Royal*, ex-*Alyssa*, ex-*Sarma 1*, ex-*Vega*, ex-*Sea Fox*, ex-*Inka*, ex-*Taras*, ex-*Ikaria*). IMO 7510676. Length 81 m, 1,097 t. Comoros flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Owned by Amir A Maritime Co Ltd Belize-registered. 8 detentions : in 2010 in Aliaga (Turkey), in 2015 in Damietta (Egypt), in 2016 in Kocaeli (Turkey), in 2017 in Constanta (Romania), Agigea (Romania) and in Kocaeli again, in 2018 in Tulcea (Romania) and in 2019 in Thessaloniki (Greece). Banned from European ports in May 2019 for three months. Sold for demolition in Pakistan.



August 2013, *Sarma 1*, Szczecin (Poland).
© Sławek Milewicz



February 2020, *Fatima A*, Beirut (Lebanon)
© Amir Abobakr

Helgis (ex-*Sofrana Magellan*, ex-*Capitaine Magellan*, ex-*Fas Istanbul*, ex-*Helgis*, ex-*Carib-Explorer*, ex-*Merkur Europe*, ex-*Helgis*, ex-*Khyber*, ex-*Norasias Alexandria*, ex-*Nordsk Express*, ex-*Helgis*, ex-*George H. Scales*). IMO 8513443. Length 126 m, 3,339 t. Saint Vincent & the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1986 in Oldenburg (Germany) by Brand. Owned by Selet Marine Ltd (Russia). 2 detentions: in 2002 in Tauranga (New Zealand) and in 2017 in Yantai (China). Sold for demolition in Bangladesh. 440 US\$ per ton.

Helgis, inbound Vanino port (Russia),
September 2018. © Andy Ru.



Ibla (ex-*Virtus*, ex-*Lee Frances*). IMO 8416748. Length 92 m, 1,915 t. Deflagged from Sierra Leone to Comoros for her last voyage renamed *Sea Queen*. Classification society Dromon Bureau of Shipping. Built in 1985 in Hoogezand (Netherlands) by Bodewes. Owned by Panama-registered Sea Queen Marine Services Inc c/o Manton Shipping Ltd (Lebanon). 9 detentions: in 1998 in A Coruna (Spain), 2001 in Leixoes (Portugal), 2008 in Tenes (Algeria), 2012 and 2014 in Chioggia (Italy), 2015 in Monfalcone (Italy), 2016 in Iskenderun (Turkey), 2018 in Rijeka (Croatia) and 2019 in Porto Nogaro (Italy). Sold for demolition in Pakistan.



Ibla, Koper (Slovenia), August 2019
© Marjan Stropnik



Sea Queen in Gadani, plot 132.
© Gadani Shipbreaking

Inzhener Plavinskiy. IMO 8603365. Length 152 m, 4,917 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Gdanska Lenina yard. One of the 8 *Pavlin Vinogradov*-type log carrier or projet B352 built from 1986 to 1991. 8 other ships of the same design have been built in Malta. Lengthened in 2007 from 132 to 152 m. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey. 250 US\$ per ton.



In Gdynia (Poland), January 2019.
© Slavek



Inzhener Plavinskiy, Brest (France), October 28, 2011. © Erwan Guéguénat

Lake Buhi. IMO 8109486. Length 94 m, 1,904 t. Filipino flag. Unknown classification society. Built in 1985 in Bauan (Philippines) by PNOC DY. Owned by DMC Construction Equipment (Philippines). Sold to Key West Shipping Line Corp (Philippines), she was beached for demolition in Bangladesh as *Mandalorian 2*.

Lake Sampaloc. IMO 8109503. Length 94 m, 1,929 t. Filipino flag. Unknown classification society. Built in 1987 in Bauan (Philippines) by PNOC DY. Owned by DMC Construction Equipment (Philippines). Revendu in Key West Shipping Line Corp (Philippines), she was beached for demolition in Bangladesh as *Mandalorian*.

Liza (ex-*Elizaveta*, ex-*Professor Voskresenskiy*). IMO 8721014. Length 124 m, 3,120 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Navashino (Nijni Novgorod oblast, Russia) by Navashinskiy Oka. *Dyakonov*-type vessel or projet 15881, ice-strengthened vessels designed for the navigation in Eastern Siberian and Laptev seas and the transport of logs, coal and packed or containerized cargoes. Detained in 2011 in Shanghai (China). Owned by VIS Co Ltd (Russia). Acquired by PESCO based in Hong Kong prior to her departure for demolition in Bangladesh. 400 US\$ per ton.



Elizaveta, Kholmsk port (Russia), January 2014.
© Senna



Liza, Chattogram. © Fazlur Rahman

Mohamed 1 (ex-*M Star*, ex-*Al Shahin*, ex-*Lina- K*, ex-*Guajira*, ex-*Arriaga*). IMO 8023412. Length 84 m, 961 t. Tanzanian flag. Unknown classification society. Built in 1981 in Guernica (Spain) by Murueta. Owned by Sea Jewel Commercial Brokers (United Arab Emirates). Silver medalist of substandard ships with avec 16 detentions: in 1998 in Santa Cruz de Tenerife (Canary Islands, Spain), 2001 in A Coruna (Spain) and Las Palmas (Spain), 2002 in Bilbao (Spain) and Sevilla (Spain), 2003 in Almeria (Spain) then again in Santa Cruz de Tenerife and Las Palmas, 2005 and twice in 2006 in Santa Cruz de Tenerife again, 2008 in Las Palmas again, 2010 twice in Alexandria (Egypt) and 2011 in Volos (Greece) and Adabiya (Egypt). Sold for demolition in Pakistan.



Lina K, Volos (Greece), May 2011. © Tony V



Mohamed 1, in Gadani February 2021. © Gadani Ship Breaking Yard

Mohammed Bey (ex-*Lady Dina M*, ex-*Ilga*, ex-*Silvia*, ex-*Maya No. 2*, ex-*Ho Ming No. 2*). IMO 8110411. Length 120 m, 2,865 t. Comoros flag. Classification society Nippon Kaiji Kyokai until May 2020 then Hellas Naval Bureau. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Belize-registered Cappadocia Shipping Co SA c/o Cedar Marine Services SAL (Lebanon). 5 detentions in 1997 in Delfzijl (Netherlands), in 2000 in Szczecin (Poland), in 2008 in Alexandria (Egypt) and in 2014 and 2019 in Laurium (Greece). Sold for demolition in India.

Princess Dina (ex-*Dimitris P*, ex-*Gregorio*, ex-*Gregorio I*, ex-*Pioneer Kona*, ex-*Sea Ranger*, ex-*Timber Glory*). IMO 8223854. Length 106 m, 2,105 t. Comoros flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Imabari (Japan) by Nishi Zosen. Owned by Marshall Islands-registered Dina Shipping Inc c/o Cedar Marine Services (Lebanon). 9 detentions: in 2002 in Zhangjiagang (China), in 2003 in Himeji (Japan), in 2006 in Limassol (Cyprus), in 2011 in Novorossiysk (Russia) and Damietta (Egypt), in 2013 in Bandirma (Turkey), in 2014 in Novorossiysk again, in 2015 in Gemlik (Turkey) and in 2017 in Novorossiysk again. Sold for demolition in Pakistan.



Princess Dina, Varna (Bulgaria), November 2013.
© Ivan



Princess Dina, Gadani, plot 125.
© Gadani Ship Breaking Yard

Raouf H (ex-*Cenk Sener*, ex-*Wima*, ex-*Conex*). IMO 8325535. Length 106 m. Comoros flag. Classification society Polish Register of Shipping. Built in 1985 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Raouf Marine SA c/o Cedar Marine Services SAL (Lebanon). 4 detentions: in 2016 in Novorossiysk (Russia), in 2017 in Constanta (Romania) and in 2018 in Novorossiysk again then in Tuzla (Turkey). *Raouf H* arrived in Beirut from Mariupol (Ukraine), on August 4, 2020 at 12h11 to unload a cargo of wheat. She was docked at the end of the wharf hosting the grain silos and warehos n°12. *Raouf H* was badly damaged by the warehouse blast later in the afternoon and was declared a total loss. On February 1, 2021, she left Beirut under tow of *Hunter* (IMO 9468372) bound for Aliaga shipbreaking yards.



Cenk Sener, Bosphorus, 2011. © **Marc Ottini**

Span Asia 7 (ex-*Astrid*, ex-*Vento di Tramontana*, ex-*Astrid*, ex-*Vento di Tramontana*, ex-*Fas Gemlik*, ex-*BBC Germany*, ex-*Fas Gemlik*, ex-*Cam Ayous Express*, ex-*Nedlloyd Tulip*, ex-*Ville d'Orient*, ex-*Kathe Husmann*, ex-*Bacol Vitoria*). IMO 8405036. Length 116 m, 2,960 t. Deflagged from the Philippines to Saint Kitts & Nevis for her last voyage shortened to *Asia 7*. Classification society Registro Italiano Navale. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Detained in 2002 in Genova (Italy). Owned by Philippine Span Asia Carrier (Philippines). Acquired by Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh.



Cam Ayous Express, inbound Le Havre (France), October 11, 1995. © **Pascal BredeI**



Asia 7, Chattogram, January 2021. © **Jonaed Hasan Ridoy**

Star Grip. IMO 8420787. Length 198 m, 10,600 t. Norwegian flag. Classification society Bureau Veritas. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Grieg Shipping AS (Norway). Sold for demolition in Turkey.



Star Grip, passing off Terneuzen (Netherlands), July 20, 1994. © **Pascal BredeI**



Star Grip, Aliaga. © **Selim San**

Sunny Sky (ex-*Hua Shun*, ex-*Da Xin Hua Dong Shun*, ex-*Tong De Quan*, ex-*OOCL Ningbo*, ex-*Tong De Quan*). IMO 9158795. Length 101 m, 2,316 t. Mongolian flag. Classification society Panama Shipping Registrar Inc. Built in 1998 in Rongcheng (China) by Huanghai SB Co. Owned by Seychelles-registered Benchmark Trading Co Ltd. Detained in 2015 in Hong Kong (China). Sold for demolition in Bangladesh.

The usurper

Talent Ace (ex-*Xin Sheng Hai*, ex-*Dongchin Shanghai*). IMO 9485617. Length 120 m. Togolese flag. Unknown classification society. Built in 2008 in Xiangshan County (China) by Zhejiang Donghong for the South Korean shipowner Dongchin Shipping Corp. In June 2017 the *Dongchin Shanghai* was acquired by a Chinese company, renamed *Xin Sheng Hai* and reflagged to Belize. According to United Nations observers, the ship was used in July-August 2017 to carry North Korean coal from Nampo to China and Vietnam. In December 2017, the *Xin Sheng Hai* was blacklisted for violating the United Nations sanctions against North Korea.

On January 18, 2018, the alleged general cargo ship *Talent Ace* docked at Gunsan port, South Korea. Her IMO number was 8793873, she flew the flag of Togo and has just been officially acquired by Singapore-registered Wynn East Import & Export c/o Wooheng Shipping Co Ltd (Hong Kong, China). From the ship's engine and generator serial numbers, South Korean inspectors identified the ship as the *Xin Sheng Hai*; the original IMO number 9485617 of the ship had been painted over. The so-called *Talent Ace* was seized. Like the tanker *Koti* seized at the same period for transshipping fuel on North Korean ships (see "[Shipbreaking](#)" # 61 p. 56-57), South Korean Authorities condemned the *Talent Ace* to be scrapped by a Mokpo yard. When she was seized in January 2018, 16 crewmen were on board; they came from Bangladesh (3), China (6) and Burma (7). The Bangladeshi seamen were repatriated in May 2018 though their wages had not been paid for months; the fate of the other crewmen is not known.




Talent Ace, in Mokpo. © Vladimir Tonic



8793873, fake IMO number

TALENT ACE - IMO n° 8793873

Flag	
Call Sign	5VFM5
MMSI	671000100
Gross tonnage	8667
DWT	15428
Type of ship	General Cargo Ship
Year of build	2007
Status	Never Existed

Tzoanna VI (ex-*Joanna VI*, ex-*Nyfell*, ex-*Nordfeld*). IMO 7517533. Length 84 m. Greek flag. Unknown classification society. Built in 1977 in Neuenfelde (Germany) by Sietas; lengthened in 1984 from 76 to 84 m. Owned by New Lines IV Shipping (Greece). Sold for demolition in Turkey.



Kefalos, Kos (Greece), August 2019 © Pat Rogerson



Aliaga, February 2021. © Selim San

Container ship

2020: October-November-December = 4

2021: January-February-March = 11

15 demolitions, 103,000 tons to recycle. The number of container ships to be scrapped is still decreasing. The flow almost stopped in the last quarter of 2020 : 4 ships. The convoy of container ships scrapped in the last quarter of 2020 and first of 2021 would stretch along 2.4 km only compared to 5,3 km in the 3rd quarter and 5,5 km in the 2nd quarter 2020. They all had a capacity of less than 2500 teu. Altogether, they could carry 17,000 boxes, less than the ultra large container carriers able today to transport more than 23,000 boxes.

Scrapped container ships are smaller, they also are older. The age ranges from 20 to 49 years for the US container ship *Lihue*. The average age at the time of demolition is 28 years. The detention rate is 47%.

On 15 container ships, 11 were scrapped in the Indian subcontinent: Bangladesh (5), India (4) and Pakistan (2).

October-November-December 2020

Ganta Bhum. IMO 9110937. 1228 teu. Length 151 m, 6,232 t. Deflagged from Singapore to Saint Kitts & Nevis for her last voyage renamed *Santa*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Shimonoseki (Japan) by Mitsubishi. Owned by Regional Container Lines Ltd (Singapore). Announced sold in Spring 2020, her withdrawal was delayed by the Covid-19 pandemic, she was finally acquired in September 2020 by Nabeel Shipmanagement based in the United Arab Emirates prior to her departure for demolition. She was beached in Gadani on October 31.



October 31, 2020, *Santa* is beaching at Gadani plot 130. © Gadani Ship Breaking Yard

Lila Athens (ex-*Mary Schulte*, ex-*Hua Yun He*). IMO 9214525. 1702 teu. Length 180 m, 9,502 t. Liberian flag. Classification society Korean Register of Shipping. Built in 2000 in Dalian (China) by Dalian Shipyard Co. Owned by Liberia-Registered Orion Shipping & Trading c/o Hanseatic Unity Chartering (HU) GmbH & Co KG (Germany). Detained in 2008 in Port Walcott (Australia) and in 2016 in Port Cartier (Canada). Sold for demolition in Pakistan. 388 US\$ per ton.



Mary Schulte, arriving in the early morning hours of May 16, 2018 at Piraeus (Greece). © Marc Ottini

MSF Lady Haloum (ex-*Inga A*, ex-*Cs Star*, ex-*Thor Star*, ex-*Dania Star*, ex-*CEC Star*, ex-*P&O Nedlloyd Wellington*, ex-*Oss Kolkata*, ex-*Ratana Sopa*, ex-*Maersk San Jose*, ex-*Dole Colombia*, ex-*Ratana Sopa*, ex-*Merete*). IMO 9020338. 1139 teu. Length 149 m, 5,177t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Kappa International Maritime SA (Greece). Detained in 2007 in Le Havre (France).

On October 27, the *MSF Lady Halloun* was anchored off Tripoli (Libya). Under high winds, she dragged her anchor and crashed on the breakwater. She was declared a total loss and towed to Aliaga on November 30.



P&O Nedlloyd Wellington, arrival at Melbourne (Australia), December 20, 2004. © Marc Ottini



Le *CEC Star*, on the Seine River (France), November 28, 2007. © Erwan Guéguéniat



Inga A, docked at Piraeus Container Terminal, May 17, 2016. © Marc Ottini



MSF Lady Haloum, anchored off Piraeus, September 2020. © Marc Ottini

Wan Hai 211 (ex-*Wan Hai 208*). IMO 9048574. 1329 teu. Length 175 m, 6,974 t. Deflagged from Singapore to Palau for her last voyage renamed *Wahan 1*. Classification society Nippon Kaiji Kyokai. Built in 1993 in Setoda (Japan) by Naikai Zosen. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2006 in Incheon (South Korea) and in 2013 in Tanjung Priok (Indonesia). Acquired by Machtrans Ship Management Pvt Ltd based in India. Sold for demolition in India.



Wan Hai 211, passage dans le Lamma Channel (Hong Kong), 13 December 2018. © Marc Ottini

January-February-March 2021

Black Eagle (ex-A1C *William H. Pitsenbarger*, ex-*Therese Delmas*). IMO 8124371. 1716 teu. Length 189 m, 13,635 t. Deflagged from the USA to Saint Kitts & Nevis in February 2020. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique.



Therese Delmas outbound Le Havre (France),
December 1990 © **Pascal Bredel**



Therese Delmas, 1992. © **Marc Ottini**

In December 2001, the *Therese Delmas* was acquired by Tuskegee Shipholding Company (USA). From 2002 onward, she has been operated by Red River Shipping Corp and chartered by the US Military Sealift Command as *A1C William H. Pitsenbarger*. Her crew was civilian but she was used for rapid deployment of equipment and ammunition ; she was prepositioned in Diego Garcia, an atoll of the Chagos Archipelago in the Indian Ocean hosting a US navy base. Her 5 cranes allowed her to unload in poorly equipped ports. The *A1C William H. Pitsenbarger* was back to civilian operation in 2008 and was renamed *Black Eagle*. In Spring 2020, she was acquired by Prayati Shipping based in India. She was to be scrapped in India. Her departure was delayed by the Covid-19 pandemic, she was finally beached in Chattogram shortened to *K Eagle* on January 13, 2021.



A1C William H. Pitsenbarger
© **Military Sealift Command**



K Eagle, Chattogram, January 2021.
© **Mohammad Islam**

Dole Honduras. IMO 8900323. Length 179 m, 8,426 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1991 in Ancona (Italy) by Fincantieri. Owned by Dole Food (USA). Detained in 2016 in Mobile (Alabama, USA). Sold for demolition in India. She left Wilmington le 18 mars. 471 US\$ per ton including 6 auxiliary engines, a 28-ton propeller, a spare bow thruster and 491 reefer plugs. 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.

Grand Midas (ex-Sunny Pine). IMO 9044138. 342 teu. Length 107 m, 2,070 t. Sierra Leone flag. Classification society Overseas Marine Certification Services. Built in 1992 in Busan (South Korea) by Dae Sun SB & E Co. Owned by Seychelles-registered Vanguard Overseas Co Ltd. Sold for demolition in Bangladesh. 460 US\$ per ton.



Sunny Pine, Kanmon Strait, April 2017. © Vladimir Tonic

Ji Hong (ex-Clonmore, ex-Banjaard, ex-Texel Bay, ex-Banjaard). IMO 9064956. 710 teu. Length 127 m, 2,756 t. Hong Kong flag. Classification society China Classification Society. Built in 1993 in Sliedrecht (Netherlands) by Lanser. Owned by Jipeng Ship Management Co Ltd (China). 4 detentions : in 1998 at Piraeus (Greece), in 2001 in Dublin (Ireland), in 2004 in Las Palmas ((Spain), in 2005 in Belfast (United Kingdom). Sold for demolition in Bangladesh.



Keelung (Taiwan), March 2016. © Chun-Hsi



Ji Hong, 2021, Chattogram. © Fazlur Rahman

Lihue (ex-President Hoover, ex-Thomas E. Cuffe). IMO 7105471. 2305 teu. Length 241 m, 15,585 t. US flag. Classification society American Bureau of Shipping. Built in 1971 in Avondale (USA) by Avondale Shipyard for Pacific Far East Line as barge carrier. When the Pacific Far East Line went bankrupt, she was acquired by American President Line, converted to container ship and renamed *President Hoover*. Since 1996, she has been operated by Matson Navigation (USA). Detained in 2018 in Shanghai (China). Sold as is in Seattle (USA). 221 US\$ per ton. Towed by the tug *Rachel* (IMO 7600378) for her last voyage towards Brownsville shipbreaking yards (Texas, USA) via Panama Canal.



Thomas E. Cuffe, Kaohsiung (Taiwan) 1974.
© Karsten Petersen



Lihue, decommissioned in San Francisco (USA),
April 13, 2005. © Pascal Bredel

Maersk Ahram. IMO 9164225. 1092 teu. Length 155 m, 5,919 t. Deflagged from Egypt to Gabon for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1998 in Keelung (Taiwan) by China Shipbuilding Corp. Detained in 2017 in Istanbul (Turkey). Owned by Maersk A/S (Denmark). Acquired by Machtrans Ship Management based in India. Beached in Alang on February 13.



Maersk Ahram, outbound Piraeus container terminal (Greece), September 2020. © Marc Ottini

Maersk Taasinge (ex-*Tasinge Maersk*, ex-*Maersk California*, ex-*Caroline Maersk*). IMO 9064384. 1750 teu. Length 191 m, 8,965 t. Deflagged from Hong Kong to Gabon for her last voyage. Classification society American Bureau of Shipping. Built in 1994 in Lindo (Denmark) by Odense Staalskibs. Owned by Maersk AS (Denmark). Sold for demolition in India.



Tasinge Maersk, on the Seine River (France), October 15, 2006.
© Erwan Guéguénat



Alang. © Facebook group Shipbreaking

Naja Arctica (ex-*Sea Arctica*, ex-*Naja Arctica*). IMO 9100229. 782 teu. Length 119 m, 5,347 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Frederikshavn (Denmark) by Danyard. Owned by Royal Arctic Line (Greenland). Sold for demolition in Frederikshavn (Denmark) by Jatob ApS, a proximity demolition.



Naja Arctica, Aasiaat, Greenland, June 2010,
© NB Petersen



Being scrapped in Frederikshavn (Denmark), March 20, 2021. © Poul Erik Olsen

Nuka Arctica. IMO 9100231. 782 teu. Length 119 m, 5,347 t. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Frederikshavn (Denmark) by Danyard. Owned by Royal Arctic Line (Greenland). Sold for demolition in Frederikshavn (Denmark) by Jatob ApS.



Nuka Arctica, Nuuk (Greenland), August 2018 © Bergedorf

Salam Mewah (ex-Kota Harta). IMO 9135092. 1088 teu. Length 159 m, 5,309 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by Malaysia Shipping Corp (Malaysia). Detained in 2000 in Busan (South Korea) and in 2013 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh. 460 US\$ per ton.



Salam Mewah, on Chaophraya River (Thailand), March 2020. © Trakul Pumsnoh

Sunny Bright (ex-Jin Hua, ex-Prudent, ex-Sky Fortune, ex-Union Sky). IMO 9131010. 446 teu. Length 113 m, 2,392 t. Sierra Leone flag. Classification society New United International Marine Services Ltd. Built in 1997 in Busan (South Korea) by Dae Sun SB & E Co. Owned by Vast Ocean Global Ltd (Taiwan). 5 detentions: in 2005 in Shanghai (China), in 2010 in Haiphong (Vietnam), in 2016 in Hong Kong (China) and in Haiphong again and in 2018 in Hong Kong again. Sold for demolition in Bangladesh.



Sky Fortune outbound Xingang port (China), June 10, 2016. © Marc Ottini

Reefer

October-November-December 2020

Hornbay. IMO 8802002. Length 154 m, 7,932 t. Deflagged from Liberia to Gabon for her last voyage renamed *Marine Bay*. Classification society Bureau Veritas. Built in 1990 in Pula (Croatia) by Uljanik. Owned by Horncliff Shipping Corp c/o Norbulk Shipping UK Ltd (United Kingdom). Sold for demolition in India.



