

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

68, from July 1 to December 31, 2022

February 21, 2023



Tresta Star, Réunion Island, Indian Ocean (France). The END, p. 97
"Parking obstruction. Please clear the area".

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Robin des Bois
Organisation Non Gouvernementale de Protection de l'Homme et de l'Environnement
depuis 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
Charlotte Nithart and Gaëlle Guilissen
Translation: Christine Bossard and Jacky Bonnemains
Director of Publication : Charlotte Nithart
Cover photo : Artwork on the hull of the grounded *Tresta Star*. © [Jace-FaceBook](#)

*Thank you to all shipspotters,
In particular Pascal Bredel, Egidio Ferrighi, Erwan Guéguéniat, Yvon Perchoc, Marc Ottini and Vladimir Tonic.*



Ex-Foch, the World upside down



Foch. © Marine Nationale

Scuttling of the *Sao Paulo ex-Foch*, February 3, 2023

They did so at dusk, 349.5 km off the Brazilian coast, on the edge of the Exclusive Economic Zone, “in order to avoid any logistical, operational, environmental and economic damage to the Brazilian State”. In its press release, the Brazilian Navy paid tribute to the aircraft carrier and its crews “worthy servants of the French and Brazilian navies”. The export licence for the ex-Foch in 2000 specified that the conditions for dismantling the *Sao Paulo* aircraft carrier had to be authorised in advance by the French authorities. In a way, France is an accomplice in this disaster decided and assumed by Brazil.

Brazil’s crime is almost perfect. The alibi of the waterway that could have led to the sinking of the *Sao Paulo* is unverifiable and, in any case, repairs could have been carried out in the port of Suape, Pernambuco State.

In its bulletin “[Shipbreaking](#)” # 64 published in November 2021, Robin des Bois anticipated “ a diffuse risk that the former aircraft carrier will be scuttled in the Atlantic and pollute the marine environment in the long term.”

The environmental disaster will occur in two stages:

- The immediate time of the mortality of an abyssal community composed of molluscs, crustaceans, fish, sea cucumbers and a flora adapted to the extreme conditions that prevail at a depth of 5000 m.
- The long, very long time for decomposition and dispersion of toxic substances. The ex-Foch aka *Sao Paulo* will spread a contaminating plume into the Atlantic Ocean. Lead, arsenic and tin paint flakes, asbestos dusts, hydrocarbon particles, PCBs and mercury will contaminate plankton, fish and whales.

The scuttling took place within the perimeter of the South Atlantic whale sanctuary proposed by Brazil for 22 years within the International Whaling Commission to “mitigate identified threats to whale populations and to identify and quantify other potential threats”.

The *Sao Paulo*'s residues will contribute to the unhealthiness of the marine environment as far as the Caribbean arc, due to the effect of upward currents. The wrecks of warships and civilian vessels that have been at the bottom of the oceans since the last two World Wars continue to spread poisons on the ocean floor, in the water column and to contaminate marine resources. The NGO Robin des Bois based in France is calling for international cooperation between Latin American and European countries to monitor the slow decay of this underwater mega dump.

See also:

"Shipbreaking" # 58, Reefing or recycling for the *Sao Paulo*, p. 7, February 2020

"Shipbreaking" # 64, Sale of the *Sao Paulo*, p. 15, November 2021

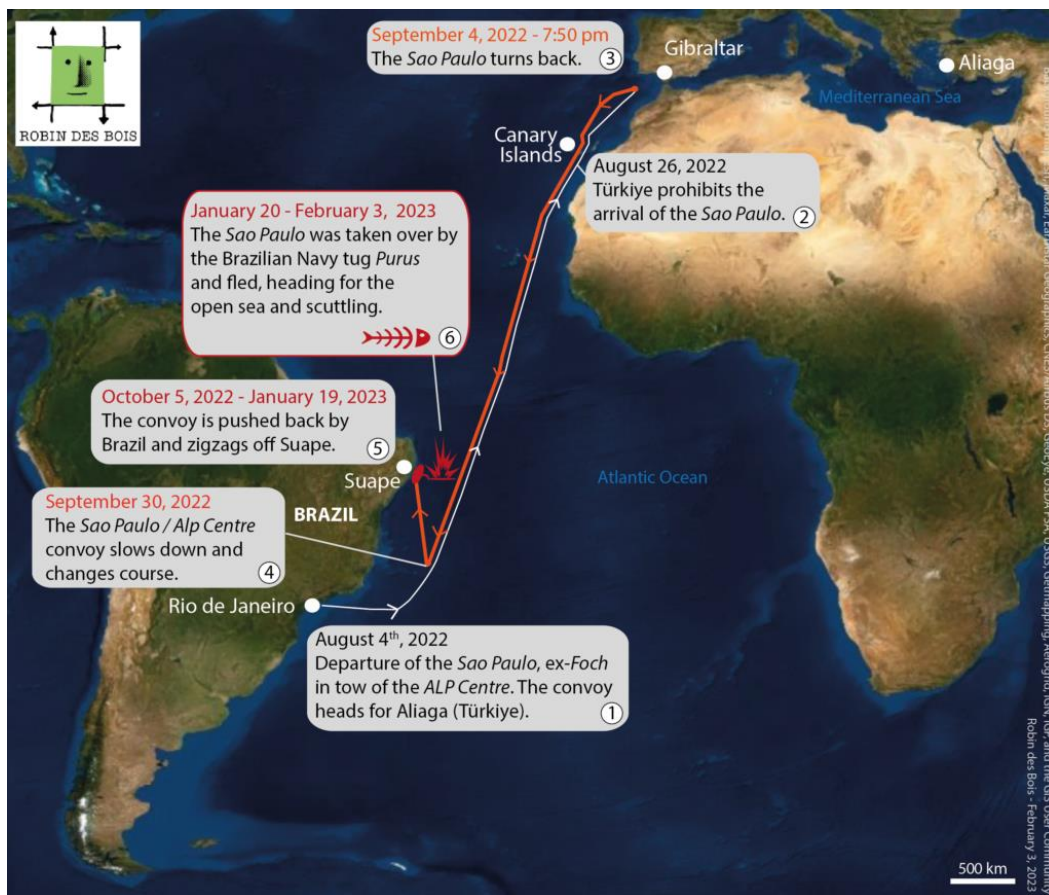
The ex-*Foch*, twin of the *Clemenceau*, on her way to the scrapyards in Türkiye, August 25, 2022

What is the future for the *Sao Paulo*, ex-*Foch* ?, September 2, 2022

The aircraft carrier *Sao Paulo* is banned in Brazil!, October 7, 2022

The ex-aircraft carrier *Foch* on her way towards the unknown, January 20, 2023

Update – Aircraft carrier *Sao Paulo*, ex-*Foch*, January 31, 2023



While trying to direct the blockbuster *Clem 2*, the Non Governmental Organizations NGO Shipbreaking Platform and Basel Action Network have produced a disaster movie. After the departure from Rio de Janeiro of the *Alp Centre/Sao Paulo-ex-Foch* convoy, in a few days, they have made the ex-aircraft carrier and sistership of the *Clemenceau* an untouchable in Turkey and a curse in Brazil. It was misunderstanding the negligence of the successive Brazilian governments and the lack of a shipbreaking industry in Latin America to hope in these conditions for another fate than scuttling and oceanization.

A German military waste bound for Türkiye in transit at Cherbourg.



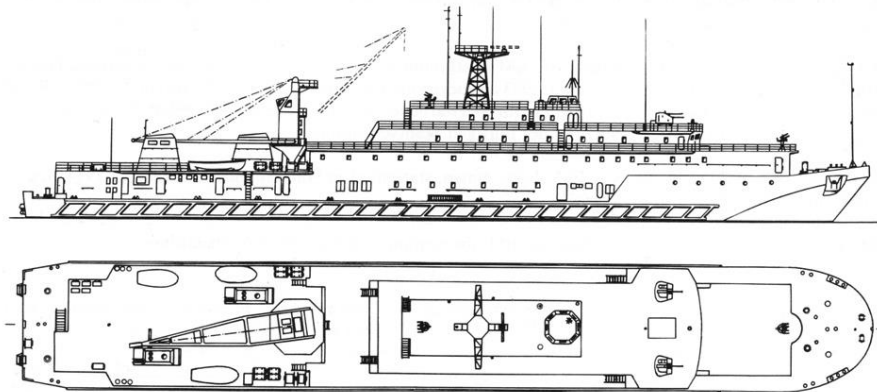
Wische Y 895, August 16, 2021, Wilhelmshaven.
© Frank Behrends



January 7, 2023, Cherbourg.
© Ludovic Ameline -La Presse de la Manche

The German State does not set an example with regard the demolition of end-of-life merchant ships or navy vessels. There is still no EU-approved yards available in Germany (see the chapter on the update of the European list p. 20). The German State does not take the proximity criterion into account either. When it comes to scrapping former navy vessels, it does not choose an approved yard in the Baltic or in Northern Europe, but has them towed away to Türkiye on a few thousand km-long voyage.

Saturday, January 7, 2023. The Danish-flagged tug *Hunter* docked at the Quai des Mielles in the port of Cherbourg (France). She was towing an old anonymous navy unit bound for the Turkish scrapyards. Robin des Bois' investigation revealed a "Wohnschiff" of the *Ohre* class, in other words a floating accommodation base built for the Volksmarine, the East German navy. Six units were built between 1982 and 1986 by VEB Peene Werft in Wolgast in the district of Rostock. These ships combined the functions of accommodation for the crews of fast missile boats and of supply ship. They were equipped with two air defence guns. They could accommodate 190 men and store 700 tons of fuel, ammunition and food and had a waste incineration plant. Soldiers had access to a sauna, a cinema and sports facilities.



© Schiffe und Boote der Volksmarine der DDR. Manfred Röseberg.
Ingo Koch Verlag, January 2002.

After the reunification of Germany, the *Vogtland*, *Altmark*, *Harz*, *Havelland*, *Börde* and *Uckermark* were taken over by the Federal Navy. The *Havelland* and *Börde* were sold as early as 1991 and 1992 to be used as accommodation vessels as the *Odin* and *Monsoon* on civilian offshore fields. The *Uckermark* and *Vogtland* were scrapped in Türkiye in 2002, the *Altmark* in a Danish yard in 2016. The *Harz*, renamed *Wische* to avoid confusion with a supply ship of the German Federal Navy was the only one left. Riddled with asbestos and probably PCBs, she was put up for sale in 2020 by the Vebeg. The Vebeg is the structure in charge of the sales of vehicles, equipment and various supplies on behalf of the German army and public administrations and organisations. For example, the Vebeg sold the frigate *Bremen* for scrapping in Türkiye (see "[Shipbreaking](#)" # 64, p,8).

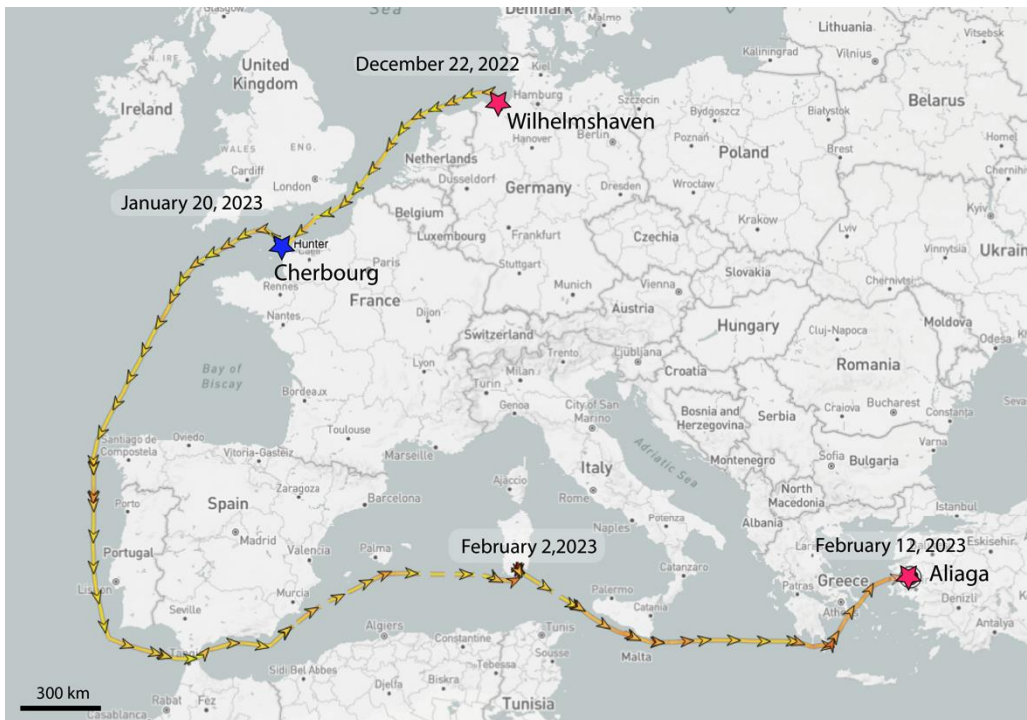
A German military waste bound for Türkiye in transit at Cherbourg



Harz H31. © UGI/Binnenschiffsforum

The *Hunter* left Wilhelmshaven on December 22, 2022 with the task of crossing the Bay of Biscay in the middle of winter. With her two engines totalling 3200 bhp and a bollard pull of 44.36 tons, it was indeed more prudent to wait in Cherbourg for a long-term improvement in the weather conditions. The design of the ex-*Wische* makes her vulnerable to storms and water ingress.

On 20 January 2023, the convoy left Cherbourg. The *Wische* and her hazardous materials arrived in Aliaga on February 12.



Tracking of the *Hunter* / *Wische* convoy from Wilhelmshaven to Aliaga. Screenshot MarineTraffic

***Hunter* (ex-*Hunter A*, ex-*Sea Regent*, ex-*Profit Regent*). IMO 9468372. Built in 2008 in Sibul (Malaysia) by Forward Shipbuilding Enterprise Sdn. Length 31.1 m. Danish flag. Classification society Det Norske Veritas. Owned by Svendborg Bugser A/S (Denmark).**

***Wische* (ex-*Harz*). Built in 1985 in Wolgast (ex-East Germany) by VEB Peene Werft. Length 89.38 m.**

Shipbreaking in Africa

There are no shipbreaking yards in Northern Africa, Western Africa, Southern Africa or Eastern Africa either approved by the European Union or stated as compliant with the standards of the Hong Kong Convention by one of the leading classification societies. After Guinea Bissau in issue # 66, "Shipbreaking" # 68 explores a wreck dump in Dande, Sarico beach (Angola) and another one in Kpone (Ghana). All of the abandoned ships, which over the years are abandoning their pollutants, were built in Russia, Australia and Europe.

See in particular about shipbreaking in Africa

- Wrecks in Mauritania. "Shipbreaking" # 20, p. 1-2 and 39-42. "Shipbreaking" # 51 p. 7-8.
- The Senegal Project. "Shipbreaking" # 27, p. 4-5.
- A project in South Africa. "Shipbreaking" # 61, p. 12.
- Guinea-Bissau. "Shipbreaking" # 66, p. 12-13

1. Angola: Dande, north of Luanda



Praia do Sarico, Angola, April 2021. Screenshot Google Earth

In Angola, Sarico beach in the municipality of Dande, a one hour-drive north of the capital Luanda, is becoming another Nouadhibou. For decades, wrecks have been piling up, rusting and breaking up. Some people talk about ships that ran aground voluntarily or involuntarily while carrying weapons during the civil war (1975-2002). Many point the finger at the port of Luanda: it would have got used to send there ships discarded along its quays. Pushed by the waves, cargo ships, fishing vessels, ferries, Ro Ros and other vessels exiled at the foot of cliffs end up on the beach. Many were built in Europe.



© Vivências Press

Shipbreaking in Africa - Angola



© SAPO 24



© Angowindhoek Tourism

The latest to arrive still bear marks that allow us to trace their history. Most of them, eaten away by corrosion, remain anonymous.

The beach has become a leisure spot for some and a good deal for others. Local youths come to play and dive from the wrecks, tourist agencies offer all-inclusive tours from Luanda for US\$129, scrap metal dealers come for their metal shopping.

Fish, poisoned or repelled by fuel residues and other pollutants, are becoming scarce. The fishermen are resigned and add scrap metal recovery to their traditional activity. Accidents are not rare.

In April 2021, the government of Luanda would have called for bidders with regard the removal of wrecks. This is not the first attempt. As early as 2004, a joint commission of the Ministries of Transport and Finances had been working to establish a protocol for the forfeiture of property and subsequent shipbreaking of the vessels *Joaquim Kapango*, *Lundoge* and *N'Gola*. With no result.

A few identified ones.

Ale Morace (ex-*Jade Express*). IMO 9170195. High speed ferry. Built in 1998 in Fremantle (Australia) by Austal Ships. Length 47.6 m. She was declared a total loss in November 2013.



August 2011, Palermo. © Irene L Cop



Ale Morace

© Celso Nunes

Geroj Kryma. IMO 8724468. Fish carrier. Built in 1988 in Khabarovsk (Russia) by SM Kirova. Length 55 m. She was declared a total loss in 2005.



Left, the *Geroj Kryma*. © Diario Economico

Shipbreaking in Africa - Angola

Joaquim Kapango (ex-*Plencia*). IMO 7529847. General cargo ship built in 1978 in Gijon (Spain) by Duro Felguera. Length 104 m. She was declared a total loss in 1996.



Joaquim Kapango, while trading. © Sailor100

Joaquim Kapango, discarded and twisted on Sarico Beach



© Francisco Sequeira



© Robert John Lambert

Karl Marx (ex-*Keila*). IMO 5186081. General cargo ship built in 1959 in Budapest (Hungary) by Gheorghiu Dej. Length 78.8 m. She was declared a total loss in 2007.



September 1971. © Malcolm Cranfield



October 2009. © Rijsdijk,1



July 2017. © Jose M Pires

Shipbreaking in Africa - Angola

Lepanto (ex-*Georgios Kapa*, ex-*Pireas*, ex-*Deneb*, ex-*Fredrika*). IMO 5088564. Cargo polyvalent Built in 1962 in Falkenberg (Suède) by Falkenbergs Verv. Length 86 m. Declared a total loss in 2004.



© Alain Mey.



December 2017. © Ver Angola

Lundoge (ex-*Aegira*). IMO 7610074. SD 14 general cargo ship built in 1979 in Southwick (United Kingdom) by Austin & Pickersgill. Length 144 m. Abandoned since 1995, she was declared a total loss in 2007.



1979. collection Chris Howell



Sarico Beach. © Paul Wille

Mukankala II (ex-*Cidade de Amboim*, ex-*Cidade de Funchal*, ex-*Mercandian Supplier II*, ex-*Lider*, ex-*Mercandian Supplier II*). IMO 8000070. Ro Ro built in 1981 in Frederikshavn (Denmark) by Frederikshavns Verft. Length 105.6 m. She was declared a total loss in 2013.



1986. © simonwp



2017. © Fatima Abrantes



2018. © Paulo Bonito Moreira

N'Gola (ex-*Blumenthal*). IMO 5046906. Reefer built in 1961 in Hamburg (Germany) by Howaldtswerke. Length 158.50 m. She was declared a total loss in 1995.



1982 © Lars Brunkman



© Robert John Lambert

Shipbreaking in Africa - Angola

Tuizidi (ex-Ofelia). IMO 6809771. Ferry built in 1968 in Schacht-Audorf (Germany) by Krogerwerft. Length 74.4 m. She was declared a total loss in January 2022.



1990. © Pieter Inpijn



2022. © Dario Andrade

Without names but not without pollutions



© Espresso das Ilhas



© Robert John Lambert



© Safari Source



© Pedro Careno



© Calvin Sun



January 2018. © Berço do Mundo

Shipbreaking in Africa - Angola



© Pedro Careno



February 2020. © Calvin Sun



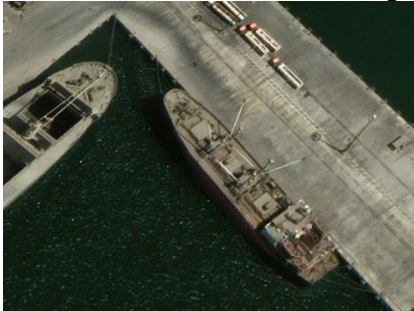
© Ver Angola



© Marcelo Domingues

2. Ghana: Kpone Beach, east of Tema

Nautilus (ex-Saetta, ex-San Diego, ex-Etsuyo Maru). Reefer. IMO 8503723. Length 92 m. Built in 1985 in Komatsushima (Japan) by Tokushima Sangyo. The last known owner of the *Nautilus* was a certain Marshall Islands-registered Custom Line SA care of Fairport Shipping Ltd (Greece) which had acquired her in 2013 and registered her in Kiribati Islands. The *Nautilus* was operated in East Africa and above all in West Africa as a fish carrier. She was a substandard ship with a heavy record, 5 detentions in 2001 in Villagarcia de Arosa (Spain), in 2009 in Antwerp (Belgium), in 2011 in Montevideo (Uruguay), in 2013 in Port Harcourt (Nigeria) and in December 2017 in Tema (Ghana). This latter detention was fatal. The *Nautilus* was abandoned alongside a quay.



March 2018



December 2020

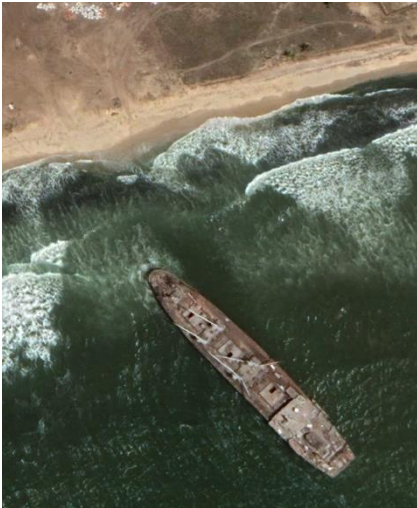


Screenshots Google Earth

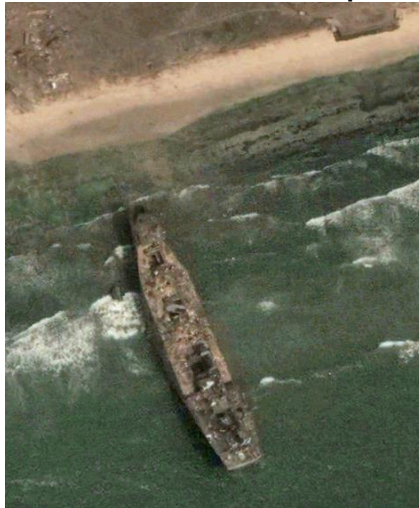
The port of Tema, which invests in its economic development, is chasing away squatters. In 2020, in a first move, the *Nautilus* was exiled in the outer fishing port. In the summer of 2021, she was towed to the beach of Kpone, some 10 km away, to be scrapped.

Dr. Evans Ago Tetteh, Transportation Consultant and Adjunct Lecturer at Regional Maritime University of Accra, is worried about the conditions of shipbreaking. The old cargo ship is being cut up on the beach without any care regarding the spill of oily water, cooling fluids, oil residues and the release in the air of TBT paint, debris, and asbestos contaminated materials. Dr Ago Tetteh considers the development of a shipbreaking industry could be an opportunity for Ghana. It could allow the country to position itself in a sustainable development sector and to supply the local steel industry while getting rid of the sources of environmental pollution generated by derelict ships along the African coast. Subject that the industry is regulated. Although Ghana signed the Hong Kong Convention, there is no national specific regulation yet. Dr Ago Tetteh suggests that PSC Tema ship repair yard could enhance its service offer and be used as a shipbreaking site. Two dry docks of 277.4 and 106.7 meters respectively are available.

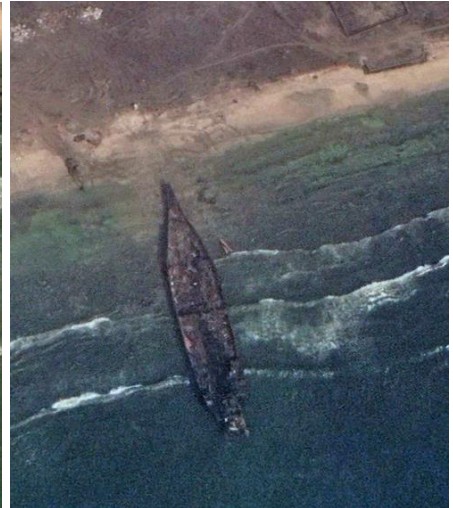
Demolition of the *Naftilos* on Kpone beach



October 2021



December 2021
Screenshot Google Earth



February 2022



November 2008. © Oleksandr Murashko



August 29, 2021, Kpone Beach.



January 8, 2022



I break up and I pollute.

January 15, 2022

Kpone Beach photos from "Maximising the Ship Demolition Market in Ghana" - Dr. Evans Ago Tetteh

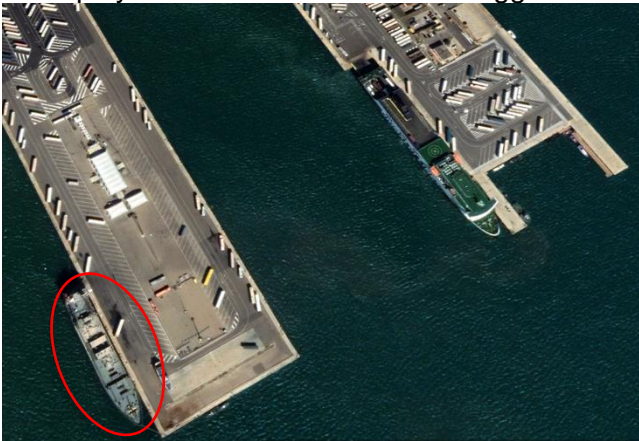
A glued ship in Cagliari (Sardinia, Italy)

October 24, 2020. The cement carrier *C3 Rubicon* suffered an engine failure in the Strait of Dardanelles. A Turkish tug towed her to a safe anchorage off Bozcaada island just outside the strait. The crew managed to fix the problem, the ship resumed trading.

December 20, 2020. Two months later, the *C3 Rubicon* departed Malta bound for Zonguldak (Türkiye) in the Black Sea. She again suffered a mechanical failure. After a makeshift repair, she was able to reach the repair yard of the port of Cagliari in the early days of 2021.