Hornbay, docked at Le Havre (France), October 22, 2008. © Pascal Bredel

Smolninskiy. IMO 8847131. Ex-factory ship registered by IMO since 2007 as reefer Length 85 m, 1,854 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Klaipeda (Lituania) by Baltiya. She was the last of the 27 *Moryana*-type factory-ships or project 12911 built by the Baltic yard between 1982 and 1990. They were fitted with two 435 m³/hour capacity OO pumps and floodlights for industrial lamparo catching. Owned by Lodia LLC (Russia). Detained in 2014 in Dalian (China). Sold for demolition in India. 382 US\$ per ton.



Smolninskiy in the Sea of Okhotsk, August 2014. © Igor Savitsky

Veracruz (ex-*Frio Melchor*, ex-*Green Tulip*, ex-*Pacific Tulip*, ex-*Santo Vastiram*, ex-*Gomba Endurance*, ex-*Gomba Venture*, ex-*Vastiram*). IMO 7508300. Length 91 m, 2,414 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Mumbai (India) by Mazagon. Owned by Belize-registered Atlantico Ltd. Sold for demolition in India.



Green Tulip departing Brest (France), April 30, 1996. © Yvon Perchoc

Factory ship

October-November-December 2020

Dersu Uzala (ex-*Alphard*). IMO 8715118. Length 95 m, 2,886 t. Deflagged from Russian to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in Gdansk (Poland) by Gdanska im. Lenina. 4 *Atria*-type factory ships or project B-671 were built by the Polish yard between 1989 and 1991. Owned by Sakhalin Leasing Fleet JSC (Russia). Sold in November 2020 to Plus Holdings Ltd (United Arab Emirates) prior to her departure for demolition in India.



Dersu Uzala, March 2003. Collection B.V. Lemachko

Yantar-1 (ex-*O Ryong No. 505*, ex-*Salvia*). IMO 7234193. Length 84 m, 1,664 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in Ise (Japan) by Uchida Shipbuilding. Owned by Orion Co Ltd (Russia). Sold for demolition in India. 381 US\$ per ton.

Zashchitnyy. IMO 8729626. Length 55 m, 806 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Kiev (Ukraine) by Leninskaya Kuznitsa ; one of the 347 *Vasiliy Yakovenko*-type factory ships or project 502-EM built between 1971 and 2009 by the Ukrainian yard. Owned by Aleksandrovskiy Rybozavod Co (Russia). Broken up in Busan (South Korea) by OS Shipbuilding.



Anchored in Busan (South Korea), March 2012 © Vladimir Tonic

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).

2020: October November December= 2

2021 : January-February-March= 3

October-November-December 2020

Ohkoh Maru. IMO 9209544. Length 168 m, 6,900 t. Deflagged from Japan to Saint Kitts & Nevis for her last voyage shortened to *Ohko*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Marugame (Japan) by Imabari Zosen. Owned by Satokuni Kisen (Japan). Acquired by Scandi Navigation Pte Ltd registered in the British Virgin Islands prior to her departure for demolition in Bangladesh.

Shin Zui Maru. IMO 9238935. Length 160 m, 7,631 t. Deflagged from Japan to Comoros for her last voyage shortened to *Zui*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ishinomaki (Japan) by Yamanishi. Owned by Japan Railway/Kuribayashi (Japan). Acquired by Liberia-registered Lyra Trading Ltd prior to her departure for demolition in Bangladesh. 352 US\$ per ton.



Zui, Chattogram, January 16, 2021. © Jonaed Hasan Ridoy

January-February-March 2021

Bali Sea (ex-*Super Servant 5*, ex-*Dan Lifter*). IMO 8106068. Ex heavy load carrier converted in 1995 to semi submersible carrier and lengthened from 139 to 175 m then converted again in 2000 to train ferry. Length 175 m, 10,498 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Singapore-registered Gulf South Shipping Pte Ltd c/o Seabulk Fleet Management (USA). Detained in 2004, 2008, 2014 and 2016 in Mobile (Alabama, USA). Sold as is in Mobile (Alabama, USA). The *Bali Sea* left Mobile, heading for Malta. She is likely to be beached at Aliaga. 314 US\$ per ton.



Late 1982, the heavy load carrier *Dan Lifter* is bringing back home the landing ship *Sir Tristram* damaged in the Falklands war. © Ken Griffiths



2011, the train-ferry *Bali Sea* loading railway wagons in Coatzacoalcos (Mexico). © FerroSur

KS Hermes 2 (ex-Tsuruga, ex-Hokuto 3). IMO 9151254. Length 168 m, 6,569 t. Deflagged from South Korea to Comoros for her last voyage shortened to *Hermes III*. Classification society Korean Register of Shipping. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Jeyang Logitech Co Ltd (South Korea). Sold for demolition in Bangladesh.



KS Hermes 2, Mokpo Port (South Korea), May 2018.
© Vladimir Tonic.



Hermes III, Chattogram, April 2021.
© Salah Uddin

Trans-Asia 5 (ex-Batuan Bay 1, ex-Koyo, ex-Koyo Maru). IMO 8817083. Length 115 m, t. Filipino flag, Palau for her last voyage shortened to *Asia 5*. Unknown classification society. Built in 1989 in Iwagi (Japan) by Iwagi Zosen. Owned by Trans-Asia Shipping Lines Inc (Philippines). In December 2013, the *Trans-Asia 5* operated on the Cebu - Cagayan de Oro service south in the Filipino Archipelago had been drifted for 10 hours with 577 passengers and 16 crewmembers onboard. She was eventually towed to a safe place, no fatality was reported. On February 5, 2021, the *Trans-Asia 5* ran aground [accidentally](#) off Cabilao Island in Cebu Strait. Trans Asia Shipping Line does not assume any liability; the Filipino company has sold the ship to Gibraltar-registered Five Oceans Marine & Trading in mid-January 2021. The ship shortened to *Asia 5* and deflagged was on her way to scrapping. Her official status was "to be broken up" since August 2020. The *Asia 5* was intentionally beached in Chattogram on March 6.



Trans Asia-5, May 2014, at Cagayan de Oro port. © Mike Baylon



Asia 5, Beached off Cabilao, February 2021.
© Estrella Go Zagorski

Tanker

2020 : October-November-December = 55

2021 : January-February-March = 70

125 demolitions, 1.3 million tons, 39% of the global tonnage. The tanker category - chemical tanker, oil tanker, gas tanker - has significantly increased. It represented 9% of the tonnage in the second quarter of 2020, 14% in the third quarter, 31% in the fourth quarter and 47% in the first quarter of 2021.

The average age at the time of scrapping is 29 years. The detention rate prior scrapping is 29% for oil and gas tankers, 45% for chemical tankers.

Bangladesh (36% of the tonnage of the category) and Pakistan (28%) are the favourite destinations of tankers., India welcomes half of chemical tankers whose prices per ton have reached up to 850 US\$ in recent months (see *TSM Polaris*, p 78) due to their stainless steel tanks.

Oil tanker

2020 : October-November-December = 31

2021 : January-February-March = 46

Out of 77 tankers scrapped between October 2020 and March 2021, 49 are "small" units of less than 80,000 t deadweight and representing 20% of the tanker tonnage. 19 are between 80,000 and 200,000 tons. 9 are VLCCs over 200,000 tons.

The vast majority of tankers, i.e. 80% of the tonnage, was beached in Indian subcontinent yards: Bangladesh (42% of the tonnage), Pakistan (25%) and India (18%).

October-November-December 2020

Al Ezz Al Saudi (ex-*Kakuyo Maru*). IMO 9105542. Length 104 m, 2,101 t. Saudi Arabia flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Hashihama (Japan) by Shin Kurushima. Owned by International Bunkering (Saudi Arabia). Sold for demolition in Pakistan. 356 US\$ per ton.



Jeddah (Saudi Arabia), November 2013. © T. Kanagasabapathy

Plot 91, December 28, 2020. © Gadani Ship Breaking Yard



Almada (ex-*Europride*, ex-*Champion Pride*). IMO 9157777. Double hull. Length 244 m, 17,002 t. Deflagged from Liberia to Comoros for her last voyage renamed *Calma*. Classification society Bureau Veritas. Built in 1998 in Geoje (South Korea) by Samsung. Owned by Eurotankers (Greece); sold to Baht Shipping Corp (United Arab Emirates) in July 2020 then to Blue Whale Maritime Pvt Ltd based in India prior to her departure for demolition in Pakistan.

Apollo Spirit (ex-*Nordic Apollo*, ex-*Coastal Jade*, ex-*Jade Phoenix*, ex-*El Paso Cove Point*). IMO 7390739. Length 284 m. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Avondale (USA) by Avondale Shipyard. Ordered as a gas carrier she was delivered as a combination carrier (OBO, Ore/Bulk/Oil). She was converted to an oil floating storage unit (FSO) in 1991 by Blohm + Voss shipyard in Hamburg (Germany). Owned by Altera Infrastructure Norway AS (Norway). Sold in early October 2020, she was beached in Turkey on December 21.

Apollo Spirit, Gdansk, August 2016. © macart.lv



Asphalt Alliance (ex-*Carbon Tiger*, ex-*Osco Tiger*, ex-*Bitumen Kunsan*, ex-*Mineharu Maru*). IMO 8864189. Double hull. Ex general cargo ship converted in 2002 to bitumen tanker. Length 104 m, 2,385 t. Deflagged from Panama to Gabon in June 2020. Classification society Indian Register of Shipping. Built in 1992 in Yatsushiro (Japan) by Kumamoto; lengthened in 2002 from 85 to 104 m. Owned by Panama-registered Galant Shipping Inc c/o Silver Star Ship Management (United Arab Emirates). Detained in 2004 in Shanghai (China), in 2007 in Incheon (South Korea) and in 2012 in Chennai (India). Sold for demolition in India.

Bering (ex-*Bering Sea*). IMO 9149225. Double hull. Length 182 m, 9,640 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Split (Croatia) by Brodosplit. Owned by Liberia-registered Lacey Shipholding Co c/o Palermo SA (Greece). Detained in 2018 in Bandar Khomeini (Iran). She was one of the 4 ships accused in August 2020 to transport gasoline refined in Iran towards Venezuela thus violating the US embargo (see "[Shipbreaking # 61](#)", p. 59). The cargoes on board *Pandi* and *Bella* were seized and transshipped on other tankers off Oman, those of *Bering* and *Luna* off Cabo Verde. The *Pandi* was beached in Pakistan on July 31, 2020. The ex-*Bering* was renamed *Alba* in October 2020 and beached in Bangladesh on November 16. 387 US\$ per ton.



Bering Sea, July 2015, Vanino (Russia). © Andy Ru

Bitumen Queen (ex-*Cyrus-1*, ex-*Stella Pollux*). IMO 8019291. Bitumen tanker. Length 93 m, 1,374 t. Deflagged to Palau in February 2020, previously registered in Tanzania (2019) and Saint Kitts & Nevis (2007). Classification society Bureau Veritas, International Register of Shipping since August 2020. Built in 1981 in Groningen (Netherlands) by Nieuw Noord Nederlandse; lengthened in 1985 from 67 to 93 m. Owned by Al Khaleej Al Arabi Marine (United Arab Emirates). Detained in 2010 in Bushire (Iran) and in 2011 and 2013 in Bandar Abbas (Iran). Sold for demolition in India.

Dynamic Producer (ex-*Ragnhild Knutsen*). IMO 8500616. Double bottom. Converted to FPSO in 2008-2009. Length 257 m, 33,909 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Producer*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Dalian (China) by Dalian Shipyard. Owned by Ventura Petroleo Ltda (Brazil). Sold as is in Brazil to BBN Shipmanagement Pvt Ltd (India) prior to her departure under tow for demolition in India. 285 US\$ per ton.



Ragnhild Knutsen outbound Le Havre (France), August 1993. © Pascal Bredel



Dynamic Producer, February 10, 2021, Rio de Janeiro (Brazil). © Edson de Lima Lucas

FPSO Cidade do Rio de Janeiro (ex-*Bright Jewel*, ex-*Tokyo Maru*). IMO 8506684. Converted in FPSO in 2006 by le chantier Jurong de Singapore. Length 321 m, 46,412 t. Deflagged from the Bahamas to Comoros for her last voyage renamed *Eldorado*. Classification society American Bureau of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Petroleo Brasileiro S.A (Brazil). The *FPSO Cidade do Rio de Janeiro* has been operated on Espadarte oilfield in Campos basin, 130 km off the coast of Rio de Janeiro State until production stopped in July 2018. The FPSO remained idle on the spot, she was still containing a few hundreds tons of oil. On August 23, 2019, while technicians were disconnecting the FPSO from the wells, they noticed 5 cracks on the hull. Flights spotted an iridescent slick around the ship. The oil spill was dispersed by chemical means. In December 2019, the *FPSO Cidade do Rio de Janeiro* was towed to Espirito Santo naval yard. In 2020, she was acquired by Scope Maritime Pvt Ltd based in India prior to her departure under tow of *Posh Falcon* (IMO 9624586). She was beached in Alang on December 13, 2020 at Shree Ram Recycling Yard.



FPSO Cidade do Rio de Janeiro. © Sinaval



Eldorado arriving at Alang.
© Shipping Inbox-screenshot

Hayla (ex-*Lucky Lady 1*, ex-*Amanat*, ex-*Kiyo Maru No. 2*). Renamed *UPS 1* in March 2020. IMO 8810968. Length 74 m, 695 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1988 in Hakata (Japan) by Hakata Zosen. Owned by Prime Tankers LLC (United Arab Emirates). Detained in 2009 in Bandar Khomeini (Iran) and in 2010, 2011 and 2012 in Bushire (Iran). Beached for demolition in Pakistan as *UPS 1*.



UPS 1, plot 91. © Gadani Ship Breaking

Kapitan Nizhnichenko (ex-*Galve*). IMO 7636640. Length 115 m, 3,918 t. Deflagged from Russia to Sierra Leone for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola. Owned by Kapitan Nizhnichenko Co Ltd (Russia). Sold for demolition in Bangladesh.



Kapitan Nizhnichenko, Vanino oil terminal, January 2017. © Andy Ru

Karadeniz Powership Enis Bey (ex-Fryken, ex-Coldstream Shipper, ex-Norrsundet). IMO 8819718. Ex-general cargo ship converted to product tanker in 2004. Length 99 m, 2,361 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Karpak Private Limited, a Pakistani subsidiary of Karmarine Karadeniz Denizcilik (Turkey). Sold for demolition in Pakistan. Used to supply with fuel the floating power ships *KPS Kaya Bey* and *KPS Ali Can Bey* in Port Qasim (Pakistan).



April 1990, *Norrsundet* on Ems River (Germany).
© Frits Olinga



February 2009, *Fryken*, at Maasluis (Netherlands).
© Ria Maat

LMS Duhinda (ex-Mahsuri, ex-Scorpa II, ex-Hokusen Maru). IMO 8011005. Length 86 m, 1,071 t. Sri Lankan flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kinoe (Japan) by Kishimoto Zosen. Owned by Lanka Maritime Services Ltd (Sri Lanka). Sold for demolition in Bangladesh.

Maisa. IMO 7801714. Double hull. Length 161 m, 6,073 t. Deflagged from Brazil to Gabon for her last voyage shortened to *Masa*. Classification society American Bureau of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Petrobras (Brazil). Sold to BBN Shipmanagement Pvt Ltd based in India prior to her departure for demolition in Bangladesh.



Rio de Janeiro, July 2020. © Sergey Reshetov



Masa, Chattogram, October 2020. © K Singh

Maran Gemini (ex-Gemini Voyager, ex-Richard H. Matzke). IMO 9174218. Double hull. Length 300 m, 40,711 t. Deflagged from Greece to successively the Marshall Islands in November 2020 then Comoros in December; simultaneously, she was shortened to *Gemini* then *Gema*. Classification society American Bureau of Shipping. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Maran Tankers (Greece). Sold as is in Singapore for demolition in Bangladesh.

Mazaya 6 (ex-*Mohammad 7*, ex-*Vassilios*, ex-*Vassilios I*, ex-*Ada I*, ex-*Bestari*, ex-*Kiyo Maru No. 18*). IMO 7904231. Length 87 m, 1,286 t. Panamanian flag. Unknown classification society. Built in 1979 in Kinoe (Japan) by Setouchi Zosen. Detained in 2009 in Izmit (Turkey). Owned by Saint Kitts & Nevis-registered S&S Petroleum Co Inc c/o Mykonos Offshore Company Inc (United Arab Emirates). Sold for demolition in Pakistan.



Mazaya 6, December 4, 2020, plot 91. © Gadani Ship Breaking

Medelin West (ex-*Bunga Semarak*). IMO 8818233. Length 143 m, 4,815 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Eli*. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Labuan (Malaysia) by Sabah SB. Owned by Waruna Nusa Sentana Pt (Indonesia). Acquired by Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 385 US\$ per ton.

NBCO 3 (ex-*Al Zait Al Araby 6*, ex-*Sirrio*, ex-*Sirri*, ex-*Pinja*, ex-*Eso Finlandia*). IMO 8002511. Double hull. Length 107 m, 2,680 t. Saudi Arabia flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Naantali (Finland) by Navire Oy, completed in Leirvik (Norway) by Kleven Loland. Owned by National Bunkering Co Ltd (Saudi Arabia). Sold for demolition in Pakistan. 356 US\$ per ton.

New Paros (ex-*Paros Warrior*, ex-*Carina*, ex-*Atlas Explorer*, ex-*Maria Tsakos*). IMO 9187772. Double hull. Length 247 m, 16,696 t. Panamanian flag. Classification society Bureau Veritas. Built in 1998 in Mihara (Japan) by Koyo Dockyard. Owned by New Shipping Ltd (Greece). Detained in 2013 in Saint Eustatius (Netherlands Antilles, Netherlands). Sold for demolition in Pakistan. 408 US\$ per ton.



2006, *Maria Tsakos* in the Bosphorus. © Olaf K



New Paros, beached in Gadani plot 3-4.
© Gadani Ship Breaking Yard

Petroleum 115 (ex-*Bull 115*, ex-*Seafaith II*, ex-*Stavanger Solveig*). IMO 9185279. Length 245 m, 19,648 t. Deflagged from Indonesia to Comoros for her last voyage renamed *Peter P*. Classification society American Bureau of Shipping. Built in 2000 in Dalian (China) by Dalian New SB HI Co. Owned by Banyu Laju Shipping PT (Indonesia). Detained in 2013 in Antwerp (Belgium). Sold as is in Labuan (Malaysia) for demolition in Bangladesh. 431 US\$ per ton.

Project Link (ex-*Martha Global*, ex-*Pacific Tourmaline*, ex-*Hightide*). IMO 8717233. Double sides. Length 178 m, 9,200 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Jet*. Classification society American Bureau of Shipping. Built in 1989 in Okpo (South Korea) by Daewoo. Owned by Waruna Nusasentana PT (Indonesia). Detained in 2002 in Cardiff (United Kingdom). Acquired by Best Oasis (India) prior to her departure for demolition in Bangladesh. 387 US\$ per ton.



Project Link, Balikpapan (Indonesia), April 2016. © Husni

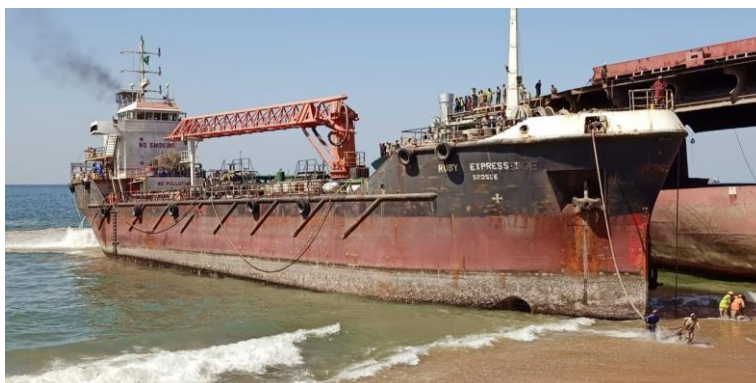
Prosperity (ex-*Prospera*, ex-*Lito*, ex-*Bunga Kemiri*). IMO 9081265. Length 120 m, 2,766 t. Deflagged from Sierra Leone to Mongolia for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Labuan (Malaysia) by Sabah SB. Owned by British Virgin Islands-registered Prospera Marine International. Sold for demolition in Bangladesh. 361 US\$ per ton.

Lito, in Kaohsiung (Taiwan), April 2011.
© LO, Shih-Hau



Royal Princess (ex-*Tai Hai*, ex-*Hai Long*, ex-*Ji Yun Er Hao*). IMO 8863484. Ex-bulk carrier converted to bitumen tanker Length 104 m, 2,245 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1989 in Shanghai (China) by Qiuxin Shipyard. Owned by Prime Tankers LLC (United Arab Emirates). Detained in 2007 in Ningbo (China). Sold for demolition in India.

Ruby Express 1 (ex-*Ruby Express*, ex-*U Express*, ex-*Challenge*, ex-*Eso Challenge*). IMO 9004841. Length 78 m, 1,080 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Singapore by Siong Huat. Owned by Fastsuccess International Inc (Taiwan). Sold for demolition in Pakistan.



October 22, 2020, *Ruby Express*, plot 6-7, Gadani. © Gadani Ship Breaking Yard

Sakhoil (ex-MYS *Kodosh*). IMO 7636652. Length 115 m, 3,337 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola Oy. Owned by JSC Fortune Tanker (Russia). Sold for demolition in Bangladesh.



Sakhoil, January 2014, Vanino. © Andy Ru

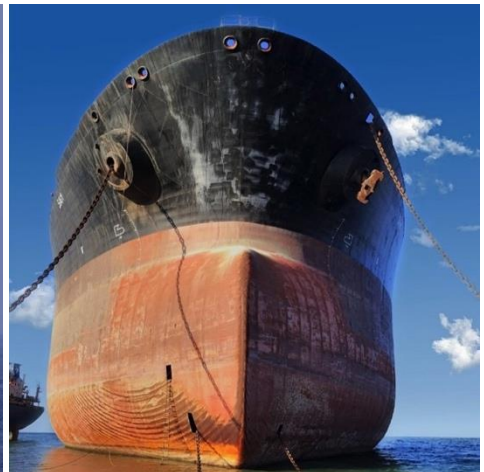


December 31, 2020, Chattogram. © Jonaed Hasan Ridoy

Sam (ex-*Zoya 1*, ex-*Samho Crown*, ex-*Overseas Crown*, ex-*Crown Unity*). IMO 9081174. Double hull. Length 330 m, 42,515 t. Marshall Islands flag until June 2015, then Panama and finally Palau from December 2019 onward. Classification society Lloyd's Register of Shipping then Indian Register of Shipping since September 2019. Built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Rayong (Thailand).



Octobre 2009, détroit d'Hormuz. © Knut Helge Schistad



Gadani, November 2020. © Gadani Ship Breaking Yard

The Pakistan shipbreaking yards have been waiting for the VLCC *Samho Crown* since the summer of 2014 (see "[Shipbreaking # 37](#)", p. 24). She was abandoned in Dubai in January 2011, the crewmen left on board were repatriated in August 2011. The ship's South Korean owner Samho Shipping, declared bankrupt in 2012, sold two younger VLCCs, *Samho Jasper* (built in 2009) and *Samho Dream* (built in 2002), for further trading. The *Samho Crown* was auctioned in May 2014 for 21 million, or US\$ 490 per ton, to a Pakistani yard. She was not allowed to leave Dubai though: following a complaint from a Swiss bank for non-payment of a loan, she remained anchored off Sharjah (United Arab Emirates). She was renamed *Zoya 1* and flagged to Panama in 2015. A new crew was recruited, also abandoned and repatriated in June 2018.



Call for help, April 2018. © Zoya crew / The National

.../...