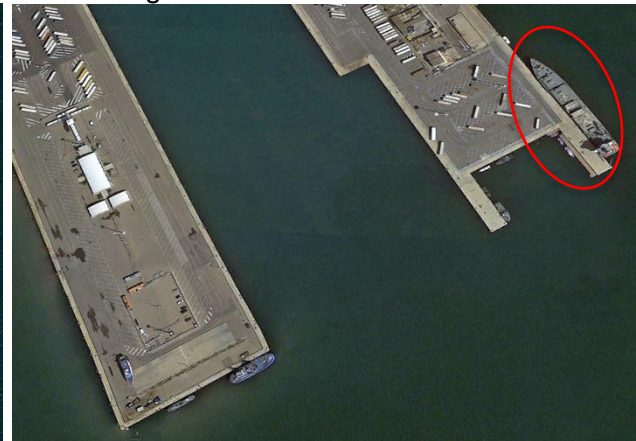
January 2021. The *C3 Rubicon* was at berth in the Sardinian port. Repairs were more expensive than expected. The shipowner was procrastinating, the *C3 Rubicon* remained in port with her crew. At the end of the year, the seafarers were allowed to spend the night ashore in a hotel.

2022. One year later, works had not started. The 11 crewmen from Croatia (5), Georgia (3) and Montenegro (3) were still in Cagliari, half on board, half at the hotel. They had not received their salaries for three months. On March 7, Luxemburg, the flagstate, announced to cancel the registration of the *C3 Rubicon*. In May, salary arrears were finally paid, the crew was repatriated. The *C3 Rubicon* moved to another quay. She would have been reflagged to Panama in August 2022.



March 23, 2022

Screenshot Google Earth



May 11, 2022

2023. Still at berth in Cagliari, the *C3 Rubicon* has no crew and not much future. Port fees amount now to several hundred thousand euros. She could be auctioned to clear the debts. In her condition, she is not certain to find a buyer.



C3 Rubicon, Cagliari. © Egidio Ferrighi

***C3 Rubicon* (ex-Palencia, ex-CFS Palencia, ex-Palencia, ex-CFS Palencia, ex-Zim Kingston IV, ex-Palencia). IMO 9137856. Ex-general cargo ship registered by IMO as a cement carrier since October 2020. Length 122 m. Deadweight 8,725 t. Luxemburg flag, reportedly reflagged to Panama in August 2022. Classification society Indian Register of Shipping. Built in 2000 in Tuzla (Türkiye) by Selah Makina. Detained in 2018 in Aliaga (Türkiye). Last known owner Makar Navis doo (Croatia).**

On the livestock carrier front

1. The European Union, accomplice of a slave shipowner

For exporting its livestock, the European Union has, through the Directorate-General for Health and Food Safety, approved the *Nader A* and the *Janay*, two substandard ships that accumulate technical, social and environmental infringements. Behind the Switzerland-registered shell company Abdin M in and behind the Marshall Islands-registered shell company Princess Maya Shipping, the real owner of these two substandard ships is AMJ Marine Services, 1195, Old Saida Road, Choueifat (Lebanon).



Nader A, January 2021, Tenes (Algeria). © Tenes Maritime
At sea, white often covers rust

Nader-A (ex-*Youzarsif H*, ex-*Uni K*, ex-*Vima Alfa*, ex-*Lem Alfa*, ex-*Duke*, ex-*Dana Iberia*, ex-*Commodore Clipper*, ex-*Hamburg*, ex-*Jan Kahrs*). IMO 7611547. Ex-general cargo ship converted in 2013 at the age of 36. Length 81 m. Built in 1977 in Hamburg (Germany) by Norderwerft. 46 years old. Detained in Sète (France) in 2015 and 2016, in Midia (Romania) in 2017 and in Rasa (Croatia) in 2021. In May 2017, she was banned from Paris MoU ports for three months. Between 2018 and 2022, she totalled 1 detention et 63 deficiencies in the ports of Algiers (Algeria), Aqaba (Jordan), Alexandria (Egypt), Midia (Romania), Rasa (Croatia) and Sète (France).

On September 5, 2022, coming from Sète, she was turned away from Algiers with 787 slaughter cattle because of a dispute over three young bulls vaccinated against infectious bovine rhinotracheitis. On September 19, back to Sète, the ANSES (the French Agency for Food, Environmental and Occupational Health & Safety) declared her as a potential source of foot and mouth disease requiring radical disinfection measures. The *Nader A* is approved for livestock transport by the European Union until March 9, 2023. She is operated by AMJ Marine Services 1195, Old Saida Road, Choueifat (Lebanon). She left Famagousta (Turkish Republic of Northern Cyprus) where she had arrived on January 17, 2023 coming from Misurata (Libya) **and is expected at Sète (France) this monday evening, February 20.**



Janay docked at Carthagena (Spain), March 2019. © Salvador Garcia Garcia

Janay (ex-*Mara*, ex-*Justo*). OMI 7015509. Ex-general cargo ship converted in 2011 at the age of 41. Length 74 m. Built in 1970 in Trondheim (Norway) by Orens MV; lengthened in 1979 from 59 to 74 m. 53 years old. The *Janay* is the record holder, for all categories, with regard technical, social and environmental infringements with 132 deficiencies between 2019 and 2022. She was detained 18 times

in 1998 in Rotterdam (Netherlands), in 2004 in Augusta (Italy), in 2005 in Koper (Slovenia), in 2007 twice in Valletta (Malta) then in Rades (Tunisia), in 2008 again in Koper then in Porto Nogaro (Italy), Catania (Italy), Valletta again and Rijeka (Croatia), in 2009 in Monfalcone (Italy) and Alexandria (Egypt), in 2010 in Mersin (Turkey), in 2013 and 2014 in Kalymnos (Greece), in 2019 in Batumi (Georgia) and in 2021 in Midia (Romania). She was approved by the European Union until July 26, 2022. Her last ports of call in Europe were Kalymnos (Greece) and Sulina (Romania). Since then, she was spotted in the non European ports of Jeddah (Saudi Arabia), Beirut (Lebanon), Digna (Sudan), Suez (Egypt), Port Said (Egypt). **According to her latest AIS signal, she was located in the Red Sea, in Suez (Egypt).**

Behind the Honduras-registered shell company Amin Shipping, AMJ Marine Services is also the multi-defaulting owner of the *Onda*. The *Onda* is one of the 106 substandard ships identified by Robin des Bois in "[Shipbreaking](#)" # 59 published in May 2020.

Onda (ex-*Trader*, ex-*Kuki Boy*, ex-*Elisabeth Boye*). IMO 8912467. 30 years old. Length 77 m. Unknown flag since 2018. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Soby (Denmark) by Soby M&S. Owned by Amin Shipping Co c/o AMJ Marine Services (Lebanon). Detained in 2001 in Grundartangi (Iceland), in 2002 in Aveiro (Portugal) and Glasgow (Scotland, United Kingdom), in 2004 in Novorossiysk (Russia), in 2014 in La Rochelle (France) and Setubal (Portugal), in 2015 twice in Novorossiysk again, in 2016 in Chanea (Greece) and in 2019 in Tin Can Island (Nigeria). Banned from European ports in March 2016 for three months.



Elisabeth Boye, Pointe-à-Pitre (Guadeloupe, France), February 2013 © Bertrand Gréaux

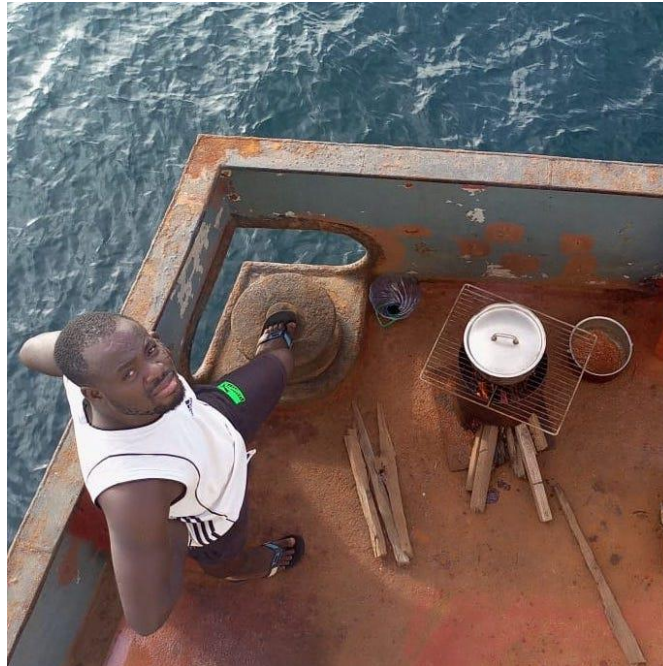
Banned from European ports and targeted as a high-risk ship, the *Onda* retreated from 2017 onward to West Africa. While doing business with European Union livestock in the Mediterranean, AMJ Marine Services multiplied crew abandonments and unpaid salary arrears in Africa. First with five Indian seafarers in 2018 in the port of Tiko in Cameroon. Under threats and intimidation from AMJ Marine Services and despite contacts with the Indian consulates in Cameroon and Nigeria and the support of the ITF (International Transport Workers' Federation), they had no other solution than to disembark after a few months.

A new crew of seven men was hired by AMJ Marine Services. The *Onda* was engaged for a few months in some unknown traffic and again, the crew was abandoned with arrears, this time at anchorage off Douala. The Covid 19 pandemic then began. The shipowner explained his inaction by logistical difficulties and made promises that were never kept. Four crewmen from Cameroon and Sao Tome and Principe remained on board. The ITF once again came to their support. The *Onda* has not had a classification society or insurance for three to four years. In February 2021, once again, the seafarers disembarked after receiving a small part of their salary arrears. Although her official status in the Equasis database has been "laid-up" since 2020, the *Onda* resumed trading in West Africa with a new crew. She was deflagged from Togo to Guyana, but this registration was usurped. In the framework of the Memorandum of Abuja, she was inspected in the ports of Warri (Nigeria, March 9, 2021), Takoradi (Ghana, March 22, 2021) and Freetown (Sierra Leone, October 2021). 10 deficiencies were reported.

In December 2021, the *Onda* was again at anchorage, this time in Dakar waiting area (Senegal). She was urgently in need of structural repairs.

In February 2022, the Senegalese inspectors reported 22 deficiencies including the unavailability of life saving appliances and placed the ship under arrest. In other words the *Onda* was detained. The port of Dakar refused her towage and docking in a protected area.

In July 2022, the Lebanese shipowner claimed to be in financial difficulties because of the ongoing banking reform in Lebanon. The crew of the *Onda* was once again abandoned; four seafarers from Cameroon, Lebanon, Nigeria and Syria remained on board with little to eat and many unpaid salaries. AMJ Marine Services said it wanted to sell the ship to pay them. No one believes this, as they have already done this to previous crews.



August 12, 2022, on board of the *Onda*. © ITF

On February 6, 2023, the Senegalese court, on request of the ITF and of the *Onda* crew, authorized the seizure of the ship as long as the shipowner did not pay the 84,000 US\$ in due wages. The next step could be the auction of the ship which, in any case, will have no other possible fate than demolition.

2. The European Union proceeds between livestock and cocaine trafficking

on January 25, 2023, the *Orion V* coming from Cartagena (Colombia) and bound for Beirut (Lebanon) was boarded and searched by the Spanish Navy and the Spanish customs off the Canary Islands and escorted to Las Palmas. She was transporting 1750 cows and 4.5 tons of cocaine worth 114 million US\$ (105 million €). It was her first voyage under this name. Indeed her name had changed, but she was still in a very poor state with her Togolese flag and a third rank classification society. The *Orion V* is the ex-*F.M. Spiridon*.





Boarding and search of the *Orion V* off the Canary Islands, January 25, 2023. © Spanish Customs

The Paris-based NGO Robin des Bois had been targeting her since May 2020, like the Spanish customs. "[Shipbreaking](#)" # 59 dedicated to 106 substandard ships operated in the Mediterranean and the Black Sea. with extensions to Africa and South America, painted this unflattering picture of her (p. 20):

F.M. Spiridon (ex-*Vera Mukhina*). IMO 7300992. 47 years old. Ex-general cargo ship converted in 2009. Length 98 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in Rauma (Finland) by Hollming. Owned by FM Shipping SA care of Murr Shipping SA (Honduras). Detained in 2000 in Saint-Malo (France), in 2005 in Varna (Bulgaria), in 2006 in Bordeaux (France), in 2008 in Vasteras (Sweden), in 2009 in Kerch (Ukraine) and in 2014 in Chalkis (Greece).



F.M. Spiridon, Malaga (Spain), October 2017. © F.Ybancos

In June 2021, one year later, the report "[78 EU-approved livestock carriers](#)" written by Robin des Bois in partnership with AWF (Animal Welfare Foundation) and Tierschutzbund Zürich pointed out that 58 deficiencies had been found on the *F.M. Spiridon* between 2019 and 2020, including in Cartagena, Colombia and Cartagena, Spain, with regard issues as diverse as water/weathertight conditions and living and working conditions of the crews. This landmark report, which has been carefully read by all EU stakeholders, points out that "During the trading life of livestock carriers, additional and illegal traffics have been reported or suspected". The case of the *Neameh* diverted to Algeciras on 21 May 2020 by Spanish customs is cited in the report. Coming from Cartagena in Colombia, the *Neameh* was suspected of carrying drugs but the dog squad, disoriented by the stench of the ship, had not been able to detect anything. Later on, the *Neameh* called at the Spanish ports of Cartagena, Las Palmas (Canary Islands) and Ceuta (Spanish enclave in Morocco), as if nothing had happened before. The report also recalls that on January 2015, the Sierra Leone-flagged *Ezadeen* was rescued south of Italy while drifting with 450 men, women and children victims of human trafficking. Her last known shipowner also operates two EU-approved livestock carriers, the *Sea Star Livestock* approved until 19 June 2024 and the *Karazi* until February 2024.

On September 28, 2020, four months after the release of "[Shipbreaking](#)" # 59, Robin des Bois received an email in English signed Elio Rayess: " After reading part of your report, it grabbed my attention that you have included one of our vessels (M/V *F.M. Spiridon*) in your report without any valid reason. The detentions you have mentioned were before we even purchased and converted the vessel to a livestock carrier (Despite Chalkis). Therefore, I would highly appreciate your reply about based on what our vessel was included as we work hard to keep our vessel in good condition and calling Europe, Brazil , and Colombia without any detains."

On his LinkedIn profile, Elio Rayess presents himself as a manager experienced in livestock carrier management within Murr Shipping. During 2020, Murr Shipping operated from Beirut three livestock carriers, the *Spiridon II*, the *F.M. Spiridon* and, in association with Al-Fahed Livestock SARL, the *Al Fahed*.

The *Spiridon II* is approved for the transport of livestock until June 20, 2024. In 2019-2020, she was inspected 12 times in Beirut (Lebanon, 2 times), Cartagena (Spain, 3 times), Cartagena (Colombia), Koper (Slovenia), Rijeka (Croatia), Vila Do Conde (Brazil, 4 times) for a total of 76 deficiencies. The grounds for detention in Koper include deficiencies with regard structural condition, water and weathertight condition, fire safety, life-saving appliances and ISM. The ISM (International Safety Management) obliges shipowners to have a crisis unit available 24 hours a day to help manage serious damage or a collision. **The *Spiridon II* has been docked at Piraeus (Greece) since November 10, 2022.**

The *F.M. Spiridon* became the *Orion V* in September 2022. Her new owner is hiding behind a Florida-registered shell company. On January 25, 2023, when the ship was arrested, her ISM manager was Safer Management SA, domiciled "groundfloor, Rayess Building, Pine Street 9614 Lebanon". This mention disappeared on February 7, 2023 from the Equasis database.

The *Orion V* arrived on February 11 in Beirut (Lebanon). **She left on February 18 and is now docked at Latakia (Syria).** In a message sent to our partner AWF (Animal Welfare Foundation), the French Ministry of Agriculture and Food Sovereignty says that "apparently the *Orion V* is not approved by the European Union".

The *Al Fahed* was beached for demolition in Pakistan on November 27, 2020 (cf. "[Shipbreaking](#)" n° 62, p. 117).



AI-FAHED LIVESTOCK SARL

Update of the list of EU-approved ship recycling yards

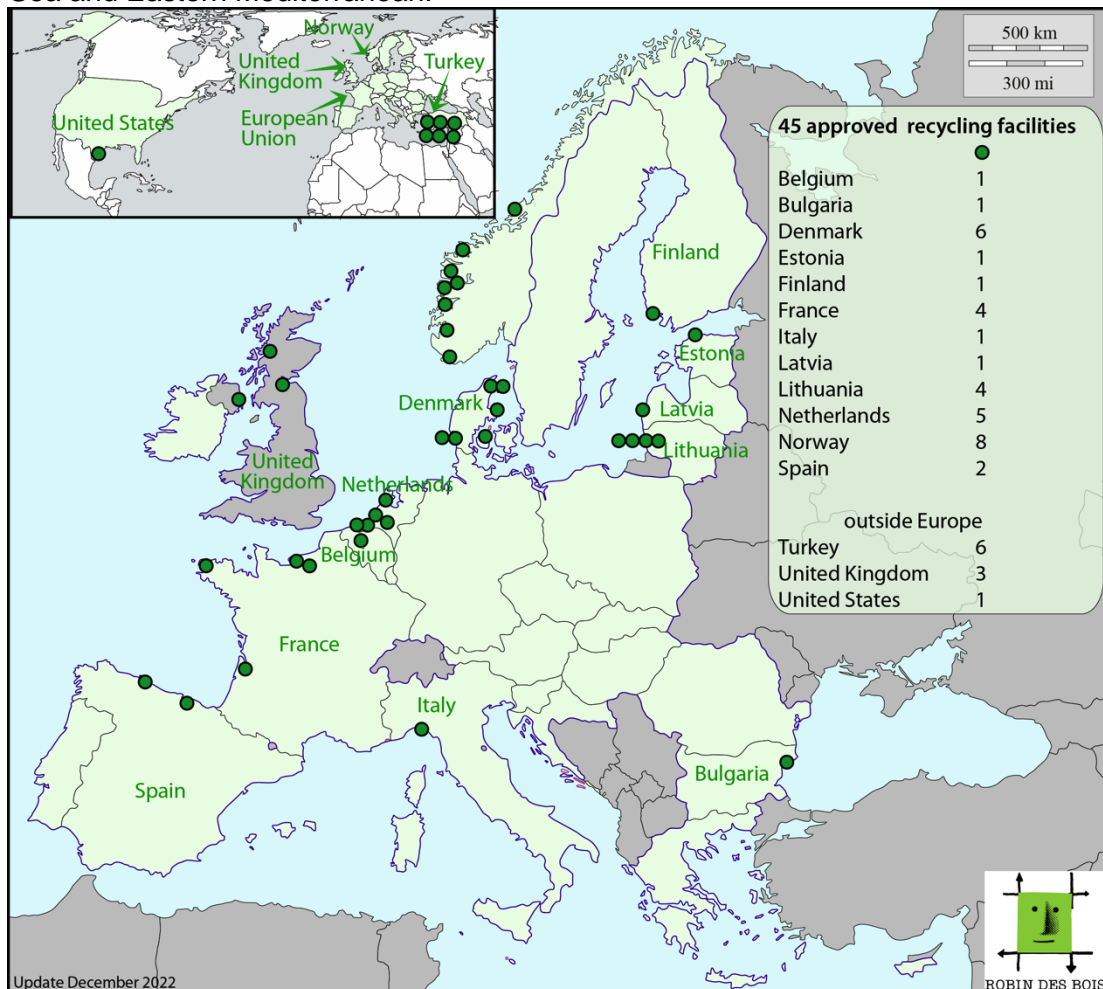
The 10th list of yards approved by the European Commission for the recycling of ships was published on December 14, 2022. The number of approved yards has been reduced from 46 to 45. Vessels flying the flag of a Member State must be recycled exclusively in these yards since the entry into force of the European regulation (January 1, 2019).

The Turkish yards Isiksan and Simsekler have been removed from the list of EU-approved yards. Isiksan was included in May 2019, Simsekler in November 2020. The yards were initially approved for five years.

Additional inspections were carried out in the wake of fatal accidents during the scrapping of offshore platforms and ships in October 2020 at Isiksan and February 2021 at Simsekler (see "Shipbreaking" # 62, p. 4). The inspections carried out by the European Commission have concluded that there were breaches with regard safety. They also underlined that some EU-flagged vessels that were to be scrapped by Isiksan had been subcontracted to non-approved yards.

In July 2021 then in September 2021, three workers died and another one was seriously injured at Metas yard. Yılmaz Demir, Oğuz, Taşkın İlyas Bıdık and Veli Bal were employed on the dismantling of *Carnival Inspiration*. The ex-cruise ship was to be scrapped by the EU-approved yard Ege Celik but, due to lack of available space, had been subcontracted to the un-approved yard Metas with the consent of the shipowner Carnival Corp. To date, no action has been taken against the Ege Celik yard.

The Bulgarian yard Ship and Industrial Service Ltd is a newcomer included in the European list. This is the first yard located in the Black Sea. Established in the port of Varna, it is allowed to recycle ships up to 140 m in length. It could be a first step regarding the eradication of substandard cargo ships sailing in the Black Sea and Eastern Mediterranean.



There are still no yards in Greece, in Germany and in the Western Mediterranean, except for the decentralized yard of Genoa.



With 387 ships, 2.7 million tons to be recycled, the ship breaking industry has been in freefall in 2022. The tonnage scrapped has been halved compared to 2021. It is barely higher than that of 2006-2007 (2 million tons). The India-Bangladesh duo absorbs 70% of it. The drop has worsened in the second half of the year. A single figure sums up the depression. In issue # 65 of the bulletin "Shipbreaking", covering the months of October-November-December 2021, the convoy of scrapped vessels was 21 km long. In this issue # 68 covering the months of July-August-September-October-November-December 2022, the convoy of scrapped ships is 20 km long.

Overview of the 2nd semester, from July to December 2022

156 ships to scrap, 1.1 million de tons. This is a decrease by -31% compared to the first semester of 2022. The drop in tonnage was -22% in Bangladesh, -39% in India and even reached -65% in Pakistan. Bangladesh (38% of the global tonnage) is taking back the lead, ahead of India (33%), Türkiye (11%) and Pakistan (9%).

tonnage recycled

- 1 Bangladesh, 416,000 t (38%)
- 2 India, 360,000 t (32%)
- 3 Türkiye, 124,000 t (11%)
- 4 Pakistan, 101,000 t (9%)

ships

- 1 Bangladesh, 68 (44%)
- 2 India, 41 (26%)
- 3 Türkiye, 14 (9%)
- 4, Pakistan 10 (6%)

Two categories of ships, the bulkers and the gas, chemical and oil tankers total 62% of the ships to be broken up. Tankers had been the number one category since January 2021. With 340,000 tons, 31%, they have been overtaken by bulkers (347,000 tons, 31%). Aframax tankers (from 80,000 to 120,000 tons deadweight) and suezmax tankers (around 160,000 tons) aged 15 years and older are very sought-after on the second hand market. They have found a new purpose, the transport of price-capped Russian oil and are currently sold for further trading rather than for scrapping.

Passenger ships keep on feeding the scrapyards. 15 ferries and cruise ships have been beached. The ex-cruise ships headed for Türkiye and India. The *Gold Club*, *Horizon*, *Marella Celebration* and *Saga Pearl II* laid up in Greece were towed to Aliaga. They were joined by the *Carnival Ecstasy* sailing on her own power from Miami. The *Superstar Aquarius* and *Superstar Gemini*, used to be operated in Asia, They were beached in Alang. The ex-*Zenith*, laid up in Greece, left the Mediterranean renamed *TSM Singapore* and was as well beached in Alang after a 7000 km-long voyage. Two South Korean ferries wee beached in Bangladesh. Of the 8 liners scrapped in Turquie or in India, 3 were built in Saint-Nazaire (France) by Chantiers de l'Atlantique.

In 2021, the post-covid economic recovery has mobilized all cargo vessels, particularly container ships. Only 17 container ships were scrapped according to bulletins # 62, 63, 64 and 65 of "Shipbreaking". In 2022, 7 container ships were scrapped, only one during the first quarter, the 49 year old American veteran *Matsonia*, then at the very end of the second half of the year, the trend reversed. In December, 6 container ships were scrapped, including the *Xetha Bhum* in Alang and the *Mathu Bhum* in Chattogram. These are small "feeder" container ships with a capacity of 1,000 boxes operated on the regional lines of the Thai RCL. In the same month of December, four container ships were reported to be scrapped. With the arrival on the market of container ships ordered in 2019 and 2020, it is possible that 15 to 20-year-old container ships will once again hit the beaches of the Indian subcontinent in 2023.

tonnage recycled by category

- 1 bulker, 347,000 t (31%)
- 2 tanker, 340,000 t (31%)
- 3 ferry/cruise ship, 185,000 t (17%)
- 4 container ship, 50,000 t (5%)

ships by category

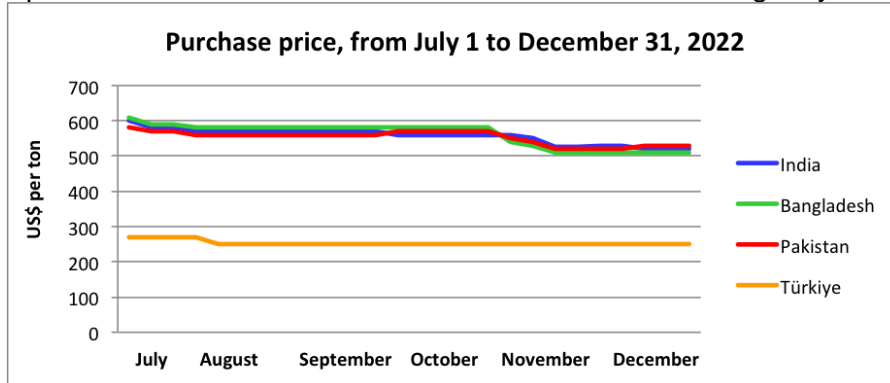
- 1 tanker, 49 (32%)
- 2 bulker, 29 (19%)
- 3 offshore service vessel, 16 (10%)
- 4 ferry/ cruise ship, 15 (10%)

Demolitions in July-August-September-October-November-December 2022

Prices in the Indian subcontinent remained stable at around 600 US\$ per ton for most of the period. They dropped at the beginning of November. At the end of the year, they were slightly above 500 US\$

per ton. In Turkey, the drop occurred earlier, in July, with purchase prices stabilizing at around 250 US\$ per ton.

Only one ship, the Norwegian-built chemical tanker *Prisco Bravo* (p. 70) was sold at the outstanding price of 1,200 US\$ per ton thanks to her stainless steel tanks. She was bought by an Indian yard.



135 ships were scrapped in the Indian subcontinent (78%) and in Türkiye (9%).

99 ships (63%) had been delivered a class certificate by a member of the International Association of Classification Societies (IACS). For 27 of them (17%), the classification society has not been reported to the official databases.

72 years. this is the age of the veteran, the ex-whale hunter *Pol XIV* acquired by the NGO Sea Sheperd and renamed *Bob Barker* (p. 95). She was sent to a Turkish yard. A total of seven ships aged 50 years and over were scrapped. The Canadian research ship *Hudson*, 59 years (p. 96), is to be broken up in Canada. The other elders were beached in the yards of the subcontinent, including the *Aqua Solution*, 53 years old, ex- Swedish ferry *Prinsessan Christina* (p. 31).