In December 2019, the future of the *Zoya 1* ex-*Samho Crown* seemed to be clearing up. She has been reportedly sold and must be prepared for her last voyage towards an Indian shipbreaking yard. She was renamed *Sam* and deflagged to Palau. On January 29, 2020, the United Arab Emirates Maritime Authority received a distress call from *Sam*. A fire had broken out and a tank exploded. 12 seamen and 44 workers were on board to carry out some maintenance works and tank cleaning prior departure. 5 were killed by the explosion. The survivors, of which 8 were injured, were salvaged and brought to shore.

Sam remained discarded off Sharjah. On November 29, 2020, she was finally beached in Gadani. shea was sold as is at 365 US\$ per ton.



Sam, November 27, 2020, approaching the shipbreaking yards. © Gadani Ship Breaking Yard

Southern Pearl (ex-*Eurosea*, ex-*Genmar Revenge*, ex-*Sintra*, ex-*Astro Perseus*, ex-*Yuhsei Maru*). IMO 9074121. Double hull. Converted to a floating storage unit (FSO) in 2014. Length 244 m, 14,205 t. Deflagged from Thailand to Panama for her last voyage renamed *Bosporus*. Classification society American Bureau of Shipping. Built in 1994 in Geoje (South Korea) by Samsung. Owned by Khunnathee Co Ltd (Thailand). Acquired by Marshall Islands-registered Nadel Shipmanagement Co prior to her departure for demolition in Bangladesh. 400 US\$ per ton.

Sri Krabi (ex-*Hakuyo Maru*). IMO 8614807. Length 67 m, 691 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Hakata (Japan) by Hakata Zosen. Owned by Nathalin Marine Co Ltd (Thailand). Sold to PK Marine Construction (Thailand) and renamed *PK Marine 1* prior to her departure for demolition in Bangladesh.

Target (ex-Royal 8, ex-Royal, ex-Trapper, ex-United Trapper, ex-Thuntank 8). IMO 8321321. Length 143 m, 3,671 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1985 in Falkenberg (Sweden) by Falkenbergs Varv. Owned by Al Ryadh Ship Management (United Arab Emirates). Sold for demolition in Pakistan. 390 US\$ per ton



United Trapper, inbound Le Havre (France), April 1993. © Pascal Bredel

The Fuel 7 (ex-Tirta Samudra VIII, ex-Yufukujin Maru). IMO 8804804. Length 72 m, 695 t. Tuvalu flag from October 2007 to June 2016. She was fraudulently registered in the Fiji in 2016, and has then been flying the Mongolian flag in January 2019 and finally the Togolese flag for her last voyage. Unknown classification society. Built in 1988 in Hakata (Japan) by Hakata Zosen. Owned since 2019 by Liberia-registered JR Marine & Shipping Ltd. Acquired by Craft Metal Trading FZE (United Arab Emirates) prior to her departure for demolition in Pakistan



December 7, 2020, *The Fuel 7*, plot 91. © Gadani Ship Breaking Yard

True Colors (ex-Sichem Padua, ex-Sichem Anne, ex-Anne Sif). IMO 9050400. Double hull. Length 117 m, 3,552 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Colors*. Classification society Registro Italiano Navale. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by GSPL DMCC (United Arab Emirates). Detained in 2004 in Quebec City (Canada) and in 2011 in Kiel (Germany). Sold as is in the United Arab Emirates for demolition in India.

Unit Star (ex-Stone Town Lady, ex-Mashalla II, ex-Krishna, ex-Anjasmoro, ex-Tomoe 63). IMO 7921277. Length 104 m, 2,020 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1980 in Imabari (Japan) by Asakawa. Owned by Al Khaleej Diesel Trading LLC (United Arab Emirates). Sold for demolition in India.

January-February-March 2021

Aberdeen. IMO 9125736. Length 222 m, 17,419 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1996 in Sestao (Spain) by AESA. Owned by Chevron tankers Ltd (United Kingdom). Laid up in Eleusis (Greece). Sold in February 2021 for demolition in Turkey.

Aberdeen, April 2011. © Marc Ottini



Ace (ex-*Jacob*, ex-*Chemtrans Jacobi*, ex-*St Jacobi*). IMO 9191395. Double hull. Length 182 m, 9,360 t. Liberian flag. Classification society Bureau Veritas. Built in 1999 in Dalian (China) by Dalian Shipyard Co. Owned by Liberia-registered Acer Maritime Corp c/o Palermo SA (Greece). Detained in 2007 in Gladstone (Queensland, Australia). Sold for demolition in India.

ACS 85 (ex-*Yu Ji*, ex-*Yong Hong 158*, ex-*Zhong Ran 52*, ex-*Yuan Chang*). IMO 8894639. Double hull. Length 105 m, 2,412 t. Thai flag. Classification society China Classification Society. Built in 1995 in Nanjing (China) by Jinling Shipyard. Owned by ACS Marine Co Ltd (Thailand). Sold for demolition in Bangladesh.



ACS 85, approaching Koh Si Chang (Thailand), January 2018. © V Beletskiy

Agros (ex-*Jag Prachi*, ex-*Torm Lily*). IMO 9110482. Length 182 m, 8,955 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Dalian (China) by Dalian Shipyard. Owned by World Tankers Management (Singapore). Sold for demolition in Bangladesh. The *Agros* has killed (see p. 5).

Agros, November 2006, Singapore
© Michael Klingsick



Alboran I (ex-*Maersk Prosper*, ex-*Donax*, ex-*Maersk Prosper*). IMO 9215050. Length 245 m, 19,854 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Dalian (China) by Dalian New SB HI Co. Owned by Panama-registered Range Maritime Co SA c/o Sea Trade Maritime Ltd (Suisse). Detained in 2016 in St Eustatius (Netherlands Antilles). Beached for demolition in Bangladesh as *Sun I*. 449 US\$ per ton.



Maersk Prosper, Trieste, February 2018. © Claudio Ritossa



March 2021, *Sun I*, Chattogram. © Fazlur Rahman

Al-Masilah (ex-*Herta Maersk*). IMO 8000109. Length 128 m, 4,400 t. Yemeni flag. Unknown classification society. Built in 1982 in Nakskov (Denmark) by Nakskov SV. Owned by Aden Refinery Co (Yemen). Sold for demolition in Pakistan.

Alsatayir (ex-*Europrogress*, ex-*Ratna Puja*, ex-*Vadella*). IMO 9308845. Length 244 m, 17,742 t. Liberian flag. Classification society Bureau Veritas. Built in 2006 in Shanghai (China) by Shanghai Waigaoqiao. Detained in 2019 in Zoushan (China) and in 2020 in Gwangyang (South Korea). Owned until July 2020 by Eurotankers Inc (Greece). Acquired by Muhit Maritime FZE based in the United Arab Emirates. Beached in Bangladesh on April 1.



January 2015, *Ratna Puja*, Mumbai (India). © Satwinder Singh

Angel 201 (ex-*Jin Shing No. 16*, ex-*Juko Maru*). IMO 9058593. Length 91 m, 1,283 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1993 in Kure (Japan) by Imamura. Owned by Winson Shipping (Taiwan). Detained in 2019 in Vanino (Russia). Sold as is for demolition in Guayaquil (Ecuador). 215 US\$ per ton. (About shipbreaking in Ecuador, see "[Shipbreaking](#)" # 49, p.7-8)

Ataulfo Alves (ex-*Mega Eagle*, ex-*Front Archer*). IMO 9183271. Length 269 m, 22,110 t. Deflagged from the Bahamas to Cameroon for her last voyage shortened to *Ataul*. Classification society American Bureau of Shipping. Built in 2000 in Ulsan (South Korea) by Hyundai HI. Owned by Petrobras - Petróleo Brasileiro S.A (Brazil). Sold in February 2021 as is in Indonesia to Ikasto Ventures Inc registered in the Marshall Islands. The destination of demolition is to date unknown. 430 US\$ per ton.

Belema Sweet (ex-*Olympic Legacy*). IMO 9088689. Length 332 m, 40,189 t. Deflagged from the Marshall Islands to Saint Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1996 in Oppama (Japan) by Sumitomo. Owned by Digifro Oil & Gas Services Ltd (Nigeria). Sold for demolition in Pakistan.



Belema Sweet, plot 17-18. © Gadani Ship Breaking Yard

Berge Helene (ex-*Picardie*, ex-*Esso Picardie*). IMO 7360083. Converted to FPSO in 2002. Storage capacity 1.6 million barrels. Length 349 m, 47,887 t. Singapore flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1976 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by BW Offshore (Singapore). Sold as is in Singapore for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention. She was powerless since her conversion and had to be towed to Alang. She was beached at Priya Blue Industries yard.



Esso Picardie. photo DR - collection Erwan Guéguénat

Boisterous (ex-*Al Doab 5*, ex-*Fajr*, ex-*Marwah-5*, ex-*Yoshiwa Maru*). IMO 7810442. Length 97 m, 1,831 t. Tanzanian flag. Unknown classification society. Built in 1978 in Hashihama (Japan) by Kurushima. Owned by National Bunkering Co Ltd (Saudi Arabia). Sold for demolition in Pakistan.

Gadani, plot 69. © **Gadani Ship Breaking Yard**



Chesapeake (ex-*Hess Voyager*). IMO 6420056. Length 222 m, 12,773 t. USA flag. Classification society American Bureau of Shipping. Built in 1964 in Sparrows Point (USA) by Bethlehem Steel Co for Hess Shipping Corp. She left commercial trading in 1987, when she was commissioned under number AOT-5086 in the US National Defense Reserve Fleet (NDRF), whose vessels may be activated in case of a civilian or military emergency. Owned by the US MARAD (USA). She has been decommissioned since 2009 in Beaumont naval base (Texas). Sold for scrapping, she should head for Brownsville recycling yards, also in Texas.



Chesapeake, July 22, 2008. © **US Navy**.

Darin Star (ex-*La Madrina*, ex-*Marine Star*, ex-*Maersk Estelle*, ex-*Estelle Maersk*). IMO 9002623. Double hull. Operated as a floating storage (FSO) depuis 2013. Length 344 m, 40,970 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Lindo (Denmark) by Odense Staalskibs. Owned by Prima Marine PCL (Thailand). Sold as is in Linggi (Malaysia) for demolition in Bangladesh. 455 US\$ per ton including 1000 t of sludge still on board.



Dima (ex-*Genius*, ex-*Longobarda*). IMO 9008811. Length 138 m, 4,048 t. Comoros flag. Classification society Bureau Veritas. Built in 1992 in Singapore by Singmarine; converted in 2003 to double hull and lengthened from 125 to 138 m. Owned by Marshall Islands-registered Dima Shipping Ltd. Detained in 2005 in Aliaga (Turkey) and in 2011 in Bandar Abbas (Iran). Sold for demolition in Pakistan.

Longobarda, Rotterdam (Netherlands), August 10, 2004
© **Aart van Bezooijen**

Distinction 01 (ex-Angel No. 10, ex-Kyoto, ex-Dignity, ex-Minas Libra). IMO 9040455. Length 182 m, 8,227 t. Deflagged from Panama to Comoros for her last voyage shortened to *Disco 1*. Classification society International Register of Shipping. Built in 1992 in Marugame (Japan) by Imabari Zosen. Owned by United Shipping Management Ltd (Taiwan). Detained in 2010 in Haikou (China). Sold for demolition in Bangladesh.



Distinction 01, at Kaohsiung (Taiwan), February 2021. © Ya Ray Yang

Emirates Peace (ex-Aegean Champion, ex-Sichem Arctic, ex-Songa Arctic, ex-Dorsch). IMO 9010802. Length 169 m, 7,550 t. Deflagged from Panama to Tanzania in August 2020. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Kiel (Germany) by Lindenau. Owned by Emirates Shipping Co Llc (United Arab Emirates). Detained in 2018 in Bandar Khomeini (Iran). Acquired in August 2020 by Ocean Petroleum FZCO (United Arab Emirates) and renamed *Soho*. Sold for demolition in Pakistan.



January 2021, *Soho* arriving in Gadani plot 64. © Gadani Ship Breaking Yard

Energy 5 (ex-Oceano, ex-Ocean Elegance, ex-Shetland Spirit, ex-Bona Sailor). IMO 9038749. Deflagged from Panama to Saint Kitts & Nevis for her last voyage shortened to *Y5*. Length 244 m, 16,506 t. Classification society Russian Maritime Register of Shipping. Built in 1994 in Tamano (Japan) by Mitsui. Owned by IDM Mana Shipping Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Eurodestiny (ex-Kaminesan). IMO 9259331. Double hull. Length 333 m, 39,803 t. Liberian flag. Classification society Bureau Veritas. Built in 2003 in Ariake (Japan) by Universal SB Corp. Owned by Eurotankers (Greece). Sold for demolition in Pakistan. 400 US\$ per ton.



Kaminesan.

© The West-Japan Society of Naval Architects



Eurodestiny, Gadani, plot 116

© Gadani Ship Breaking

Euroforce (ex-*Shin Ei*, ex-*Shinsei Maru*). IMO 9251585. Length 243 m, 16,501 t. Liberian flag. Classification society Bureau Veritas. Built in 2002 in Tsu (Japan) by Nippon Kokan. Owned by Eurotankers (Greece). In the summer of 2020, the *Euroforce* was used to transship the oil cargoes confiscated from the Greek tankers *Pandi*, *Bella*, *Bering* and *Luna* (see "Shipbreaking" # 61, p. 59, and p. 2 in this issue) by order of the US Department of Justice. For the US Authorities, the Iranian oil is bound for Venezuela but Sohar Fuel and Oman Fuel, owners of the cargoes claim they were bound for Peru and Colombia. The dispute is ongoing. The *Euroforce* is not allowed to unload and has to remain anchored off Texas for a number of weeks. Sold in November 2020 to Muhit Maritime FZE (United Arab Emirates) and renamed *Nabiin*. She was beached in Bangladesh.

Fateyevo. IMO 8423222. Length 77 m, 1,060 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Ivan Dimitrov yard. One of the 50 *Eridan*-type ship or projet 610, a series of ice-strengthened oil tankers used for sea and port bunkering; some of them have been converted to vegetable oil, molasse or water tanker. Owned by Transneft Co Ltd (Russia). Sold for demolition, she left Vladivostok (Russia) on March 18, 2021, bound for Chattogram. 445 US\$ per ton.



Fateyevo, April 8, 2019, Vladivostok.
© Sergei Skriabin

FPSO Layang (ex-*Deep Producer 1*, ex-*Laurita*, ex-*Nordic Laurita*, ex-*Nordic Challenger*, ex-*Houston Accord*). IMO 8000616. Converted to shuttle tanker in 1992 then to FPSO in 2009. Length 244 m, 14,315 t. Malaysian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Floatech L Ltd (Malaysia). Detained in 1998 in Rotterdam (Netherlands). She was operated on Layang oil field off Sarawak (Malaysia). According to her owner, she was to be refitted at Dubai Drydocks World yard. As a result of a dispute with the yard claiming for 6.2 million US\$, she was seized and auctioned as is. 350 US\$ per ton. The destination of demolition is to date unknown.



The FPSO *Deep Producer 1*, Port Rashid (United Arab Emirates), October 2011. © Capt Turboboss

Grand Ocean (ex-*Hai Soon IX*, ex-*Kyokuho Maru*). IMO 8416140. Length 89 m, 1,718 t. Mongolian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Detained in 2007 in Honolulu (Hawaii, USA). Sold for demolition in Bangladesh.

Hari Sagar (ex-*Coromondel Tanker 1*, ex-*Hansdoot*, ex-*Tomoe 75*). IMO 8216679. Length 114 m, 2,567 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Imabari (Japan) by Asakawa. Owned by Ind Aust Maritime Pvt (India). Sold for demolition in Bangladesh.

Jizan (ex-*Sara 1*, ex-*Nepline Dangar*, ex-*Nautica Muar*, ex-*Kemboyang Melati*). IMO 9082245. Length 90 m, 1,630 t. Palau flag. Classification society Maritime Bureau of Africa. Built in 1995 in Kuching (Malaysia) by ASMAR-Ironwoods. Owned by Meramar Shipping & Trading Co (United Arab Emirates). Detained in 2005 and 2006 in Singapore. Sold for demolition in India.



Sara 1, November 2011. © Ali Anees Ahmed

Knight (ex-*Oriental Amity*, ex-*Arthur*, ex-*Lady Artemis*, ex-*Sea Victory I*, ex-*Sea Victory*, ex-*Grazia*). IMO 8515738. Length 163 m, 6,070 t. Deflagged from Mongolia to Saint Kitts & Nevis for her last voyage shortened to *Night*. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kudamatsu (Japan) by Kasado Docks. 3 detentions: in 2000 in Barcelona (Spain), in 2001 in Rijeka (Croatia) and in 2011 in Cochin (India). Owned by undisclosed Chinese interests. Acquired as is in Singapore by Prayati Shipping based in India. Beached in Chattogram on February 16, 2021. 395 US\$ per ton.

Manta (ex-*Ocean Manta*). IMO 9123867. Length 120 m, 2,960 t. Deflagged from Cook Islands to Mongolia for her last voyage. Classification society Nippon Kaiji Kyokai until June 2020 then Sing Lloyd and finally Universal Marine Classification since December 2020. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Sold for demolition in Bangladesh.

Marquessa (ex-*CS Zephyr*, ex-*C. S. Stealth*). IMO 9308819. Length 244 m, 17,977 t. Liberian flag. Classification society Bureau Veritas. Built in 2006 in Shanghai (China) by Shanghai Waigaoqiao. Owned by Liberia-registered Al Giorgis Oil Trading Ltd c/o Universal Tanker Management Ltd (Greece). Detained in 2019 in Port Arthur (Texas, USA) and in Rotterdam (Netherlands). On December 8, 2020, the *Marquessa* was sailing on ballast from Laizhou (China) to Singapore. A fire burst out in the engine room. The tanker was then 16 nautical miles east off Taiwanese Orchid Island. Part of the crew was evacuated by a coastguard vessel while the other remained on board waiting for a salvage tug to tow the *Marquessa* to Manila (Philippines). The tanker was declared a total loss and sold as is. 320 US\$ per ton. She was beached in Chattogram, shortened to *Mar*.



CS Zephyr, Rotterdam (Netherlands)
January 2020. © Maasspotter



Marquessa, on fire off Taiwan.
© LTN-YouTube

Merlion M (ex-*Hero I*, ex-*Emilie Maersk*). IMO 9179610. Double hull. Converted to floating storage (FSO) in 2014. Length 333 m, 43,308 t. Deflagged from Cook Islands to Palau for her last voyage shortened to *Lion*. Classification society Lloyds Register of Shipping. Built in 1999 in Ulsan (South Korea) by Hyundai HI. Owned by Sentek Marine and Trading (Singapore). Acquired as is in Malaysia by BBN Shipmanagement Pvt Ltd based in India. Beached for demolition in Pakistan. 427 US\$ per ton.



Merlion M, anchored off Tanjung Pelepas (Malaysia), April 2018. © Jerzy Nowak

Miya Satu (ex-*Hai Soon 12*, ex-*Hai Soon XII*, ex-*Hosei Maru*). IMO 9078751. Length 102 m, 1,999 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Hakata (Japan) by Murakami Hide. Owned by Sea Elite Sdn Bhd (Malaysia). In May 2016, the *Hai Soon 12* had left Singapore to carry out high seas bunkering to fishing vessels. She was hijacked in the Java Sea by pirates who intended to steal and transfer the oil cargo. The *Hai Soon 12* and her crew were freed by the Indonesian Navy. Sold for demolition in Bangladesh.

Nara. IMO 7801752. Length 161 m, 5,985 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Transpetro (Brazil). Sold as is in Brazil. 337 US\$ per ton. The destination of demolition is to date unknown.



Nara, March 1, 2012
Guanabara Bay , Rio de Janeiro (Brazil). © Edson de Lima Lucas



Nilza, July 15, 2017

Nilza. IMO 7801726. Length 161 m, 5,994 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Transpetro (Brazil). Sold as is in Brazil. 336 US\$ per ton. The destination of demolition is to date unknown.

Ocean Amethyst (ex-*Super Star 1*, ex-*Super Star*, ex-*Ocean Princess*, ex-*Eagle Gulf*, ex-*Maersk Claudia*, ex-*Bro Albert*, ex-*Port Albert*). IMO 9085388. Double hull. Length 183 m, 9,812 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Incheon (South Korea) by Halla. Owned by Winson Shipping (Taiwan). Sold for demolition in Bangladesh. 510 US\$ per ton.

Perintis (ex-*Hitra*, ex-*Rebecca*, ex-*Marine Reunion*, ex-*Esso Spain*). IMO 7925819. Tanker. Length 245 m, 24,201 t. Deflagged from Malaysia to Palau in February 2020. Classification society American Bureau of Shipping. Ordered to the Taiwanese shipyards China Shipbuilding Corp in Kaohsiung, the tanker suffered a fire on July 2nd, 1982; 15 workers got killed. Originally built as the Liberian *Esso Spain* for the Monrovia-based Esso Tankers Inc, this ship was acquired before completion and after the accident by the American company Marine Transport Lines, New York-based, which had her renamed *Marine Reunion* under the Liberian flag. She was chartered bareboat from the day of her commissioning in 1984 until 1987 to Société Maritime Shell, the French maritime subsidiary of the Shell Group, without renaming or reflagging but operated by a French crew. She became the Liberian *Rebecca* (Caribbean Tankers Corporation, New York-based ship management) in 1987, the Norwegian *Hitra* (J.Ludwig Mowinckels Rederi, based in Bergen) in 1990, and *Perintis* in 1998. Her deadweight was 94,236 tonnes. She was converted in 1999 by Malaysia Shipyard & Engineering and used as a floating storage in the Malong Anding / Sotong Anding oil fields (MASA) off Malaysia; her storage capacity was 640,000 barrels (100,000 t). Owned by Sabah International Petroleum (Malaysia).



Marine Reunion



FPSO *Perintis* © Mahar Affandey H

She was decommissioned and laid up in Labuan (Malaysia) in 2014. In February 2020, she was sold at 320 US\$ per ton to a mysterious Saint Kitts & Nevis-registered Linus Maritime Inc, shortened to *Erin* and Palau-flagged. She was to be scrapped in Bangladesh. Her departure was delayed by the Covid-19 pandemic. The sale was cancelled. Finally, the *Erin* was beached in Pakistan on January 28, 2021.



Erin arriving in Gadani, plot 6-7. © Gadani Ship Breaking Yard



Perisai Kamelia (ex-*Lewek Arunothai*, ex-*Lewek FPSO 1*, ex-*Kitty Knutsen*, ex-*Norrisia*, ex-*Gerina*). IMO 7719155. Converted to shuttle tanker in 1985 then in FPSO in 2008; her engines were then removed. Length 264 m, 34,000 t. Malaysian flag. Unknown classification society. Built in 1980 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Emas Offshore Construction & Production (Malaysia). Since 2012, and until she was decommissioned in May 2017, she was operated on the North Malay Basin oilfield. Sold as is in Johore for demolition in Bangladesh. 415 US\$ per ton.

Petrojarl Banff (ex-*Ramform Banff*). IMO 9184330 Length 120 m. Isle of Man flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Teekay Shipping Ltd, a British subsidiary of Teekay Corporation (Norway). The operator of the Banff and Kyle oil and gas field, 200 km off Aberdeen, informed early 2020 it would cease production. After 21 years of service in the North Sea, the *Petrojarl Banff* was towed and decommissioned in Kishorn port, Scotland, in September 2020. Teekay said its ship will be broken up according to the European regulation in a EU-approved yard. Indeed, in January 2021, the contract for the demolition of the *Petrojarl Banff* was awarded to M.A.R.S. yard, located in Frederikshavn (Denmark), a EU-approved yard.