Pol XIV, future *Bob Barker*.
© Larvik Museum



Prinsessan Christina.
Collection Andreas Wörteler

The average age for all categories is 33 years.

The youngest is the bulker *Ever Judger* (p. 55), 8 years old, ravaged by fire in March 2018 and since discarded in Indonesia. Two other fire victims follow, the tanker *Ampar 8*, 15 years old (p. 72), and the tug *Norsul Vitoria* (p. 26) 16 years old. Three other ships were less than 20 years old at the time of demolition, including the *Star Tianjin*, 18 years old, lthe youngest ore carrier to be broken up since December 2020. She was beached in Chattogram nicknamed *Starlet* (p. 57).

75 ships (48%) were deflagged for the last voyage. Saint Kitts and Nevis (23) remains the number one funeral flag ahead of Comoros (11), Gabon (10) and Mongolia (6).

52 ships (33%) were detained prior to scrapping..

49 ships (31%) were built in the European Union, Norway and the United Kingdom.

19 ships (12%) belonged to shipowners established in the European Union, the European Economic Area or the United Kingdom. 10 of them headed for yards of the Indian subcontinent, 6 for Turkish yards and 3 for European yards. The Norwegian FPSO tanker *Petrojarl Foinaven*, 250 m in length, is the biggest ship to be broken up in a EU-approved yard (cf. p. 80).



Petrojarl Foinaven, arriving in Fredrikshavn (Denmark). © Evert

96 ships (62%) are less than 150 m in length, 27 are between 150 and 200 m and 32 over 200 m, including 3 VLCCs of more than 300 m.

The largest and heaviest are the VLCCs *Bongkot Star*, 331 m (p. 72), operated as a floating storage in Thailand and *Uranus*, 330 m (p. 77). Both were beached in Bangladesh.



Bongkot Star. 25 years, 331 m, 41,756 t. Scrap value, 22 million US\$. © Nathalin Shipping



Uranus. 20 years, 330 m, 39,825 t. Scrap value, 24 million US\$. © Radek Pachecki

Tug

July-August-September 2022

The queens *Abeille Flandre* and *Abeille Languedoc*

On August 2, 2022, the *Abeille Languedoc* arrived in Brest at Navaleo yard, one of the 45 facilities to date approved by the European Union for ship recycling. She was joined there on September 30 by her eldest sistership *Abeille Flandre*. For the latter, this was a return to her roots, to the city which had been her homeport for 26 years.



Abeille Languedoc, August 2, 2022



Abeille Flandre, October 4, 2022

Brest
© Erwan Guéguéniat

The *Abeille Flandre* and *Abeille Languedoc* were launched in 1978 and 1979 respectively as *Neptun Suecia* and *Neptun Gothia* by Ulstein Hatlo yard in Ulsteinvik (Norway). They were to be dedicated to transoceanic towage and offshore service for the Swedish shipowner Neptun Transport and Marine Service A/B.



Neptun Gothia



Neptun Suecia

Collection Frédéric Bogaert.

The second oil crisis that came along with the Iranian revolution (1978-1979) left them idle. They were acquired by Les Abeilles in 1979, a few months after leaving the yard. They were to be chartered by the French Navy which urgently needed powerful tugs. When the oil tanker *Amoco Cadiz* sank off the coast of Finistère (March 16, 1978), the only deep-sea tugs available were those of the German company Bugsier. The response, assistance and salvage tugs (Remorqueur d'Intervention, d'Assistance et de Sauvetage, RIAS) of the private company Les Abeilles would be entrusted with the public service mission of assisting ships and crews in distress.

For 43 years, the *Abeille Languedoc* and the *Abeille Flandre* ensured safety along the French coastline in the Atlantic, the English Channel and the Mediterranean. Available 24 hours a day, ready to set sail in 20 minutes, they rescued hundreds of ships and thousands of sailors and avoided a number of major environmental disasters.



Abeille Languedoc
© Les Abeilles/Marine Nationale



Abeille Flandre
© Romain Veyrié/Marine Nationale

The *Abeille Flandre* was initially based in Brest, Brittany. A square of Locmaria, Belle-Île, was named for her after the shipwreck of *Erika*. She is also the heroine of the book "L'Abeille d'Ouessant" (Hervé Hamon, April 2000, Le Seuil). Replaced in May 2005 by the *Abeille Bourbon*, bigger and more powerful, she headed for the Mediterranean and Toulon. She was decommissioned in September 2022, after her successor the *Abeille Méditerranée* entered service.

The *Abeille Languedoc* was based in Cherbourg, Normandy. In March 1980, one year after her arrival, she was mobilized on the *Tanio* shipwreck and towed her stern section to Le Havre. After the *Abeille Liberté* started her duties in Cherbourg in 2005, she was repositioned to La Rochelle and then in September 2011 to Boulogne-sur-Mer. In recent years, she was able to rescue the small migrant boats attempting to cross the Channel towards England. In May 2022, one of her last missions was the salvage of 56 migrants, men, women and children, drifting on a inflatable boat disabled with an engine failure.

After a life of devotion to the maritime world, the *Abeilles* have earned the right to leave with dignity, and to be recycled in a shipbreaking yard approved by the European Union. Their valiant crews were spared the affront of seeing their two good samaritans torn apart in India or Türkiye or bought by a United Arab Emirates-based cash buyer that would need to tow old hulls for scrapping.



Abeille Flandre and *Abeille Languedoc*, waiting for shipbreking in Brest, November 8, 2022. © Erwan Guéguéniat

Abeille Flandre (ex-*Neptun Suecia*). IMO 7710513. Length 63 m. French flag. Classification society Bureau Veritas. Built in 1978 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by Leaseflow SAS care of Les Abeilles (France).

Abeille Languedoc (ex-*Neptun Gothia*). IMO 7710525. Length 63 m. French flag. Classification society Bureau Veritas. Built in 1979 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by Leaseflow SAS care of Les Abeilles SAS (France).

Caballo Lipizano (ex-*Seabulk Katie*). IMO 9169079. Length 34 m. Mexican flag. Unknown classification society. Built in 1996 in Singapore by President Marine. Owned by Oceanografia SA de CV (Mexico). to be broken up Mexico. See also the chapter on Oceanografia SA de CV, p. 83.



September 5, 2007 © Samuel R Vior



May 11, 2013, Veracruz (Mexico).
© Captain Ted

Norsul Vitoria. IMO 9318450. Articulated pusher tug. Length 33 m, 676 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 2006 in Niteroi (Brazil) by Aker Promar. Owned by Companhia de Navegacao Norsul (Brazil).



11 December 2019, poussant une barge in Sao Francisco do Sul. © Captain .M. Jendi



14 November 2018. © Guido Botto

On January 30, 2008, the convoy consisting in the pusher tug *Norsul Vitoria* and the barge *Norsul 12* loaded with 340 t of steel coils capsized in the Bay of Babitonga at the entrance to Sao Francisco do Sul (Brazil). It was refloated. The *Norsul Vitoria* resumed service. On the night of January 16, 2020, she suffered a fire while approaching quay 302 in Sao Francisco do Sul. This time the *Norsul Vitoria* was declared a total loss. According to Worldwide Tug & OSV News, she would have been scrapped in August 2022 by a local yard.



January 2020, *Norsul Vitoria*, during and after fire.
© Maritime Bulletin



October-November-December 2022

Foxford Petra (ex-*Iuyo Maru*, ex-*Yuyo Maru*). IMO 8410756. Length 36 m, 625 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Mukaishima (Japan) by Sanyo Shipbuilding. Owned by Allianz Offshore Abu Dhabi Ltd (United Arab Emirates). Beached for demolition in Pakistan as *Ocean Younker*.



Foxford Petra, January 2009, Batam (Indonesia).
© Gwénéolé de Kermenguy

Salvage Duke (ex-*Strong Deliverer*, ex-*Haedong Star No,99*, ex-*Nissho Maru No. 1*, ex-*Nissho Maru*, ex-*Shinei Maru*). IMO 7902788. Length 55 m, 1,138 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kochi (Japan) by Kochi Eiho. Detained in 2013 in Oita (Japan). Owned by Asian Marine Co Ltd (Taiwan). Laid up since May 2016. According to Worldwide Tug & OSV News, she would have been scrapped in December 2022 by a yard of Kaohsiung (Taiwan).



Salvage Duke, Taiwan, May 2014. © Wei-Lin Chen

Salvage Titan (ex-*Hua An*, ex-*SmitWijs NewYork*, ex-*Smit New York*). IMO 7522136. Length 67 m. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1977 in Heusden (Netherlands) by Verolme. Detained in 2012 in Setubal (Portugal). Owned by Asian Marine Co Ltd (Taiwan). Her official status is still "in service". According to Worldwide Tug & OSV News, she would have been scrapped in December 2022 by a yard of Kaohsiung (Taiwan).

Ferry

July-August-September 2022 = 2

October-November-December 2022 = 5

7 demolitions. Average age 34 years. 2 were beached in India, 2 in Bangladesh, 1 in Türkiye and 1 in Uruguay. The *Amadeo Matacena ex-Prinses Juliana* is expected in Türkiye.

Phew! The *Dahab* has finally been scrapped. This ferry dangerously converted and jumboized into a pilgrims' carrier to Mecca fortunately did not suffer the same fate as the *Al Salam Boccaccio 98* which after her conversion from car ferry to pilgrims' carrier caught fire and sank in the Red Sea on February 3, 2006, causing the death of at least 1000 people. Three other car ferries, scrapped in the second half of 2022, had moved for the second or third part of their never-ending career from the northern hemisphere to the southern hemisphere or from northern Europe to the Mediterranean with a return, for one of them, to the North Sea as an offshore accommodation vessel. These ships, spared by fires and shipwrecks, should not make us forget that car ferries and other passenger ships carried around the world ocean have caused thousands of deaths between 2008 and 2018 according to the inventory of Robin des Bois ("[Maritime and waterway passenger transport: more than 12,000 deaths](#)") and continue to kill.

Before



The *Boccaccio*. © Davideto

After



The *Al Salam Boccaccio 98*. © Yvon Perchoc

July-August-September 2022

Before



Sharm Al Sheikh in Tarragona (Spain), June 1991.
© Brian Fisher

After



Dahab in Suez (Egypt), November 25, 1999.
© Yvon Perchoc

Dahab (ex-*Sharm el Sheikh*). IMO 8317590. Ex-Ro Ro converted to ferry. Length 118 m, 4,860 t. deflagged from Sudan to St. Kitts and Nevis for her last voyage shortened to *Daha*. Classification society Dromon Bureau of Shipping until June 2022 then Capital Register of Shipping. Assembled in 1987 in Port Fuad (Egypt) by Suez Canal Authority from parts supplied by German yard Schlichting of Travemünde. Jumboized in 1994, lengthened from 107 to 118 m and converted for the transport of pilgrims in the Red Sea. Owned by National Navigation (Egypt). Acquired by Machtrans Ship Management Pvt Ltd (India) prior to her departure under tow for demolition in India.

Queen Mary (ex-*Sun Flower Sapporo*, ex-*Varuna*). IMO 9184574. Length 192 m, 10,714 t. Deflagged from South Korea to Niue for her last voyage. Classification society Korean Register of Shipping. Built in 1998 in Shimonoseki (Japan) by Mitsubishi for Higashi Nihon Ferry Co Ltd then acquired in 2002 by Mol Ferry Co Ltd. In 2017, she headed for South Korea after she was purchased by Sea World Express Ferry Co Ltd (South Korea). She was operated on the daily service connecting in 4 hours Mokpo to Jeju Island. She was replaced on August 9, 2022 by the *Queen Mary 2*, and sold as is for demolition. She was beached in Chattogram shortened to *Mar*.



October 5, 2014, *Sunflower Sapporo*, in Tomakomai (Japan). © Tamura Namihei



August 15, 2022, *Queen Mary*, laid up in Mokpo. © Vladimir Tonic

October-November-December 2022

Albayzin (ex-*Lale-U*, ex-*Albayzin*). IMO 9059054. Length 96 m. Deflagged from Uruguay to Sierra Leone in August 2021 then unknown flag from November 2021 onwards. Unknown classification society. Built in 1994 in San Fernando (Spain) by Bazan. She was the first in a series of three aluminium-hulled high speed vessels built by the Spanish yard. In her first years, she was operated in Europe by various shipowners in the Mediterranean, in the Canary Islands or in Northern Europe. She then moved to South America.



Entering Valletta (Malta), November 20, 1995. © Capt Lawrence Dalli



Skagen (Denmark), September 21, 1996. © Frafo



Algeciras (Spain), February 27, 2001. © Capt Lawrence Dalli



Buenos Aires (Argentina), December 20, 2009. © Artigas Gomez

She used to connect Buenos Aires (Argentina) to Colonia del Sacramento on the Uruguayan shore of the Rio de la Plata in 45 minutes. She could carry 450 passengers and 84 cars at a speed of 37 knots. Owned by Buquebus (Uruguay). The *Albayzin* has been laid up since December 2018 in Mar del Plata. She would have been acquired in August 2021 by a certain Liberia-registered Catadeal Shipping Co Ltd care of Safe Sea Services Sarl (Lebanon). Officially renamed *Catadeal 1*, she did not resume sailing. In October 2022, the tug *Matrero* came to tow her towards Montevideo where she will be scrapped.



Departure under tow for demolition. © Puentedemand.com

Amedeo Maticena (ex-*Prinses Juliana*). IMO 8213940. Length 114 m. Madeira flag until August 2014, then no flag. Classification society Bureau Veritas. Built in 1986 in Hardinxveld (the Netherlands) by De Merwede S&M for PSD, Zeeland Province ferry company (Provinciale Stoomboot DienstIn in Zeeland). She was christened by the Queen of the Netherlands herself. She entered service in March 1986 on the Vlissingen - Breskens route. She could carry 1000 passengers and 234 cars at a service speed of 15.5 knots. In 2003, PSD ceased its activities: the Zeeland islands are now accessible via the bridges, dams and tunnels that have been built, and the ferries are no longer needed. The *Prinses Juliana* left the Netherlands for the Mediterranean

Prinses Juliana, Zeeland postcard.
© Hollander Bogaert



She was acquired along with two other PSD ferries, the *Prinses Christina* (IMO 6828026) and *Prins Willem Alexander* (IMO 8949941), by the Italian shipowner Maticena Lines. She was scarcely operated on the crossing of the strait from Messina to Reggio Calabria. She has hardly sailed since 2006 and has been rusting along the western pier of the port of Reggio Calabria.



Reggio Calabria, May 20, 2021 © Wojtek Zientara

In 2012, a project to operate her on the service to the island of Elba failed. Her owner and former Forza Italia MP, Amedeo Matacena junior, was suspected of links with the mafia; he fled to Dubai to avoid trial. In 2017, the Court of Appeal confirmed his sentence of three years in prison and the confiscation of his assets including 12 companies and the ferry *Amedeo Matacena*. The ferry remained along a pier of Reggio Calabria, the former shipowner remained in exile in Dubai where his extradition was denied. In February 2022, the Italian court cancelled the seizure and extradition procedures: the irregularities were time-barred. The ferry was available for sale. The Port System Authority of the Strait of Messina (AdSP, Autorità di Sistema Portuale), which includes the ports of Messina, Milazzo, Tremestieri, Villa San Giovanni and Reggio Calabria, pushed for her departure. At the end of August, the *Amedeo Matacena* was reportedly sold for demolition. In September, the former shipowner died of a heart attack in Dubai. On November 14, the tug *Paul* (IMO 9005819) came to take charge of the ferry and delivered her to Piraeus (Greece), a final step prior a departure towards Aliaga scrapyards.



The *Amedeo Matacena* is leaving the port of Reggio Calabria. © Italy,24

Aqua Solution (ex-*Wind Solution*, ex-*Palau*, ex-*Commodore*, ex-*Stena Prince*, ex-*Lion Prince*, ex-*Europafarjan I*, ex-*Stena Nordica*, ex-*Prinsessan Christina*, ex-*Safe Christina*, ex-*Prinsessan Christina*). IMO 6918560. Length 124 m, 4,833 t. Deflagged from Cyprus to Comoros in April 2022. Classification society Registro Italiano Navale, then Phoenix Register of Shipping for her last voyage. Built in 1969 in Aalborg (Denmark) by Aalborg Vaerft for the Swedish company Rederi AB Göteborg-Frederikshavn Linjen. With a capacity of 1400 passengers and 360 cars, she has been operated in the first 30 years of life in Northern Europe, mostly on routes connecting Sweden and Denmark, at first on the Göteborg to Frederikshavn service then on the Helsingborg, Halmstad or Varberg to Grenaa service.



Prinsessan Christina © Aalborg Vaerft

In 1999, she was 30 years old and left towards the Mediterranean and Italy to be operated in the Tyrrhenian Sea and also in the Adriatic Sea.

(...)



Commodore, arrival in Genoa (Italy), July 27, 1999
© carlo martinelli



Palau, Kiel canal, February 29, 2008, heading for Tallinn shipyard. © Olaf K

In 2008, she was again sold and headed for Tallinn shipyards, Estonia. She was converted to an accommodation vessel to house construction workers of the offshore wind power plants in the North Sea.



Wind Solution, Liverpool (United Kingdom), October 3, 2014. © Ian Greenwood

In January 2018 she sailed back to the Mediterranean after she was acquired by the Greek shipowner Sea Jets Maritime Co. She did not resume operation and remained laid up in Piraeus. Bought in April 2022 by Marshall Islands-registered in Alvin Shipmanagement SA care of Galazio Shipping Co (Greece). She left the port of Piraeus bound for Muscat (Oman). On October 20, she left the sultanate and was beached in Alang officially renamed *Ravi* but *Riviera* painted on her hull.



Wind Solution, Piraeus port, January 2018.
© Stratos Predaris



Riviera, alias *Ravi* alias *Aqua Solution*, Alang, November 2022.
© Shipbreaking Group FaceBook

Bozcaada. IMO 8129462. Length 66 m. Turkish flag. Classification society Turk Loydu. Built in 1984 in Camialti (Türkiye) by Denizcilik Bankasi. Owned by Kibris Turk Denizcilik (Türkiye). Since 2001, she had been operated on the regular service connecting Mersin (Türkiye) and Famagusta (Turkish Republic of Northern Cyprus). Beached for demolition in Türkiye.



March 2016, Famagusta. © Ilker Onur



Bozcaada, Aliaga, December 2022. © Selim San

Hanil Redpearl (ex-Ferry *Kikai*). IMO 9128556. Length 112 m, 3,474 t. South Korean flag. Unknown classification society. Former Japanese ferry built in 1995 in Nagasaki (Japan) by Hayashikane. She was operated by Amami Kaiun Co. Ltd (Japan) on the route connecting the Amami Islands south of the archipelago and Kagoshima, on Kyushu Island, the southernmost of the four main Japanese islands. Sold in 2015 to Hanil Express Co Ltd (South Korea). She was beached for demolition in Bangladesh shortened to *Redpearl*.



The *Ferry Kikai* in the port of Kagoshima.
© TairaM



April 7, 2021, the *Hanil Redpearl* at Usuyeong near Mokpo (South Korea). © Vladimir Tonic

Cruise ship

July-August-September 2022 = 5

October-November-December 2022 = 3

8 demolitions. Average age 34 years. All had been built in Europe, 3 in France, 3 in Germany, 1 in Finland, 1 in Denmark. They did not survive the Covid 19 black out.. The *Marella Celebration* and the *Horizon* had remained laid up in Eleusis Bay since 2020 and the beginning of the pandemic. Turkey (7 ships) and India (3) share the market of liners to be broken up. Five have been deflagged to Palau, Togo or Saint Kitts and Nevis. Since the first issue of "Shipbreaking" (2006), only the *Costa Concordia* was broken up in Genoa, in the country where she was built, and this choice was imposed by the weakness of the hull.

July-August-September 2022

Gold Club (ex-*GoldIn Iris*, ex-*Rhapsody*, ex-*Cunard Princess*, ex-*Cunard Conquest*). IMO 7358573. Length 164 m, 8,700 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1977 in Copenhagen (Denmark) by Burmeister & Wain initially for the hotel chain MGM. She was acquired before completion by Cunard Line and sent after her sistership *Cunard Countess* at the Italian yard of La Spezia for refurbishing. She entered service as *Cunard Princess*.



Cunard Princess departing Vancouver (Canada). 1984.
© Mr. DOT

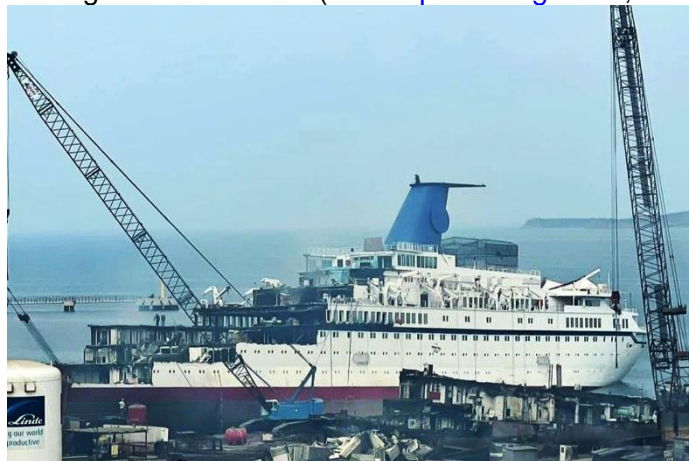


Rhapsody, at berth in Le Havre (France), May 11, 2005. © Pascal Bredel

After nearly 20 years of service for Cunard, the two sisterships were sold in 1995. The ex-*Cunard Princess* was operated in the Mediterranean, first for the Italian cruise operator Star Lauro then for MSC Cruise and since 2009 for the Israeli company Mano Maritime Ltd.

Detained in 2001 in Rhodes (Greece) and in 2006 in Genoa (Italy). Owned by Marshall Islands-registered Mint Marine Ltd care of Mano Maritime Ltd (Israel). She had been laid up in Greece for 4 years, in July 2022 she was towed for demolition in Türkiye.

Her sistership *Cunard Countess* suffered a fire during refitting work in Greece in November 2013 and was towed for demolition in Aliaga in March 2014 (cf. "Shipbreaking" # 35, The END, p. 60-61).



September 8, 2022, *Gold Club* in Aliaga. © Selim San

Horizon (ex-*Pacific Dream*, ex-*Island Star*, ex-*Horizon*). IMO 8807088. Length 208 m, 21,459 t. Deflagged from Malta in August 2020. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1990 in Papenburg (Germany) by Jos L. Meyer. Refitted in 2009. Detained in 2016 in Fort de France (Martinique, France).



Island Star, Barbade, December 4, 2008. © David Hunt



Horizon, May 7, 2015, Piraeus. © Marc Ottini

The *Horizon* was one of the first cruise ships reported to be broken up at the beginning of the Covid-19 pandemic, along with the *Monarch* and *Sovereign*, the two other ships owned by Pullmantur, the Spanish subsidiary of Royal Caribbean Cruise Lines (RCCL). Pullmantur was placed in receivership in September 2020. The official status of the *Horizon* was updated to "to be broken up" on September 30, 2020 (cf. "Shipbreaking" # 60, p. 47). The *Monarch* and *Sovereign* were beached in Aliaga in July 2020. Scrapyards were overbooked, the *Horizon* remained laid up at Piraeus like the *Marella Celebration* (see below). The two ships were shortened to *Ori* and *Mare C*, an ultimate move that raised fears about an export to the Indian subcontinent. In August 2022, the *Horizon* finally reached the Turkish yards, followed shortly after by the ex-*Marella Celebration*.



Horizon, August 28, 2022, departure under tow. © Serkan Deniz



arrival at Aliaga, September 3. © Selim San

Marella Celebration (ex-*Thomson Celebration*, ex-*Noordam*). IMO 8027298. Length 215 m, 18,000 t. Deflagged from Malta in 2020. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique for Holland America Line as *Noordam*, the third ship to bear this name



Noordam. © norbertmare



On April 8, 1984, the *Noordam* left Le Havre (France) on her maiden voyage towards Tampa (Florida, USA). Holland America Line was acquired by Carnival Corp in 1989. The cruise ship continued sailing as *Noordam* until 2005. When she was chartered by the British cruise operator Thomson Cruises, she was renamed *Thomson Celebration*. Thomson Cruises' parent company, the German TUI Group, purchased her in 2010.



Noordam, Vancouver (Canada), Ballantyne Pier, 1984. © CanadaGood Gregory



Thomson Celebration, arrival at Le Havre (France), May 16, 2017. © Pascal Bredel



Thomson Celebration, upbound Bosphorus, August 27, 2014. © Marc Ottini

Detained in 2006 in Safaga (Egypt). Withdrawn from operation by her shipowner and the Covid pandemic in April 2020. Her official status was updated to "to be broken up" on September 15, 2020, she was shortened to *Mare C* and expected in a Turkish yard. Confirmation was long awaited. The ex-*Marella Celebration* remained laid up in Eleusis Bay (Greece) for two years. She was one more time shortened to *Mare* in September 2022. On September 14, the *Vernicos Sifnos* (IMO 9420435) took her under tow. She was beached in Aliaga on September 17.

(See also "[Shipbreaking](#)" # 60, p. 48, # 61, p. 4 and 17, # 62, p. 15)



Mare ex-Marella Celebration, September 17, 2022, Aliaga. © Serkan Deniz

Saga Pearl II (ex-*Quest For Adventure*, ex-*Saga Pearl II*, ex-*Astoria*, ex-*Arkona*, ex-*Astor*, ex-*Hamonia*). IMO 8000214. Length 164 m, 9,590 t. Deflagged from Malta to Togo for her last voyage shortened to *Pearl*. Classification society Det Norske Veritas. Built in 1981 as *Hammonia* in Ross (Germany) by Howaldtswerke-DW for the German company Hadag Seetouristik und Fahrdienst AG, a public transport company from Hamburg which had been operating ferries since 1888, she entered service as *Astor*. Her early career was hesitant. In 1984, she was acquired by Safmarine (South Africa) that considered she has not enough speed to maintain the company's liner schedule and sold her one year later to the East German company VEB Deufracht/Seereederei. Still as *Astor*, she was operated part of the year for cruises offered to favoured communist party officials and chartered to western cruise operators for the rest of the year. After the reunification of Germany, she was handed over to various shipowners, was renamed *Arkonia*, mainly operated for coastal cruises in Norway and Europe and dedicated to the German, Norwegian and Swedish markets.



The *Astoria* at berth in Le Havre (France), September 13, 2008. © Pascal Breudel

In 2002, she was sold to the Dutch operator Club Cruises and renamed *Astoria*. After Club Cruises, went bankrupt, she was auctioned and acquired by Saga Cruises in August 2009. She was operated for 10 years as *Saga Pearl II* and briefly as *Quest for Adventure*. Detained in 2013 in Civitavecchia (Italy).



Saga Pearl II, Southampton, (United Kingdom), October 5, 2016. © Pascal Breudel



The elegant *Saga Pearl II* departing Brest (France), April 9, 2017. © Erwan Guéguéniat

In April 2019, the *Saga Pearl II* was sold to some Aqua Explorer Holding Ltd registered in the British Virgin Islands which planned to convert her into a private yacht. Though, the cruise ship remained laid up at Perama yard (Greece). She was reportedly registered as *Pearl II*.

Acquired by Liberia-registered Dido Steel Corp SA prior to her departure under tow of the tug *Christos XLIII* (IMO 9080895), she was beached in Aliaga on July 25, 2022.



Departure for Aliaga under tow of *Christos XLIII*. © Ben Ayre

Zenith. IMO 8918136. Length 208 m, 22,158 t. Deflagged from Malta to Panama in March 2020 then to Palau for her last voyage. Classification society Det Norske Veritas. Built in 1992 in Papenburg (Germany) by Jos.L.Meyer. The *Zenith* was initially operated by Celebrity Cruises, a subsidiary of Royal Caribbean CruiseLine (RCCL) for cruises in the Caribbean departing Florida.



Zenith, in New York (USA), May 2006. © Tom Turner

In 2007, she joined the fleet of Pullmantur, RCCL Spanish subsidiary, to be operated in the Mediterranean. She was sold in January 2020 to the Japanese company Japan Grace Co Ltd. A bad deal just prior the Covid outbreak and the suspension of cruises worldwide. The *Zenith* remained laid up in Lavrio (Greece). Her planned chartering by the Japanese NGO Peace Boat, operator of cultural cruises, was cancelled.



Zénith, at berth in Marseille (France), October 7, 2015. © Pascal Breidel



TSM Singapore in Lavrio, September 7, 2022, the day before her departure towards Alang. © Marc Ottini

The ex-*Zenith* was acquired by Middle East-based interests in May 2022. She departed Greece as the *TSM Singapore* on September 8, 2022. Her reported destination was Haiphong (Vietnam) but she stopped in Dumq (Oman). In September, she was acquired by Virna Maritime Corp, a Marshall Islands-registered company. She left the sultanate on September 16 and was beached in Alang on September 29 shortened to *Singa*. In 2014-2017, the *Zenith* was chartered by Croisières de France along with her sistership *Horizon* also laid up in Greece. Unlike the *Zenith*, the *Horizon* was delivered to the scrapyards of Aliaga in August 2022 (p. 35).



© Gautam Chauhan *Singa* (left), beached in Alang, September 2022.



© Parmar Jaydip

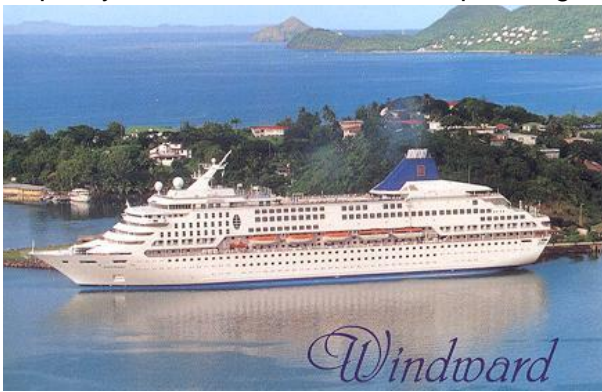
October-November-December 2022

Carnival Ecstasy. IMO 8711344. Length 262 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Helsinki (Finland) by Kvaerner Masa. Owned by Carnival Corp (USA). The *Carnival Ecstasy* departed Miami (Florida, USA) on October 20 and was beached in Aliaga on November 8.



Ecstasy in Cozumel (Mexico), December 23, 2006.
© Ralf Grabbert

The two sisterships *Superstar Aquarius* and *Superstar Gemini* built by chantiers de l'Atlantique in Saint-Nazaire (France) for Norwegian Cruise Lines (NCL) were beached in Alang shipbreaking yards. They were both jumboized by Lloyd Werft shipyard in Bremerhaven and lengthened from 190 to 230 m. Their initial capacity was increased from 1450 passengers to 1748.



© Simplon Postcards

In 2000, NCL was acquired by Star Cruises, a subsidiary of Genting Hong Kong, the cruise branch of the Malaysian conglomerate Genting. The two cruise ships were transferred to the Star Cruises fleet to be operated in Asia. In 2020, Covid-19 broke out, cruise ships were stuck at berth. The *Superstar Aquarius* and *Superstar Gemini* were used in Singapore in 2020 to accommodate and isolate migrant workers recovering from the virus. They never resumed sailing. Star Cruises was declared bankrupt in April 2022. Three ships of the company were reported sold for demolition in India. The Dubai-registered buyer VDLV DMCC would act on behalf of the Indian cash buyer Best Oasis. The *Star Pisces* was beached in Alang on July 12 (cf. "Shipbreaking" # 67, p. 18-19). The *Superstar Aquarius* and *Superstar Gemini* were still awaited. Late September, they called in Sri Lanka and were docked at Hambantota International Port, the 2nd port in Sri Lanka, developed by China in its New Silk Roads project and opened in 2010. In November, *Arius* and *Gem* were beached in Alang. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Superstar Aquarius, VivoCity, passenger terminal, Singapore, May 29, 2008. © Marc Ottini



Superstar Gemini. © Rutger Hoffma (...)

Superstar Aquarius (ex-Norwegian Wind, ex-Windward). IMO 9008421. Length 230 m, 22,727 t. Deflagged from the Bahamas to Saint Kitts and Nevis for her last voyage shortened to *Arius*. Classification society Det Norske Veritas until September 2022 then Capital Register of Shipping. Built in 1993 in Saint-Nazaire (France) by Chantiers de l'Atlantique.

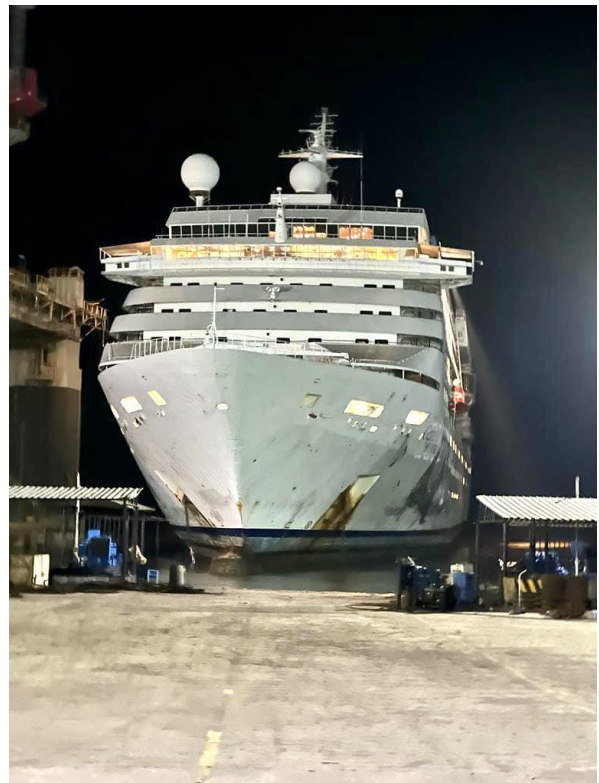


Arius, at Alang, plot 24 G © Rajput Nilesh

Superstar Gemini (ex-Norwegian Dream, ex-Dreamward). IMO 9008419. Length 230 m, 22,372 t. Deflagged from the Bahamas to Saint Kitts and Nevis for her last voyage shortened to *Gem*. Classification society Det Norske Veritas until September 2022 then Capital Register of Shipping. Built in 1992 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Detained in 1999 in Londres (United Kingdom).



Norwegian Dream, anchored off Freeport (Bahamas), March 2009. © Pascal Bredel



Gem, at Alang, plot 11, November 2022.
© Erlin Topcu / Shipbreaking Group-FaceBook

Ro Ro

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

July-August-September 2022 = 3

October-November-December 2022 = 1

July-August-September 2022

Harry L Martin (ex-*Tarago*, ex-*Nosac Cedar*, ex-*CGM Rabelais*, ex-*Rabelais*, ex-*Lillooet*). IMO 7720415. Length 230 m, 19,588 t. US flag. Unknown classification society. Conro built in 1979 in Vegesack (Germany) by Bremer Vulkan. Converted in 2000 in Jacksonville (Florida, USA) by Atlantic Drydock prior to be chartered by the Military Sealift Command (MSC). She was prepositioned in Guam and assigned to the supply of the US fleet and military bases in the Pacific under pennant number T-AK-3015. Owned by US MSC (USA). Decommissioned in Norfolk then struck from the naval register on December 30, 2021. Sold in August 2022 for demolition by All Star Metal in Brownsville (Texas, USA).



As the merchant ship, *CGM Rabelais*, May 1991, outbound Le Havre (France). © Pascal Bredel



As the US Navy auxiliary, *Harry L Martin*. © US Navy

Maestro Universe (ex-*Crowley Universe*, ex-*Seaboard Universe*, ex-*Mercandian Universe*). IMO 8400036. Length 160 m, 5,377 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Frederikshavn (Denmark) by Frederikshavns Verft. Detained in 2003 in Port Everglades (Florida, USA). Owned by Marshall Islands-registered Universe Inc care of Maestro Shipping SA (Switzerland). Sold for demolition in India.



Maestro Universe, laid up in in Marseille (France), November 12, 2015. © Pascal Bredel



Monarch Countess (ex-Cap Canaille, ex-Libeccio, ex-Seaowl, ex-Gyptis, ex-Cap Lardier). IMO 7500736. Length 110 m, 2,547 t. Saint Kitts and Nevis flag since April 2021. Classification society Cie Nacional de Registro e Inspeccion de Naves. Built in 1977 in Le Havre (France) les Ateliers et Chantiers du Havre for Compagnie Maritime des Chargeurs Réunis. Detained in 2014 and 2016 in Palm Beach (Florida, USA). Owned by Monarch Shipping Co Ltd (USA).



Seaowl, July 1991



Le Havre (France)
© Pascal Breidel

December 22, 1994 Cap Canaille



Gustavia (Saint Barthélémy, French Antilles), January 29, 2011. © Bogdan Kocemb

Since 2012, the *Monarch Countess* had been transporting each week cars shipped by Haitian migrants in the US to their families. She used to call at the ports of Cap Haïtien, Saint Marc, Gonaïves or Miragoâne.

In November 2021, she was calling at Gonaïves. Living conditions on board have been difficult for several months, food supply was insufficient. The third engineer has to be taken to hospital after being reportedly assaulted by the master; he requires stitching. The crew report several months owed wages. Salary arrears were paid in January 2022, the Hondurian crew was eventually repatriated.

The vessel returned to the port of Palm Beach and was then abandoned. However, the shipowner continued to take shipping orders. 1300 cars waiting to be loaded were stored on a leased property. The port authorities requested the seizure of the *Monarch Countess*. The customers who had paid from 800 to 1100 US\$ have been struggling to get their vehicles back. After being at the port for more than 9 months, some cars were leaking oil, some others still contained perishable items. At the end of June 2022, there were still 269 unretrieved vehicles. The *Monarch Countess* was in no better condition: she was taking on water and had to be pumped out regularly. In July 2022, a federal judge authorized the Port of Palm Beach to sell her to the highest bidder. Her destination of demolition is not known. Monarch Shipping also owns another ro-ro vessel, the *Monarch Princess*, discarded at Fort Pierce, north of Palm Beach, since April 2022. She too should be seized and sold.



© WPTV

May 2022, discarded in Palm Beach.



© Palm Beach Post

October-November-December 2022

Shin Tanegashima Maru. IMO 9083976. Length 90 m, 1,525 t. Deflagged from Japan to Belize for her last voyage shortened to *Shintanegashima*. Unknown classification society. Built in 1993 in Saiki (Japan) by Honda. Owned by Kyodo Ferry Unyu YK (Japan). Sold in September 2022 to Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan). 638 US\$ per ton. She departed Kagoshima (Japan) on November 1 and was beached in Chattogram.



Shin Tanegashima Maru, Kagoshima, August 17, 2013. © Yuichi Morita

General cargo carrier

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

July-August-September 2022 = 2

October-November-December 2022 = 5

7 demolitions, 2% of total tonnage. Average age at the time of demolition, 31 years. One casualty ship, one Russian paramilitary, one ship targeted because her owner is facing charges of trafficking with North Korea, one survivor reported to be scrapped in 2016, and one mystery, the *Fu Yi*, which was beached in Chattogram with the usurped IMO number of a ship still trading.

July-August-September 2022

Dvinitsa-50 (ex-*Alican Deval*, ex-*TK Antwerp*, ex-*Kemah*). IMO 7500578. Length 109 m. Russian flag. Unknown classification society. Built in 1985 in Camialti (Türkiye) by Türkiye Gemi. Detained in 2001 in Barcelona (Spain) and in 2012 in Novorossiysk (Russia). Acquired in 2015 from her Turkish owner by the Russian government to be operated as an auxiliary ship and carry various cargoes including military equipment to Syria. In April 2021, she was decommissioned in Sevastopol. Her official status is still "In service" but she would have been scrapped in the Crimean port, like before her the *Vologda-50*, another cargo ship bought by Russia to be used as a paramilitary carrier (cf. "[Shipbreaking](#)" # 65, p. 29).



April 2, 2021, *Dvinitsa-50* arriving at Sevastopol. © Nikita Prokhorov

general cargo ship

Tanto Horas (ex-*Elbe Star*, ex-*Pul Sejahtera*, ex-*Rex Star*). IMO 8419465. Length 97 m, 1,879 t. Deflagged from Indonesia to Gabon for her last voyage shortened to *Oras*. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Kochi (Japan) by Kochi Jyuko K.K. Owned by Tanto Intim Line PT (Indonesia). Sold for demolition in Bangladesh.



Tanto Oras, March 22, 2017, Balikpapan (Indonesia).
© Husni



Oras, November 21, 2022, Chattogram.
© Mohammad Islam Meah

October-November-December 2022

Fu Ocean (ex-*Yi Shun 89*, ex-*Zhi Hai 12*). IMO 8523890. Length 128 m, 3,567 t. Deflagged from Indonesia to Sierra Leone. Classification society Foresight ship Classification. Built in 1998 in China. 3 detentions: in 2021 in Humen (China) and in 2022 in Vanino (Russia) and Kushiro (Japan). Owned by Fuhai Shipping Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 460 US\$ per ton.



Fu Ocean, November 25, 2022. © Takahiro Konno

Fu Yi. Length 181 m, 8,317 t. 620 US\$ per ton. The *Fu Yi* was beached for demolition in Chattogram on October 30. According to the Bangladeshi Port Authority, her reported IMO number is 9359947. It is a fake one: this number is that of another general cargo ship, the *Ru Yi II*, built in 2008, 140 m in length; at the same time as the *Fu Yi* was beached, the *Ru Yi II* was spotted in Haiphong (Vietnam). According to the IMO and the Equasis database, the ship would be the *Fu Yi*, IMO 7375492 (ex-*Shun Da 5*, ex-*Fu Xing 1*, ex-*Miguel II*, ex-*Miguel*, ex-*Damon*, ex-*Trent*, ex-*Ogden Senegal*). Both databases report she would be flying the flag of Gabon while for the Bangladeshi authority she is Liberia-flagged. According to the Miramar website, there has been no sign of her existence since 2012. Unknown classification society. Built in 1974 in Japan by Sanoyasu.

VESSELS DUE AT OUTER ANCHORAGE:
DATED: 31/10/2022:



THE CHITTAGONG PORT AUTHORITY
MARINE DEPARTMENT

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:
www.cpa.gov.bd

62	FU YI(IMO:9359947)	180.64	DEMOLITION	23019	CHAINA	LIBE	BENLINE	28/10/22 AT 1700	C	6.5	-DO-
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Fu Yi, reported but usurped IMO number: 9359947

Moraz (ex-*Vadi*, ex-*Blumare*, ex-*Blumarlin*). IMO 9104809. Length 126 m, 4,277 t. Gabonese flag. Classification society International Naval Surveys Bureau. Built in 1994 in Varna (Bulgaria) by Varna Shipyard. Detained twice in 2017 in Vassiliko (Cyprus) and in 2021 in Antalya (Türkiye). Owned by Marshall Islands-registered Moraz Shipping LLC care of Haifa Marine Shipping Ltd (Israel). On March 11, 2022, the *Moraz* was anchored in Iskenderun Bay. She dragged anchor, went adrift in high winds and aground. She was refloated in September but repair work were too expensive. She was declared a total loss. She was towed and beached for demolition in Aliaga on November 9.



Blumarlin sailing on the Seine River, January 7, 2011. © Erwan Guégúniat



March 2022, grounding. © News2Sea



November 2022, beaching in Aliaga. © Selim San

Partizan (ex-*St.Olga*, ex-*Asta*, ex-*Torm Asta*, ex-*Asta*). IMO 9113020. Length 103 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1996 in Klaipeda (Lithuania) by Baltijos LS; completed in Spain by Astilleros de Huelva SA. 4 detentions: in 1999 in Montreal (Quebec, Canada), in 2016 in Mukho (South Korea), in 2017 in Fushiki (Japan) and in 2018 in Shanghai (China). Owned by Gudzon Shipping Co LLC (Russia).



September 2018, carrying logs, Plastun Bay, sea of Japan. © Roman Gulevich

On February 25, 2019, the *Partizan* suffered an explosion and a fire while en route from Nakodka (Russia) to Pohang (South Korea) with a cargo of scrap metal. She was able to reach the South Korean port on her own power. Her shipowner Gudzon Shipping is blacklisted by US Department of the Treasury for illegal trafficking with North Korea and in particular for ship to ship oil transfers. In Pohang, bunker suppliers fear the US sanctions and refuse to supply the *Partizan* with fuel. The ship was stuck in South Korea and then discarded. She is being scrapped by OS Shipbuilding in Busan.



November 2022, at Busan (South Korea) shipbreaking yard. © Vladimir Tonic

Uei Maru (ex-*Oei Maru*). IMO 8810334. Length 70 m, 757 t. Mongolian flag. Unknown classification society. Built in Saiki (Japan) by Miura. Owned since November 2020 by Forward Marine Ltd (Hong Kong, China).

She was reportedly scrapped in Ningde (China) in September 2016 but actually escaped the blowtorches. Her Automatic Identification system has been switched off since February 2017. Though, she has kept on sailing, flying the flag of Belize then of Sierra Leone and performing undisclosed traffics. Since November 2020, she has been inspected eight times in the Vietnamese port of Quangninh. The 28 reported deficiencies did not lead to any detention. In September 2022, Hong Kong (China) inspectors reported 15 deficiencies. Six were related to fire safety, emergency systems, safety of navigation and to maintenance of the ship and equipment and were considered as grounds for detention. The *Uei Maru* was finally beached in Chattogram flying the flag of Mongolia on October 13, 2022.

VESSELS DUE AT OUTER ANCHORAGE:
DATED: 13/10/2022:



THE CHITTAGONG PORT AUTHORITY
MARINE DEPARTMENT

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

SL. NO.	NAME OF VESSEL	LENGTH	CARGO	GRT	L.PORT	FLAG	LOCAL AGENT	ARRIVAL DATE & TIME
54	UEI MARU(IMO:8810334)-	70.00	DEMOLITION	699	VIET	MONGOLIA	MOSTAFA	10/10/22 AT 2200

0



Oei Maru, Kanmon Strait (Japan), August 2014. © Vladimir Tonic

Container ship

July-August-September 2022 = 1

October-November-December 2022 = 5

6 demolitions. The first container ship of the year, except for the US veteran *Matsonia* (cf. "Shipbreaking" # 66, p. 37) was beached in December 2022. 5 other container ships were sold in December. With decreasing freight rates and a number of idle ships on the rise, brokers and breakers expect a mass arrival of container ships in the scrapyards.

July-August-September 2022

Mathu Bhum (ex-*Maha Bhum*). IMO 8813647. 1036 teu. Length 146 m, 5,103 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage shortened to *Bhum*. Classification society Det Norske Veritas. Built in 1990 in Ulsan (South Korea) by Hanjin SB Co. Detained in 2001 in Singapore. Owned by Regional Container Lines (Thailand).

Seized on May 4, 2022 by the Indonesian customs for violating the ban on palm oil export into force since April 28, 2022. The inspectors discovered 34 containers of palm oil on board. The company argued it had no knowledge of what exactly was inside the boxes. The rest of the cargo was returned to the shippers and the master was fined 200 millions Indonesian rupees (12,700 US\$). The *Mathu Bhum* remained under custody for 96 days in Belawan (Indonesia). She resumed trading on August 7. Sold as is in Singapore for delivery in December, 600 US\$ per ton. She departed Singapore on December 24 and was beached in Chattogram.



April 12, 2021, *Mathu Bhum*, on the Chaophraya river (Thailand). © Trakul Pumsnoh

October-November-December 2022

Akinada Bridge. IMO 9224532. 5610 teu. Length 285 m, 24,294t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. 4 detentions: in 2005 in Shenzhen (China), in 2010 and 2015 in Seattle (USA) and in 2019 in Shenzhen again. Owned by Marshall Islands-registered Bridge Shipping Ltd care of Eurobulk Ltd (Greece). Sold for demolition. She left Indonesia on December 7 heading for Alang. 596 US\$ per ton.

Akinada Bridge, at berth in Le Havre (France), October 13, 2008. © Pascal Bredel



SSL Chennai (ex-*Hub Gallardo*, ex-*Mar Dios*). IMO 9168544. 700 teu. Length 131 m, 4,039 t. Deflagged from India to Saint Kitts and Nevis for her last voyage renamed *Chennai Xpress*. Classification society Indian Register of Shipping. Built in 1998 in Hakata (Japan) by Watanabe Zosen. Detained in 2012 in Port Klang (Malaysia). Owned by Shreyas Shipping & Logistics (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 560 US\$ per ton.

Uni-Ardent. IMO 9130561. 1164 teu. Length 165 m, 7,099 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Evergreen. Detained in 2019 in Xiamln (China). Owned by Evergreen Marine Corp (Taiwan). Sold as is in Kaohsiung (Taiwan). 505 US\$ per ton. She left Taiwan heading for Alang.

Venus C (ex-*YT Venus*, ex-*Australian Express*, ex-*Premier*). IMO 8813609. 750 evp. Length 150 m, 4,394 t. Deflagged from Liberia to Gabon for her last voyage shortened to *Ven C*. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Detained in 2000 in Busan (South Korea) and in 2007 in Hong Kong (China). Owned by Shanghai Xin Hai Shipping Co Ltd (China). Sold as is in Singapore for demolition in India. 525 US\$ per ton.

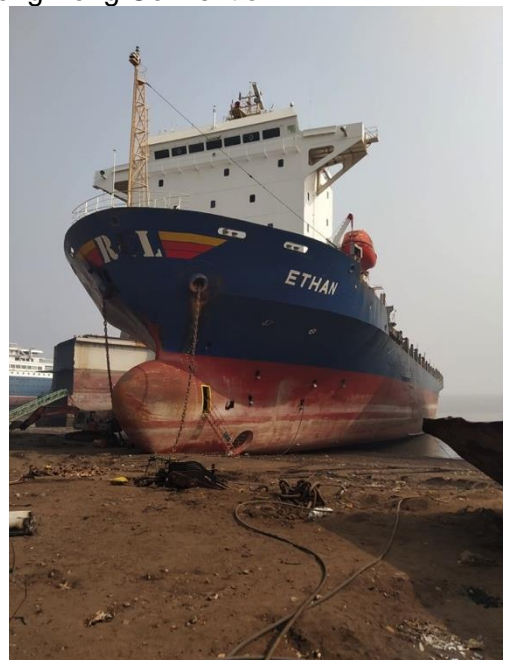


Venus C, Lamna Channel (Hong Kong, China), September 15, 2008. © Marc Ottini

Xetha Bhum. IMO 9046411. 1098 teu. Length 146 m, 5,103 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage as *Ethan*. Classification society Det Norske Veritas. Built in 1993 in Ulsan (CDS) by Hanjin HI Co. Owned by Regional Container Lines (Thailand). Sold for demolition in India. 619 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.



Xetha Bhum, July 6, 2017, Singapore. © Tomasz Wójcik



"*Ethan*", Alang. © Kishor Solanki

Factory ship

July-August-September 2022 = 2

October-November-December 2022 = 4

July-August-September 2022

Aristotle (ex-*Elisabet*, ex-*Tukula*, ex-*Leader*, ex-*Pacific Leader*, ex-*Ivan Lyudnikov*). IMO 8038182. Lengthened in 2009 from 103 to 125 m, 5,065 t. Cameroonian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Mykolaïv South (Ukraine) by Chornomorskiy SZ. One of the 113 *Pulkovskiy Meridian*-type factory ships or project 1288 built by the Ukrainian yard between 1974 and 2011. They were equipped for pelagic and ground fishing and freezing (60 tons/day) and for the production of fish meal (35 t/ day of raw fish), fish liver oil (2.4 tons/day of raw fish) and canned fish livers (6000 cans/day). Owned by Belize-registered Pescador Ltd. Sold for demolition in India. She left Las Palmas (Canary Islands, Spain) on August 17 and was beached in Alang on September 24.



October 2011, *Leader* in Vigo (Spain).
© Alatrisme



September 2022, *Aristotle*, Jayendra Patel yard, Alang. © Pankaj Sahani

Siglan (ex-*Nikolay Kuropatkin*). IMO 8116312. Length 94 m, 3,153 t. Deflagged from Russia to Gabon for her last voyage renamed *Victory*. Classification society Russian Maritime Register of Shipping. Built in 1982 in Gdansk (Poland) by Gdanska Lenina yard. One of the 35 *Ivan Bochkov*-type factory-ships built for the Soviet fishing fleet by the Polish shipyard between 1978 and 1988. They were designed for fishing, freezing (45 t/day) and for the production of fish meal (50 tons/day of raw fish), fish liver oil (2 tons/day of raw fish) and canned fish livers (1 ton/day of raw fish). Owned by Dalryba JSC (Russia). Acquired by United Arab Emirates-registered Alpha Metallum DMCC care of Prayati Shipping Pvt Ltd (India) prior to her departure for demolition. She left Vladivostok (Russia) on August 11 and was beached in Bangladesh on September 11.



Siglan, Peter the Great Bay, October 2021.
© Broughton



Victory, Chattogram, September 2022.
© Shipbreaking Group FaceBook

October-November-December 2022

Hunter (ex-*Kapitan Edemskiy*, ex-*Kapitan Yedemskiy*, ex-*Kapteinis Jedemskis*, ex-*Kapitan Yedemskiy*). IMO 8721155. Length 104 m, 3,918 t. Deflagged from Belize to Cameroon for her last voyage shortened to *Unter*. Classification society Russian Maritime Register of Shipping. Built in 1986 in Mikolaïv (Ukraine) by Chernomorskiy SZ. She was number 54 in the *Pulkovskiy Meridian* series. Owned until July 2019 by Atlantrybflot JSC of Kaliningrad (Russia). She was sold to Gelsey Investments Inc, a British Virgin Islands-registered company that was cited in the Panama Papers for its connection with Mossack Fonseca. Acquired by Singapore-based IGWT Pte Ltd prior to her departure for demolition in India.