Petrojarl Banff arriving at Kishorn, September 2020. © Kishorn Port Ltd

Primo I (ex-*Bosson Annabaai*, ex-*Red Majestic*, ex-*Optimus*, ex-*Morning Express*). IMO 9208095. Double hull. Length 239 m, 15,904t. Panamanian flag. Classification society Bureau Veritas. Built in 2000 in Yokosuka (Japan) by Sumitomo. Owned by Panama-registered Sierra Maritime Co SA c/o Mediterranean Shipping Services SA (Greece). Sold for demolition in Bangladesh.



March 2017, *Optimus*, Kiel Canal. © Lammert Melk

Rennes (ex-*Genius Union*, ex-*Pointe Clairette*). IMO 9108867. Length 104 m, 1,688 t. Liberian flag. Classification society Registro Italiano Navale. Built in 1994 in Dordrecht (Netherlands) by De Biesbosch. Owned by West Enterprise Shipmanagement Ltd (United Arab Emirates). Sold for demolition in India. 430 US\$ per ton.

Saint Nicholas. IMO 9229362. Length 244 m. Double hull. Deflagged from Malta to Djibouti for her last voyage renamed *Saint Nicolai*. Classification society Lloyd's Register of Shipping. Built in 2002 in Samho (South Korea) by Samho HI. Owned by Resort Navigation Inc (Greece). Acquired in January 2021 by Peridot Ship Management (India). Considered "sold for scrapping" by her Classification society in January 2021. Her official status is still "in service". She was last spotted in Fujairah (United Arab Emirates).

Sala 1 (ex-Emerald I, ex-Memozine, ex-Sinbad 1786, ex-Lista). IMO 9084516. Length 170 m, 7,730 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Sevilla (Spain) by AESA. Owned by Iships Maritime (Singapore). Sold for demolition in Pakistan. 415 US\$ per ton.



Sinbad 1786, Helsingborg (Sweden), August 2010.

© allan_flood_comhem

Sala 1, March 2021, plot 88, Gadani.

© Gadani Ship Breaking Yard



SC Ocean Li (ex-Jag Laxmi). IMO 9173642. Double hull. Length 243 m, 17,124 t. Indonesian flag. Classification society Registro Italiano Navale. Built in 1999 in Geoje (South Korea) by Samsung. Owned by PT Soechi Group (Indonesia). Detained in 2011 in Melbourne (Australia). Sold as is in Batam (Indonesia) for demolition in the Indian subcontinent. 485 US\$ per ton.

Sea Princess (ex-Flegra, ex-Agia Theodora, ex-Ocean Onyx, ex-Tong Sheng, ex-Mostfar, ex-Witty, ex-You Yi 24). IMO 8607634. Used as a bitumen tanker since 2006. Length 101 m, 3,027 t. Deflagged from Panama to Cook Islands in May 2020, her new latest flag is unknown. Classification society Bureau Veritas. Built in 1993 in Braila (Romania) by Braila SN. Owned by Global Tankers Pvt Ltd (India). 7 detentions: in 2000 in Haiphong (Vietnam), in 2003 in Nakhodka (Russia), in 2004 in Osaka (Japan), in 2009 in Gibraltar (United Kingdom) and Mohammedia (Morocco), in 2017 in Bandar Khomeini (Iran) and in 2020 in Mumbai (India). On January 28, 2021, a young Indian seaman, Bhupendra, 23 years old, committed suicide; he was found hanging in the engine room. He had been on board for 13 months, because of the "stay at ship" Covid-19 measures imposed to crewmen. The manning agency responsible for the young man's recruitment seems to be bankrupt. It does not respond to the desperate calls of the family. The *Sea Princess* had just left Sharjah bound for the Indian shipbreaking yards. She was beached in Alang on March 12.



Flegra, in Kiato (Greece), February 2012. © Athanasiou Yiannis

March 2021, the *Sea Princess*, beaching in Alang. © Faisal Mobh



Sidra 1 (ex-Apsco 4, ex-Sunrise Ivy, ex-Tsuta Maru n°1). IMO 8406456. Length 103 m, 1,200 t. Deflagged from Panama to Tanzania for her last voyage renamed *Sacoor*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Hashihama (Japan) by Taihei Kogyo. Detained in 2008 at Piraeus (Greece) and in 2017 in Bandar Abbas (Iran). Owned by Overseas Petroleum & Shipping (United Arab Emirates). Acquired by Marshall Islands-registered Sacoor Ship Management Inc prior to her departure for demolition in Pakistan.

Sunyield (ex-B. P. P. 31, ex-Ohminesan Maru). IMO 8509882. Length 108 m, 1,958 t. Deflagged from Panama to Cook Islands for her last voyage. Classification society Overseas Marine Certification Services. Built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Jin Hao Ship Management Co Ltd (Taiwan). Sold for demolition in Bangladesh.



BPP 31, anchored in Johor Strait, between Singapore and the Malaysian Peninsula, June 2010.
© A.F. van Rhijn

Tantawan FPSO (ex-Tantawan Explorer, ex-Bayern). IMO 7421980. Converted in 1996 in FPSO. Length 284 m, 21,300 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1976 in Ross (Germany) by Howaldtswerke-DW. Owned by Chevron Offshore Thailand Ltd (Thailand). Sold for demolition in Bangladesh.



February 2021, *Tantawan FPSO* under tow in Malacca Strait, heading for Chattogram. © Bengt-Rune Inberg

Winson n°5 (ex-Genmar Vision, ex-Stena Vision). IMO 9205081. Double hull. Operated since 2016 as a floating storage unit (FSO). Length 336 m, 46,310 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Winson Oil Trading Pte Ltd (Singapore). Sold as is in Singapore for demolition in an Indian subcontinent yard. 484 US\$ per ton.



Stena Vision. © Concordia Maritime AB



Winson n°5, Singapore, November 2017. © Husni

Chemical tanker

2020 : October-November-December = 12

2021 : January-February-March = 18

October-November-December 2020

Aegean II (ex-*Crystal Nord*, ex-*Crystal Amethyst*). IMO 9016911. Double hull. Length 112 m, 3,534 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1994 in Tamise (Belgium) by Boelwerf. Owned by Aegean Marine Shipping Inc (United Arab Emirates). Sold for demolition in India.



Crystal Amethyst, passing Walsjoorden heading for Antwerp (Belgium), June 6, 2000. © Pascal Breidel

Alahan (ex-*Bastiaab Broere*). IMO 8712154. Length 104 m, 2,140 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Heusden (Netherlands) by Verolme. Owned by Beykim Petrolculuk Gem (Turkey). Sold for demolition in India. 755 US\$ per ton.



Bastiaan Broere, upbound for Terneuzen on May 14, 2004. © Marc Ottini



Alahan, callint at Valletta shortly after renaming in October 2011. © Marc Ottini

Aquarius (ex-*Donaustern*). IMO 9105138. Length 161 m, 5,900 t. Barbados flag. Classification society Registro Italiano Navale. Built in 1995 in Wismar (Germany) by Mathias Thesen Werft. Owned by Salmar Shipping Ltd (Greece). Acquired by British Virgin Islands-registered Generous Sun Holdings Ltd prior to her departure for demolition in Pakistan.



Donaustern, unloading in Le Havre (France), SHMPP Pier, June 17, 2008. © Pascal Breidel



October 22, 2020, plot 13-14. © Gadani Ship Breaking Yard

Ayana (ex-Samos, ex-Seville, ex-Faik Bey, ex-Avramit, ex-Lux Exchanger, ex-Professor Nebesnov, ex-Cantabrico). IMO 7613507. Length 133 m, 3,500 t. Comoros flag since December 2018. Classification society Bureau Veritas. Built in 1980 in Gijon (Spain) by Cantabrico y Riera. Owned by Ayana Shipping Ltd (Iraq). Sold for demolition in Pakistan. 384 US\$ per ton.



Ayana plot 3-4, November 17, 2020.
© Gadani Ship Breaking Yard

Copernicus (ex-Arklow Manor). IMO 8713809. Double hull. Built in 1987 in Wewelsfleth (Germany) by Hugo Peters. Ex general cargo ship converted in 2000 by Remontowa Nauta S.A.yard in Stocznia (Poland). Length 74 m. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Owned by Seatrans AS (Norway). Detained in 2003 in Cork (Ireland). Sold for demolition in Grenaa (Denmark) by Fornaes ApS.



Copernicus, outbound Le Havre (France), October 25, 2008. © Pascal Bredel



Copernicus, undergoing demolition in Grenaa (Denmark). © Leif Hansen

Eastern Dragon. IMO 9114452. Molten sulphur tanker. Length 97 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Sansho Kaiun Co Ltd (Japan). SOcrapped in Busan (South Korea).



August 2007, *Eastern Dragon*, Kanmon Strait.
© Ivan Meshkov



November 2020, shipbreaking at Pal Pal yard in Busan (South Korea). © Vladimir Tonic

Gulf Adventure (ex-Breezy Navigator, ex-Sichem Pandora, ex-Sichem Malene, ex-Malene Sif). IMO 9050412. Length 117 m, 3,552 t. Deflagged from Panama to Saint Kitts & Nevis for her last voyage shortened to *Ulf*. Classification society Registro Italiano Navale. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Tankers Ocean Shipmanagement (EAU). Detained in 2008 in Montreal (Canada) for defective steering gear. Acquired as is in Khor Fakkan (United Arab Emirates) by Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition in India. 390 US\$ per ton. On January 5, 2006, her collision as *Sichem Pandora* with the French fishing boat *Klein Familie* resulted in 5 fatalities. (See The END. Hit and Run, p. 120). She has been trading under the same name until 2011.



Sichem Pandora, Kiel Canal (Germany), January 2010. © Gluggligloer

Narlica (ex-Torquato). IMO 8916499. Length 95 m, 2,238 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Viareggio (Italy) by Esercizio Cantieri. Owned by Beykim Petrolculuk Gemi (Turkey). Detained in 2000 in Rotterdam (Netherlands). Beached for demolition in India. 670 US\$ per ton.



Torquato in Montoir (France) Yara terminal, February 8, 2012. © Erwan Guéguéniat

Reina-1 (ex-Aria, ex-Daria, ex-Prada, ex-Ada, ex-Selendang Permata). IMO 9125190. Double hull. Length 183 m, 11,635 t. Liberian flag. Classification society Bureau Veritas. Built in 1997 in Dalian (China) by Dalian Shipyard Co. Owned by Liberia-registered Krono Navigation & Shipping Co c/o Palermo SA (Greece). 3 detentions in 2017 in Ningbo (China), in 2018 in Humen (China) and in 2019 again in Ningbo. Sold for demolition in Bangladesh.

Sulphur Garland (ex-Sulphur Spirit). IMO 9209013. Molten sulphur tanker. Length 101 m, 2,414 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Mukaishima (Japan) by Hitachi. Owned by Daiichi Tanker Co Ltd (Japan). Sold for demolition in India.

Taihua Spirit (ex-Bow Aratu, ex-Flumar Aratu, ex-Euro Azzurra, ex-Isola Azzurra, ex-Pietro Barbaro). IMO 9125243. Double hull. Length 146 m, 5,677 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Viareggio (Italy) by Esercizio Cantieri. Owned by Sino Marine Services Ltd (United Kingdom). Sold for demolition in India. 760 US\$ per ton including 1100 t of stainless steel Avesta 22005 and 400 t of bunkers.

Taihua Spirit, Kaohsiung (Taiwan), February 16, 2020. © Ya Ray Yang



Transocean (ex-*Trans Sea*, ex-*Geneve*). IMO 9039755. Length 107 m, 2,561 t. Cameroon flag since August 2019. Classification society Indian Register of Shipping. Built in 1992 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Trans Ocean Shipholding Co (Lebanon). Sold for demolition in India. 750 US\$ per ton including 500 t of stainless steel.

January-February-March 2021

Costina (ex-*Asilah*, ex-*Suprina*, ex-*Sichem Mediterranean*, ex-*Kilchem Mediterranean*, ex-*Pacific Rica*, ex-*Tomoe 6*). IMO 8405701. Length 115 m, 2,696 t. Comoros flag. Classification society Phoenix Register of Shipping (about Phoenix Register of Shipping, see "[Shipbreaking](#)" #59, p. 5). Built in 1984 in Imabari (Japan) by Asakawa. Owned by Costalina General Trading FZC (United Arab Emirates). Detained in 2000 in Vancouver (Canada). On April 22, 2017, 6 nautical miles off the Somali coast, pirates tried to board the *Costina* but fled before the arrival of the *Galicia*, a Spanish Navy vessel, part of the EU Navfor Atalante operation. Sold for demolition in India.

Count (ex-*SB Count*, ex-*Bum Woo*). IMO 9134488. Length 115 m, 3,306 t. Deflagged from Palau to Saint Kitts & Nevis for her last voyage shortened to *Cont*. Classification society Maritime Bureau of Africa since June 2020, previously Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Daedong Shipbuilding Co. Owned by Ken Fong Shipping (Hong Kong, China). Acquired as is in Singapore by Prayati Shipping Pvt Ltd based in India. She was beached in Chattogram (ex Chittagong) on March 15. 395 US\$ per ton.



SB Count, in Kotabaru (South Kalimantan, Indonesia), about to load palm oil, December 2015. © Iwan Afwan

Elegant (ex-*Sun Aster*, ex-*Ratih*, ex-*Oriental Lily*). IMO 9123348. Length 125 m, 3,292 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Imabari (Japan) by Asakawa. Owned by Seven Islands Shipping Ltd (India). Detained in 2007 in Shanghai (China). Sold for demolition in India. 645 US\$ per ton.



Elka Nikolas (ex-*Fusus*, ex-*Elka Nikolas*). IMO 9216901. Double hull. Length 183 m, 10,176 t. Liberian flag. Classification society Det Norske Veritas. Built in 2001 in Split (Croatia) by Brodosplit. Owned by European Product Carriers Ltd (Greece). Sold for demolition in India.

Elka Nikolas, Ijmuiden (Netherlands), October 2020
© Erwin Willemse

Formosa Eight. IMO 9110640. Length 175 m, 7,337 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1996 in Onishi (Japan) by Shin Kurushima. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 2010 in Houston (Texas, USA). Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh.

Fortune Glory XLI (ex-Cape Bear, ex-Chembulk Vancouver, ex-Cape Bear). IMO 9147253. Double hull. Length 179 m, 10,222 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1997 in Saint-Pétersbourg (Russia) by Admiralty. Owned by Global Karya Indonesia PT (Indonesia). Sold for demolition in Bangladesh. 481 US\$ per ton.

Golden Nori. IMO 9151137. Length 117 m, 3,188 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Fukuoka (Japan) by Fukuoka Zosen. Owned by KSIM Co Ltd (South Korea). On October 22, 2020, the *Golden Nori* was seized by order of Singapore High Court upon request of a creditor. She was sold as is in Singapore for demolition in the Indian subcontinent. 392 US\$ per ton.

Golden Tulip (ex-Kristin Knutsen). IMO 9141405. Length 148 m, 6,528 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Gijon (Spain) by Naval Gijon. Owned by Golden Ships Management Co Ltd (Hong Kong, China). Sold for demolition in India. 832 US\$ per ton.

Kristin Knutsen, Schulau
(Germany), April 2008.
© Wolfgang Reich



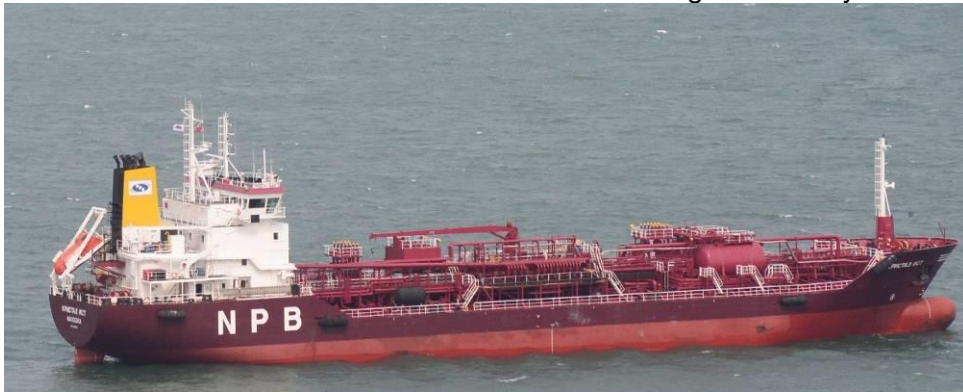
Irini I (ex-Pequod, ex-Port Isabelle, ex-Chios). IMO 8011304. Double hull. Length 178 m, 8,965 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Panama-registered Silver Sails Maritime Inc c/o World Carrier Corp (Greece). Detained in 2004 in Rotterdam (Netherlands) and in 2007 in Mersin (Turkey). Sold for demolition in Bangladesh. 445 US\$ per ton.



Pequod in Donges (France),
December 4, 2008,
© Erwan Guéguéniat

MR Nautilus (ex-Nautilus). IMO 9150767. Length 174 m, 10,650 t. Deflagged from Panama to Cameroon in September 2020. Classification society Bureau Veritas. Built in 1998 in Pula (Croatia) by Uljanik. 3 detentions: in 2008 in Boston (Massachusetts, USA), in 2014 in Oristano (Italy) and in 2016 in Lavan (Iran). Owned by Abra Shipping Management (Turkey). Acquired by Sun Marine FZC based in the United Arab Emirates. Sold for demolition in Pakistan. 465 US\$ per ton including spare propeller, anchor and tailshaft.

Nereus (ex-*Crystal East*, ex-*Crystal Ambra*, ex-*Euro Ambra*, ex-*Isola Ambra*, ex-*Euro Ambra*, ex-*Isola Ambra*). OMI 9160308. Length 110 m, 2,940 t. Deflagged from Panama to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1998 in Aarhus (Denmark) by Aarhus Flydedok. In July 2017, the Russian-flagged *Crystal East* was seized in Dubai upon request of Gazprombank. Her owner Nakhodka Portbunker was bankrupt and owed the bank 14 million US\$. At the end of October 2017, the crew of 7 Russian seafarers still on board ran out of food; they were finally repatriated in November 2017. Thanks to the assistance of the SUR (Seafarers' Union of Russia), the seafarers eventually received their due wages in June 2019. Replacement crews came one after another on board the *Crystal East*, surviving in precarious conditions. In June 2019, the vessel was allegedly sold, she became the Panama-flagged *Nereus*. A crew of 14 Sri Lankan seamen was recruited but the *Nereus* did not leave the United Arab Emirates. In January 2020, the abandonment of the *Nereus* was notified to the International Labor Organization. The seafarers were repatriated and paid in December 2020. Acquired in January 2021 by Scandi Navigation Pte Ltd registered in the British Virgin Islands prior to her departure under tow for demolition. she was beached in Alang on January 27.



Crystal East, Nakhodka Bay (Russia), May 2014. © Roderik

PVT Sea Lion (ex-*Al Marwah*, ex-*Spring Orion*). IMO 9123362. Length 139 m, 4,453 t. Vietnamese flag. Classification society Bureau Veritas. Built in 1995 in Akitsu (Japan) by Shin Kurushima. Owned by Petrovietnam (Vietnam). 3 detentions: in 2013 at Piraeus (Greece), in 2014 in Khark Island (Iran) and in 2015 in Novorossiysk (Russia). Sold for demolition in India.

Sam Purpose (ex-*Tapti*, ex-*Hambisa*). IMO 9118056. Double hull. Length 183 m, 10,950 t. Unknown flag since 2017, Gabon for her last voyage shortened to *Sam*. Classification society Lloyd's Register of Shipping. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Singapore-registered Sam Purpose AS NTS Shipping Pte Ltd c/o Vega Offshore Management AS (Norway). The *Sam Purpose* was initially arrested in Lagos (Nigeria) in October 2016 upon request of creditors of the ship's owner. Another dispute between the charterer and the owner later cancelled the ship's departure. The *Sam Purpose* was finally auctioned as is in Nigeria. 255 US\$ per ton. She arrived under tow in Alang and was beached on March 21, 2021.



Sam Purpose, San Lorenzo (Argentina), March 11, 2009. © Berlag A

According to their Classification society Nippon Kaiji Kyokai, the two chemical tankers owned by Samudera Shipping based in Jakarta (Indonesia) have been sold for demolition. They may be scrapped by a local yard. They were last spotted in Indonesian waters.

Sinar Bukom (ex-Miyuki). IMO 9010113. Length 84 m, 1,271 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Namikata (Japan) by Yamanaka. Owned by Samudera Shipping (Indonesia).

Sinar Johor (ex-Eastern Bliss). IMO 9036870. Length 84 m, 1,270 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Namikata (Japan) by Yamanaka. Owned by Samudera Shipping (Indonesia).



Sinar Bukom, July 2016, Batu Ampar (Indonesia).
© Vladimir Knyaz



Sinar Johor, Balikpapan (Indonesia), December 2017.
© Husni

Sofia (ex-Joud 2, ex-Queen Sofia, ex-Joud 2, ex-Gagasan Melaka, ex-Pacific Valour, ex-Crane Cosmos). IMO 9015761. Length 106 m, 2,424 t. Cook Islands flag. Classification society Pacific Marine Services. Built in 1991 in Imabari (Japan) by Asakawa. Owned by Jin Hao Ship Management Co Ltd (Taiwan). 3 detentions: in 2005 in Mormugao (India), in 2008 in Bangkok (Thailand) and in 2009 in Xiamen (China). Sold for demolition in Bangladesh.

Theresa Dua (ex-Golden Georgia). IMO 9124055. Double hull. Length 149 m, 5,366 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1996 in Yawatahama (Japan) by Kurinoura. Owned by Raffles Technical Services Pte Ltd (Singapore). Detained in 2008 in Gladstone (Queensland, Australia). Sold for demolition in India.

TSM Polaris (ex-Rita, ex-Medkem Two, ex-Domenico Ievoli). IMO 9125231. Length 146 m, 5,626 t. Deflagged from Liberia to Palau for her last voyage shortened to *Laris*. Classification society Registro Italiano Navale. Built in 1996 in Viareggio (Italy) by Esercizio. Owned by Taihua Ship Management Ltd (Hong Kong, China). Detained in 2000 in Port-La-Nouvelle (France). Acquired by United Kingdom-registered Viva Ship Management Ltd for demolition in India. 850 US\$ per ton including 1100 t of stainless steel.



Medkem Two docked at Le Havre (France), April 3, 2016. © Marc Ottini

Gas carrier

2020 : October-November-December = 12

2021 : January-February-March = 5

October-November-December 2020

Atlantic Energy (ex-LNG *Finima*, ex-LNH 564). IMO 7702401. Length 287 m, 28,017 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Malmo (Sweden) by Kockums. Owned by Sinokor Maritime Co Ltd (South Korea). Detained in 2015 in Nantes (France). Sold for demolition in Bangladesh along with her sistership *Pacific Energy*. 451 US\$ per ton.



As *LNG Finima* in Brest (France), December 12, 2009. © Erwan Guéguéniat

B Gas Champion (ex-Sigas *Champion*, ex-Kilgas *Champion*). IMO 9112143. Length 74 m. Maltese flag. Classification society Bureau Veritas. Built in 1995 in Frederikshavn (Denmark) by Orskov Christensens. Owned by B-Gas A/S (Denmark). She was beached for demolition in Aliaga on November 17.



July 6, 2015, upstream the Schelde, heading for Antwerp (Belgium). © Pascal Bredel

Gas Indonesia. IMO 8919908. Length 97 m, 2,049 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Berlian Laju Tanker (Indonesia). Sold for demolition in Bangladesh. 375 US\$ per ton.