Kapitan Edemsky, May 2019, Kaliningrad, (Russia).
© Brovko Valentina



Hunter in Las Palmas (Canary Islands, Spain),
September 14, 2022. © Marc Ottini

Langusta. IMO 8817411. Length 94 m, 3,136 t. Deflagged from Russia to Gabon for her last voyage renamed *Lobster*. Classification society Russian Maritime Register of Shipping. Built in 1989 in Gdynia (Poland) by Komuny Paryskiej yard. She was the first in a series of three *Langusta*-type factory ships or project B-673 built by the Polish yard between 1989 and 1990.

Langusta, in the Atlantic, 1990. © Lazar Danilov



They were equipped for pelagic and ground fishing and freezing (60 tons/day) and for the production of fish meal (50 t/ day of raw fish) and fish liver oil (5 tons/day of raw fish). Owned by Pomore-Ge Co Ltd of Yuzhno-Sakhalinsk (Russia). Acquired by United Arab Emirates-registered Alpha Metallum DMCC prior to her departure for demolition in India. She left Vladivostok on September 11 and was beached in Alang on December 9.



Langusta, in the Atlantic, July 2001. © Sergey Vilchinsky

Marshal Novikov (ex-*Mars*, ex-*Marshal Novikov*). IMO 8036108. Length 104 m, 3,905 t. Cameroonian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Mykolaiv South (Ukraine) by Chernomorskiy SZ. She was number 29 in the *Pulkovski Meridian* series of 113 factory ships or project 1288 built by the Ukrainian yard between 1974 and 2011 (see specifications above in the *Hunter* section, p. 50). Owned by Demeritha Ltd registered in the Seychelles. She left Las Palmas (Canary Islands, Spain) on November 8, 2022 and was beached for demolition in Alang.



Marshal Novikov, anchored off Nouadhibou (Mauritania), April 17, 2013. © by Aleksandr Panait

R. M.Thorstenson (ex-*Stellar Sea*, ex-*Liberty*, ex-*Island Mariana*, ex-*Antillia*). IMO 7710745. Length 90 m, 3,567 t. Deflagged from the USA to Cameroon in August 2022 then to Gabon in October 2022 for her last voyage. Classification society Det Norske Veritas then Union Marine Classification Society in October 2022. Built in 1980 in Madisonville (Louisiana, USA) by Equitable Shipyard as a general cargo ship then converted in 1992 to factory ship for the processing of fish and crabs by Tacoma yards (State of Washington, USA). Owned by Icicle SeafoodsInc (USA). Laid up since March 2017 in Seattle (USA). She had been operated all along her career under the US flag. Acquired by United Arab Emirates-registered Alpha Metallum DMCC for demolition in India, deflagged twice and beached in India as *Dolphin*. 576 US\$ per ton.



August 27, 2011, *R. M.Thorstenson* on the Campbell River, British Columbia (Canada). © Richard Gulbransen



September 25, 2022, *Dolphin* leaving Busan (South Korea), heading for Alang. © Vladimir Tonic

Fishery patrol vessel

October-November-December 2022

Nagato. IMO 9194907. Fishery patrol vessel. Length 62 m, 632 t. Deflagged from Japan to Beize for her last voyage renamed *Nagado*. Unknown classification society. Built in 1998 in (Japan) by Kanasashi Heavy Industries. Owned by Ooka Senpaku (Japan). Acquired in September 2022 by Panama-registered Orient Star Lingyun SA care of Marukichi Commerce Co Ltd (Japan). 640 US\$ per ton. She left Kagoshima (Japan) on October 27 and was beached for demolition in Bangladesh.



Nagato, at berth in Ofunato (Japan), November 2010. © TKS

Reefer

July-August-September 2022 = 2

October-November-December 2022 = 2

July-August-September 2022

Cool Aster (ex-*Blue Bird*, ex-*Cool Aster*, ex-*Nyanttic*). IMO 8205319. Length 108 m, 2,322 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1984 in Waterhuizen (Netherlands) by Van Diepen. Detained in 2001 in Saint Petersburg (Russia) and in 2013 in Las Palmas (Canary Islands, Spain).



Nyanttic, Santos, Brazil, Jul 18, 2000. © Rogério Cordeiro

In September 2012 the *Cool Aster* was attacked off Lagos (Nigeria) by pirates who stole the crew's personal belongings and took away cargo, food supply and bunker. The ship sailed back to Kaliningrad (Russia) in the Baltic sea. The Estonian shipowner Arctic Reefers Co Ltd went bankrupt and abandoned the ship and the 17 seafarers from Estonia (3), Latvia (6), Russia (5) and Ukraine (3) who were owed 150,000 US\$ in wages. The crew was repatriated with the help of the ITF (International Transport Workers' Federation). In October 2012, the *Cool Aster* was handed over to North Reefer Ltd based in Murmansk (Russia). She was spotted in Las Palmas in May 2013, she was detained and then probably abandoned on the spot as no signs of any activity was reported. In 2017, she was renamed *Blue Bird* but did not leave the Canary Islands. Owned officially since May 2021 by Panama-registered Apollo Offshore Marine Corp. She was eventually beached for demolition in Türkiye.



Blue Bird, discarded in Las Palmas, December 31, 2017. © GazzM



Cool Aster, between cruise ships *Horizon* (left) and *Saga Pearl II* (right), September 2022. © Selim San

Kronshtadtskiy. IMO 8826577. Fish carrier. Length 85 m, 1,854 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Klaipeda (Lithuania) by Baltiya; She was one in the series of 5 *Petrogradskiy*-type reefers or project 12911-TR built by the Lithuanian yard between 1988 and 1990. The *Petrogradskiy*-type was designed after the *Moryana*-type factory ship or project 19211 that totalled 27 units. 4 detentions: in 2000 in Svolvær (Norway), in 2006 in Grimsby (United Kingdom),

in 2010 in Sendai Shiogama (Japan) and in 2012 in Qingdao (China). Owned by Lodia LLC (Russia). Sold for demolition in India. 675 US\$ per ton. She left Busan (South Korea) on September 27 and was beached in Alang on November 9.



Kronshadtstkiy, Vladivostok (Russia), February 8, 2017. © Igoreshka

October-November-December 2022

Hai Feng 698 (ex-*Kometa*, ex-*Olyutorskiy Zaliv*). IMO 8422711. Length 153 m, 7,262 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Wismar (Germany) by Mathias-Thesen Werft. She was number 8 in the series of 27 *Kristall II*-type reefers built by the East-German yard between 1983 and 1993. Owned by Zhongyu Global Seafood Corp (China). Acquired by New Century Shipping (Hong Kong, China) prior to her departure for demolition in Bangladesh. 435 US\$ per ton.



Olyutorskiy Zaliv, August 18, 1994, New Zealand.
Collection Lemachko B.V.



Hai Feng 698, Capetown (South Africa),
May 14, 2021. © Botsmanmat

Nauta (ex-*Atlantica*, ex-*Aruba*, ex-*Segovia*, ex-*Vinales*). IMO 8812796. Length 105 m, 2,867 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1990 in Gijon (Spain) by Juliana Gijonesa. Detained in 2011 in Scheveningen (Netherlands) and in 2014 in Douarnenez (France). Owned by Far East Ship Management LLC (Russia). Acquired in December 2022 by Trade Bridge Inc Ltd (Hong Kong, China). Sold for demolition in India. She left Vladivostok on December 25, heading for Alang.

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.

July-August-September 2022 = 8

October-November-December 2022 = 22

30 demolitions. 20% of ships scrapped, 31% of the total tonnage. Bulkers are back in the shipbreaking yards. Freight rates are decreasing, and shipowners are getting rid of the oldest ships. Their average age was 29 years, except for the 8-year-old *Ever Judger*, ravaged by a major fire. All are bound for the Indian subcontinent. The detention rate of bulkers prior scrapping is 60%. The clean-up stepped up the pace at the end of the year, with 13 bulkers or 43% of the category sold in the month of December alone.

July-August-September 2022

Bei Lun 6 (ex-*Ulla R*, ex-*Edip Karahasan*, ex-*Star Barbara*, ex-*KME Barbara*, ex-*Soarer Yoga*, ex-*Lucky Giant*, ex-*Soarer Yoga*). IMO 8901810. Length 186 m, 10,058 t. Deflagged from China to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1989 in Numakuma (Japan) by Tsuneishi. 2 detentions: in 2004 in Onslow (Western Australia, Australia) and in 2005 in Rotterdam (Netherlands). Owned by Ningbo Beilun Shipping Co Ltd (China). Acquired by Times Project Pte Ltd (Singapore). Sold for demolition in Bangladesh. 611 US\$ per ton.



2001, Singapore, *Edip Karahasan*, anchored off Sentosa Island. © Craig Andrews



April 10 2015, *Bei Lun 6*, departing Taicang (China). © Ivan Meshkov

Chang Sheng (ex-*Grand Sky*, ex-*Orange Tiger*). IMO 9178408. Length 225 m, 9,824 t. Deflagged from Hong Kong to Comoros for her last voyage shortened to *Changi*. Classification society Registro Italiano Navale. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Hong Kong Haichang Global Ltd (Hong Kong, China). Acquired as is in Singapore by Liberia-registered Libra Seaway Ltd. On October 21, she dropped anchor off Colombo (Sri Lanka), waiting for a yard to welcome her. She was eventually beached in Gadani. 595 US\$ per ton.



Chang Sheng loading Indonesian coal, Banjarmasin Taboneo loading point, November 2016. © Iwan Afwan

Ever Judger (ex-*Pretty Master*). IMO 9632844. Length 229 m, 13,500 t. Panamanian flag. Classification society Det Norske Veritas until 2018. Built in 2014 in Yueqing (China) by Zhejiang. Owned by British Virgin Islands-registered Ever Judger Holding Co Ltd care of Everest Shipping Pte Ltd (Singapore).



Departing Vancouver (British Columbia, Canada), heading for China, May 13, 2016. © M.L. Jacobs

On the evening of 30 March 2018, the *Ever Judger* completed loading 70,000 tons of coal and left the port of Balikpapan (East Kalimantan, Indonesia). She intended to drop anchor off the port prior heading for Lumut (Malaysia) the next day. The master ordered in Chinese language to lower the anchor while the ship was continuing on her way. When the Indonesian pilot on board understood the manoeuvre, he had the anchor raised, explaining the risk to the pipelines in the area, and then left once the bulk carrier was at anchor.



© bisnis.com

During the night, the refinery operators detected an oil leak at sea but were unable to determine its source. The *Ever Judger* had torn off a pipeline. The oil slick caught fire and spread to the ship. The fire was extinguished after an hour with the help of the refinery's response vessels. The oil spill drifted into Balikpapan Bay and polluted the mangrove. Five villagers who were fishing in the area at the time of the fire were caught in the flames. Their bodies were found the next day.

The Chinese master was prosecuted and imprisoned. In April 2020, he was sentenced to 10 years in prison for anchoring in a prohibited area, causing an oil spill on the coast and the death of 5 fishermen. In 2022, the *Ever Judger* was auctioned as is in Balikpapan. Her destination of demolition is to date unknown. She is most likely to be towed to Bangladesh.

Glory Future (ex-Sanaga, ex-Paclogger). IMO 9170652. Length 169 m, 7,218 t. Deflagged from Hong Kong to Gabon for her last voyage. Classification society Registro Italiano Navale. Built in 1997 in Huludao (China) by Liaoning Bohai. Owned by Glory Future Shipping (HK) Co Ltd (Hong Kong, China).



At Keelung (Taiwan), September 17, 2016. © Chun-Hsi

On October 16, 2021, the *Glory Future* was being anchored waiting for administrative approval to berth in the port of Cua Viet (Vietnam). The next day, the sea conditions worsened, she ran adrift and finally aground on a sandbank about 2 km from the port.

She was refloated but eventually declared a total loss. In July 2022, she was towed for demolition in Bangladesh.



© Thanh Loc



Grounding of the *Glory Future*, October 2021

© VN Express Hoang Tao

Lumoso Karunia (ex-Moorgate, ex-Federal Kumano). IMO 9009152. Length 190 m, 7,987 t. Deflagged from Indonesia to Saint Kitts and Nevis for her last voyage shortened to *Lumo*. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Marugame (Japan) by Imabari Zosen. 4 detentions: in 2007 in Odessa (Ukraine), in 2010 in Ningbo (China) and Zhanjiang (China) and in 2011 in Guangzhou (China). Owned by Lumoso Pratama Line (Indonesia). Acquired as is in Singapore by Trinitas Ship Management Pvt Ltd (India) for demolition in Bangladesh. 592 US\$ per ton.



Lumoso Karunia, loading coal in Adang Bay (Indonesia), January 16, 2018. © Husni



Lumo, beached in Chattogram. © Md Saif Rahaman

Okra (ex-*A Duckling*, ex-*Mineral Azalea*, ex-*Sea Azalea*). IMO 9209910. Length 280 m, 20,737 t. Deflagged from South Korea to Liberia for her last voyage as *Okra 1*. Classification society Korean Register of Shipping. Built in 1999 in Mihara (Japan) by Koyo Dockyard. Detained in 2001 in Oita (Japan). Owned by Korea Line Corp (South Korea). In July 2022, she was acquired as is in South Korea by Arka Global Marine Services (United Arab Emirates). Her price per ton was then 529 US\$ including 590 t of bunker. The sale failed. The *Okra* was sold again a few months later at 505 US\$ per ton. She was expected in Pakistan and was finally beached in Alang in January 2023.



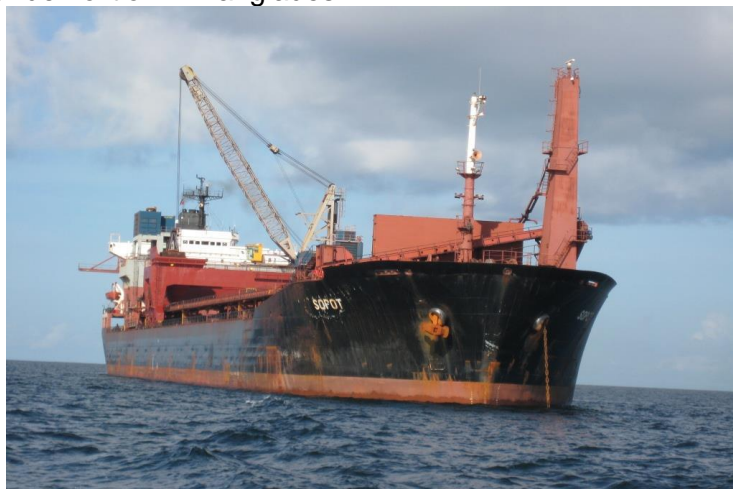
Okra, Nanaimo (British Columbia, Canada), November 2017. © Dirk Septer

Star Tianjin (ex-*Mineral Tianjin*). IMO 9292565. Length 289 m, 23,683 t. Deflagged from the Marshall Islands to Comoros for her last voyage nicknamed *Starlet*. Classification society American Bureau of Shipping. Built in 2004 in Shanghai (China) by Shanghai Waigaoqiao for the Belgium shipowner Bocimar that has been operating her until October 2021. Her last owner was Chartworld Maritime Management (Greece). Sold as is in Vizag (India) for demolition in India, she was finally beached in Chattogram. 600 US\$ per ton.



Kurushima Strait (Japan), October 13, 2018. © Kenro Oshita

Vighnharta (ex-*Vighnraj*, ex-*Sopot*, ex-*Arctic*, ex-*Cast Husky*). IMO 8015659. Self unloading bulker. Length 235 m, 16,479 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Detained in 1998 in Gdansk (Poland). Owned by Sulog Transshipment Services (India). Sold for demolition in Bangladesh.



Sopot, Trinidad and Tobago, September 1, 2010. © Roman Matyunin

October-November-December 2022

An Ping 8 (ex-*Pole Star*, ex-*Ocean Rich*, ex-*Rzs Joy*, ex-*GoldIn Bridge*, ex-*Atlantic Nova*). IMO 9118848. Length 225 m, 9,793 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1995 in Marugame (Japan) by Imabari Zosen. Detained in 2004 in Mizushima (Japan) and in 2018 in Lianyungang (China). Owned by Tian Heng Shipping Management Ltd (China). Sold for demolition in Bangladesh. 620 US\$ per ton. She left Vung An (Vietnam) on November 9 and was beached in Chattogram.



September 24, 2017, the *Ocean Rich*, Banjarmasin (Indonesia). © Iwan Afwan

Asa Nadiya (ex-*Aizdihar*, ex-*Bella*, ex-*Rubella*, ex-*Sea Mirror*, ex-*Maritime Pearl*). IMO 8906846. Length 180 m, 6,729 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1990 in Oshima (Japan) by Oshima Shipbuilding. 6 detentions: in 2000 in Yantai (China), in 2003 in Hong Kong (China), in 2004 in Alicante (Spain), in 2014 in Nanjing (China), in 2017 in Ratnagiri (India) and in 2020 in Bandar Abbas (Iran). Acquired by Marshall Islands-registered Fams Venture Holdings Inc in March 2022. She left Mogadiscio (Somalia) and was beached in Pakistan as *Murat Bey* on December 25.

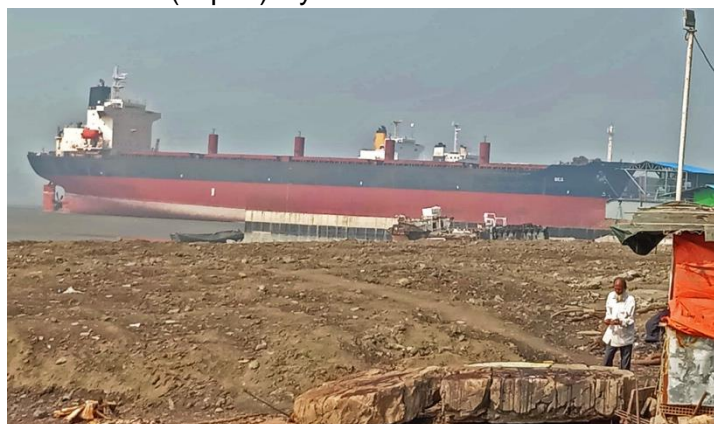


August 2017, *Rubella* departing Port Sudan (Sudan). © Mohammad Fattouh



December 2022, *Murat Bey* beached in Gadani, plot 125. © Gadani Shipbreaking Yard

Bei Lun 15 (ex-*Tuo Zhan 5*, ex-*Tate J*, ex-*Lucky Wealth*, ex-*Libre*, ex-*Casuarina*). IMO 8901822. Length 186 m, 7,995 t. Deflagged from China to Panama in October 2022 and then Saint Kitts and Nevis for her last voyage shortened to *Bell*. Classification society China Classification Society. Built in 1989 in Numakuma (Japan) by Tsuneishi. Detained in 2003 in Kwinana (Western Australia, Australia) and in 2007 in Constanta (Romania). Owned by Ningbo Beilun Shipping Co Ltd (China). Acquired by Marshall Islands-registered Voyage Shipping Inc prior to her departure for demolition. She left Zoushan (China) on November 25, 2022 and was beached in Chattogram on December 23.



Bell, Chatogram. © Rubel Mahamud

Berge Apo (ex-Mona River). IMO 9233337. Length 288 m, 20,668 t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Imari (Japan) by Namura. Detained in 2013 in Port Hedland (Western Australia, Australia). Owned by Berge Bulk Maritime Pte Ltd (Singapore). 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.



Berge Apo, Koper (Slovenia), January 26, 2019.
© Marjan Stropnik

Cape Osprey (ex-Ocean Ceres, ex-Charles L.D.). IMO 9165516. Length 289 m, 21,277 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Tsu (Japan) by NKK Corp. Detained in 2020 in Gladstone (Queensland, Australia). Owned by Liberia-registered Nevtal Marine Inc care of Zodiac Maritime Ltd (United Kingdom). Sold for demolition in India. 530 US\$ per ton.

Chang Fa Hai (ex-Gem of Haldia, ex-Gem of Vizag, ex-Sibenik). IMO 8614479. Length 192 m, 10,166 t. Deflagged from China to Mongolia for her last voyage. Classification society China Classification Society. Built in 1989 in Split (Croatia) by Brodosplit. Owned by Minsheng Financial Leasing (China). Acquired by Wantong International Group (Hong Kong, China) prior to her departure for demolition in Bangladesh. 500 US\$ per ton.



Chang Fa Hai, Chattogram, January 7, 2023.
© Rubel Mahmud

De Xing Hai (ex-Tuo Zhan 6, ex-Stevln C, ex-Lucky Fortune, ex-Universal River). IMO 8912314. Length 186 m, 8,015 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Xin*. Unknown classification society. Built in 1990 in Numakuma (Japan) by Tsuneishi. Detained in 1999 in Cuxhaven (Germany) and in 2001 in Kwinana (Western Australia, Australia). Owned by Ningbo Pacific Shipping Co Ltd (China). She had been laid up since November 2019. On November 30, 2022, she was auctioned as is in Fuzhou (China) with a reserve price of 20.8 million yuans. No buyer showed any interest. New bid on December 13. This time the *De Xing Hai* was sold for 20,420,000 yuans, or 384 US\$ per ton. She was shortened to *Xin*, her official status was updated to "to be broken up" on December 27. She left China bound for Bangladesh.



Bidding Announcement of DE XING HAI

Bidding Ending Information	
Start:	2022-12-13 10:00
End:	2022-12-13 10:43
Total Bid:	21 times
Final Price:	¥20,420,000
Bidding Winner:	063
Bidding Status:	Successful

© Zhejiang Shipping Exchange

Dong Fang Sheng (ex-Anaxagoras, ex-Pateroniso, ex-Ispat Umang, ex-Ocean Rose). IMO 8915976. Length 225 m, 9,543 t. Deflagged from China to Saint Kitts and Nevis for her last voyage shortened to *Don*. Classification society China Classification Society. Built in 1990 in Marugame (Japan) by Imabari. Detained in 2003 in Newcastle (New South Wales, Australia). The *Dong Fang Sheng* has not been inspected since 2015. Owned by Fujian Orient Shipping Co Ltd (China). On February 23, 2019, she collided with a fishing ship 80 miles off Ningbo. The fishing ship sank, 2 fishermen were rescued, 5 others were reported missing. The *Dong Fang Sheng* resumed trading. She was auctioned on November 10, 2022. The starting price was 29 million yuans, she was awarded for 29,480,000 yuans (or 4.1 million US\$, 430 US\$ per ton) to Dubai-based cash buyer GSPL. She was renamed and deflagged. On December 31, she left China bound for Chattogram.



Bidding Announcement of DONG FANG SH...

Bidding Ending Information

Start: 2022-11-10 10:00
 End: 2022-11-10 10:57
 Total Bid: 22 times
 Final Price: **¥29,480,000**
 Bidding Winner: **368**
 Bidding Status: Successful

© Zhejiang Shipping Exchange

Dong Fang Sheng, China Sea, September 2008. © Marc Ottini

Hai Ke 102 (ex-Hu Hua). IMO 9276860. Length 119 m, 2,842 t. Indonesian flag. Unknown classification society. Built in 2002 in Jiangyin (China) by Jiangsu Yangzijiang. In December 2022, she was sold as is in China through a judicial sale. Her destination of demolition is to date unknown.

Hong De (ex-Sagacious ID, ex-Sagacious Nike). IMO 9117789. Length 186 m, 7,534 t. Panamanian flag. Unknown classification society. Built in 1996 in Numakuma (Japan) by Tsuneishi. Detained in 2019 in Rizhao (China), in 2020 in Bandar Khmeini (Iran). Owned by Marshall Islands-registered LY Marine Ltd care of Fujian Shipping Trading Co Ltd (China). Sold as is in Batam (Indonesia) for demolition in Bangladesh. 500 US\$ per ton including enough bunker for the voyage.

Jamila (ex-U Rich, ex-Xiang Hai, ex-Rong Hai, ex-Daebo Yeosu, ex-Mipo Bonanza, ex-Hulk, ex-Johann Oldendorff, ex-San Paolo). IMO 9083275. Length 187 m, 7,765 t. Deflagged from Panama to Comoros in September 2022. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mizushima (Japan) by Sanoyas Hishino Meisho. Detained in 2011 in Fuzhou (China) and in 2022 in Port Klang (Malaysia). Owned by Fujian Shipping (China). Acquired in September 2022 by Belize-registered Jamila Shipping Co SA. Sold for demolition in Pakistan. 511 US\$ per ton.



Jamila, plot 9-10. © Gadani Shipbreakig Yard

Jin Hang Zheng Lian (ex-Xie Hai Yong Sheng, ex-Tuo Zhan 7, ex-Angele N, ex-Sea Clipper). IMO 9000857. Length 225 m, 9,535 t. Deflagged from China to Gabon for her last voyage shortened to *Lian*. Unknown classification society. Built in 1990 in Marugame (Japan) by Imabari Zosen. Owned by Fujian Zhenglian Shipping Co Ltd. Sold as is in Singapore for demolition in India. 535 US\$ per ton.

Lila Kyoto (ex-*Cape Stefanie*, ex-*Kohfukusan*). IMO 9176113. Length 289 m, 21,221 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Tsu (Japan) by NKK Corp. Detained in 2003 in Port Walcott (Western Australia, Australia) then in Teeside (United Kingdom). Owned by Virgo Shipping & Trading Ltd Liberia-registered care of Arka Global Marine Services LLC (United Arab Emirates). Sold for demolition in Pakistan.



Lila Kyoto, plot 9-10. © Gadani Shipbreakig Yard

Linda Star (ex-*Alpha*, ex-*Island Triangle*, ex-*Island Gem*). IMO 8312100. Length 178 m, 6,745 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Maizuru (Japan) by Hitachi. 5 detentions: in 2005 in Newport (United Kingdom), in 2008 in Antwerp (Belgium), in 2014 in Vasiliko (Cyprus), in 2016 in Kavkaz (Russia) and in 2017 in Novorossiysk (Russia). Owned by Marshall Islands-registered Jet Shipmanagement Ltd. Sold for demolition in Pakistan.



Island Gem, Welland canal (Canada), May 20, 2006
© www.Shipphotos.com



Linda Star, Port Kavkaz, (Russia),
October 31, 2016. © Yevgeniy

Ocean Star (ex-*Diamond Star*, ex-*Island Explorer*, ex-*Kyushu*). IMO 9008677. Length 174 m, 6,407 t. Deflagged from Vietnam to Saint Kitts and Nevis for her last voyage shortened to *O Star*. Classification society Vietnam Register of Shipping. Built in 1990 in Shitane (Japan) by Minami-Nippon. Owned by International Transport & Trading JSC (Vietnam). Sold for demolition as is in Vietnam. 460 US\$ per ton. She is heading for Chattogram.

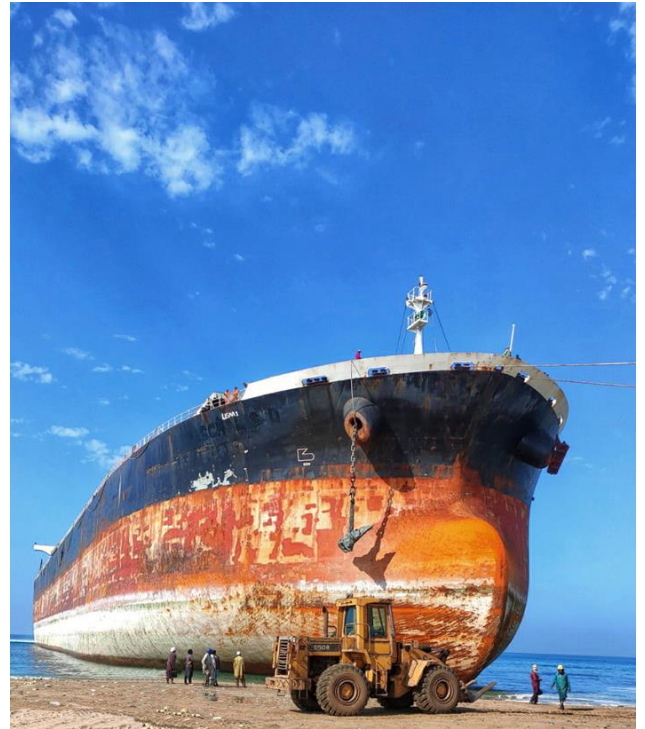


July 2014, in Kuching (Malaysia). © Eskanda Malawi

Paschalis D. IMO 9227376. Length 289 m, 22,908 t. Deflagged from Liberia to Comoros for her last voyage renamed *Lisaa 1*. Classification society China Classification Society. Built in 2001 in Samho (South Korea) by Samho H.I.. Owned by Liberia-registered Shane Marine Co care of Marmaras Navigation Ltd (Greece). Sold as is in Singapore. 525 US\$ per ton Including 500 t of bunker. She was beached in Gadani.



Paschalis D, Shanghai, April 4, 2014. © Ventseslav Andreev



Lisaa-1, plot 13-14. © Salah Uddin

Ming Zhou 68 (ex-*Arista*, ex-*Aristagoras*, ex-*Oinoussios*, ex-*Newman D*, ex-*Padauk*). IMO 8900476. Length 225 m, 9,450 t. Deflagged from China to Panama for her last voyage renamed *Meizhou 1*. Classification society China Classification Society. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Detained in 2006 in Hay Point (Queensland, Australia) and in 2013 in Kendawangan (Indonesia). Owned by Ningbo Marine Co Ltd (China). Acquired in October 2022 by Jieda Shipping Co Ltd (Hong Kong, China). She left Taicang (China) and arrived in Chattogram on November 14.

Prosperity (ex-*Dodekanisa*, ex-*ID Wave*, ex-*Amber Wave*, ex- *Glory Wave*, ex-*Prosperous Ocean*, ex-*Panay Sampaguita*, ex-*Sanko Spark*, ex-*Glory Spark*). IMO 8400531. Length 165 m, 5,822 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. 5 detentions: in 2003 in Gladstone (Queensland, Australia), in 2011 in Rouen (France), in 2018 in Novorossiysk (Russia), in 2019 in Kavkaz (Russia) and in 2019 in Yangon (Burma). Owned by Bramco Shipping Ltd-BVI registered in the British Virgin Islands. Sold to Marshall Islands-registered Bramco Shipping Ltd-MAI care of Tasfiye Halinde Onal Gemicilik (Türkiye) for demolition in Bangladesh.



Prosperity, Bosphorus Strait, March 24, 2019. © Yoruk Isik

Shinyo Fortune (ex-*Lowlands Brilliance*). IMO 9227003. Length 289 m, 22,009 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Shinyo*. Classification society American Bureau of Shipping until mai 2022 then International Register of Shipping. Built in 2002 in Samho (South Korea) by Samho H.I. as *Lowlands Brilliance*.

In 2004, the *Lowlands Brilliance* was acquired by Cobelfret NV, a Belgian shipowner from Antwerp. She remained property of this company or its holding Compagnie Luxembourgeoise de Navigation (CLdN) until October 2019. She called at European ports until 2008, unloading coal and iron ore from Australia. After 2008, she was assigned to the Australia-China service. Detained in 2013 in Zhanjiang (China). She was sold in October 2019 to Shinyo International Group Ltd (Hong Kong, China). In May 2022, she was acquired by British Virgin Islands-registered Demeter Trading Pte Ltd care of Nabeel Shipmanagement FZE (United Arab Emirates). She was beached in Chattogram on October 27.



August 25, 2015, loading coal in Hay Point (Australia). © Tropic Maritime Photos



October 22, 2019, *Lowlands Brilliance*, Jiangyin (China). © Foggy

Shun Fu (ex-*B Asia*, ex-*Spar Carina*, ex-*Maersk Taikung*). IMO 8806503. Length 230 m, 10,672 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1990 in Ulsan (South Korea) by Hyundai. 4 detentions: in 2008 in Qinhuangdao (China), in 2009 in Newcastle (Australia), in 2011 in Haldia (India) and in 2022 in Dongjiakou (China). Owned by Greatsources Shipping Consultants Ltd (China). Sold for demolition in Bangladesh. 615 US\$ per ton.



B Asia departing Montoir (France), November 23, 2008. © Erwan Guéguénat



Shun Fu, departing Vanino (Russia), January 2016. © Andy Ru73

Tian Yu 2 (ex-*Tuo Zhan 2*, ex-*Blu Mistral*, ex-*Easy Rider*, ex-*Ever Majesty*, ex-*KIn Kon*). IMO 8904214. Length 158 m, 5,002 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Saiki (Japan) by Saiki Jukogyo. Owned by Ningbo Pacific Shipping Co Ltd (China). Auctioned on October 19, 2022. The reserve price was 9.5 million yuans, she was awarded at 14,820,000 yuans or 413 US\$ per ton. She left Zoushan and was beached in Chattogram on December 24 renamed *Funing 2* and deflagged to Panama.



January 12, 2006, outbound Huangpu river.
© Yuxin Wang



March 13, 2013, China Sea.
© Andreas Schlatterer

Yu Hai Xing (ex-*Man Jiang Hai*). IMO 9070292. Length 153 m. Chinese flag puis Tanzanie. Classification society Overseas Marine Certification Services. Built in 1995 in Wuhu (China) by Wuhu Shipyard. Detained in 2016 in Tangshan (China) and in Ningbo (China). Owned by New Century Shipping Hong Kong (Hong Kong, China). Sold for demolition in Bangladesh. 615 US\$ per ton. Her official status was updated to "to be broken up" in September 2022. Her last known location dates back to 2017 and spotted her in China.



April 18, 2015, departing Shanghai (China). © Bob Godefroy

Tanker

July-August-September 2022 = 29

October-November-December 2022 = 20

49 demolitions from July to December 2022, 339,000 tonnes. The number and tonnage of tankers scrapped in 6 months are lower than in the second quarter alone. The share of tankers is falling. It was 59% in the first half of the year and only 31% in the second.

The average age at the time of demolition is 30 years. The rate of detention prior scrapping is 14% for oil tankers, 27% for chemical tankers and 56% for gas carriers.

The Indian subcontinent (86% of the tonnage) takes the lion's share on the tanker market. Bangladesh alone was delivered over two thirds of the tankers. One good news is that the Norwegian FPSO tanker *Petrojarl Foinaven*, which was operated in the North Sea oil fields, arrived at the Danish yard MARS for demolition. The proximity criterion was taken into account. This is an exception for a ship of this size. On the other hand, a bad news is that after she was ravaged by a fire in the South Korean port of Ulsan, the chemical tanker *Stolt Groenland* was not recycled by a local yard. Demolition work had started in Busan, another port on the peninsula, but she was finally towed to India, a voyage of over 10,000 km..

Of the 6 tankers owned by shipowners from the EU (Germany and Greece) or from Norway, 4 were beached in India, 1 in Türkiye.

23% were chemical tankers, 18% gas carriers, 59% crude oil or product tankers.

11 chemical tankers. 6 were bound for the Bangladeshi yards, 4 to Indian yards, the destination of the *Nasca* has to be confirmed.

9 gas tankers. All were small Liquefied Petroleum Gas carriers. 6 of them were beached in Bangladesh.

29 oil tanker. 21 were "small" units of less than 80,000 tons deadweight, 6 of 80,000 to 200,000 tons, 2 were VLCCs of more than 200,000 tons. 18 (40%) were beached in Bangladesh.

Gas tanker

July-August-September 2022 = 4

October-November-December 2022 = 5

July-August-September 2022

Max Planck (ex-*Oriogas*). IMO 9006150. Length 100 m, 2,616 t. Deflagged from Liberia to Comoros for her last voyage renamed *Maxim*. Classification society Det Norske Veritas. Built in 1992 in Shanghai (China) by Jiangnan Shipyard. Detained in 2019 in Nanjing (China). Owned by Liberia-registered M Gas Corp care of GasChem Services GmbH & Co KG (Germany). Sold for demolition in India.



Max Planck, outbound Le Havre (France), May 1993. © Pascal Bredel

Onsan Gas (ex-*Gas Fortune*). IMO 9137595. Length 95 m, 2,095 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Hakata (Japan) by Watanabe Zosen. Detained in 2001 in Haiphong (Vietnam) and in 2005 in Hong Kong (China). Owned by E Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.



Onsan Gas, Yeosu (South Korea), December 31, 2017. © Seongwoo Seo

Seoul Gas (ex-*Maido*, ex-*Travegas*). IMO 9135779. Length 98 m, 3,080 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1999 in Drobeta-T.S (Romania) by Severnav. Owned by E Marine Co Ltd (South Korea). Sold for demolition in Bangladesh. 635 US\$ per ton.



Yutoku Maru. IMO 9058830. Length 72 m, 1,128 t. Deflagged from Japan to Belize for her last voyage shortened to *Yutoku*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Muroran (Japan) by Narasaki. Owned by Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh. 630 US\$ per ton.

Yutoku Maru, Kawasaki (Japan), August 2012. © TKS

October-November-December 2022

Gaschem Phoenix (ex-*Phoenix Gas*). IMO 9015010. Length 100 m, 2,705 t. Liberian flag. Classification society Det Norske Veritas. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Detained in 2021 in Gwangyang (South Korea). Owned by Cyprus-registered Flaximo Ltd care of GasChem Services GmbH & Co KG (Germany). Sold as is in Singapore. She left Taiwan on December 10 as *Nix-7* and was beached in Alang.



On the Schelde (Belgium), May 22, 2006.
© Marc Ottini



Gaschem Phoenix Le Havre (France), December 2011
© Pascal Bredel

Ministar (ex-*Pibitre*, ex-*Icroma Seconda*, ex-*Pibigas Seconda*). IMO 6806779. Length 66 m, 836 t. Malaysian flag. Classification society Bureau Veritas. Built in 1968 in Viareggio (Italy) by Benetti. Detained in 2005 in Singapore. Owned by Uni-Fleet Sdn (Malaysia). Sold for demolition in Bangladesh.



Ministar, Tanjung Kling, (Malaysia), March 10, 2019. © Mataburung.com

Petrogas 05 (ex-*Petrolimex 05*, ex-*Buena Brisa*, ex-*Hakusei Maru No.66*). IMO 8820171. Length 62 m, 904 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1989 in Imabari (Japan) by Higaki. Owned by Opec Petrol Transportation Co (Vietnam). Sold for demolition in Bangladesh.



November 16, 2022, the *PK 27* is leaving Bangkok (Thailand) For her last voyage towards Chattogram. © Teachers

Pilatus 27 (ex-*Kingbird*, ex-*Hakusei Maru No. 6*). IMO 8202587. Length 68 m, 1,104 t. Deflagged from Thailand to Cameroon for her last voyage renamed *PK 27*. Unknown classification society. Built in 1982 in Honai (Japan) by Shirahama. Detained in 2003 in Haikou (China) and in 2004 in Haiphong (Vietnam). Owned by Pilatus Marine Co Ltd (Thailand). Acquired by British Virgin Islands-registered Klop Shiptrading Ltd prior to her departure for demolition in Bangladesh

Senyo Maru. IMO 908862. Length 70 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Hashihama (Japan) by Shin Kurushima. Owned by Senko Co Ltd (Japan). Her status is still in service but Nippon Kaiji Kyokai considers she was sold for recycling in September 2022. Her latest AIS signal spotted her in Wakamatsu (Japan). To be scrapped by a local yard ?

March 4, 2019, *Senyo Maru* in Kanmon Strait (Japan).
© Vladimir Tonic



Chemical tanker

July-August-September 2022 = 9

October-November-December 2022 = 2

Epilogue

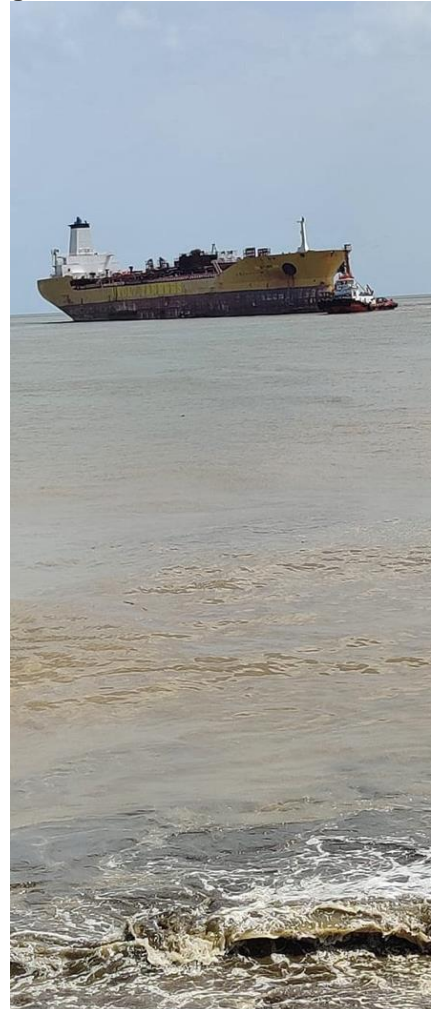
The fate of the *Stolt Groenland* ravaged by a fire in South Korea was pending. After the tanks were emptied, cutting up started at Pal Pal yard in Busan but operations were suspended (cf. "[Shipbreaking](#)" # 67, p,59-62). On September 22, *Stolt Groenland* arrived under tow in Alang and was beached as *Shubh*.



Stolt Groenland. Screenshot Korea Now



Renamed *Shubh*, in Busan
© Vladimir Tonic



Arrival at Alang, September 2022.
© Pankaj Sahani

July-August-September 2022

Bo Yang 18 (ex-*Hai Chang You 9*). IMO 8593675. Length 126 m, 3,523 t. Chinese flag. Classification society China Classification Society. Built in 2003 in (China) by Songmen Xianfeng. Owned by New Century Shipping Hong Kong (Hong Kong, China). Sold for demolition in Bangladesh. 640 US\$ per ton.

Dawn Luck (ex-*Mirdif*, ex-*MMM Islington*, ex-*Victoria Ace*). IMO 9004097. Length 105 m, 2,012 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1991 in Imabari (Japan) by Nishi Zosen. Owned by Anguilla-registered Star Galaxy Enterprises Corp care of Ever Union Inter-maritime Service Ltd (China). Sold for demolition in Bangladesh. 672 US\$ per ton, a high price due to her stainless steel tanks.

Eiwa Maru No. 2. IMO 9110133. Length 61 m, 593 t. Deflagged from Japan to Mongolia for her last voyage shortened to *Eiwa*. Unknown classification society. Built in 1994 in Hakata (Japan) by Murakami Hide. Owned by Nagai Kaiun Kaisha Ltd (Japan). Sold for demolition in Bangladesh. 700 US\$ per ton.



Sakaide (Japan), March 2017.
© Sadao Tanaka

Hong Hu (ex-GoldIn Gion). IMO 9125293. Double hull. Length 117 m, 3,189 t. Deflagged from Palau to Saint Kitts and Nevis for her last voyage renamed *Bongo*. Classification society International Register of Shipping. Built in 1996 in Fukuoka (Japan) by Fukuoka Zosen. Detained in 2001 in Melbourne (Victoria, Australia) and in 2011 in Tianjin (China). Owned officially since 2017 by British Virgin Islands-registered Fortune Maker International Ltd. Acquired by Saint Kitts and Nevis-registered Smart Winning Trading Ltd care of Nabeel Shipmanagement Fze (United Arab Emirates) prior to her departure for demolition in India.



Hong Hu, Kaohsiung (Taiwan), November 2, 2017. © Ya Ray Yang

Nasca (ex-Iver Excellence). IMO 9126003. Double hull. Length 183 m, 10,128 t. Deflagged from Peru to Panama in July 2022 and renamed *Nasca I*. Classification society Lloyd's Register of Shipping. Built in 1997 in Samho (South Korea) by Halla Engineering. Owned by Transgas Shipping Lines SAC (Peru). Acquired in July 2022 by Centaurus Coal Trading LLC (United Arab Emirates). Her destination of demolition is to date unknown. Her latest AIS signal dates back to September 2022 and spotted her at San Jose terminal (Venezuela). To be confirmed.

Information	Since
IMO number :	9126003
Name of ship :	NASCA I (since 01/07/2022)
Call sign :	3E2732
MMSI :	352001716
Gross tonnage :	29289 (during 1997)
DWT :	45750
Type of ship :	Chemical/Oil Products Tanker (since 01/03/1997)
Year of build :	1997
Flag :	Panama (since 01/07/2022)
Status of ship :	To Be Broken Up (since 28/07/2022)
Last update :	20/09/2022



Nasca anchored off Callao (Peru), March 2015.
© Aleksey Dukhovnikov

Ocean Rich (ex-*Chang Hai*, ex-*Huasheng*, ex-*Meadows*, ex-*Lynda Victory*, ex-*Timashevsk*). IMO 9105102. Double hull. Length 181 m, 9,597 t. Deflagged from the Cook Islands to Palau for her last voyage shortened to *Ocean Ri*. Classification society Registro Italiano Navale. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Hong Kong Ocean Rich Shipping (Hong Kong, China). Acquired by Libra Seaway Ltd prior to her departure for demolition in Bangladesh.



Huasheng, anchored off Zoushan (China), February 18, 2020. © SMP

Prisco Bravo (ex-*Havstrøm*). IMO 9011519. Length 115 m, 2,564 t. Deflagged from Russia to Liberia in April 2022. Classification society Russian Maritime Register of Shipping. Built in 1991 in Aukra (Norway) by Aukra Industrier. Owned by Prisco Tankers Ltd (Russia). Acquired by Liberia-registered PB Navigation Ltd care of MG Marine Projects Corp (Singapore) for demolition in India. 1200 US\$ per ton including 538 tons of high quality 316 L stainless steel.



October 2009, *Havstrøm* outbound Terneuzen (Netherlands). © Pascal Bredel



September 2022, *Prisco Bravo* in Alang. © Shipbreaking Group Facebook

Prometey (ex-*Kamchatka*, ex-*Nordstrøm*). IMO 8401080. Length 86 m, 1,625 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1985 in Aukra (Norway) by Aukra Bruk. Detained in 2003 in Butzfleth (Germany). Owned by Morskoy Trast Co Ltd (Russia). Acquired by Golden Centre Trading Ltd (Hong Kong, China) prior to her departure for demolition. Her homeport was Petropavlosk, she left the Russian Far East on July 29 and was beached in Alang on September 21.



August 24, 1996, *Nordstrøm* outbound Le Havre (France). © Pascal Bredel



30 December 2021, *Prometey*, Avacha Bay (Russia). © Sol

Sky Venus (ex-*Pv Oil Venus*, ex-*Sichem Anne*, ex-*Songa Anne*, ex-*Anne*, ex-*GoldIn Michi*). IMO 9168257. Length 115 m, 3,033 t. Deflagged from Palau to Sierra Leone for her last voyage renamed *Jan Victoria*. Classification society Det Norske Veritas. Built in 1997 in Imabari (Japan) by Higaki. Acquired in April 2022 by Samoa-registered Topaz International Corp, renamed and deflagged. She left Kaohsiung (Taiwan) on September 24 and was beached for demolition in Bangladesh on August 10.

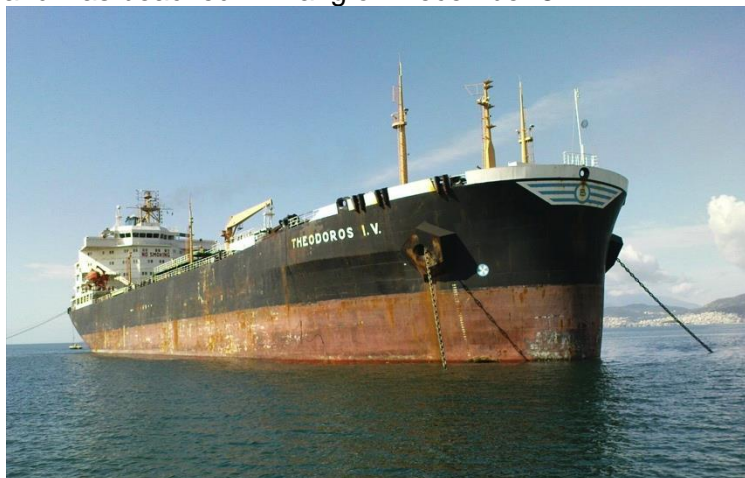


March 2015, *Oil Venus* anchored off Singapore. © Martin Klingsick

October-November-December 2022

Hong Fa (ex-*Teacomply Fv*, ex-*Murad*, ex-*Uranus 7*, ex-*L. Sarah*, ex-*Sun Forever*). IMO 8313192. Length 105 m, 2,172 t. Deflagged from Sierra Leone to Saint Kitts and Nevis for her last voyage. Unknown classification society. Built in 1983 in Anan (Japan) by Shinhama DY Co. Detained in 2000 in Yeosu (South Korea) and in 2004 in Nakhodka (Russia). Owned by Hong FV Trade (Hong Kong, China). Acquired by Jia Hao Shipping Ltd (Hong Kong, China) prior to her departure for demolition in Bangladesh.

Theodoros IV (ex-*Diamond*). IMO 9103831. Double hull. Length 185 m, 12,615 t. Deflagged from Greece to Comoros for her last voyage shortened to *Dora*. Classification society Lloyd's Register of Shipping. Built in 1999 in Mykolayiv (Ukraine) by Chernomorskyi SZ. Detained in 2003 in Trieste (Italy). On March 22, 2022, the *Theodoros IV* collided with the tanker *Petion* (IMO 9295098) while maneuvering in Cienfuegos Bay (Cuba). Owned by Liberia-registered Notus Oceanway SA care of Tanco Ship Management SA (Greece). Acquired late October 2022 as is in Fujairah (United Arab Emirates) by Arka Global Marine Services LLC (United Arab Emirates). 605 US\$ per ton. On November 30, she left her anchorage off Fujairah and was beached in Alang on December 8.



March 8, 2009, Kavala oil terminal (Greece). © Capt Christos Tzanakos

Oil tanker

July-August-September 2022 = 16

October-November-December 2022 = 13

July-August-September 2022

Ampar 8 (ex-STT 2, ex-AyudhyaStar, ex-Kang Fa 27). IMO 8740101. Length 88 m, 1,305 t. Thai flag. Unknown classification society. Built in 2007 in Qiyang County (China) by Qiyang Baishui. Owned by SSOT Group Co Ltd (Thailand). Sold for demolition in Bangladesh.



Ayudhya Star, February 28, 2009. © Geir Vinnes

On March 27, 2022, the *Ampar 8* had just left Koh Si Chang (Thailand) anchorage area and was sailing up the Chao Phraya River. An explosion occurred. She was carrying 3,000 tons of oil to be unloaded at the Bangkok refinery. One crewman was killed, two others injured. After the *Smooth Sea II* on March 3 (cf. "Shipbreaking" # 67, p. 39), this is the second tanker suffering an explosion in Thailand this year.



© Trakul Pumsnoh

Ampar 8 on fire on the Chao Phraya



© Boonwipa Rescue Volunteer/Facebook

Bongkot Star (ex-*Universal Brave*). IMO 9158874. Double hull used as a floating storage unit since 2017. Length 331 m, 41,756 t. Deflagged from Thailand to Saint Kitts and Nevis for her last voyage renamed *Ark*. Classification society Bureau Veritas. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Nathalin Shipping Pte Ltd (Thailand). Acquired as is in Malaysia by United Arab Emirates-registered Last Voyage DMCC. 530 US\$ per ton including 1000 tons of oily sludge in the cargo tanks to be pumped prior scrapping. Her destination of demolition remained for long undisclosed. Early October, she left her anchorage at Batam and was beached in Chattogram on October 27.



Bongkot Star © Prima Marine Public Company Limited

Bonvoy 8 (ex-*Angel 29*, ex-*ShosIn Maru*, ex-*Kiyo Maru*). IMO 9084695. Length 123 m, 3,348 t. Deflagged from Palau to Gabon for her last voyage. Classification society Nippon Kaiji Kyokai until May 2022 then Eastern Marine Service. Built in 1994 in Imabari (Japan) by Asakawa. Owned by Sure Metro Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 645 US\$ per ton.

Cheval Bleu (ex-*Front Splendour*, ex-*London Splendour*). IMO 9104885. Length 269 m, 21,882 t. Domenica flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Chiba (Japan) by Mitsui. Owned by Saint Vincent and the Grenadines-registered Century Shipping Inc care of Bihar International Co Ltd (Saudi Arabia). Sold for demolition in Pakistan.



Cheval Bleu, Gadani plot 122. © GSBY

Hai Soon 26 (*Nippo Maru n°1*). IMO 9058804. Length 105 m, 2,061 t. Cook Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Setoda (Japan) by Naikai. Owned by British Virgin Islands-registered Blue Ring Enterprises Ltd care of Hai Soon Ship Management Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Jin Shing (ex-*Shing Yuin*, ex-*Komei Maru*). IMO 9046746. Length 100 m, 1,711 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Jina*. Classification society International Maritime Bureau. Built in 1991 in Yawatahama (Japan) by Kurinoura. Owned by Loyal Splendor Trading Ltd (Taiwan). Sold as is in Batam for demolition in Bangladesh. 505 US\$ per ton.