Gas Indonesia, Balikpapan (Indonesia), November 2014. © Husni



The clearance sale at Petrobras continues. In the absence of a steady shipbreaking activity in Brazil, the ships are exported to the Indian subcontinent and India in particular (see also in the oil tanker section the *FPSO Cidade do Rio de Janeiro* p. 53, *Maisa* p. 54, *Ataulfo Alves* p. 62, *Nara* and *Nilza* p. 67).



Gurupa, 28 August 2020 and *Gurupi*, 21 October 2020

In Guanabara Bay, Rio de Janeiro (Brazil) renamed *Gurup* and *Guru* prior to her departure for Alang.

© Edson de Lima Lucas

Gurupa. IMO 8506438. Length 134 m, 5,064 t. Deflagged from Brazil to Gabon for her last voyage shortened to *Guru*. Classification society Lloyd's Register of Shipping. Built in 1987 in Papenburg (Germany) by Jos L Meyer Werft. Owned by Petroleo Brasileiro S.A (Brazil). Sold for demolition in India. 420 US\$ per ton.

Gurupi. IMO 8516897. Length 134 m, 5,080 t. Deflagged from Brazil to Gabon for her last voyage shortened to *Guru 1*. Classification society American Bureau of Shipping. Built in 1987 in Papenburg (Germany) by Jos L Meyer Werft. Detained in 2004 in Punta Arenas (Chile). Owned by Petroleo Brasileiro S.A (Brazil). Sold for demolition in India. 420 US\$ per ton.



Gurupi, the day before her launching in Papenburg (Germany), on March 20, 1987, and her launching, the last side oiled slidaway launching at Meyer Werft, on March 21. © Erwan Guéguéniat



Jisan Gas (ex-*Gas Prunus*, ex-*Victoria Lily*). IMO 9020479. Length 99 m, 2,078 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Hakata (Japan) by Murakami Hide. Owned by SJ Tanker Co Ltd (South Korea). Sold as is in Busan (South Korea) for demolition in Bangladesh. 428 US\$ per ton.



Victoria Lily, inbound LeHavre (France), June 1992.
© Pascal Bredel



Namhae Gas. IMO 9006693. Length 110 m, 2,744 t. Deflagged from South Korea to Niue for her last voyage shortened to *Namhae*. Classification society Korean Register of Shipping. Built in 1991 in Hachinohe (Japan) by Kitanihon. Owned by Sangji Shipping Co Lt (South Korea). Acquired as is in Yeosu (South Korea) by Trinitas Ship Management based in India prior to her departure for demolition in Bangladesh. 275 US\$ per ton.

Namhae, February 16, 2021, Chattogram.
© Mohammed Bappi

Pacific Energy (ex-*LNG Bonny*, ex-*LNG 559*, ex-*Rhenania*). IMO 7708948. Length 287 m, 28,000 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Malmo (Sweden) by Kockums MV. Owned by Sinokor Maritime Co Ltd (South Korea). Laid-up in Labuan (Malaysia). Sold for demolition in Bangladesh. 451 US\$ per ton.



LNG Bonny in Saint-Nazaire (France), December 5, 2009. © Erwan Guéguénat



Last departure towards Chattogram.
© Shipspotter_Delvest

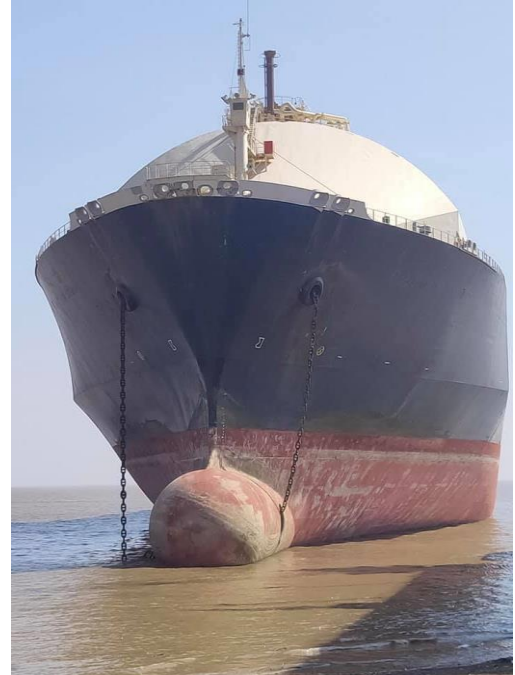
PP4 (ex-*Ryoho Maru*). IMO 8710170. Length 68 m, 860 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Akitsu (Japan) by Shin Kurushima. Owned by PP Global Line Co Ltd (Thailand). Sold for demolition in Bangladesh.

Queen Phenix. IMO 9129718. Length 110 m, 3,381 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Daiichi Tanker Co Ltd (Japan). 3 detentions: in 2005 in Shanghai (China), in 2013 in Ulsan (South Korea) and in 2015 in Jiaxing (China). Sold for demolition in India.

Senshu Maru. IMO 8014473. Length 283 m, 30,296 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Mitsui OSK Lines (Japan). Sold for demolition in India. 523 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Sakai Port(Japan), September 2019. © **Pietragala Geraldo**



Senshu Maru, February 5, 2021. © **Md Xiaul**

Shoyo Maru (ex-Gem Star). IMO 9016064. Length 89 m, 2,044 t. Deflagged from Japan to Comoros for her last voyage shortened to *Oyo*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Pellestrina (Italy) by Poli. Owned by Shosei Kisen Co Ltd (Japan). Acquired by Blue Whale Maritime Pvt Ltd based in India. Beached in Alang on December 11.



Shoyo Maru, September 22, 2020 Kagawa (Japan).

© **Sadao Tanaka**



Oyo, December 18, 2020.

© **Mantej Randhawa**

Youngsan Gas (ex-Izumi Maru No. 2). IMO 9005168. Length 72 m, 1,084 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Kochi (Japan) by Shin Yamamoto. Owned by Youngsan Marine Co Ltd (South Korea). Scrapped in Busan (South Korea).

January-February-March 2021

Celia (ex-Red Dragon, ex-Gas Chios, ex-Wetherby, ex-Gaz Venture, ex-G. Venture). IMO 9032264. Length 122 m, 3,578 t. Cameroon flag. Classification society Vietnam Register of Shipping. Built in 1991 in Akitsu (Japan) by Shin Kurushima. Owned by Nhat Viet Transportation (Vietnam). Detained in 2013 in Ulsan (South Korea). Sold for demolition in India.



Red Dragon, unloading LPG at Le Havre (France), November 23, 1993. © Pascal Bredel

Gas Stellar (ex-Saehan Stellar, ex-Gas Orchis, ex-Gas East). IMO 9016698. Length 103 m, 2,265 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1991 in Kochi (Japan) by Shin Kochi Jyuko. Owned by F Gas Petrol Co (Vietnam). Detained in 2005 in Tokuyama. Sold for demolition in Bangladesh. 450 US\$ per ton.

Iduna (ex-Yara Gas III, ex-Hydrogas III, ex-Coburg, ex-Nautilus, ex-American Cherokee). IMO 7431698. Ex general cargo ship converted in 1996 for CO² transport. Length 81 m. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1975 in Hamburg (Germany) by Norderwerft. Owned by Larvik Shipping AS (Norway). Detained in 2009 in Purfleet (United Kingdom). Sold for demolition in Grenaa (Denmark) by Fornaes ApS.



As cargo ship *Coburg*, outbound Rotterdam (Netherlands), July 21, 1994. © Pascal Bredel



Yara Gas III, in Saint-Nazaire (France), April 12, 2008. © Erwan Guéguéniat



Iduna, arriving in Terneuzen on July 22, 2017. © Marc Ottini



Iduna, Grenaa, March 2021. © Fornaes Ship Recycling

Ramdane Abane. IMO 7411961.

see p. 1-2

Seohae Gas (ex-*Chiba Gas*, ex-*Golden Crux No. 18*). IMO 9129691. Length 96 m, 2,068 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Hashihama (Japan) by Shin Kurushima. Owned by E Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.



Seohae Gas, January 2020, Mojisaki (Japan). © Taketo Fuchi

Combination carrier

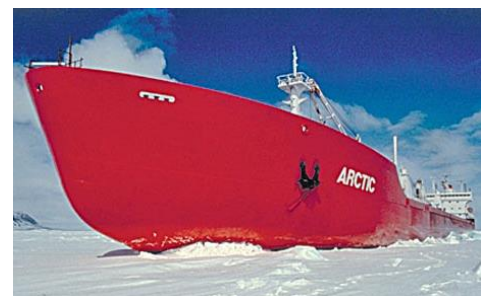
Combination carriers or OBO (Ore Bulk Oil) transport wet or dry bulk cargoes. OBOs have to meet the requirements of both bulk carriers and tankers in terms of physical resistance of the walls and equipment (pumps, valves, pipes, etc.).

January-February-March 2021

Arctic. IMO 7517507. Ex bulker converted in 1985. Length 220 m, 12,987 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in St Catherines (Canada) by Port Weller Dry Dock. She was converted to Ore Bulk Oil carrier and lengthened from 210 to 221 m by the same yard. Her ice-strengthened hull allowed her to sail all year round on her own in the Canadian Arctic. Owned by Fednav (Canada). She was the oldest ship of the Canadian company that pioneered Arctic navigation since the 1950s. She carried ore and oil from the Great North. After the closure of the Polaris and Nanisivik mines in Nunavut, she was repositioned to carry nickel ore mainly from the Raglan mine in northern Quebec or occasionally from the Voisey's Bay mine in Labrador. The ore concentrate is trucked to the port of Deception Bay, then transported on the *Arctic* to Quebec City and then transferred by train to Ontario for smelting. The mattes are returned by train to Quebec City and shipped to Norway for refining. In 2021, the Fednav fleet welcomed the *Arvik I*. The *Arctic* was decommissioned and left Quebec City (Canada) on March 29 under her own power bound for Aliaga yards.



Arctic, Quebec City (Canada), March 20, 2021. © Simon Laberge



© Fednav

Bulker

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

2020 : October-November-December = 30

2021 : January-February-March = 41

Over 1.1 million tons, 34% of the tonnage. Bulk carriers are down to 2nd place behind tankers. The threat from ex-VLCC (Very Large Crude Carrier) converted to VLOC (Very Large Ore Carrier) revealed by the *Stellar Daisy* drama is about to be withdrawn. "[Shipbreaking](#)" # 60 p. 6 (The VLOCs' ex VLCCs Flop) had listed 35 ex-VLCCs converted to VLOCs still in service on January 1, 2020. After a number of them were beached in the first 3 quarters of 2020, there were still 14 left. They are in some way called at the shipbreaking yards for structural deficiencies, as the Brazilian mining conglomerate Vale no longer uses them. 8 were scrapped in the 4th quarter of 2020 (*Berge Kibo, Berge Lhotse, Sino Glory, Stellar Ocean, Stellar Liberty, Stellar Magic, Stellar Neptune, Wugang Atlantic*), 4 in the 1st quarter of 2021 (*Sino Trader, Sinocarrier, Stellar Pioneer, Stellar Topaz*). The 12 VLOCs to be scrapped (see p. 102) weigh more than 500,000 t of metal, i.e., half the tonnage of the category; 9 are expected in Bangladesh, 2 in Pakistan and 1 in India. Cumulative sales have brought in 210 million US\$ for shipowners and middlemen. The *Berge Fuji* and *Berge Kangchenjunga*, owned by the Singaporean Berge Bulk, still survive; they are limited to bauxite traffic between Guinea and China.

Bangladesh (66%) and Pakistan (18%) share most of the end-of-life bulkers. Average age: 27 years. 54% of the bulk carriers scrapped have been detained in port during their trading life.

October-November-December 2020

ABK Trader (ex-*Navision Trader*, ex-*Makarios*, ex-*Mark*, ex-*Pacific Princess*). IMO 8912261. Length 169 m, 6,011 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imabari (Japan) by Imabari Zosen. Owned by Honduras-registered Perla Shipping SA c/o ABK Maritime Shipping Co Ltd (Lebanon). 5 detentions: in 2006 in Kwinana (Australia), in 2007 in Montreal (Canada), in 2009 in Gemlik (Turkey), in 2013 in Gibraltar (United Kingdom) and in 2020 in Varna (Bulgaria). Sold for demolition in Pakistan. 392 US\$ per ton.

ABK Trader, December 16, Gadani, plot 129.
© Gadani Ship Breaking Yard



Arybbas (ex-*Anarchos*, ex-*Frontier Star*). IMO 9119983. Length 190 m, 7,770 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tamano (Japan) by Mitsui. Owned by Maximus Marine Ltd Liberia-registered c/o Probulk Shipping & Trading SA (Greece). Detained in 2008 in Newcastle (Australia) and in 2010 in Belfast (Ireland du Nord, United Kingdom).



Arybbas, February 2016, Gibraltar. © Gibfran 46

.../...

In September 2019, the *Arybbas* was seized in Djibouti for unpaid bills. The 24 Filipino and Greek crewmembers were reported abandoned to the International Labour Organisation (ILO). A dozen of Filipinos were repatriated November 2019, two Greeks in April 2020. The ship must be auctioned upon request of the insurance company in charge of paying part of the due wages. In October 2020, nine Filipino sailors were still on board. Djibouti allows crew changes but oppose abandonment of ships. The *Arybbas* left-over crew was held hostage and finally recovered freedom in late November 2020. The *Arybbas* has been sold for demolition and finally leaves Djibouti bound for Gadani yards. She was beached on December 17. The *Ptolemeos*, with the same shipowner, was beached the following day. (see p. 89).



Arybbas beaching, plot 125, December 17, 2020. © Gadani Ship Breaking Yard

Barra (ex-*Bara*). IMO 9142992. Length 181 m, 7,655 t. Deflagged from Panama to Comoros in October 2020. Classification society Nippon Kaiji Kyokai. Built in 1998 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Globe Enterprise Inc (Iraq). Sold for demolition in India.

Best Leader (ex-*Amber Halo*). IMO 9111929. Length 190 m, 6,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima Shipbuilding. Owned by Panama-registered Best Trader Maritime SA c/o Oryx Shipping Ltd (Greece). She was beached in Pakistan on November 19.

Crown Victory (ex-*Borak 1*, ex-*Grand View*). IMO 9077252. Length 190 m, 8,572 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by MI Cement Factory Ltd (Bangladesh). Sold for demolition in Bangladesh.

Gdynia (ex-*Sun Arrow*, ex-*Sun P*, ex-*Anangel Sun*, ex-*Voreda*). IMO 7929970. Length 225 m, 12,960 t. Mexican flag. Classification society Bureau Veritas. Built in 1981 in Imari (Japan) by Namura. Owned by Servicios Mexicanos (Mexico). 5 detentions: in 2000 in Hamburg (Germany), in 2007 in Cape Canaveral (USA), Woods Hole (USA) and Aulds Cove (Canada) and in 2008 in Philadelphia (USA). Sold as is in Singapore for demolition in India. 357 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.



Gdynia, Lazaro Cardenas port (Mexico), April 2016. © Andrey Klunnikov

Germ Spring (ex-*Blue Angel*, ex-*Eleoussa*, ex-*Angel Wing*). IMO 9071765. Length 184 m, 8,066 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Hakodate (Japan) by Hakodate Dock. Owned by Dia Yuan International Shipping Co Ltd (China). Detained in 2003 and 2010 in Kwinana (Australia) and in 2017 in Yingkou (China). Sold for demolition in Bangladesh. 407 US\$ per ton.



Germ Spring, Vladivostok (Russia), July 2019. © **Sergei Skriabin**

Globulus. IMO 9134191. Woodchip carrier. Length 200 m, 10,641 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Saint Kitts & Nevis-registered Niletta Marine Inc. Detained in 2015 in Portland (Australia), in 2017 in Rizhao (China) and Esperance (Australia). Sold for demolition in India. 365 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.



Globulus June 2015, Portland (Victoria, Australia). © **Bruce Colyer**

Grande Solaris. IMO 9254769. Length 289 m, 21,093 t. Deflagged from Japan to Liberia in September 2020. Classification society Nippon Kaiji Kyokai. Built in 2003 in Tadotsu (Japan) by Tsuneishi. Owned by Panama-registered Himalia Norte c/o Asahi Shipping Co Ltd (Japan). Sold for demolition in India. 411 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.

Great Sunrise. IMO 9165322. Length 280 m, 21,100 t. Deflagged from Japan to Panama in February 2020. Classification society Nippon Kaiji Kyokai. Built in 1999 in Nagasaki (Japan) by Mitsubishi. Owned by Asahi Shipping Co Ltd (Japan). Detained in 2018 in Port Hedland (Western Australia, Australia). Sold for demolition in India. 407 US\$ per ton including 400 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Isa Lucky (ex-*Lucky Transporter*, ex-*Prime Unity*, ex-*Maersk Pine*, ex-*Mercury Island*). IMO 8405218. Length 167 m, 5,667 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Isa Lines PT (Indonesia). Detained in 2006 in New Orleans (Louisiana, USA). Sold for demolition in Bangladesh.

Isa Lucky, Bontang, East Borneo, June 9, 2019. © Rangga



Jin Da Ling (ex-*Clipper Labrador*, ex-*Pactimber*). IMO 9170664. Length 169 m, 7,289 t. Deflagged from Panama to Palau for her last voyage renamed *Qing*. Classification society China Classification Society. Built in 1998 in Huludao (China) by Liaoning Bohai. Owned by COSCO Shipping (China). Acquired by Liberia-registered Anika Ventures Ltd prior to her departure for demolition in Bangladesh.

KT 06 (ex-*Top Genius*, ex-*Stavros P*, ex-*Matira*, ex-*Minoan Pride*, ex-*New Generation*). IMO 9100396. Length 190 m, 8,002 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Mihara (Japan) by Koyo Dockyard. Owned by Karya Sumber Energy Pt (Indonesia). Sold for demolition in Bangladesh. 370 US\$ per ton.

Lucky Seaman (ex-*Id Pioneer*, ex-*Anne Bulker*, ex-*Qatar Star*, ex-*Seven Ocean*). IMO 9014406. Length 167 m, 5,701 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Hakodate (Japan) by Hakodate Dock. Owned by British Virgin Islands-registered Syslink Holdings Ltd c/o Fujian Yongjia Shipping Co Ltd (China). Detained in 2010 in Foynes (Ireland), in 2011 in Dampier (Australia) and in 2019 in Kobe (Japan). Sold for demolition in Bangladesh. 348 US\$ per ton.

Parker (ex-*Cape Brazilia*, ex-*Ellida Ace*, ex-*Ellida*, ex-*Ellida1*). IMO 9134220. Length 289 m, 21,062 t. Deflagged from Cyprus to Marshall Islands in March 2020 then Liberia in August 2020. Classification society Registro Italiano Navale. Built in 1996 in Mihara (Japan) by Koyo Dockyard. Owned by Parker Maritime SA (Cyprus). Acquired by Hermes Maritime Services Pvt Ltd based in India prior to her departure for demolition in Bangladesh as *Lila Porto*.



May 2015, *Cape Brazilia*, Lisbon (Portugal).
© Pedro Amaral



Lila Porto, Chattogram, December 19, 2020.
© Fazlur Rahman

Permata Caroline (ex-*Toro*, ex-*Stalo*). IMO 9075735. Length 225 m, 10,794 t. Indonesian flag. Classification society Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Samsung. Owned by PT Jaya Samudra Karunia Shipping (Indonesia). Detained in 2007 in Gladstone (Australia), in 2009 in Newcastle (Australia) and in 2010 in Portland (Oregon, USA). Sold for demolition in Bangladesh.

Polina (ex-Federal Adi, ex-Federal Fuji). IMO 8321931. Length 183 m, 6,735 t. Deflagged from Belize to Sierra Leone in February 2020 then Cameroon in June 2020. Classification society Registro Italiano Navale. Built in 1986 in Shimizu (Japan) by Nippon Kokan. Owned by Marshall Islands-registered Antalya Shipping Ltd c/o T Fleet Management Ltd (Lebanon). Detained in 2009 in Civitavecchia (Italy), in 2013 in Becancour (Quebec, Canada) and in 2014 in New Orleans (Louisiana, USA). Sold for demolition in Pakistan.



Federal Adi, June 2014, Salvador (Brazil).
© Knut Helge Schistad



Polina beached in Gadani plot 68.
© Gadani Ship Breaking

Ptolemeos (ex-Azure Sky, ex-Shipping-Land 6, ex-VOC Iris, ex-Grand Iris). IMO 9104081. Length 186 m, 7,500 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1995 in Tadotsu (Japan) by Hashihama Zosen. Owned by Titan Marine Ltd Liberia-registered c/o Probulk Shipping & Trading SA (Greece). 3 detentions: in 2002 in Yantai (China), in 2015 in Tianjin (China) and in 2018 in Bandar Khomeini (Iran). Seized for unpaid bills and sold as is in Djibouti. She was allegedly sold in 2019 at 290 US\$ per ton. No payment was actually made.

The *Ptolemeos* was sold again in May 2020 and was beached in Gadani on December 18 2020, the day after the *Arrybas* her companion in misfortune in Djibouti (see p 86).



Ptolemeos, December 18, 2020, Gadani, plot 125.
© Gadani Ship Breaking

Salarium (ex-Nanticoke). IMO 7902233. Self unloading bulker. Length 222 m. Deflagged from Canada to Saint Kitts & Nevis for her last voyage shortened to *Sal*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1980 in Collingwood (Canada) by Collingwood SB Co for CSL, Canada Steamship Line. During her maiden-year of service, she took part to the first transshipment of coal to an ocean-going ship while at sea. In 1997, when the Hibernia oil platform was established off Newfoundland, she delivered along with two other CSL vessels, namely the *Atlantic Erié* and *Atlantic Huron*, the 411,000 t of materials used for ballasting the Gravity Base Structure (GBS,) on the ocean floor.

Nanticoke. © Neil Schultheiss



.../...

April 2009 was a turn in the *Nanticoke's* trading life : she was chartered by Société Québécoise d'Exploitation Minière in replacement of the *Saunière* owned by Algoma Central Corp (IMO 7028489) but 39 years of age. Fittingly, she was renamed *Salarium*. Indeed, she was deployed to carry salt from the Îles de la Madeleine in the St. Lawrence Gulf to Quebec ports along the lower St. Lawrence River, to the Great Lakes and to the North American East coast. Salt transport has been since then most of her duty though she was occasionally used to transport coal and ores. The *Salarium* delivered her last cargo of salt from Bécancour (Québec) to Oshawa (Ontario) in December 2019 and entered winter lay-up in in Toronto. She had been moored at the quay of the dying ones in Montreal since April 2020. In Autumn 2020, ishe was acquired by Hong Kong-registered Star Matrix Ltd. On October 27, 2020, the Saint Kitts & Nevis-flagged *Sal* left Canada unnder tow of the *Thor I* (IMO 8401963) bound for Aliaga where she ended up trapped in a yard packed with cruise ships, FPSOs and offshore platforms.



Departing under tow on the St. Lawrence River. © Jacques Gauthier



Aliaga. © Selim San

Silver Shark (ex-*Oriental II*, ex-*Baltic Fortune*, ex-*Pacific Bangpu I*, ex-*Addu Moon*, ex-*Superius*, ex-*City Kim*, ex-*Vera Acorde*). IMO 8403155. Length 167 m, 5,636 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Shin Kurushima. Owned by Golden Shark Co Ltd Marshall Islands-registered c/o ISM Group Sarl (Lebanon). 3 detentions: in 2001 in Quebec (Canada), in 2004 in Immingham (United Kingdom) and in 2008 in Monfalcone (Italy). Sold for demolition in Pakistan. 390 US\$ per ton ;

Skippers Y (ex-*Island Skipper*). IMO 8312095. Length 178 m, 6,500 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Shippers Ship-Trade Ltd (Greece). Detained in 2006 in Bunbury (Australia) and in 2019 in Ravenna (Italy). Sold for demolition in Pakistan.