February 19, 2021, *Jin Shing* arriving in Kaohsiung (Taiwan). © Ya Ray Yang

New Smile (ex-*Angel 106*, ex-*Jurong Herring*). IMO 9114842. Length 103 m, 2,227 t. Kiribati flag. Classification society Isthmus Bureau of Shipping. Built in 1995 in Singapore by Jurong Shipyard. Owned by British Virgin Islands-registered Winson Ocean Co Ltd care of Jie Sheng Ship Management Ltd (Taiwan). Sold for demolition in Bangladesh. 580 US\$ per ton.

Ocean Alice (ex-*Nuggets*, ex-*Fen Da You*). IMO 8528553. Length 104 m, 3,071 t. Bolivian flag. Classification society Sing Lloyd. Built in 2002 in China. Owned by Shun Sheng HK Shipping Co Ltd care of Kind Glory Shipping Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

Pacific Marine (ex-*Yoshie Maru No,25*). IMO 7913414. Length 78 m, 1,150 t. Deflagged from Thailand to Cameroon for her last voyage. Unknown classification society. Built in 1979 in Hakata (Japan) by Murakami Hide. Owned by PC Marine 1992 Co Ltd (Thailand). Acquired by British Virgin Islands-registered Klop Shiptrading Ltd prior to her departure for demolition in Bangladesh.

March 2012, *Pacific Marine*, Westport, Port Kelang (Malaysia). © **Bodolinsky**



Petronordic. IMO 9233806. Double hull. Length 234 m, 17,483 t. Norwegian flag. Classification society Det Norske Veritas. Built in 2002 in Geoje (South Korea) by Samsung. Owned by Altera Infrastructure Norway (Norway). Acquired by Liberia-registered Dido Steel Corp SA prior to her departure for demolition in Türkiye. She left Scheveningen (Netherlands) on August 25 and was beached in Aliaga on September 19.



Petronordic, outbound Le Havre (France), September 22, 2019. © **Pascal BredeI**

Pylades (ex-*Aegean XI*, ex-*Chess*, ex-*RochIn I*, ex-*Roche*). IMO 8411255. Double hull. Length 135 m, 4,156 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1984 in Kiel (Germany) by Lindenau. Detained in 2002 in Bremen (Germany). Owned by Morskoy Standart-Bunker LLC (Russia). Acquired in July 2022 by Golden Centre Trading Ltd (Hong Kong, China). She left Vladivostok (Russia) on July 8 and was beached in Bangladesh on August 17.



Pylad, Avacha Bay (Russia), February 2019. © **SoI**

Queensway (ex-Genmar Conqueror, ex-Inago). IMO 8902618. Length 313 m, 25,308 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1993 in Setubal (Portugal) by Solisnor Estaleiros. Converted to a floating storage unit in 2008 and lengthened from 271 to 313 m. Detained in 2006 in Quanzhou (China). Owned by Liberia-registered Danashe Shipping Inc care of Omni Offshore Terminals (Singapore). Laid up in Brunei Bay, she was towed for demolition in India. 520 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Queensway, Alang, August 17, 2022. © R@@j

Searich (ex-MS True, ex-Se Yang Ace, ex-Aro Forest, ex-Sea Orientalroad). IMO 9044085. Length 100 m, 1,773 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1992 in Busan (South Korea) by Daedong SB Co. Owned by Yu Hong Industrial Investment (Hong Kong, China). Sold for demolition in Bangladesh. 672 US\$ per ton.



August 16, 2014, as *MS True*, Ulsan (South Korea). © Vladimir Tonic

Strovolos (ex-*Ioannis*). IMO 9178056. Length 182 m, 9,368 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1999 in Onomichi (Japan) by Onomichi Zosen. Owned by Liberia-registered Strovolos Shipping Co Ltd care of World Tankers Management Pte Ltd (Singapore).



Strovolos anchored off Johor, Pasir Gudang (Malaysia), 11 October 2020. © Foggy



The *Strovolos* crew, still detained, September 29, 2021. © The Hindu Business

In April 2021, the *Strovolos* loaded 42,000 t of oil at the Apsara oil field in the Cambodian waters of the Gulf of Thailand for Singapore-based Kris-Energy. The company operating the Apsara field is 95% owned by Kris-Energy and 5% by the Cambodian government. Production was much lower than expected and Kris-Energy went into liquidation in June. The tanker charter was not paid for and the oil cargo was still on board. The Thai authorities did not allow the *Strovolos* to enter the country's ports because of the Covid 19 restrictions. She reached an anchorage area in Indonesian waters. According to the shipowner, this was a technical operation to refuel and change the crew, some of whom had embarked in September 2020. The *Strovolos* was arrested on July 27, 2021 by the Indonesian authorities at the request of Cambodia, who accused her of oil theft. The ship, the Bangladeshi master and the 18 seafarers from Bangladesh, India and Burma were detained for investigation. Despite the Cambodian claim, the ship was not seized and the crew was not extradited. The *Strovolos* did not resume trading though. She was beached for demolition in Bangladesh on October 8, 2022.

Tellus (ex-*Ella IX*, ex-*Mars V*, ex-*Bhima*, ex-*Pacific Dubai*, ex-*DL Bellflower*, ex-*Maersk Princess*). IMO 9246138. Length 245 m, 19,684 t. Deflagged from Cameroon to Saint Kitts and Nevis for her last voyage renamed *Tesla*. Classification society Korean Register, Capital Register of Shipping since September 2022. Built in 2003 in Dalian (China) by Dalian New SB HI Co. Detained in 2022 in Dongjiakou (China). Acquired in September 2022 by United Arab Emirates-registered Last Voyage DMCC prior to her departure for demolition in Bangladesh. 580 US\$ per ton.



October 2017, *Pacific Dubai* in Imabari (Japan). © Kenro Oshita



September 2022, *Tesla* in Chattogram. © Mohammad Islam Meah

Uranus (ex-*Aztec*, ex-*Hermes*, ex-*Calliop*, ex-*Calliope*, ex-*Ads Stratus*, ex-*Front Stratus*, ex-*Ondina*, ex-*Front Stratus*). IMO 9248485. Length 330 m, 39,825 t. Tanzanian flag until February 2022, previously registered in Guyana in September 2021 but this registration was usurped. Before, the *Uranus* was flying the flag of Cameroon (March 2021). Classification society Bureau Veritas puis Guardian Bureau of Shipping depuis January 2022. Built in 2002 in Ariake (Japan) by Hitachi Zosen.



Calliope, anchored off Batam (Indonesia) on October 13, 2020, just prior to be shortened to *Calliop* and head for Venezuela. © Foggy

In December 2020, the tanker *Ndros* loads Venezuelan crude oil at the San Jose terminal on behalf of the National Iranian Oil Co (NIOC). The official Iranian agency Tasnim celebrates the strengthening of ties between Venezuela and Iran, both of which are under US sanctions. *Ndros* is indeed the name mentioned on the loading documents. However, the TankerTrackers website notes that the *Ndros* is a VLCC tanker already scrapped in Pakistan in 2018 (cf. "[Shipbreaking](#)" # 52, p. 57, *New Andros*) and actually identifies the *Calliop* as the real carrier of the Venezuelan cargo, which was probably bound for China.



The real *Ndros*, ex-*New Andros*, 336 m, beached in Gadani, July 2018. © Gulzar Khan

The *Calliop* was sold in March 2021, then in September 2021 and finally in January 2022. On these occasions, she changed her name and flag. Her last official owner since January 2022 was Lathif MAA (United Arab Emirates) care of Tisa Shipping Ltd (Hong Kong, China). Her traffics were reduced or clandestine. The MarineTraffic website reports only three calls in 2021-2022, all in China. At the end of August 2022, she dropped anchor off Batu Ampar (Indonesia). She was finally sold for demolition in Bangladesh. 610 US\$ per ton. She was beached in Chattogram on October 10.

October-November-December 2022

Angel 33 (ex-*Deva Maria*, ex-*Hibiya Park*, ex-*Lodestar Prince*). IMO 9011404. Length 132 m, 3,841 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage renamed *Angelos*. Classification society Isthmus Bureau of Shipping. Built in 1990 in Akitsu (Japan) by Shin Kurushima. Owned by British Virgin Islands-registered Sailing Prosper Ltd care of Jie Sheng Ship Management Ltd (Taiwan). Jie Sheng operates a fleet of about twenty small tankers used to supply the Taiwanese fishing ships in the Pacific with bunker.

On July 16, 2022 the *Angel 33*'s engine room suffered a water ingress off Papua New Guinea. The crew left the ship and returned two days later to try to repair. Eventually acquired by Alpha Metallum DMCC (United Arab Emirates) prior to her departure for demolition under tow. She was beached in Alang on October 30.



Angel 33. © Western & Central Pacific Fisheries Commission

Bosfor (ex-*Donglim Pearl*, ex-*Aiwa Maru*). IMO 8915160. Length 75 m, 780 t. Deflagged from Russia to Mongolie for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1989 in Imabari (Japan) by Nishi Zosen. Owned by Ost-Trans Co Ltd (Russia). She left Vladivostok on October 28, she was beached for demolition in Bangladesh. 510 US\$ per ton.

Cilacap / Permina Samudera 104. IMO 7378585. Converted to a floating storage unit (FSO) in 1990. Length 247 m, 15,780 t. Indonesian flag. Classification society Nippon Kaiji Kyokai until July 2015. Built in 1975 in Hakodate (Japan) by Hakodate Dock. Owned by Pertamina PT (Indonesia).



Cilacap / Permina Samudera 104.

Extract from the accident report KNKT,14,09,07,03 by National Transport Security Committee

On September 15, 2014, the *Cilacap Permina Samudra 104* was anchored 1 mile off Tanjung Pemancingan on the south east coast of Borneo Island. One of her engines was being repaired, an auxiliary generator had been started. In the evening, a fire broke out in the engine room, due to an overheating of the auxiliary generator. It quickly spread to the living quarters and the navigation bridge. The tanker was carrying 45,000 tonnes of oil. 21 seafarers and 36 contractor workers were evacuated. The fire was extinguished the next day. The cargo tanks were not affected. Purwo Hadi Wibowo, 50,

chief engineer, who was trapped in the engine room, was found dead. The FSO was not repaired and has remained at anchor for 8 years. She was declared a total loss. In November 2022, she was auctioned as is in Kotabaru (South Kalimantan, Indonesia) for a little over 5 million US\$, i.e. 328 US\$ per ton. The *Cilacap / Permina Samudera 104* will have to be towed for demolition. Her destination is not yet known, but the Bangladeshi yards are the closest.



© Indonesian Navy



Extract from Report KNKT,14,09,07,03

De Xiang (ex-*Kao Shun*, ex-*Triple Joy*, ex-*Eikoh Maru No,10*). IMO 8921509. Length 104 m, 1,820 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1990 in Hashihama (Japan) by Shin Kurushima. Owned by Hui Huang International Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 530 US\$ per ton.

Falcon Spirit (ex-*Rita*, ex-*Rita Knutsen*, ex-*Nordic Sarita*, ex-*Sarita*). IMO 8500537. Double hull. Shuttle tanker converted in 2010 to a floating storage unit (FSO). Length 260 m, 22,793 t. Deflagged from the Bahamas to Panama in July 2022. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo.

The tanker *Sarita*, Rotterdam (Netherlands), July 10, 1987. © DDG Hansa



Operated as a shuttle tanker in the North Sea from 1986 to 2006 then for 3 years in South Africa. Since her conversion to a FSO, she was commissioned in the Al Rayyan oil field off Qatar. Owned by Teekay Al Rayyan LLC registered in the Bahamas, managed by Altera Infrastructure Norway AS (Norway). Acquired by Marshall Islands-registered Sangakara Maritime Inc prior to her departure for demolition in India.



The floating storage *Falcon Spirit*. © Teekay

Honor Luck (ex-Garhoud, ex-Gulf Rose, ex-Eastern Success, ex-Dolyi, ex-Matsuyama Maru No,25). IMO 8806278. Length 103 m, 1,760 t. Panamanian flag. Classification society Sing Lloyd. Built in 1988 in Hashihama (Japan) by Shin Kurushima. Owned by Anguilla-registered Star Galaxy Enterprises Corp care of Ever Union Inter maritime Service Ltd (China). Sold for demolition in Bangladesh.

Joint Luck (ex-Majulah, ex-Arowana Milan, ex-Toba Maru). IMO 8700395. Length 108 m, 2,063 t. Deflagged from Sierra Leone to Gabon for her last voyage. Classification society Sing Lloyd. Built in 1987 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Hongkong Hanxing International Holding Ltd (Hong Kong, China). Sold for demolition in Bangladesh.

Petrojarl Foinaven (ex-Anadyr). IMO 8887595. Double hull. Length 250 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1997 in (Spain) by Ast. y Talleres del Noroeste S.A. Owned by Teekay Petrojarl Production AS (Norway).



Petrojarl Foinaven, August 2013. © Evert

The *Petrojarl Foinaven* was commissioned until 2021 on the Foinaven oil field, operated by BP 120 miles east of the Shetland Islands. The FPSO was withdrawn from service. Work had to be carried out prior the FPSO could be disconnected from the oil field. On April 2, 2022, a fire broke out in a store room. 30 "non essential" workers were evacuated. The contract for the dismantling of the *Petrojarl Foinaven* was awarded to the yard Modern American Recycling Services Europe (M.A.R.S.) of Frederikshavn (Denmark).



Docked at Hunterston terminal. © Facebook Group Shipbreaking

The *Petrojarl Foinaven* docked at the Hunterston ex-ore terminal (Scotland, United Kingdom) where some equipments were removed. On October 13, she left Scotland and headed for Frederikshavn. The MARS yard already recycled another FPSO, the *Petrojarl Banff* (cf. "Shipbreaking" # 62, p. 69). The *Petrojarl Foinaven*, 250 m in length, is to date the longest ship dismantled by a European yard.

Shun Rong (ex-*Shun Fa*, ex-*An Da You 3*, ex-*Koyu Maru No,8*). IMO 8011598. Length 74 m, 880 t. Deflagged from Sierra Leone to Saint Kitts and Nevis for her last voyage. Classification society China Classification Society. Built in 1980 in Namikata (Japan) by Yamanaka. She was reported as "to be broken up" by her Classification society China Classification Society in December 2008 but has continued trading as *Shun Fa*. She has successively been flying the flags of Georgia, of Mongolia, of Micronesia in 2016, a registration that proved to be usurpated, of Mongolia again in 2018 then of Sierra Leone and at last of Saint Kitts and Nevis. She had been laid up in Ningde since 2020. Acquired in December 2022 by Jia Hao Shipping Ltd (Hong Kong, China), she was beached for demolition in Bangladesh.

Sun Shun (ex-*Ise Maru No,7*). IMO 9088184. Length 84 m, 1,206 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1994 in Kinoue (Japan) by Sasaki Shipbuilding. Owned by Chen Shing Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 525 US\$ per ton.



October 2014, *Ise Maru No 7*, Japan Inner Sea. © Bob Godefroy

Sylt (ex-*Svoboda*, ex-*Svobodnyy*). IMO 8700137. Length 97 m, 2,002 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Ice strengthened tanker built in 1989 in Turku (Finland) by Wartsila for the Soviet PRISCO (Primorsk Shipping Company) based in Nakhodka in the Russian Far East. Detained in 2012 in Vostochny (Russia). Owned by Cyprus-registered HSH Trading & Shipping Ltd care of JSC Fortune Tanker (Russia). She left Busan (South Korea) on October 29 and was beached for demolition in Bangladesh.



Supplying the fishing ship *Caroline 77* in the Okhotsk Sea, February 2018. © NAVIGATOR74



At Woo Sung repair yard, Busan (South Korea), December 2019. © Igoreshka

Viveka (ex-*Mar Almudena*). IMO 9088938. Bitumen tanker. Length 121 m, 3,065 t. Deflagged from Panama to Comoros for her last voyage renamed *Vivia*. Classification society Registro Italiano Navale. Built in 1994 in Valencia (Spain) by Union Naval de Levante. Owned by Panama-registered Blue Round Shipping Corp, her ship manager is Maritec Tanker Management, an indian subsidiary established in 2018 of Dubai-based Rubis Asphalt Middle East. The parent company is group Rubis, French distributor of oil products. Beached for demolition in Bangladesh. 557 US\$ per ton.



Mar Almudena, May 2, 1995, Barcelona (Spain).
© Gerald Sorger



Vivia, Chattogram, December 2022.
© Fazlur Rahman

Xiang Shun (ex-*Shinsei Maru*, ex-*Fuji Maru No.7*). IMO 9156436. Length 86 m, 1,314 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1996 in Hakata (Japan) by Hakata Zosen. Owned by Chln Shing Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 525 US\$ per ton.



February 11, 2014, *Shinsei Maru*, port of Yokohama (Japan).
© Kihara

Offshore support vessel

July-August-September 2022 =
 October-November-December 2022 =

July-August-September 2022



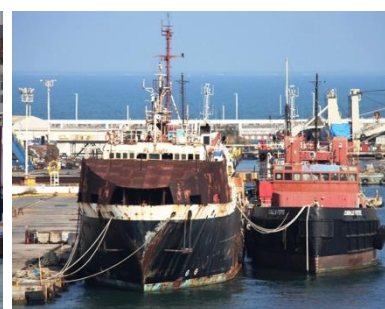
The four "horses" of the Mexican company Oceanografía SA de CV had entered the shipyard Talleres Navales del Golfo (TNG) in Veracruz for maintenance and repair. The yard was never paid, the *Caballo Bucefalo*, *Caballo Lipizano*, *Caballo Grande* and *Caballo Fuerte* have remained discarded since 2016. In 2019, TNG asked the court to pronounce the abandonment of the ships and order their seizure for demolition. The procedure dragged on. Finally, the *Caballo Bucefalo* has being towed to Alvarado, about 50 km south of Veracruz, where Ferrociclables SA de CV has establish a yard in 2021 to be dedicated to shipbreaking. The other three horses should join her (see p. 26 and p. 85).



Caballo Grande, 2009



Caballo Lipizano, 2013



Caballo Fuerte and *Caballo Bucefalo*, 2018

© Captain Ted

Caballo Bucefalo (ex-*Witch Queen*, ex-*Nan*, ex-*Nand Rachit*, ex-*Witch Queen*). IMO 7904841. Length 85 m, 1,828 t. Mexican flag. Classification society Det Norske Veritas-GL. Built in 1980 in Waterhuizen (Netherlands) by Pattje. Owned by Oceanografía SA de CV (Mexico).



© Archives départementales du Finistère

Shipwreck of the *Tanio*



© Marine Nationale

March 7, 1980. The Madagascan tanker *Tanio* loaded with 26,000 tons of heavy fuel oil broke in two off the coast of Batz Island (Finistère, Brittany). The front part sank, killing eight seafarers. The stern section went adrift and spilled part of the cargo on the coast of Brittany before being taken over by the salvage tug *Abeille Languedoc* (see page 19) and towed to Le Havre.

(...)



The *Witch Queen*, alongside the oil pumping equipment.

Photo Caradec, taken from the bridge of oil tanker *Port Joinville*. Collection Erwan Guéguénat.

Recently delivered, the *Witch Queen*, future *Caballo Bucefalo*, was one of the response ships mobilized on the front part of the *Tanio* wreck which had sunk in 80 m of water. She was acting as a diving support vessel for the underwater work aiming to seal the cracks and prepare the pumping operations. Work on the wreck continued until August 1981. Today, the *Tanio* wreck is leaking oil again.

The *Witch Queen* was sold to various offshore service providers. She was acquired by the Mexican company Oceanografia SA de CV in 2007. Due to the financial difficulties of her owner, she was stuck to a repair quay of the TNG yard in Veracruz (Mexico).



Information		Since
IMO number :	7904841	
Name of ship :	CABALLO BUCEFALO	(since 01/06/2007)
Call sign :	XCAE5	
MMSI :		
Gross tonnage :	2285	(since 01/07/1995)
DWT :	1184	
Type of ship :	Offshore Support Vessel	(during 1980)
Year of build :	1980	
Flag :	Mexico	(since 01/06/2007)
Status of ship :	Broken Up	(since 01/09/2022)
Last update :	23/08/2022	

Caballo Bucefalo is leaving the TNG yard under tow. © elbarlovento.com

scrapped

Posh Bawean (ex-*Jasa Setia*, ex-*Pac Bali*). IMO 9180750. Ex-container ship converted in 1997. Length 91 m, 3,212 t. Deflagged from Indonesia to Palau for her last voyage shortened to *Bawean*. Classification society Bureau Veritas. Built in 1998 in Jiangyin (China) by Jiangsu Yangzijiang. Detained in 2009 in Singapore. Owned by POSH Semco Pte Ltd (Singapore). Sold for demolition in Bangladesh.



The containership *Jasa Setia*, February 2008, Singapore. © Frafo



The offshore support vessel *Posh Bawean*, November 2018, Tarakan (Indonesia). © Mulyadi

Offshore supply vessel

July-August-September 2022 = 6

October-November-December 2022 = 7

July-August-September 2022

Albatross 1 (ex-SCI-01). IMO 8308458. Length 57 m, 1,275 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Shipyard. Owned by Albatross Shipping Agencies (India). Sold for demolition in India.

See the chapter Oceanografía SA de CV p. 83

Caballo Fuerte (ex-Otto Candies). IMO 8418760. Length 41 m. Mexican flag. Unknown classification society. Built in 1985 in Lockport (USA) by Halter Marine. Owned by Oceanografía SA de CV (Mexico). To be broken up in Mexico.



Caballo Grande and Caballo Fuerte, 12 mai 2013, Veracruz (Mexico). © Captain Ted

Caballo Grande (ex-Paul Candies). IMO 8418772. Length 41 m. Mexican flag. Unknown classification society. Built in 1986 in Moss Point (USA) by Halter Marine. Owned by Oceanografía SA de CV (Mexico). To be broken up in Mexico.

Malaviya Ten. IMO 9202596. Length 66 m, 1,969 t. Indian flag. Classification society Indian Register of Shipping. Built in 1999 in Tsurumi (Japan) by Nippon Kokan. Owned by Tirupati Vessel Pvt Ltd (India). Ratcheté by Premier Jet Services Ltd (India) for demolition in India.

Ocean 02 (ex-Sea Meadow 16, ex-Blue Bianca, ex-Far Superior). IMO 8910067. Length 82 m, 2,395 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1990 in Florø (Norway) by Kleven Loland. Owned by British Virgin Islands-registered Seascope Meadow Invest Inc care of Hai Duong Petroleum & Marine Corp (Vietnam). Sold for demolition in Bangladesh. 615 US\$ per ton.

Sinopec 381 (ex-BOA Princess, ex-Smit-Lloyd 90, ex-Atlantic Atlas, ex-Atlas). IMO 8121915. Length 64 m, 1,391 t. Deflagged from Panama to Gabon for her last voyage shortened to *Sin 8*. Classification society China Classification Society. Built in 1985 in Kraljevica (Croatia) by Titovo. Owned by Sinopec Offshore Oilfield Services (China). Ratcheté by Yihui Shipping Hong Kong Co (Hong Kong, China) for demolition in Bangladesh.

October-November-December 2022

Bahman Discovery (ex-Seabulk Discovery, ex-GMMOS Discovery, ex-Anina, ex-Tarpon, ex-Oil Discoverer). IMO 7303085. Length 60 m, 870 t. Panamanian flag. Unknown classification society. Built in 1973 in Capelle (Netherlands) by Ysselwerf. Owned by Bahman Trading Corp (Kuwait). She was beached for demolition in Pakistan as *Azab*.

Christos XXIII (ex-Greek Explorer, ex-Aquitaine Explorer, ex-Abeille Supporter, ex-Seaway Hawk, ex-Seaway Devon). IMO 7382433. Length 63 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1975 in Aukra (Norway) by Aukra Bruk. After a few months of operation, she was fitted with cranes and gantries to enable the handling of Remotely Operated underwater Vehicle (ROV) and support underwater work. In her first years, she was operated in the Norwegian oilfields.



Abeille Supporter, at berth in Le Havre (France), January 21, 1999. © Pascal Breidel



Aquitaine Supporter. © Yannick Le Bris

In 1982, she was acquired by the group Progemar and sailed to France, where she has worked until 2010. As her ship manager was Les Abeilles International, she was named *Abeille Supporter*. In 1986, she was handed over to the Ministry of Defense and the Direction Générale de l'Armement (DGA) to be used as a support vessel for missile test firing campaigns in the Bay of Biscay. The *Abeille Supporter* was in charge for the security and surveillance of test areas, the towing of targets and the search for fallen missile debris thanks to her ROV. Her management has been carried out by les Abeilles International until 2000. 80% of the *Abeille Supporter's* missions were classified. Occasionally, the ship was used for civilian duties such as the recovery of telecom cables, the underwater investigations and the sealing of breaches on the wrecks of the tanker *Erika*, or the salvage and support of distress ships. In 1998, the *Abeille Supporter* chartered by IFREMER took part of the exploration campaign of the *Titanic* and the recovery of "the Big Piece", an 8 x 7 m plate extracted from the liner's 1st class bridge.



The *Abeille Supporter* became the *Aquitaine Supporter* after her ship manager changed in 2000. She continued her duties for the DGA. In 2010, she was acquired by the Greek shipowner Spanopoulos Group SA. She was briefly operated as *Greek Explorer*. Her cranes, gantries and various equipment were removed in Salamine in the yard of Spanopoulos Group, she resumed service as *Christos XXIII*. Detained in 2014 in Marseille (France). She was towed for demolition in Aliaga by the tug *Christos XXIX*.



Christos XXIII, (Greece), May 2020. © Marc Ottini

GSP Perseu (ex-Perseu). IMO 9083160. Length 61 m. Maltese flag. Classification society Bureau Veritas. Built in 1994 in Braila (Romania) pa Braila SN. Owned by GSP Perseu Ltd (Malta). Beached for demolition in Aliaga.



September 2013, Bosphorus. © Cavit Ege Tulca



November 2022, Aliaga. © Selim San

Master (ex-Masterman, ex-Champion, ex-Roo, ex-Gargano, ex-Wimpey Seafox). IMO 7406980. Length 64 m. Mexican flag. Classification society Registro Italiano Navale. Built in 1975 in Arnhem (Netherlands) by Arnhemsche Schps.Maats. Owned by Micoperi SP SA de CV, the Mexican subsidiary of Micoperi SpA (Italy). Laid up since 2019 in Tampico (Mexico). Beached for demolition in Türkiye in November 2022.



November 2010, Rijeka, (Croatia). © Dragec



November 2022, Aliaga. © Selim San

Saga Roncador (ex-Astro Roncador, ex-Rubim). IMO 7434509. Length 56 m. Brazilian flag. Classification society American Bureau of Shipping. Built in 1976 in Jacksonville (États-Unis) by Atlantic Marine. Owned by SAGA Rebocadores (Brazil). Laid up in the bay of Rio de Janeiro since March 2017. Her official status is still in service but according to Worldwide Tug & OSV News, she would have been scrapped by a local yard.