Skippers Y, Constanta (Romania), July 2015.
© Sorin Titu



Skippers Y, November 2020, plot 69, Gadani.
© Gadani Ship Breaking Yard

Welview (ex-*Quasar*, ex-*Freja Svea*, ex-*Paola*). IMO 8901676. Ex tanker converted in 2009. Length 235 m, 16,916 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Fujian Shipping Group Co Ltd (China). Detained in 2019 in Sohar (Oman). Sold for demolition in Pakistan. 385 US\$ per ton.



Welview, beached in Gadani, plot 116, November 2020. © Gadani Ship Breaking Yard

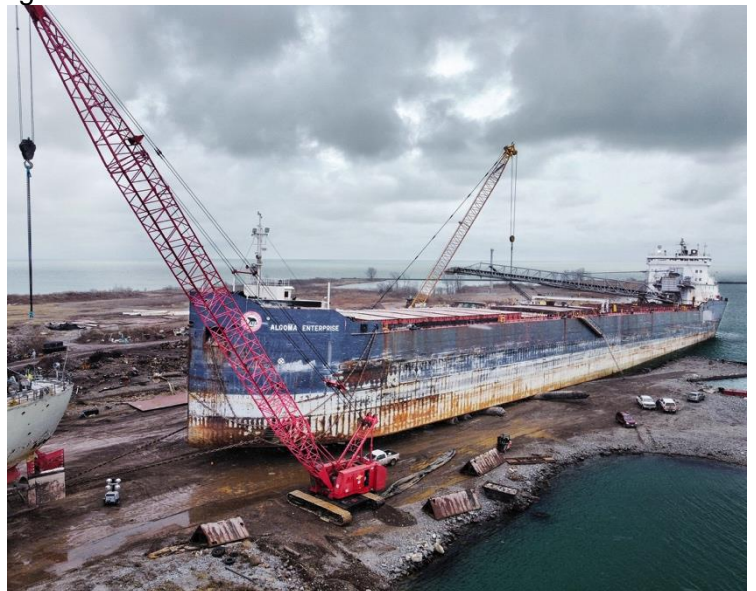
January-February-March 2021

ABM Discovery (ex-*Pantanassa*, ex-*Alam Selamat*). IMO 9006643. Length 181 m, 6,918 t. Panamanian flag. Classification society Dromon Bureau of Shipping. Built in 1992 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Marshall Islands-registered Discovery Shipping Enterprises c/o Malah Shipping (Greece). Detained in 2003 in Port Kembla (New South Wales, Australia). Sold for demolition in Pakistan.

Algoma Enterprise (ex-*Canadian Enterprise*). IMO 7726677. Self discharging bulker Length 222 m, 9,194 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in St Catherines (Canada) by Port Weller Dry Dock. Owned by Algoma Central Corp (Canada). Sold for demolition in Port Colborne (Canada) by International Marine Salvage.



September 2020, Welland Canal.
© Wayne Huggins



January 2020, International Marine Salvage yard.
© Bill Jr Salton

Alpha Cosmos (ex-*Mineral York*). IMO 9221009. Length 289 m, 24,557 t. Deflagged from Malta to Comoros for her last voyage shortened to *Cosmo*. Classification society Bureau Veritas. Built in 2001 in Sasebo (Japan) by Sasebo HI. Owned by Tropic Ventures SA (Greece). Detained in 2020 in Novorossiysk (Russia). Sold for demolition in Bangladesh.

Alpha Era (ex-*Mineral Sakura*). IMO 9220990. Length 289 m, 24,604 t. Deflagged from Malta then Panama in December 2020 and finally Niue for her last voyage renamed *An Li*. Classification society American Bureau of Shipping. Built in 2000 in Sasebo (Japan) by Sasebo HI. Owned by Alpha Bulkers Shipmanagement (Greece). Acquired as is in Singapore by British Virgin Islands-registered Scandi Navigation Pte Ltd in January 2021. Beached for demolition in Bangladesh on February 2. 415 US\$ per ton including 500 t of bunkers.



March 2014, *Alpha Era*, Ijmuiden (Netherlands).
© Erwin Willemse

Anda Raya (ex-*Pacific Mercury*). IMO 9116670. Length 190 m, 7,925 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1996 in Oshima (Japan) by Oshima Shipbuilding. Owned by Sealink Shipping (Singapore). Sold for demolition in Bangladesh. 445 US\$ per ton.

Antoine (ex-*Asian Excelsior*). IMO 9118329. Length 190 m, 7,985 t. Deflagged from Malta to Palau for her last voyage shortened to *Anto*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Keelung (Taiwan) by China Shipbuilding Corp. 3 detentions: in 1999 in Baltimore (Maryland, USA) in 2017 in Humen (China) and in 2019 in Nantong (China). Owned by Faraj Navigation Ltd (Malta). Acquired by Zelda Maritime Co Marshall Islands-registered in January 2021. Beached in Chattogram on February 2.

B Atlantic (ex-*Costas*, ex-*Markos N*, ex-*Ming Jade*, ex- *Ming Yu*, ex-*Ming Jade*). IMO 8106721. Length 186 m, t. Classification society pendant son exploitation Lloyd's Register of Shipping. Built in 1983 in Osaka (Japan) by Osaka Zosen. Detained in 2003 in Port Hedland (Western Australia, Australia) and in 2004 in Yeosu (South Korea).

The *B Atlantic* career suddenly stopped on August 12, 2007 at Palmarejo coal terminal on lake Maracaibo (Venezuela). She has loaded 33,600 t of coal bound for Italy. She was flying the flag of Cayman Islands and was owned by Madeira-registered Atlas Navios Navegacao Lda c/o Sea Quest Shipmanagement (Italy). Divers of the anti drug unit and of the Venezuela national searched the bulker and found out 103 cocaine packages totalling 128 kg, attached on the bow. The *B Atlantic* was seized, the master Volodymyr Ustymenko and the chief officer Yuriy Datchenko, both Ukrainian nationals, were arrested and sentenced to 9 years in prison. They returned to Ukraine in December 2010 but were again sentenced by Ukrainian Supreme Court and imprisoned. The *B Atlantic* remained discarded. 11 years after the seizure, the Venezuelan authorities decided to sell her. She was acquired for demolition by the Colombian steel producer Gerdau Diaco. In March 2018, she was towed over 650 km up to Baranquilla (Colombia). She was anchored on the seafront. Over time, she became a tourist attraction.



Baranquilla, Gran Malecon, February 2019. © El Heraldo
.../...

On March 8, 2021, she was moved for the very last time to Transnaval yard upstream Magdalena River to be scrapped.



March 2021. © El Heraldo

Barbara (ex-*Theotokos*, ex-*Aliacmon River*, ex-*Glorious Future*). IMO 9066760. Length 181 m, 8,973 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Chita (Japan) by Ishikawajima-Harima. Sold in January 2021 by her German owner Minship Shipmanagement Gmbh and renamed *Susi* for her last voyage. Her destination of demolition is to date unknown.



Barbara, in Antwerp on May 31, 2014

© Marc Ottini



Downstream the Schelde, September 10, 2016

Berni HK (ex-*Berni*, ex-*Bernhard Oldendorff*, ex-*Yeoman Burn*). IMO 8900529. Vraquier auto-déchargeur. Length 245 m, 13,450 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Fujian Marine (Hong Kong, China). Detained in 2018 in Norfolk (Virginia, USA) and in 2019 in Hong Kong (China). Sold for demolition in Bangladesh. 478 US\$ per ton.



Berni HK, August 2019, Hong Kong. © Jerzy Nowak

Best Success (ex-*Geeta*, ex-*Skala 1*, ex-*Antoine*, ex-*Ocean Gem*, ex-*Kirillis Barbara*). IMO 8915213. Length 182 m, 6,500 t. Panamanian flag. Classification society Dromon Bureau of Shipping. Built in 1990 in Oshima (Japan) by Oshima Shipbuilding. Owned by Panama-registered Best Success Maritime Co SA c/o Oryx Shipping Ltd (Greece). Detained in 2018 in Iskenderun (Turkey). Sold for demolition in Pakistan.



Best Success, Red Sea. © Luai Mallah



Beached in Gadani, plot 114.
© Gadani Ship Breaking Yard

Blue Sea (ex-*Livanita*). IMO 9146558. Length 186 m, 7,755 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Tadotsu (Japan) by Hachihama Zosen. Owned by Marshall Islands-registered Heaven Maritime Inc c/o Fidelity Shipping & Trading (Greece). Detained in 2011 in Port Hedland (Western Australia, Australia) and in 2017 in Beihai (China). In March 2016, the ship had loaded in Barranquilla port (Colombia) a coal cargo bound for France. The Colombian police discovered 33 kg of cocaine hidden in the engine room. Sold for demolition in Pakistan. 418 US\$ per ton.

Carol HK (ex-*Carol*, ex-*Caroline Oldendorff*, ex-*Yeoman Brook*). IMO 8900517. Self unloading bulker. Length 245 m, 13,401 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Jiuzhou International Shipping (Hong Kong, China). Detained in 2020 in Hong Kong (China). Sold for demolition in Bangladesh. 478 US\$ per ton.



Yeoman Brook, September 26, 1994, outbound Le Havre (France)

© Pascal Bredel



Carol HK, June 4, 2000, on the Schelde.

CSL Rhine (ex-Tinnes, ex-General Bonifacio, ex-Tinnes). IMO 8008450. Self unloading bulker. Length 118 m, 3,480 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsteinvik (Norway) by Kleven. Owned by CSL Europe Ltd the British subsidiary of the Canadian group Canada Steamship Line. Detained in 1999 in Emden (Germany). Sold for demolition in Turkey.



Tinnes, in Montoir (France), January 15, 2010.
© Erwan Guéguénat

Gloriever (ex-SD Nova, ex-Eastern Nova). IMO 9120061. Length 225 m, 9,295 t. Hong Kong flag. Classification society Registro Italiano Navale. Built in 1996 in Oppama (Japan) by Sumitomo. Owned by Xinhe International Shipping Ltd (Hong Kong, China). Detained in 2008 in Newcastle (New South Wales, Australia). Sold for demolition in Bangladesh. 445 US\$ per ton including 580 t of bunkers.



Gloriever, Santander (Spain), February 2012. © Luis Prieto Garcia

Golden Bay (ex-Md Star, ex-Comatce Star, ex-Tinos, ex-Bright Nextage). IMO 9119189. Length 151 m, 5,007 t. Vietnamese flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Nhat Viet Transportation Corp (Vietnam). 4 detentions in 2005 in Geraldton (Western Australia, Australia), in 2010 in Bandar Abbas (Iran), in 2011 in Tangshan (China) and in 2019 in Nakhodka (Russia). Sold for demolition in Bangladesh.



Tinos, La Pallice (France), June 12, 2008.
© Erwan Guéguénat

Harmony Carrier (ex-Front Maple, ex-Maple). IMO 8915392. Converted from tanker in 2008. Length 267 m, 22,302 t. Deflagged from Panama to Comoros for her last voyage shortened to *Harmony*. Classification society Korean Register of Shipping. Built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Sinokor (South Korea). Detained in 2011 in Tianjin (China). Acquired in January 2021 by Liberia-registered Ship Recycling Investments Inc prior to her departure for demolition in Bangladesh.

Jian Hui (ex-Xo Lion, ex-Tina A, ex-Ljubljana, ex-Star Sea Bird). IMO 9146601. Length 181 m, 7,586 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1997 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Huaxin Shipping (Hong Kong, China). 4 detentions: in 2005 in Aviles (Spain), in 2007 in Gladstone (Australia), in 2017 in Guangzhou (China) and in 2018 in Tianjin (China). Sold for demolition in Bangladesh. 485 US\$ per ton.

Katina (ex-Major Basil). IMO 7410852. Length 173 m, 7,489 t. Deflagged from Saint Vincent & the Grenadines to Palau for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. 4 detentions : in 1999 in Quebec (Canada), in 2002 in Algeciras (Spain) and in 2006 in Burgas (Bulgaria) and in Norfolk (Virginia, USA). Owned until 2011 by Brodarstvo Doo (Croatia). She was allegedly sold for demolition in Alang (see "[Shipbreaking](#)" # 25, p. 27), She was not allowed to leave due to an unknown dispute and had remained discarded since July 2011 off Hoddeidah (Yemen). In August 2016, the container ship *MSC Elsa* struck her at low speed while leaving her anchorage. Acquired by Paddington Ship Management based in the United Arab Emirates prior to her departure for demolition in Pakistan.



Katina, Port Said (Egypt), January 2010. © Giuseppe Boato

KT 02 (ex-Spar Cetus, ex-Golden Protea). IMO 9154608. Length 186 m, 7,456 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1998 in Tadotsu (Japan) by Hachihama Zosen. Owned by Karya Sumber Energy (Indonesia). Sold for demolition in Bangladesh. 440 US\$ per ton.



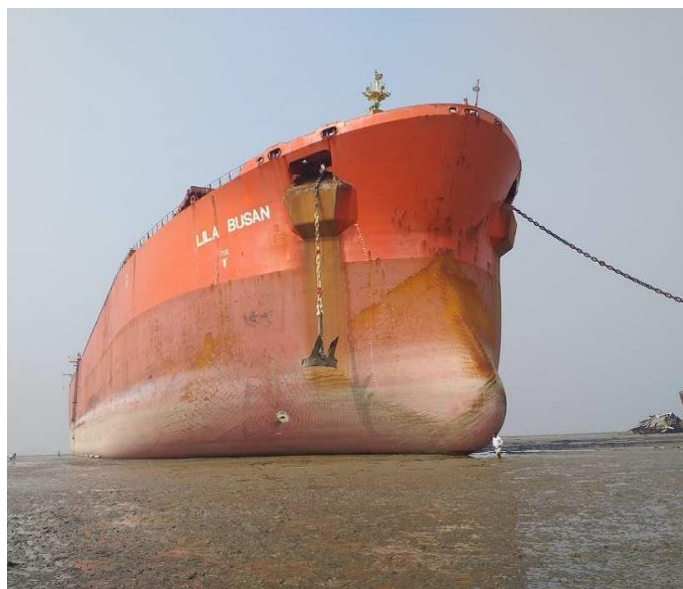
KT 02, Balikpapan (Indonesia), December 2017. © Husni

KT 05 (ex-Spar Lupus, ex-Golden Aloe). IMO 9154610. Length 186 m, 7,455 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1998 in Tadotsu (Japan) by Hachihama Zosen. Owned by Karya Sumber Energy (Indonesia). Sold for demolition in Bangladesh. 440 US\$ per ton.

Lila Busan (ex-New Joy). IMO 9170444. Length 269 m, 18,163 t. Deflagged from South Korean to Liberia in October 2020. Classification society Korean Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Gladstone (Queensland, Australia). Owned by Pan Ocean Co Ltd (South Korea). Acquired by Central Ship Management Ltd based in the United Arab Emirates prior to her departure for demolition in Bangladesh.



New Joy, September 2015 departing Newcastle (Australia). © Vladimir Tonic



Lila Busan, Chattogram. © Jonaed Hasan Ridoy

Ming Zhou 20 (ex-Pernas Alloy, ex-Arkas). IMO 8316601. Length 224 m, 11,270 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Ningbo Marine (China). Sold for demolition in China.

Orhan Y (ex-Orhan Deval, ex-Sanko Peace). IMO 8400218. Length 168 m, 5,608 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Endeavor Shipping (Greece). Detained in 2016 in Chah Bahar (Iran) and in 2017 in Novorossiysk (Russia). Sold for demolition in Pakistan.



Orhan Deval, September 2009. © WJ Hordijk



Orhan Y plot 129, Gadani.
© Gadani Ship Breaking Yard

Oriental Pearl (ex-Aaron N, ex-DS Commander, ex-Genco Commander, ex-Paige, ex-Sun Canal, ex-Snowbird, ex-Delantera). IMO 9088732. Length 186 m, 7,663 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by Pearl Marine Shipping Co Ltd (Hong Kong China). 4 detentions: in 2004 in Geraldton (Western Australia, Australia), in 2009 in Mumbai (India), in 2014 in Novorossiysk (Russia) and in 2019 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh.



DS Commander, outbound Lorient (France), July 28, 2009. © Marc Ottini

Peene Ore (ex-Paradise N, ex-Peene Ore). IMO 9149794. Length 332 m, 37,538 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage renamed *Merchant*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by Laeisz Schiffahrts GmbH & Co (Germany). Acquired by Seaswan Shipping Services based in India prior to her departure for demolition in Bangladesh. 472 US\$ per ton.



Peene Ore, Hamburg (Germany), June 2002. © Arki Wagner

Power Loong (ex-Torm Herdis, ex-Santa Teresa, ex-Navios Mariner). IMO 9047051. Length 225 m, 9,702 t. Panamanian flag. Classification society Bureau Veritas. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Joint Fortune Shipping (Hong Kong, China). 6 detentions: in 2004 in Gladstone (Queensland, Australia) in 2009 in Hay Point (Queensland, Australia) and Zoushan (China), in 2011 in Geraldton (Western Australia, Australia), in 2016 in Samcheok (South Korea) and in 2020 in Sohar (Oman). Sold for demolition in Pakistan. 440 US\$ per ton.



Power Loong, Vancouver (Canada). © Steven Fritz



Power Loong, plot 13-14, Gadani. © Gadani Ship Breaking Yard

Pravik (ex-*Rauli N*, ex-*Idefix Bulker*, ex-*Ocean Premier*, ex-*Asteriks*, ex-*Spring Venture*) IMO 9116149. Length 175 m, 7,352 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Shanghai (China) by Hudong. Owned by Liberia-registered *Pravik Ship Owning Co c/o Lyra Marine* (Singapore). Sold for demolition in Bangladesh.

Refined (ex-*Happy Venture*, ex-*Flinders Island*, ex-*Happy Venture*). IMO 9153707. Length 175 m, 7,353 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1996 in Shanghai (China) by Hudong. Sold by her Maltese owner *Sephora Shipping Ltd* in February 2020 to British Virgin Islands-registered *Refined Shipping Co Ltd c/o Feng Sea Shipping* (Singapore). 5 detentions: in 2000 in La Spezia (Italy), in 2009 in Geraldton (Australia), in 2012 in Bunbury (Australia) and in 2018 in Novorossiysk (Russia) and Gdansk (Poland). Sold for demolition in Bangladesh.



Flinders Island, Ghent Canal (Belgium), May 25, 2006. © **Marc Ottini**

Rigel (ex-*C.S. Queen*). IMO 9185748. Length 225 m, 10,156 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Sasebo (Japan) by Sasebo HI. Owned by *Rigel Maritime Inc* Liberia-registered c/o *Bulkseas Marine Management* (Greece). 5 detentions: in 2007 in Port Hedland (Western Australia, Australia), in 2011 in Swinoujscie (Poland), in 2012 in Immingham (United Kingdom), in 2013 in Rizhao (China) and in 2018 in Tianjin (China). Sold for demolition in Bangladesh. 449 US\$ per ton.

Seapol Endeavour (ex-*Sofia*, ex-*Liberty Ace*, ex-*Liberty Arc*, ex-*Liberty Hawk*). IMO 9141986. Length 190 m, 8,100 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by *Seaport Logistics Pvt* (India). Detained in 2009 in Ghent (Belgium). Sold for demolition in Bangladesh. 435 US\$ per ton.



Sofia, 10 June 2016, Rio de la Plata (Argentine). © **Maxi Alonso**

Shanghai Carrier (ex-*Front Birch*, ex-*Birch*). IMO 8915407. Ex tanker converted in 2008 by Chengxi Shipyard Co Ltd. Length 267 m, 19,524 t. Deflagged from Panama to Comoros for her last voyage shortened to *Shanghai*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by *Sinokor Merchant Marine Co Ltd* (South Korea). Acquired by Liberia-registered *Gaia Shipping Ltd* in January 2021. She was beached in Chattogram.

Strofi (ex-LD Mermaid, ex-Clipper Mermaid). IMO 9223825. Length 178 m, 7,829 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Jingjiang (China) by Jingjiang Shipyard. Owned by Marshall Islands-registered Marathi Shiptrade Inc c/o Lidmar Shipping & Trading Co Ltd (Greece). 4 detentions: in 2003 in Aarhus (Denmark), in 2012 in Fremantle (Western Australia, Australia), in 2016 in Hamburg (Germany), in 2018 in Foynes (Ireland). Sold for demolition in Pakistan.

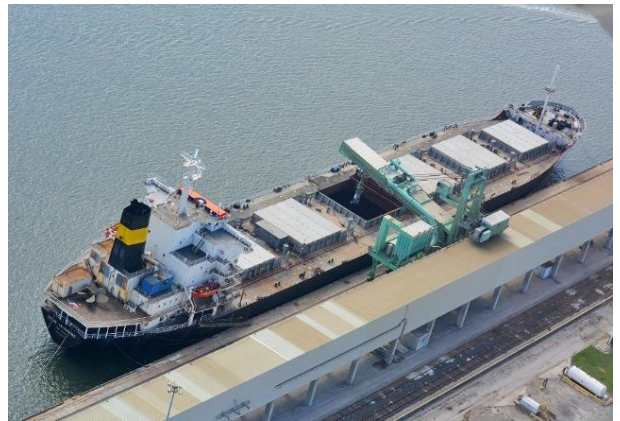


LD Mermaid, in Montoir (France), April 20, 2014.
© Erwan Guéguénat



Strofi, plot 94.
© Gadani Ship Breaking Yard

Texas Enterprise (ex-Mary Ann Hudson, ex-Cynthia Fagan, ex-Teco Trader, ex-Kansas Trader, ex-Pride of Texas). IMO 7821154. Length 186 m, 7,646 t. USA flag. Classification society American Bureau of Shipping. Built in 1981 in Orange (USA) by Levingston. Owned by United Ocean Services Inc (USA). Sold for demolition in India. 415 US\$ per ton as is in Djibouti. 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



Texas Enterprise loading bulk fertilizer in Morehead City (North Carolina, USA), July 2015. © WCL

The Merciful (ex-Coral Sea, ex-Southern Cross). IMO 9140578. Length 225 m, 9,796 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Numakuma (Japan) by Tsuneishi. Owned by Sea Lion Ship Management (India). Detained in 2006 in Newcastle (New South Wales, Australia) and in 2011 in Gladstone (Queensland, Australia). Sold for demolition in Pakistan. 480 US\$ per ton.



The Merciful, March 2021, plot 24-25. © Gadani Ship Breaking Yard

Victoriya (ex-Tania, ex-Daria). IMO 9065912. Length 186 m, 9,870 t. Belize flag. Classification society Polish Register of Shipping. Built in 1995 in Varna (Bulgaria) by Varna Shipyard. Owned by Belize-registered Victoria Shipping Ltd. 4 detentions: in 2002 in Bunbury (Western Australia, Australia), in 2016 in Huanghua (China), in 2017 in Venice (Italy) and in 2020 in Aliaga (Turkey). Sold for demolition in Pakistan. 460 US\$ per ton.



Daria on the Seine River (France), July 10, 2014. © Erwan Guéguéniat

Winfred (ex-Zhong He 2, ex-Sea Napier, ex-TPC Napier, ex-Galini S, ex-Red Stag, ex-Sea Ace). IMO 9060235. Length 170 m, 6,310 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1993 in Kawajiri (Japan) by Kanda Zosen-sho. Owned by Feng Sea Shipping (Singapore). 3 detentions: in 2002 in Busan (South Korea), in 2010 in Qinhuangdao (China) and in 2011 in Bunbury (Western Australia, Australia). Sold for demolition in Bangladesh.



Zhong He 2, Keelung (Taiwan), February 2015. © Chun Hsi

Wuyi HK (ex-City Of Dubrovnik, ex-Silvretta). IMO 9082881. Length 225 m, 11,750 t. Panamanian flag. Classification society Bureau Veritas. Built in 1995 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Star Hong Kong Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 478 US\$ per ton.



City Of Dubrovnik, Montoir (France), February 10, 2009. © Erwan Guéguéniat

The VLOCs' block

2020 : October-November-December = 8

2021 : January-February-March = 4

October-November-December 2020

Berge Kibo (ex-BW Kibo, ex-Sala). IMO 9036442. Converted in 2008. Length 328 m, 37,363 t. Deflagged from the Isle of Man to Saint Kitts & Nevis for her last voyage shortened to *Kibo*. Classification society Lloyd's Register of Shipping, International Register of Shipping depuis November 2020. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk Maritime Pte Ltd (Singapore). She was one of the ex-VLCCs converted to VLOCs laid-up in Labuan (Malaysia) (see "[Shipbreaking](#)" # 60" pp. 5-6). Acquired as is in October 2020 by British Virgin Islands-registered Silver United Ltd c/o Machtrans Ship Management Pvt Ltd (India). She was beached in Pakistan on December 16, 2020. 376 US\$ per ton.



Kibo, plot 113. © Shahid Ayub

Berge Lhotse (ex-Oriental Beauty, ex-Shinyo Sawako, ex-Golden Stream). IMO 9083964. Converted in 2010 Length 326 m, 38,832 t. Deflagged from the Isle of Man to Saint Kitts & Nevis for her last voyage renamed *Argo I*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Ariake (Japan) by Hitachi. Owned by Berge Bulk Maritime Pte Ltd (Singapore). Acquired as is in Singapore by Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition in Bangladesh. 420 US\$ per ton including 350 t of bunkers.



Berge Lhotse, Sohar port, Vale terminal, March 2014. © Rik van Marle

Sinoglory (ex-Ardeshir H Bhiwandiwalla, ex-Seaking, ex-Izusan Maru). IMO 9041198. Converted in 2008. Length 322 m, 31,124 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 432 US\$ per ton.



Sinoglory, Chattogram, March 2021. © **Mohammad Islam**

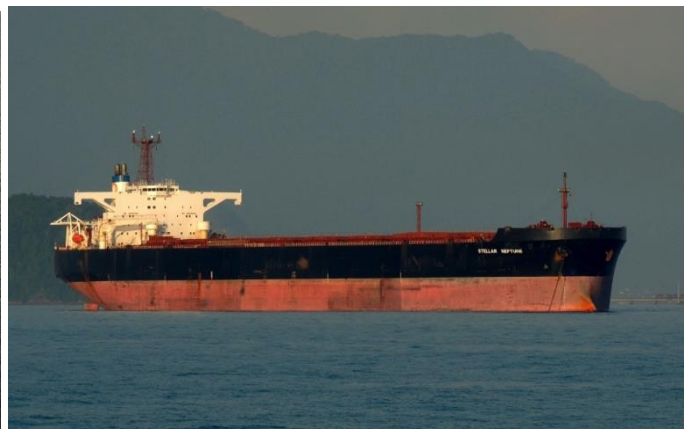
Stellar Liberty (ex-Ore Salobo, ex-Phoenix Star). IMO 9030955. Converted in 2010. Length 332 m, 47,303 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1993 in Nagasaki (Japan) by Mitsubishi. Owned by Polaris Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 393 US\$ per ton.

Stellar Magic (ex-Ore Parati, ex-Mirfalk Star). IMO 9060314. Converted in 2011. Length 332 m, 46,334 t. Deflagged from the Marshall Islands to Saint Kitts & Nevis for her last voyage shortened to *Magic*. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Polaris Shipping Co Ltd (South Korea). Sold as is in Labuan to Machtrans Ship Management Pvt Ltd based in India for demolition in Bangladesh, 422 US\$ per ton including enough bunkers for the voyage.

Stellar Neptune (ex-Ore Urucum, ex-Libra Star). IMO 9030943. Converted in 2010. Length 332 m, 46,971 t. Deflagged from the Marshall Islands to Comoros for her last voyage shortened to *Neptune 1*. Classification society Korean Register of Shipping. Built in 1993 in Nagasaki (Japan) by Mitsubishi. Owned by Polaris Shipping Co Ltd (South Korea). Acquired as is in Labuan by Scope Maritime Pvt Ltd based in India. Beached for demolition in Bangladesh. 422 US\$ per ton including enough bunkers for the voyage.



December 2008, the VLCC *Libra Star*
© **MarineTraffic**



December 2012, the VLOC *Stellar Neptune*, Sepetiba terminal (Brazil). © **Edson de Lima Lucas**

Stellar Ocean (ex-*Ore Caue*, ex-*Carina Star*). IMO 9030979. Converted in 2009. Length 331 m, 43,393 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1994 in Tsu (Japan) by NKK. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2016 in Zhanjiang (China). Sold for demolition in Bangladesh.



Stellar Ocean, Chattogram, December 16, 2020. © **Fazlur Rahman**

Wugang Atlantic (ex-*Atlantic Jewel*, ex-*C. Trust*, ex-*C. Achiever*, ex-*Yukong Achiver*). IMO 9085352. Converted in 2008. Length 328 m, 41,554 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in India. 385 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.

January-February-March 2021

Sinocarrier (ex-*Bright Artemis*, ex-*Cosmo Artemis*). IMO 9012252. Converted in 2008. Length 324 m, 39,125 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Sasebo (Japan) by Sasebo HI. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Pakistan. 479 US\$ per ton.



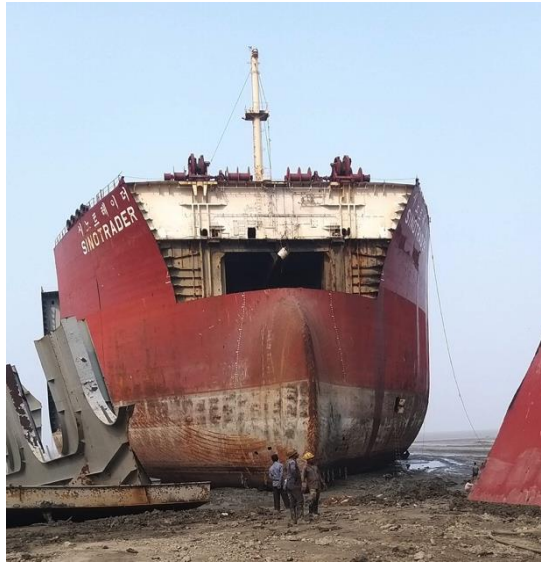
April 2017. © **Ilton Ferreira**

Sinocarrier

April 2021, plot 6, Gadani. © **Gadani Ship Breaking Yard**



Sinotrader (ex-*Shinyo Guardian*, ex-*Navix Adventure*). IMO 9038672. Converted in 2008. Length 333 m, 38,493 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Kure (Japan) by Ishikawajima. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 440 US\$ per ton.



Sinotrader, Chattogram. © Khurshed Alam Manik

Stellar Pioneer (ex-*Ore Paqueta*, ex-*Polaris Star*). IMO 9048110. Converted in 2010. Length 332 m, 46,048 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai HI. Owned by Polaris Shipping (South Korea). Sold as is in Labuan (Malaysia) for demolition in Bangladesh. 431 US\$ per ton.

Stellar Topaz (ex-*Ore Itaguai*, ex-*Markab Star*). IMO 9048122. Length 332 m, 45,865 t. Converted in 2011. Deflagged from the Marshall Islands to Comoros for her last voyage shortened to *Topaz 1*. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai HI. Owned by Polaris Shipping (South Korea). Acquired as is in Labuan (Malaysia) by Scope Maritime Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 431 US\$ per ton.



Stellar Topaz, Chattogram. © Khurshed Alam Manik

Cement carrier

January-February-March 2021

First Clarity (ex-*Kiyosumi Maru*). IMO 8204406. Length 104 m, 2,311 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Clarity 1*. Classification society Nippon Kaiji Kyokai. Built in 1982 in Taguma (Japan) by Naikai. Owned by Primero Shipping SA (Japan). Acquired by Machtrans Ship Management Pvt Ltd based in India. Beached in Alang on February 11.



First Clarity, Nagasaki (Japan), January 2017. © Okesa

Raysut I (ex-*Maldiva Cement*, ex-*Cem Ox*, ex-*Cem Fox*, ex-*Koei Maru No. 6*). IMO 7821879. Length 118 m, 3,715 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1979 in Ube (Japan) by Ube Dockyard. Owned by Raysut Cement (Oman). Detained in 2002 in Port Canaveral (Florida, USA) and in 2003 in Dublin (Ireland). Sold for demolition in India.

Tatsuryo Maru. IMO 9063524. Powder carrier. Length 70 m, 855 t. Deflagged from Japan to Tuvalu for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1993 in Saiki (Japan) by Miura. Owned by Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh.



Tatsuryo Maru, February 18, 2018 Kanmon Strait © Vladimir Tonic

Car carrier

2020 : October-November-December = 5

2021 : January-February-March = 3

October-November-December 2020

Car Star (ex-Bujin). IMO 9051820. Length 196 m, 11,847 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Atwood Shipping Inc Liberia-registered c/o ASM Maritime BV (Netherlands). Detained in 2013 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh.

Continental Highway. IMO 9238519. Length 200 m, 15,274 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Marugame (Japan) by Imabari Zosen. Owned by K Line Ro Ro Bulk Ship Management Co Ltd (Japan). Detained in 2020 in Long Beach (USA). Sold for demolition in India. 345 US\$ per ton including 350 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Independence II (ex-Titus). IMO 9070448. Length 199 m, 18,864 t. Deflagged from the USA to Togo for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo. Detained in 2016 in Bremerhaven (Germany). Owned by American Roll-on-Roll-off Carrier (USA). Sold to Liberia-registered Dido Steel Corp SA for demolition in Turkey.



Titus, outbound Le Havre (France), April 3, 1995.
© Pascal Breidel



Independence II, passing off Terneuzen bound for Antwerp, August 7, 2017. © Marc Ottini

Nippon Highway. IMO 9205964. Length 180 m, 14,146 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Tadotsu (Japan) by Hashihama Zosen. Owned by K Line RoRo Bulk Ship Management Co (Japan). Sold for demolition in India. 356 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.

Rockies Highway. IMO 9325427. Length 183 m, 12,961 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2006 in Setoda (Japan) by Naikai. Owned by Eternity Maritime Shipping SA Panama-registered c/o Fukunaga Kaiun KK (Japan). Sold for demolition in India. 370 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.



Rockies Highway, Kurushima Strait (Japan), January 2019. © Kenro Oshita

January-February-March 2021

Integrity (ex-*Otello*). IMO 8919934. Length 199 m, 16,300 t. USA flag. Classification society Lloyd's Register of Shipping. Built in Maizuru (Japan) by Hitachi. Owned by American Roll-on Roll-off Carrier (USA). Sold for demolition in Turkey. 198 US\$ per ton.



Otello, Le Havre (France), 17 August 1993 © Pascal Bredel *Integrity* sur l'Escault, 1er September 2013.

Jigawa (ex-*Feedercrew*, ex-*Hallstavik*). IMO 7208106. Length 88 m, 1,525 t. Moldovan flag. Classification society Mediterranean Shipping Register. Built in Emden (Germany) by Schulte & Bruns. Owned by Vival Marine (Ukraine). 11 detentions in 2006 in Dublin (Ireland) and twice in Eemshaven (Germany), in 2009 in Koper (Slovenia) and Izmir (Turkey), in 2012 in Leghorn (Italy) and in Zonguldak (Turkey), in 2014 in Savona (Italy) and twice in Genova (Italy) and in 2017 again in Zonguldak. Banned from European ports in August 2016. One of the 106 substandard ships targeted by "Shipbreaking" # 59, p. 45). She was beached for demolition in Aliaga next to the Marshall-Islands flagged offshore platform *Polar Pioneer* build in 1985 for drilling operations in Arctic conditions and harsh environment, successively operated in the North Sea and the Barents Sea, towed to Alaska for exploration drillings eventually suspended by Shell, then to Cameroon, and finally to Turkey to be scrapped.



Jigawa, port of Cagliari (Italy), June 2013. © Marc Ottini



Jigawa, February 2020. © Selim San

NP Thanya 1 (ex-*Chang Kun*, ex-*Southern Cross No. 1*). IMO 8419738. Length 106 m, 2,642 t. Thai flag. Classification society China Classification Society. Built in Saiki (Japan) by Honda. Owned by NP Marine (Thailand). Sold for demolition in Bangladesh.

Drilling ship

2020 : October-November-December = 2

2021 : January-February-March = 1

October-November-December 2020

Noble Bully I (ex-Bully I). IMO 9538828. Length 187 m, 26,735 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Bully I*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2011 in Shanghai (China) by Shanghai Shipyard. Owned by Noble Drilling (USA). Operated by Shell in the Gulf of Mexico. Laid-up in Curacao since April 2017. Acquired as is by BBN Shipmanagement Pvt Ltd based in Mumbai for demolition in India. 252 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.

Noble Bully II (ex-Bully II). IMO 9538830. Length 187 m, 27,147 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage shortened to *Bully II*. Classification society Det Norske Veritas/Germanischer Lloyd, Eastern Marine Service since January 2021. Built in 2011 in Shanghai (China) by Shanghai Shipyard. Owned by Noble Drilling (USA). Acquired as is in Duqum (Oman) by Best Oasis Ltd (India) for demolition in India. 327 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.



Bully 2, Alang, February 10, 2021. © Hetal Acharya

January-February-March 2021

Titanium Explorer. IMO 9506590. Length 238 m. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2012 in Okpo (South Korea) by Daewoo. Owned by Vantage Drilling International (USA). Acquired as is in South Africa in March 2021 by Best Oasis based in India. The destination of demolition is to date unknown. Drilling gear and machinery have to be removed prior departure. In 2012, when she was delivered, *Titanium Explorer* with her drilling superstructures and equipment had been acquired for 750 million US\$.



March 19, 2021, the *Titanium Explorer*, at berth in Port Elizabeth (South Africa). © Edward Oryekhov

Offshore Supply Vessel

2020 : October-November-December = 14

2021 : January-February-March = 12

The clean-up continues in the offshore service industry. The big players are getting rid of idle vessels to reduce debt. Together, Tidewater Marine and Bourbon Offshore have sold 13 of the 26 supply vessels scrapped in the last six months. The average age at the time of scrapping is 12 years for Tidewater vessels, 19 years for Bourbon vessels and 30 years for the others. All Bourbon Offshore and Tidewater Marine vessels were deflagged prior beaching.

Bourbon Offshore (France).



BOURBON

After being taken over by Société Phocéenne de Participations owned by six creditor banks, the Bourbon group has been forced to undergo a severe shrinkage. The recovery plan requires it to drop from more than 500 vessels in 2017 to less than 350 by the end of 2021. Supernumerary ships will have to be sold to other shipowners or to scrapyards. The *Bourbon Crown*, *Bourbon Viking*, *Luiana*, *Nzinga* and *Ulysse* have been sold for demolition to Hermes Maritime Services Pvt Ltd based in India. Financiers should not be counted on to care about the environment and working conditions. Cash is the priority. The five ships were beached in Alang.

October-November-December 2020

Luiana. IMO 9239745. Length 67 m, 1,567 t. Deflagged from Saint Vincent & the Grenadines to Panama in August 2020. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Frederikshavn (Denmark) by Orskov Christensens. In particular operated off Angola. The *Luiana* was laid-up in Limbe (Cameroon). She was the first of the 5 convicts to be beached in Alang on December 5, 2020.

Ulysse. IMO 9175652. Length 70 m, 2,481 t. Deflagged from France to Saint Kitts & Nevis for her last voyage. Classification society Bureau Veritas. Built in 1998 in Concarneau (France) by Piriou Frères. She left Takoradi (Ghana) and was beached in Alang.



Ulysse, off Angola. © VesselTracker

January-February-March 2021

Bourbon Crown (ex-*Havila Crown*). IMO 9236963. Length 75 m, 3,479 t. Deflagged from the Bahamas to Saint Kitts & Nevis for her last voyage shortened to *Crown*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Rauma (Finland) by Aker Finnyards. Beached in Alang on January 16.



Bourbon Crown. © Bourbon Offshore



Bourbon Viking, May 2015, Luanda (Angola).
© Ron Clark

Bourbon Viking (ex-Surf Viking). IMO 9260287. Length 70 m, 2,414 t. Deflagged from Saint Vincent & the Grenadines to Saint Kitts & Nevis for her last voyage shortened to *Viking*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Gdansk (Poland) by Polnocna. Beached in Alang on January 2.

Nzinga. IMO 9245639. Length 72 m, 1,682 t. Deflagged from Saint Vincent & the Grenadines to Saint Kitts & Nevis in September 2020 and finally Gabon for her last voyage shortened to *Zinga*. Classification society Bureau Veritas. Built in 2002 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Bourbon Offshore (France). She was beached in Alang on January 16.

Tidewater Marine (USA)



TIDEWATER

Since 2015, two-thirds of the Tidewater fleet has been sold off to other Chinese, Indian or United Arab Emirates-based shipowners, or scrapped. The average age of the Tidewater vessels scrapped in the past six months is 12 years; all were beached in India.

October-November-December 2020

Chiasson Tide (ex-Sanko Clover). IMO 9412919. Length 71 m, 2,481 t. Deflagged from Vanuatu to Saint Kitts & Nevis for her last voyage shortened to *Chiasson*. Classification society American Bureau of Shipping. Built in 2009 in Niigata (Japan) by Niigata Shipbuilding. Acquired by Green Ocean Ship Management Pv based in India prior to her departure for demolition. She was beached in Alang on January 11, 2021.



Chiasson Tide, off Port of Spain (Trinidad & Tobago), November 2011. © Amantilla-Buques.org

Instone Tide. IMO 9422885. Length 60 m, 1,529 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Instone*. Classification society American Bureau of Shipping. Built in 2008 in Batam (Indonesia) by ASL Indonesia. Sold to Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.

J Hugh Roff Jr. IMO 9302516. Length 67 m, 1,700 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Hugh*. Classification society American Bureau of Shipping. Built in 2005 in Gdansk (Poland) by Remontowa. Sold to Machtrans Ship Management Pvt Ltd (India) prior to her departure for demolition in India.

J Hugh Roff Jr. © PeterT



William C Hightower. IMO 9258909. Length 79 m, 2,596 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Hightower*. Classification society American Bureau of Shipping. Built in 2002 in Singapore by Singapore Technologies. Owned by Tidewater Hulls, a British subsidiary of Tidewater Marine. Laid-up in Douala (Cameroon) since 2017. Acquired by Machtrans Ship Management Pvt Ltd based in India. Beached in Alang.

January-February-March 2021

Deroche Tide (ex-*Jaya Arctic*). IMO 9530280. Length 59 m, 1,451 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Deroche*. Classification society American Bureau of Shipping. Built in 2010 in Jiangmen (China) by Guangzhou Hangtong. Detained in 2010 in Xiamen (China). Acquired by Machtrans Ship Management based in India prior to her departure for demolition in India.



Deroche Tide, departing Douala, March 2018. © V Beletsky

Kosarca Tide. IMO 9590254. Length 76 m, 2,657 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Kosarca*. Classification society American Bureau of Shipping. Built in 2011 in Jingjian (China) by Jingjian Nanyang Shipyard. Acquired by British Virgin Islands-registered Orleans Asset Holding Ltd prior to her departure under tow for demolition in India.

Thompson Tide. IMO 9389459. Length 70 m, 1,922 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Thompson*. Classification society American Bureau of Shipping. Built in 2007 in Gdansk (Poland) by Polnocna. Acquired by Virgin Islands-registered Orleans Asset Holding Ltd British prior to her departure for demolition in India.

Vrana Tide. IMO 9556351. Length 51 m, 1,447 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Vrana*. Classification society American Bureau of Shipping. Built in 2009 in Panyu (China) by Yuexin. Owned by Tidewater Marine (USA). Acquired by British Virgin Islands-registered Orleans Asset Holding Ltd prior to her departure for demolition in India.

Other companies

October-November-December 2020

C-Traveller (ex-*Oil Traveller*, ex-*Loch Carron*, ex-*Atlantic Rolgo*, ex-*Atlantic Denholm*). IMO 8110978. Length 67 m, 1,535 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1983 in Ulsteinvik (Norway) by Hasund MV. Owned by Liberia-registered SIS Trading Inc. Detained in 2011 in Algeciras (Spain) and in 2013 in Limassol (Cyprus). Sold for demolition in India.

Huawang (ex-*Nand Cauvery*, ex-*Normand Sea*). IMO 8219619. Length 59 m, 1,189 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1984 in Shanghai (China) by Jiangnan. Owned by Shenzhen Huawei Offshore Shipping Transport Co Ltd (China). Sold for demolition in Bangladesh.



Karadeniz Powership Sadun Boro (ex-*Lewek Trogon*). IMO 9374258. Length 88 m, 3,949 t. Sierra Leone flag. Classification society American Bureau of Shipping. Built in 2008 in Singapore by Drydocks World. Owned by Karmarine Karadeniz Denizcilik (Turkey). Sold as is in Colombo for demolition in India. 448 US\$ per ton.

Lewek Trogon, in Dampier (Australia). June 2008.
© Klaas-Jan Brouwer

King Dolphin (ex-*Aet Pioneer*, ex-*American Pioneer*, ex-*Obi IV*, ex-*Obi Lamco 4*). IMO 7923500. Length 55 m, 737 t. Panamanian flag. Unknown classification society. Built in 1980 in Jennings (USA) by Zigler. Owned officially since 2016 by Panama-registered Steward Oil SA. She beached in Alang as *Atlas*.

Linda (ex-*Lady Melinda*). IMO 9275713. Length 71 m, 1,833 t. Deflagged from the Marshall Islands to Togo for her last voyage renamed *Linda-I*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2003 in Braila (Romania) by Aker Braila. Owned by MKF Shipping AS (Norway). Sold for demolition in India.

Neftegaz-70. IMO 8418605. Length 81m, 2,631 t. Deflagged from Russia to Sierra Leone for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1990 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sakhalin Morneftegaz LLC (Russia). Her homeport was Kholmsk in the Russian Far East. Acquired by Liberia-registered MG Marine Projects Corp prior to her departure for demolition in Bangladesh.



Neftegaz-70. © Senna

Ocean Troll (ex-*Viking Troll*, ex-*Kongstein*). IMO 8316900. Length 69 m, t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Marstrand (Sweden) by FEAB-Marstrand. Owned by Ocean Response Management Ltd (United Kingdom). Sold for demolition in Hanøytangen (Norway) by Norscrap West AS, an EU-approved yard.

Tag 22 (ex-*Highland Drummer*). IMO 9127318. Length 67 m, 1,433 t. Indian flag. Classification society Indian Register of Shipping. Built in 1997 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by Tag Offshore Ltd (India). Sold for demolition in India.

January-February-March 2021

Conti. IMO 9285299. Length 64 m, 1,282 t. USA flag. Classification society American Bureau of Shipping. Built in 2005 in Mobile (USA) by Bender Shipbuilding & Repair Co. Owned by Gulfmark Americas Inc (USA). Sold for demolition. She was last spotted in Amelia (Louisiana, USA).

Dong Fang Yong Shi (ex-*Pacific Frontier*, ex-*Dong Fang Yong Shi*, ex-*North Valiant*, ex-*Northern Frontier*). IMO 8501115. Length 66 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by Sinopec Offshore Oilfield Service (China). Detained in 1999 in Aberdeen (Scotland, United Kingdom). Sold for demolition in China by Ningde yards.