Saga Roncador, August 12, 2014, Guanabara Bay, Rio de Janeiro (Brazil).
© Edson de Lima Lucas

Serenity (ex-*Thebaud Sea*). IMO 9219410. Length 81 m, 2,828 t. Deflagged from Barbados to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Escatawpa (USA) by Moss Point Marine.

In December 2019, her owner was the offshore service provider McDermott International Inc (USA). She was then called *Thebaud Sea* and was sold as is in Al Khaimah (United Arab Emirates) for demolition; the destination was undisclosed (cf. "[Shipbreaking](#)" # 58, p. 56). She did not leave the Emirates but apparently did not resume service either. Acquired in December 2021 by WSC Shipping Pte Ltd (Singapore), deflagged and renamed *Serenity*. She finally departed Dubai on October 24, 2022 and was beached in Alang on November 11.



Thebaud Sea, Persian Gulf, March 28, 2019. © Seva Skripa

Tampen (ex-*Bourbon Tampen*, ex-*Havila Tampen*). IMO 9276896. Length 89 m, 2,882 t. Saint Kitts and Nevis flag. Classification society Registro Italiano Navale. Built in 2002 in Ulsteinvik (Norway) by Kleven. Sold in February 2021 by her owner Bourbon Norway AS, Norwegian subsidiary of the French group Bourbon to Prince Marine Transport Services (India) and shortened to *Tampen*. September 2021. The *Tampen* left the Cameroonian waters to be anchored 8 km off Owendo (Gabon) for technical checks before heading to Dubai. On the night of September 5, shortly after midnight, she was attacked by a group of heavily armed pirates. Two seafarers were injured in the attack, a third one was kidnapped. The *Tampen* did not leave Owendo. In October 2022, she was acquired by Nan Lian Ship Management LLC (United Arab Emirates) and beached in Alang on November 18.



Bourbon Tampen, February 9, 2013, Stavanger, Norway. © Tore Hettervik

Standby safety vessel

October-November-December 2022

Venturer (ex-BPOS *Harvester*, ex-VOS *Harvester*, ex-Britannia *Harvester*, ex-Suffolk *Harvester*, ex-*Venturer*, ex-Suffolk *Harvester*). IMO 7210848. Length 40 m, 477 t. Djibouti flag. Classification society Lloyd's Register of Shipping. Built in Woolwich (United Kingdom) by Cubow.



The fishing trawler *Suffolk Harvester*, in Manchester Ship Canal.
© Flying Foxes association

She was the second in a series of four fishing trawlers that were all converted to standby safety vessels operated on the offshore oilfields. From 1978 to 1983, the *Suffolk Harvester* was chartered by the Royal Navy and converted to minesweeper *HMS Venturer* MO 08. She later returned to her service to the North Sea offshore oil platforms. Her latest British owner was Boston Putford Offshore Safety Ltd based in Lowestoft. The ship was sold in 2020 and left the United Kingdom at the age of 48. She was deflagged to Djibouti. Her owner is not reported by international databases. She left Safaqa (Egypt) on September 11, 2022 and was beached in Alang.



The minesweeper *Venturer-MO8*, approaching Cumberland Basin lock at Bristol.



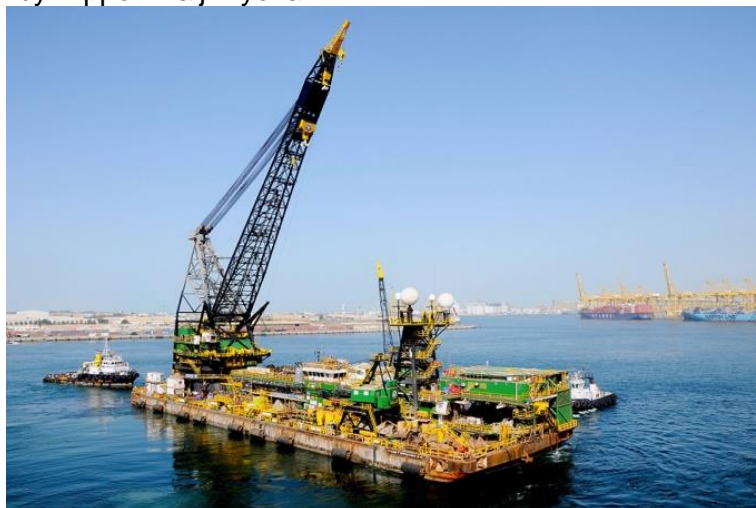
The standby safety vessel *Britannia Harvester*

© Flying Fox Association. Collection Gerry Wood.

Crane ship

July-August-September 2022

McDermott Derrick Barge 27 (ex-*McDermott Lay Barge No,27*). IMO 8757685. Length 128 m, 15,984 t. Deflagged from Panama to Comoros for her last voyage shortened to *Barge No,27*. Classification society American Bureau of Shipping. Built in Sanmu (Japan) by Kanrei Shipbuilding. Owned by Hydro Marine Services Inc (USA). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



McDermott Derrick Barge 27 © McDermott

October-November-December 2022

HLS-2000 (ex-*Sirius III*, ex-*Micoperi 26*, ex-*Bello*). IMO 5401596. Length 183 m, 18,597 t. Deflagged from the United Arab Emirates to Saint Kitts and Nevis for her last voyage shortened to *LS-2*. Classification society American Bureau of Shipping. Built in Leirvik (Norway) by Stord Verft as an oil tanker.



The oil tanker *Bello*. © Ship Nostalgia

On December 16, 1972, the *Bello* suffered an explosion and a fire. She was located about 8 nautical miles off North Corsica. She had left La Skhirra (Tunisia) bound for Genoa (Italy) with 46,000 tons of crude oil. The crew of 26 seafarers evacuated the ship and was rescued by two fishing ships and by the *Clementine Churchill*, a Norwegian tanker crossing the area. The *Bello*, still on fire and spilling her cargo into the sea, was taken over by three tugs and anchored in the bay of Cala della Mortola off Capraia Island.

After the fire was extinguished, the *Bello* was towed to Porta Azzurro on the Island of Elba, then to La Spezia where the remaining cargo was unloaded.



The crane ship *HLS-2000*. Collection Per Sundfær

The wreck, declared a total loss, was acquired by Micoperi. She was not scrapped but instead towed to San Marco SpA yard in Trieste and converted to a crane ship. Since 1986, she was owned by National Petroleum Construction Company (United Arab Emirates). Acquired by the Hong Kong subsidiary of the Indian cash buyer Best Oasis Ltd prior to her departure for demolition in India.

Ocean Maintainer 1 (ex-*Progemar 280*, ex-*Ocean Service 1*, ex-*Seabulk Maintainer*). IMO 8766545. Length 85 m, 2,470 t. Panamanian flag. Unknown classification society. Built in 1967 in Capetown (South Africa) by Globe Engineering Works Ltd. Owned by Maridive & Oil Services (Egypt). Beached for demolition in Pakistan as *Trainer 1*.



Trainer 1, plot 69. © Gadani Ship Breaking Yard

Pipe layer

October-November-December 2022

Java Illithya (ex-*Atlantic Carrier*, ex-*Scan Carrier*, ex-*Tender Carrier*). IMO 7382885. Registered successively as a pipe carrier, then as diving support vessel and since 2014 as a pipe layer. Length 82 m, 2,257 t. Malaysian flag Classification society Registro Italiano Navale. Built in 1974 in Ulsteinvik (Norway) by Ulstein Hatlo. Detained in 2013 in Esbjerg (Denmark). Owned by Asian Geos Sdn Bhd (Malaysia). Sold for demolition in Bangladesh.



Java Illithya, gulf of Thailand, August 16, 2019. © Rattawit Wongprasert

Drilling ship

July-August-September 2022

Aban Abraham (ex-*Peregrine III*, ex-*Pelerin*). IMO 7411521. Length 152 m, 11,148 t. Deflagged from the Bahamas to Saint Kitts and Nevis for her last voyage shortened to *Aba I*. Classification society Indian Register of Shipping until May 2022 then Capital Register of Shipping. Built in 1976 in Schiedam (Netherlands) by IHC Gusto for the French oil company Total.

She was a drilling ship of the *Pelican* series. After the *Pelican*, the eldest kin, built in 1972, four siblings were built by the Dutch yard. Others were built under license by Finnish, Scottish and Indian yards. The *Pelican* ships were designed to drill in extreme conditions, arctic as well as tropical. In 2006 the *Peregrine III* was jumboized and widened by Sembawang shipyard in Singapore. She became the *Aban Abraham* owned by Aban Offshore Ltd (India). Acquired by United Arab Emirates-registered Last Voyage DMCC prior to her departure for demolition in India.



Aban Abraham, Rio de Janeiro (Brazil), May 26, 2012.
© Leonardo Carvalho

Aba I, Alang, September 14, 2022. © Kishor Solanki



Dredger

October-November-December 2022

Ocean Leader (ex-Dae Yang No,102, ex-Faseco No. 102, ex-Myung Sung No,101). IMO 9127394. Length 80 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Geoje Shipbuilding Co. Owned by Yukang Marine Co Ltd (South Korea).



The general cargo ship *Ocean Leader* in Kanmon Strait (Japan), August 15, 2007. © Ivan Meshkov

The *Ocean Leader* is still registered by IMO as a general cargo ship. She actually was converted to a dredger by Orient Shipyard in Busan (South Korea) in spring 2017. She is being broken up at Pal Pal shipbreaking yard in Busan (South Korea).

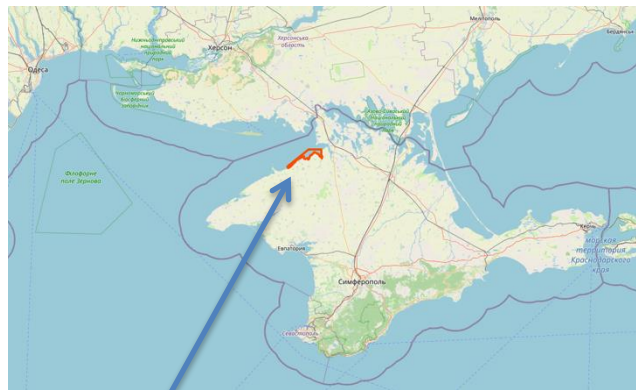


Converted to dredger, port of Kwangyang (South Korea), October 27, 2020. © Vladimir Tonic



December 2022, recycling in Busan. © Vladimir Tonic

Pechora (ex-*Pechera*, ex-*Gum Ho No. 7*, ex-*Hyungseong 505*, ex-*Shinsei Maru No.8*). IMO 8714009. Length 75 m, 1,625 t. Deflagged from Russia to Togo in December 2021 and finally Cameroon since March 2022. Classification society Global Marine Bureau. Built in 1988 in Honai (Japan) by Shirahama. Owned by Trans Services Maritime (Russia). The *Pechora* was operated by her Russian shipowner to extract sand used in particular for the construction of the bridge in the Strait of Kerch connecting the Black Sea and the Sea of Azov. Some of the extraction areas were located in the Swan Islands Nature Reserve on the northwest coast of the Crimean Peninsula. The reserve created in 1949 is an important call for migratory birds in spring and autumn and a nesting site; 255 species have been recorded there. The Swan Islands are included in the RAMSAR site of Karkinitzka and Dzharylgatska Bays (Wetland of International Importance).



Nature reserve of the Swan Islands —

The *Pechora* was acquired in December 2021 by Marshall Islands-registered Venga Maritime Corp. She was beached for demolition in India as *Izhora*.



Pechora, Black Sea, September 17, 2019.
© Nikita Prokhorov



Izhora, beached in Alang, November 2022.
© Erlin Topcu/Shipbreaking Group Facebook

Aggregate carrier

October-November-December 2022

Daiyu Maru. IMO 8820420. Length 51 m, 623 t. Deflagged from Japan to Mongolia for her last voyage shortened to *Daiyu*. Unknown classification society. Built in 1989 in Kure (Japan) by Kegoya. Detained in 2022 in Chiba (Japan). Owned by Marukichi Commerce Co Ltd (Japan). Sold for demolition in Bangladesh.



Daiyu Maru, in Tokyo Bay (Japan), October 15, 2021. © Bridge Valley

Research vessel

July-August-September 2022

Ridley Thomas (ex-*Western Inlet*, ex-*Inlet*, ex-*Western Inlet*). IMO 8112744. Length 61 m, 1,292 t. Deflagged from the Marshall Islands to Comoros for her last voyage shortened to *Ridley*. Classification society American Bureau of Shipping. Built in 1981 in Singapore by Sing Koon Seng Shipbuilding. Owned by Ho Choi Marine Ltd (Hong Kong, China). Sold for demolition in India.



Ridley Thomas, Galway (Ireland), September 10, 2021.
© John mcgrath

October-November-December 2022

Bob Barker (ex-*Polaris*, ex-*Volstad Jr*, ex-*Verdi*, ex-*Volstad Jr*, ex-*Pol XIV*). IMO 5280540. Length 51 m. Dutch flag. Unknown classification society. Built in 1950 in Fredrikstad (Norway) by Fredrikstad MV for Hvalfangerselskap *Polaris A/S*, a whale hunting company.



The whale hunter *Pol XIV*. Larvik Museum

The *Pol XIV* was decommissioned in Larvik in 1962 then sold in 1966 and registered as a fishing trawler with Alesund (Norway) as a homeport. From 1991 onwards, she was chartered by the Norwegian coast guard as a fishery patrol vessel. She was deflagged from Norway to Cook Islands after she was acquired by Seven Seas Shipping Inc care of Triton Shipping AB (Sweden).



The coastguard vessel *Volstad Jr*, January 1, 1995, Aalesund (Norway). © Aage Schjoelberg



Polaris, Longyearben Svalbard Archipelago (Norway), July 5, 2005. © David S

In 2009, she was acquired by the NGO Sea Shepherd Conservation Society (USA). She was renamed *Bob Barker* and registered as a research vessel. The whale hunter became the sworn enemy of his former fellows and of ships involved in illegal fishing in all seas around the world. Registered in Togo in 2009, she has been flying the flag of the Netherlands since April 2010. She was beached in Aliaga on November 14, 2022.



Bob Barker, Las Palmas, (Canary Islands, Spain), March 4, 2016. © Lars Staal



Bob Barker, in Aliaga along with cruise ships. © Alexander Kryst

Hudson. IMO 5405279. Length 90 m, 3,632 t. Canadian flag. Classification society American Bureau of Shipping. Built in 1963 in East St John, (New Brunswick, Canada) by Saint John Shipbuilding & Dry Dock Co. Owned by the Canadian Coast Guard. The *Hudson* was based at the Bedford Institute of Oceanography in Dartmouth (Nova Scotia). She was named for the Arctic explorer Henry Hudson, she was ice strengthened and fitted for the oceanographic and hydrographic researches of the Canadian Oceanographic Service. On November 19, 1969, she departed Halifax (Nova Scotia) to perform the first circumnavigation, except for the US Navy, of the whole American continent down south to the Antarctic waters. She came back in October 1970 to her departure port after crossing the North-West route.



September 2008, Pond Inlet, Nunavut. © Capt. Fergus Francey

In 2019, refitting work was carried out to extend her service life by 5 to 10 years pending the delivery of a new Offshore Oceanographic and Science vessel.

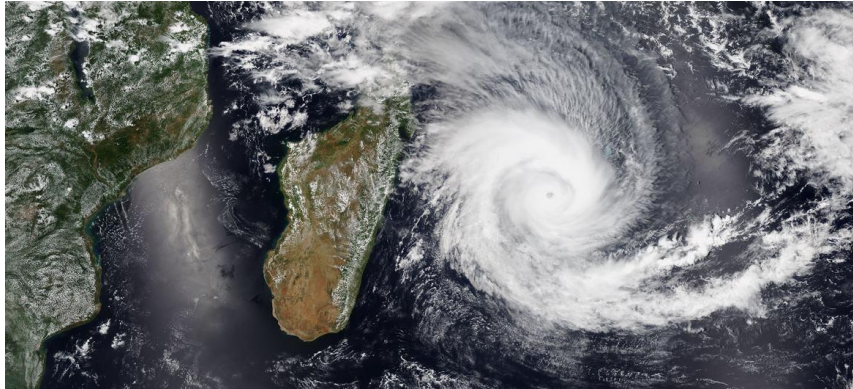
In May 2021, an Atlantic coast monitoring program had to be cut short due to a generator failure. In November, a failure of one of her four propulsion motors placed her out of service.

In January 2022, the coast guard announced the *Hudson* will be retired after 50 years dedicated to science. Voices raised to ask for her conservation as a National treasure but in vain. In December 2022, the recycling contract worth 16 million Canadian dollars was awarded to R.J. Mac Isaac Construction, a Nova Scotia-established company which carried out the dismantling of the bulker *Canadian Miner* (cf. "Shipbreaking" # 38 p. 7-8) and of the Canadian Navy destroyer *Algonquin* and replenishment tanker *Protecteur* (cf. "Shipbreaking" # 44, p. 4 and 6-7). Vintage equipment were withdrawn from the *Hudson* to be given to maritime museums. The ship should later be towed from the Bedford Institute to Halifax and in spring 2023 to RJ Mac Isaac facility in Sheet Harbour, about a hundred kilometers away. The scrapping of the ship should be completed by September 2023.



Halifax, April 2011. © Ken Watson

The END : self demolition of the *Tresta Star* in Réunion Island



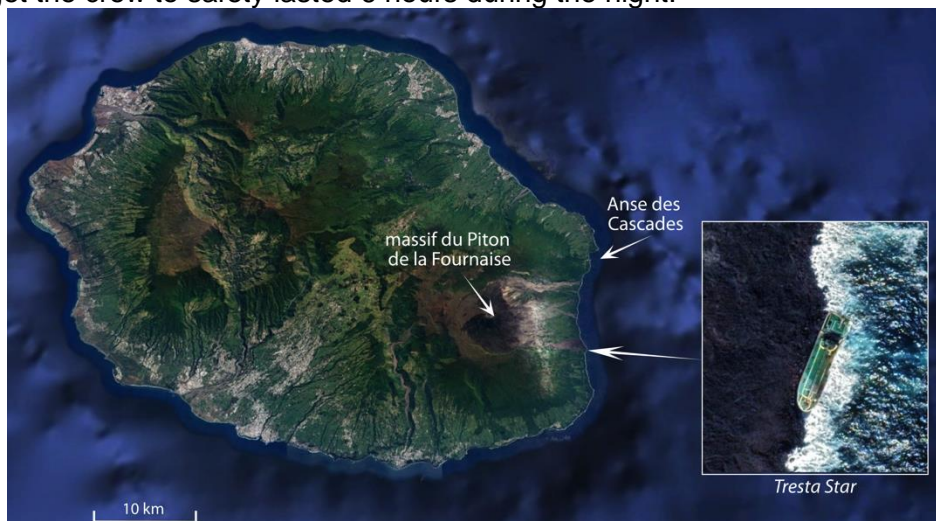
Satellite image of cyclone Batsirai on February 2, 2022. ©UNICEF/NOAA

February 3, 2022. Cyclone Batsirai was washing over the Indian Ocean. It was classified as category 4 and hit in particular Mauritius, Réunion and Madagascar. The Mauritius-flagged *Tresta Star* was a small bunkering tanker operated for the supply of merchant ships in the port area of Port-Louis, Mauritius. Carried away by cyclone Batsirai, she was not designed for the high seas, she soon was in distress. She had not sought shelter in the port when the cyclone was announced. In the morning, she informed MRCC Réunion (Maritime Rescue Coordination Center) of her difficulties. Her owner was warned and chartered a tug scheduled to arrive the following night. In the meantime, the MRCC sent tugs. They were unable to take over of the *Tresta Star*. In the evening, the ship crashed on the basaltic reefs of the Pointe du Tremblet, south-east of the French island.

Tresta Star, Port Louis (Mauritius), December 18, 2021. © Jerzy Nowak



47 firemen and gendarmes from the mountain rescue squad were mobilized to rescue the 11 crew trapped on board. The volcanic area was difficult to access. The April 2007 eruption of the Piton de la Fournaise left lava flows that had to be walked over to reach the shipwrecked sailors. A zip line was set up between the ship and the land to enable a fireman to get on board. The 11 Indian and Bangladeshi seafarers were equipped, harnessed and taken down on the ground one by one. The operation to evacuate and get the crew to safety lasted 6 hours during the night.



Grounding of the *Tresta Star* on Réunion Island. Screenshot Google Earth

"The tanker had no cargo, there is no risk of serious maritime oil spill at this stage" tweeted, reassuring or oblivious, M. Lecornu, French minister for the Overseas, supported by the prefecture for which the 8 m³ of diesel fuel are volatile and should disperse.



Tresta Star. © Direction de la Mer Sud Océan Indien (DMSOI)

In the following days, hundreds of rubbernecks rushed along the coastal path to have a look at the wreck. They were likely to disturb the experts and the upcoming clean-up operations. Access by land or sea was forbidden by decree, as well as drone flyover. Pumps, generators, various equipment, big bags and IBCs were air-lifted on board. The tug *Vasileios P* (IMO 9651307) owned by the Greek company Polygreen was on site to take charge of the materials and waste.



New attraction in la Réunion. © Loïs Mussard

February 10. Clean-up operations start. Bunker fuel is to be pumped out; in addition, the operations plan to clean the tanks with a high pressure water jet and removed the equipments, the various debris and the tyres used as fender. One week after the grounding, the shipowner predicts his ship will be repatriated within six months.

It is the cyclone season in this area of the Indian Ocean. They follow one after another. Clean-up operations are behind schedule. The state of the ship deteriorates. The breach detected in the first days has widened, pieces of hull on the port side have been washed away. A brownish oily water slick 2.5 km long and 50 m wide is detected. More spills are feared.



© Lé bon la Réunion-Facebook



Pollutions



© Réunion la 1ère
Tresta Star, oil pellets at Anse des Cascades

February 17. Polygreen leaves the working site due to a "financial dispute". The French authorities take over the clean-up. Two weeks after her grounding, the *Tresta Star* was considered to be unrecoverable. For the Director of the South Indian Ocean Sea Mer (Direction Mer Sud Océan Indien, DMSOI), the wreck will have to be cut up on the spot before the pieces could be sent to a scrap metal dealer. As a consequence, the prefect of Reunion give notice to the shipowner to designate a shipbreaking contractor.

On the island, many voices start speaking up. Fuel oil pellets were collected on the Anse des Cascades north of the wrecksite. The local graffiti artist Jace sums up the prevailing feeling: "Parking obstruction, please clear the area".

In March, the operations resume but have to be suspended regularly due to poor weather conditions. Trucks were positioned to recover oil, tank washwater and the big bags of waste carried by helicopter to the road. As of March 11, 225 m³ of polluted water and 11 tons of waste have been removed. Five Ocean Salvage, another Greek company, has been commissioned by the insurer of the *Tresta Star* and is now carrying out the clean-up. Skimmer vessels arrived from Greece to recover the drifting oil.



© Olivier Murat



© Willy Fontaine

March 23. Clean-up has been officially completed. The prefect gives one month to the shipowner and its insurer to submit a comprehensive scheme for the removal of the ex-tanker. For the State authorities, "Abandonment on the spot is no option". It is a source of visual and marine pollution in the National Park of Réunion.

The *Tresta Star* disappears from media radars. On Google Earth, she is listed as "Tourist attraction in Saint-Philippe, la Réunion".

December 7, 2022. 10 months after the accident, the Prefecture states that finally "the wreck will not be removed and will be left to decay naturally". Removal is considered to be too long and moreover too expensive. It can be added that Réunion Island is far away from France, and that the wreck does not interfere with maritime traffic as it would in Dover Strait or in Gibraltar. Her demolition is now handed over to the cyclones of the 2023 season.



The wreck of the *Tresta Star*, Réunion Island, December 5, 2022. © DMSOI



Tresta Star at berth in Port Louis (Mauritius), May 23, 2019. © Aline Farla

***Tresta Star*. IMO 9869629. Oil product tanker. Length 74 m, deadweight 2,924 t. Mauritius flag. Classification society Indian Register of Shipping. Built in 2019 in Goa (India) by Vijai Marine Shipyard. Owned by Tresta Trading Ltd registered in Mauritius care of Amba Shipping & Logistics Pvt Ltd (India).**



Tresta Star, February 26, 2022. "Parking obstruction. Please clear the area". © Jace-FaceBook

Sources:

24.SAPO; ABC News; Advanced Shipping & Trading; Allied Shipbroking; Anchor Shipbroking; AP News; Azimuth; Barlovento (el); Berco do Mundo; Best Oasis; Binnenschifferforum; Black Sea Memorandum of Understanding; Borneo Post (the); Brazilian Navy Directorate of Ports and Coasts; Bronco Shipbrokers; Bureau Veritas; Business Ghana; Canadian Coast Guard; Castles of the Seas; CBC; CEDRE; Chittagong Port Authority (the); Cruise Industry News; Det Norske Veritas - Germanischer Lloyd; Diario Economico; Diplomat (the); Dover Ferry; Dredge Point; Equasis; European Commission; European Maritime Safety Agency; Express (l') - Maurice; Expresso das Ilhas; Faktaomfartyg; Fatto Quotidiano (il); Ferry-site (the); Fleetmon; Fleetphoto.ru; G Captain; Gazzettino (il); Global Marketing Systems; Handy Shipping Guide; Hindu (the); Hindu Business (the); IdyllicOcean; IFREMER; Indian Ocean Memorandum of Understanding; Insurance Marine News; Intermodal Research; International Labour Organization; International Transport Workers' Federation (ITF); Italy24 Press; Khmer Times (the); Lettera Emme; Lloyd's Register of Ships; Manorama on line; Manzanillo News; Marin (le); Marine Traffic; Maritime Executive; Maritime Hub; Mediterranean Memorandum of Understanding; Mer et Marine; Messina Ora; Messina Today; Mexicoport tv; Milenio Diario; Miramar Ship Index; National Transportation Safety Committee Republic Of Indonesia-Final report KNKT.18.03.09.03; Navsource; Net Marine.net; News2Sea; NH Towage; Nhan Dan; Nippon Kaiji Kyokai; Oel Digital; Offshore Energy; Ouest France; Palm Beach Post (the); Pianeta Navi; Préfecture de la région Réunion; Presse de la Manche (la); PSD net; Puentedemando; Réunion la 1ère France TV Info ; Reuters; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Schnellboot Seite (die); Seanews; Seattle Times; Ship and Bunker; Ship Nostalgia; Shipspotting; Shipwrecklog; Skipshistorie; Soviet Trawler.narod; Star Asia; Télégramme (le); Thanh Nien; Tokyo Memorandum of Understanding ; TradeWinds; United States Coast Guard; US Department of the Treasury; Vanguardia de Veracruz (la); Ver Angola; Vessel Finder; Vessel Tracker; Vivencias Press; VN Express; Wire (the); wohnschiffe-vm.de; Worldwide Tug & OSV News; WP TV; Zhejiang Shipping Exchange.