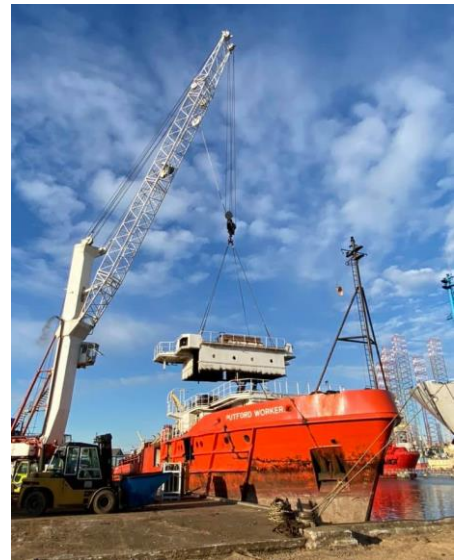
Kaiko Maru n°2 (ex-*Miclyn Power*, ex-*Kaiko Maru No. 2*, ex-*Llotus*, ex-*Lotus*). IMO 7106059. Length 63 m, 1,397 t. Deflagged from the Cook Islands to Saint Kitts & Nevis for her last voyage shortened to *Kai*. Classification society Nippon Kaiji Kyokai. Built in 1971 in Hashihama (Japan) by Kurushima. Owned by Ocean Tankers Pte Ltd (Singapore). Acquired by Prayati Shipping based in India prior to her departure for demolition in Bangladesh.

Orleans. IMO 9315501. Length 64 m, 1,575 t. USA flag. Classification society American Bureau of Shipping. Built in 2004 in Mobile (USA) by Bender. Owned by Gulfmark Americas Inc (USA). Sold for demolition. She was last spotted in Amelia (Louisiana, USA).

Putford Worker (ex-Maersk Worker, ex-Maersk Piper). IMO 7432094. Length 65 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1976 in Waterhuizen (Netherlands) by Pattje. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa, Denmark by Fornaes ApS, a EU-approved yard.



Putford Worker, October 2019, IJmuiden (Netherlands).
© J Marechal



Grenaa, March 2021.
© Leif Hansen

Standby-safety vessel

October-November-December 2020

Orcades (ex-Grampian Orcades). IMO 8900256. Length 46 m. Deflagged from the United Kingdom to Djibouti in June 2020. Classification society Lloyd's Register of Shipping. Built in 1991 in Bogense (Denmark) by Bogense SV. Owned by Danskib V Ltd (Gibraltar, United Kingdom). Sold for demolition in November 2020. Her official status is still "in service" mais her classification society considers she was sold "sold for recycling-scrap". Her final destination is to date unknown.



Orcades © J Jamieson

January-February-March 2021

Two ships owned by Vroon Offshore Services Ltd, British subsidiary of the Dutch group Vroon BV were sold for demolition. They were laid-up in Leith (Scotland, United Kingdom). Their final destination is to date unknown. The *Vos Power*, *Vos Producer* and *Vos Prominence* belonging to the same owner were broken up in Gravendeel (Netherlands) by a EU-approved yard (see "[Shipbreaking](#)" # 61, p. 65).

Vos Defender (ex-Viking Defender, ex-Cam Defender, ex-Jagima). IMO 8211887. Length 47 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Vestnes (Norway) by Salthammer.

Vos Supporter (ex-Viking Supporter, ex-Cam Supporter, ex-Sentinel Teresa). IMO 8207458. Length 47 m. United Kingdom flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1983 in Turku (Finland) by Laivarakenne.

Seismic research vessel

2020 : October-November-December = 4

2021 : January-February-March = 1

October-November-December 2020

Mahsuri (ex-Bremen, ex-Mintrop, ex-Bremen). IMO 7217999. Ex-factory ship built in 1972 in Bremerhaven (Germany) by Schichau Unterweser for Nordsee Deutsche Hochseefischerei GmbH (Germany) and converted in 1985. Length 92 m, 3,626 t. Deflagged from Malaysian to Saint Kitts & Nevis for her last voyage shortened to *Suri*. Classification society Det Norske Veritas / Germanischer Lloyd. Owned by Prima Shipmanagement (Malaysia). Sold to Green Ocean Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 393 US\$ per ton.



Mahsuri, February 2017 Langkawi (Malaysia). © Frank22

MGS Sagar (ex-Princess, ex-CGG Princess, ex-Polar Princess). IMO 8501074. Length 76 m, 2,187 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Leirvik (Norway) by Kleven Loland. Owned by Marine Geological Survey MGS (Cyprus) c/o FW Shipmanagement Ltd (Hong Kong, China). Sold for demolition in India. 440 US\$ per ton.



Princess in Brest (France), June 24, 2013.
© Erwan Guéguéniat



Mgs Sagar, laid-up in Dunkirk (France), March 23, 2015.
© Pascal Breudel

Oceanic Phoenix (ex-Geomaster, ex-Geowave Master, ex-Kouki Maru). IMO 9227754. Ex câblier converted in 2007. Length 117 m. Norwegian flag. Classification society Bureau Veritas. Built in 2000 in Naruto (Japan) by Kanrei. Owned by Master & Commander AS (Norway). She has been laid-up in Dunkirk (France) for years.



Oceanic Phoenix in Brest (France), 5 November 2014.
© Erwan Guéguéniat



laid-up in Dunkirk (France), May 23, 2015.
© Pascal Breudel

.../...

In May 2019, the Port of Dunkirk raised its port fees; the *Oceanic Phoenix* was sent to Norway. In December 2020, she was towed for demolition in Esbjerg (Denmark) by the Smedegaarde, a EU-approved yard.



Still laid-up in Dunkirk, May 14, 2019.
© Erwan Guéguénat



Arrival at Esbjerg (Denmark), December 12, 2020.
© Lars Pedersen

Surf Ranger (ex-Seisranger). IMO 9064657. Length 87 m, 4,250 t. Deflagged from the Marshall Islands to Niue for her last voyage shortened to *Ranger*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1993 in Nordfjordeid (Norway) by Nordfjord. Owned by Otto Marine Ltd (Singapore). Acquired by Trinitas Ship Management Pvt Ltd based in India prior to her departure under tow to Alang.



Surf Ranger, Alang, December 16, 2020. © Panchal Amit

January-February-March 2021

Yasmin M (ex-Home, ex-Seaman Guard Arizona, ex-Alex Challenge, ex-Western Wave). IMO 8131386. Length 44 m, 1,200 t. Tanzanian flag. Classification society American Bureau of Shipping. Built in 1983 in Moss Point (USA) by Quality SB. Owned by Jubba Shipping & Cargo & Clearance Co (United Arab Emirates). Detained in 2008 in Port Said (Egypt) and in 2010 in Sfax (Tunisia). Sold for demolition in Pakistan.



Alex Challenger, Doha (Qatar), June 2006.
© Graham Curran

Yasmin M, Gadani. © Gadani Ship Breaking Yard



Miscellaneous - cable layer/pipe layer

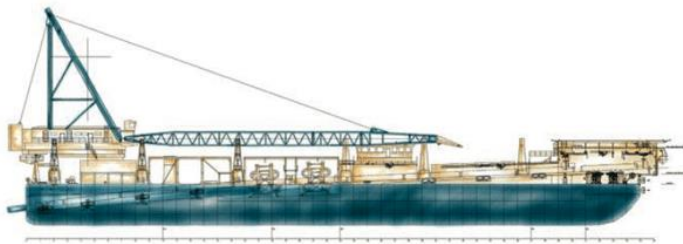
October-November-December 2020

Calamity Jane (ex-*Provider 1*, ex-*Tyco Provider*, ex-*Stakhanovets Yermolenko*). IMO 7616779. Built in 1978 in Rauma (Finland) by Hollming. Ex heavy load carrier converted to cable layer in 1999 in Mangalia (Romania) then in 2005 in Schiedam (Netherlands) to trenching support vessel. Length 139 m, 5,439 t. Maltese flag. Classification society Lloyd's Register of Shipping. Owned by Allseas Engineering BV (Netherlands). Detained in 2010 in Damietta (Egypt) and in 2012 in Dampier (Australia). Sold for demolition in Turkey.



Calamity Jane, May 2019, Sehested (Germany). © H Ivers

Castoro II. IMO 8758885. Length 135 m, 12,813 t. Bahamian flag. Classification society Registro Italiano Navale. Built in 1970 in Muggiano (Italy) by Ansaldo S.P.A. Cantiere Di Muggiano. Owned by SAIPEM Portugal Comercio (Portugal). Large barge used as pipelayer, equipped with 2 cranes, a helideck and accomodating 290 crew in fully air conditioned quarters. Beached for demolition in India.



© Saipem



Beaching in Alang. © GMS

Livestock carrier

October-November-December 2020

Al Fahed (ex-*Captain Murad*, ex-*Al Reda*, ex-*Rwala*, ex-*Khaled T*, ex-*Muhieddine V*, ex-*UB Prudent*, ex-*Polly Prudent*, ex-*Astor*, ex-*Tegelersand*). IMO 6922327. Ex-general cargo carrier converted in 2010 at the age of 41. Length 92 m, 1,801 t. Tanzanian flag. Classification society Guardian Bureau of Shipping. Built in 1969 in Oldenburg (Germany) by Brand HG. Owned by Marshall Islands-registered Mazyd Shipping Co SA c/o Gulf Coast Shipping & Trading SA (Greece). Detained in 2000 in Tuapse (Russia), in 2003 in Constanta (Romania) and in 2009 in Mykolaiev (Ukraine). Sold for demolition in Pakistan. 305 US\$ per ton.



Al Fahed, May 2013. © Amid Abou Kheder

Dredger

2020 : October-November-December = 1

2021 : January-February-March = 2

October-November-December 2020

Orwell. IMO 8515520. Hopper capacity 2575 m³. Length 90 m. Belgian flag. Classification society Bureau Veritas. Built in Ruisbroek (Belgium) by Fulton Marine. Owned by Decloedt in Zoon NV (Belgium). Sold for demolition in Gijon (Spain) by DDR Vessels XXI, a EU-approved yard.



Bayonne (France), October 2014. © Jean Pierre Boune

January-February-March 2021

Dravo Costa Dorada (ex-Volvox Scaldia). IMO 8611180. Hopper capacity 2,548 m³. Length 86 m. Spanish flag. Classification society Bureau Veritas. Built in Kinderdijk (Netherlands) by IHC Smit. Owned by Dravo SA (Spain). Detained in 1997 in Esbjerg (Denmark). Sold for demolition in Gijon (Spain) by DDR Vessels XXI.



© Puentedemando

Dravo Costa Dorada, DDR Vessels XXL yard



© Alfonso

Som Silver (ex-Noon Island, ex-Boa Vista I). IMO 7522100. Hopper capacity 5,000 m³. Length 107 m, 3,600 t. Deflagged from Saint Kitts & Nevis to Niue for her last voyage. Classification society Bureau Veritas. Built in Kinderdijk (Netherlands) by IHC Smit. Owned by United Dredging Co (United Arab Emirates). Acquired by Trinitas Ship Management Pvt Ltd based in India prior to her departure for demolition in Alang.

Nuclear fuel carrier

October-November-December



Oceanic Pintail (ex-*Pacific Pintail*). IMO 8601408. Length 104 m, 3,685 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Kobe (Japan) by Mitsubishi. Owned by Nuclear Decommissioning Authority (United Kingdom).



Gravesend (United Kingdom), January 2012.
© John Pitchner

The ex-*Pacific Pintail* was classed INF-3, allegedly the highest safety level with regard the maritime transport of spent nuclear fuel, plutonium and high-level radioactive waste. In the first part of her trading life for Pacific Nuclear Transport Ltd (PNTL), she was operated on long-distance voyages. There was more British commandos on board than crewmembers. She was equipped with a heavy artillery to fight off terrorist attacks and misappropriations of nuclear material destined for Japan from Barrow-in-Furness (UK) or Cherbourg (France). In 1999, along with the *Pacific Teal*, she was the first ship to transport MOX [Mixed Oxide, a nuclear fuel composed of plutonium and uranium] from Europe to Japan. The shipment was rejected by Japan because of falsified fuel checks at the Sellafield/Windscale reprocessing plant, and both ships returned to the United Kingdom with their MOX. In September 2004, still along with the *Pacific Teal*, she again made headlines with a 6,000 km voyage from the United States to Cherbourg (France), where 140 kg of Plutonium 239 intended for MOX fabrication were awaited. (See "[Où sont-ils? Ils sont in l'Ouest](#)", 2 September 2, 2004. [French language only]).

According to the PNTL doctrine, ships have to be decommissioned and dismantled at or before 25 years of service; thus, the *Pacific Teal*, built in 1982 was broken up in the Netherlands in 2008. Today PNTL operates a fleet of specialized vessels of 11 to 13 years of age, the *Pacific Grebe*, *Pacific Egret* and *Pacific Heron*. In 2012, the *Pacific Pintail*, built in 1987, broke with the tradition and played overtime : she was transferred to the Nuclear Decommissioning Authority and deployed on the European and Atlantic service. The cannons were removed. In September 2019, she sailed on her last voyage towards Nordenham (Germany) to deliver high-level radioactive waste from the reprocessing of German nuclear spent fuel by the English Sellafield/Windscale plant. After 33 years of nuclear service, the *Oceanic Pintail* is to be dismantled by the Scottish yard Dales Marine Services in its Leith drydock (United Kingdom).



Oceanic Pintail, November 12, 2020, departing for Leith. © Screenshot - Nuclear Decommissioning Authority

"Shipbreaking" has already mentioned the demolition of other nuclear fuel carriers in European yards: *European Shearwater* in 2010 in the Netherlands ("[Shipbreaking](#)" # 18, p. 40), *Pacific Sandpiper* in 2011 in Ghent (Belgium) by Galloo Recycling ("[Shipbreaking](#)" # 24 p. 4), *Atlantic Osprey* in 2014 by the Welsh yard Swansea Dry Dock ("[Shipbreaking](#)" # 37 p. 61).

The END. Hit and run



Sichem Pandora, Dunkirk, January 2006.
© R. Fournier

"Pandora indeed! A pretty name for a ship: fairly smiting Face in the face ".
Mardi and a Voyage Thither. Herman Melville. 1849.

The *Sichem Pandora*'s flight has lasted for exactly 15 years. She was beached on January 6, 2021 in Alang yards nicknamed *Ulf* and flying the flag of Saint Kitts and Nevis, but the detectives of Robin des Bois managed to unmask her.

It is quarter to 8 on Thursday January 5, 2008. It is a dark night. Dawn will soon arrive. Cherbourg is starting to make noise. The workers are driving lined up towards the main gate of the arsenal. The children are preparing to set off for school or are yelling in the corridors. Eleven of them will find out in the afternoon that they are fatherless. In the houses, the garlands of the Christmas trees are still flashing.

At sea, about 50 km off Cherbourg, in the Casquets Traffic Separation Scheme, it's another story. There are flares and lights that move or occult at the mercy of the waves and the men who keep watch on the bridges from 4 am to 8 am are sleepy-eyed and look forward to the end.

The *Sichem Pandora*, 116 m long, Maltese flag, 3,000 tonnes of iron and stainless steel, comes hurtling from Sfax, Tunisia where she unloaded rapeseed oil, and is heading for Vlissingen, Netherlands. The tanker has no time to lose. Tomorrow, the rapeseed page will be turned and the *Sichem Pandora* must be ready to load paraffin to Montreal.

The *Klein-Familie* left Cherbourg around 4: am. Built in 1968 in Paimpol with Celtic oak, she is 14 m long, is going out fishing cod and 6 men are on board. When the *Klein-Familie* left at night, you could hear the guys talking to each other from the quay of the "Ancien Arsenal", and even from the memorable Mercure hotel, telling their petty stories while baiting hooks under the white awning which protected them from prying eyes on land and from the rain at sea.

At about a quarter to 8, the *Klein-Familie* smashes against the ice-strengthened bulbous bow of the *Sichem Pandora*. The small family sinks on the spot with a few calls for help and with for only witnesses a dark, furtive wall and the shadows of tanks and pipes. The *Sichem Pandora* has just passed by and 5 men just passed away. Two to three minutes before the shock, the cargo ship attempted an anti-collision manoeuvre. The MRCC Jobourg (Maritime Rescue Coordination Centre) stored this abrupt dodge which occurred between 7.52 and 8.03 am, when the *Sichem Pandora* resumed her initial course and speed as if nothing had happened.

The sequence straddles the 4:00 to 8:00 and 8:00 to 12:00 lookout watches. Four men in the wheelhouse, three Russians and one Latvian, ask themselves about the origin and fate of the lights that rubbed their port beam for a few seconds. Then the law of silence in an organised group sets on the *Sichem Pandora*.

At 8:48 am, it is now daylight and the *Alblas* reports 2 red flares in the Casquets TSS.

From 8:52 am, the MRCC Jobourg issues PANs (urgency messages) in French and English on channel 16.

At 8:54, the *Alblas* reports a liferaft astern.

At 9:12 am, the *Steines* reports one man alive on board the liferaft.



Toy, 1930's. Photo Charlotte Nithart / Robin des Bois

"Seamen are special people". "It's not blood that runs in their veins, it's saltwater". Fabienne Hérauville, widow of Franck, one of the 5 dead of the *Klein-Familie*. Le Monde. January 13, 2006.

At 9:45 am, the *Alblas* informs the MRCC Jobourg that she has just recovered a shipwreck survivor and one minute later, confirms the sinking of the *Klein-Familie* with 5 people on board. From then on, vigilance is required for all vessels in the western Channel and important airborne and seaborne resources are deployed by the Préfecture Maritime in Cherbourg and the Guernsey authorities to try to locate other survivors and traces of the shipwreck. The *Sichem Pandora* remains silent.



Alblas, Dutch flag. © Marie Anne

At 10:05 pm, just before leaving the waters under French jurisdiction and following a request of the Maritime Prefect for the Channel and the North Sea by the Cherbourg public prosecutor, the MRCC Gris-Nez orders the *Sichem Pandora* to divert to Dunkirk.

On January 6, thanks to the trajectory tracking of the MRCC Jobourg, the wreck of the *Klein-Familie* is detected by the sonar of the minesweeper *Croix du Sud*, which had sailed from Brest in the middle of the afternoon the day before.

From January 7, divers explored the wreck of the *Klein-Familie*. At a depth of 63 m, the scene is violent. The fishing boat is dismembered. A navigation light is still on and white and orange lights are still flashing. The bodies of the shipwrecked men are missing and will never be found.

Between January 6 and January 27, the *Sichem Pandora* and her 15 crew members are held in Dunkirk. On the bulbous bow of the cargo ship, green traces of paint corresponding to the colour code of the hull of the *Klein-Familie* are detected.

The 12 Russian sailors and the three Estonian, Latvian and Ukrainian sailors were questioned in Dunkirk by French investigators and then by Maltese investigators, as the Maltese justice took over the case by virtue of the considered to be exclusive responsibility of the flag state when a collision occurred in international waters. They were in unison and told the same story from the cook to the master. The swerve and zig zag at 7:45 a.m. were an ordinary manoeuvre to avoid a fishing gear and did not deserve to be registered on the logbook. No one on board felt any vibrations or variations in the power and sounds of the engine when the *Sichem Pandora* changed course. Except for the men on watch, they were all having breakfast or were waking up. The master spent part of the morning doing paperwork and filling out the payslips of three sailors who were due to disembark in Vlissingen.

During the watch from 8:00 to 12:00, the messages from MRCC Jobourg would not have been heard or understood. The master confirmed that he was only informed of the morning sinking of the *Klein Familie* at midnight in Dunkirk bay.

On April 18, 2012, the Maltese magistrates concluded their investigation and stated that watchkeeping was deficient on board both the *Klein-Familie* and the *Sichem*. The chief officer and the able seaman on watch on board the *Sichem Pandora* between 4:00 and 8:00 a.m. on January 5, 2006 were charged with manslaughter, breach of the obligation to assist vessels in distress and persons in danger at sea, and for the breach of the mandatory duty to report accidents to nearby vessels.

The captain, the deaf and dumb people on watch from 8:00 am to 12:00 pm, the Danish shipowner Eitzen Chemical A/S, and its crisis unit in Singapore, were exempted of all charges.

In March 2016, both men were acquitted by the Court of Criminal Judicature of Malta. The judges found that there was no sufficient evidence to acknowledge the involvement of the *Sichem Pandora* in the collision. A few months later, the chief officer requested the judicial help of the ITF (International Transport Workers' Federation) and the SUR (Seafarers' Union of Russia) to obtain financial compensation from the French authorities, which, according to him, were responsible for a serious offense to his reputation, his professional career and his private life. His efforts were unsuccessful.

Homage to Thierry Goueslain, 36 years old, to Ludovic Hérauville, 34 years old, to his brother Franck, 45 years old, to Olivier Brusa, 34 years old, to Frédéric Terpereau, 18 years old and to Jean Michel Guéno, miraculously saved, 19 years old, at the time of the shipwreck.

Today, two sons of Thierry, the owner of the Klein-Familie, are mechanic and seaman on two Cherbourg fishing boats.

Sources:

Advanced Shipping & Trading; AFP; Allied Shipbroking; Anchor; Shipbroking; Baird Maritime; BEA Mer, bureau d'enquêtes sur les événements de mer; Bismark Maritime; Black Sea Memorandum of Understanding; Boatnerd; Boho Island News; Border Security Report; Bulletin Officiel des Marchés Publics; Bunker Index; Bureau Veritas; Chittagong Port Authority (the); Click petroleo e gas; Comercio (el); Cruise Deck; Cruise Industry News; Daily Star (the); Defesa; Det Norske Veritas – European Commission ; European Maritime Safety Agency ; Germanischer Lloyd; Dhaka Tribune (the); Dredge Point; Edge (the); Emirates 24/7; Equasis; EU Navfor; Euro Weekly News; Faktaomfartyg; Fednav; Fleetmon; Fleetphoto.ru; Fresh Plaza; G Captain; Global Marketing Systems; Guardia Civil; Hazardexonthenet; Hellenic Shipping News; Heraldo (el); Human Rights at Sea; Indian Ocean Memorandum of Understanding; Insurance Marine News; Intermodal Research; International Labour Organisation ; International Maritime Organization ; Irish Ferries Enthusiasts; Jeune Afrique; KBS World; Korabel; Korea Times (the); Liverpool Echo (the); Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Bulletin (the); Maritime Business; Maritime Executive (the); Maritime Herald; Mediterranean Memorandum of Understanding; Mer et Marine; Ministère des Affaires Etrangères du Bangladesh; Miramar Ship Index; National (the)-Papua New Guinea; National News (the), Emirats Arabes Unis; Navsource; Nippon Kaiji Kyokai; OE Digital; Offshore Energy; Pacific Nuclear Transport Ltd; Paris Mémorandum of Understanding; Place North West; Puentedemandando; Recycling International; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Safety 4 Sea; Seafarers' Union of Russia; Seanews; Ship and Bunker; Shipspotting; Sinaval; Soviet-trawler.narod; Splash 24/7; Supreme Court of Singapore; Teekay; Times of Malta; TN Petroleo; Tokyo Memorandum of Understanding; Trade Winds; Turkish Coast Guard ; United Nations Security Council ; United States Coast Guard; US Department of the Treasury ; US Marad; Vessel Finder; Vessel Tracker; Vigilance Port de Québec; YPSA.

Sources - Sichem Pandora/Klein Familie

Presse de la Manche (la), Ouest-France, Monde (le), Mémorial National des Marins; Maritime Bulletin.net; BEA Mer, bureau d'enquêtes sur les événements de mer-Report of Safety Investigation Klein-Familie-Sichem Pandora; Court of Magistrates (Malta) : Maritime Inquiry regarding the fishing vessel Klein-Familie, April 18, 2012 / Case number 1313-2012, May 12, 2016 / Case number 1245-2012, May 12, 2016; Préfecture maritime de la Manche et de la mer du Nord.