

ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 61, from July 1 to September 30 2020

November 17, 2020

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## An aircraft carrier goes to the beach



Alang, late September 2020. © Ashishsinh Gohil

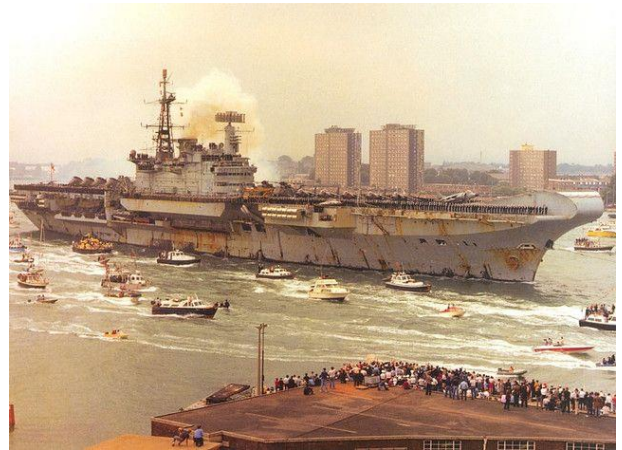
After the Brazilian *NAeL Minas Gerais* (ex-*HMS Vengeance*) in 2004 and the Indian *INS Vikrant* (ex-*HMS Hercules*) in 2014, Alang beach is welcoming the *INS Viraat*, its third end-of-life aircraft carrier. In 2006, India had refused access to Alang yard to the ex-*Clemenceau*, the French aircraft carrier, even though asbestos-contaminated materials had been partially removed. Still under tow, the *Clemenceau* came back to the port of Brest (France) via the Cape of Good Hope and was finally scrapped in the port of Hartlepool (United Kingdom) in 2009-2010.

The *Clemenceau's* voyage had a worldwide impact. It was following this event that Robin des Bois (Robin Hood), in order to shed light on the shipbreaking industry and to improve its practices, launched its unsinkable "Shipbreaking".

As a reminder, the fate of the *NAeL Sao Paulo* ex-*Foch*, the sister ship of the *Clemenceau*, currently decommissioned in Rio de Janeiro, is still pending.

## INS Viraat

The *INS Viraat* (from Sanskrit language *Virāṭa*, "Giant") was the ex-Royal Navy aircraft carrier *HMS Hermes*, ordered in 1943 to Vickers-Armstrong shipyard in Barrow-in-Furness. The construction of the *HMS Hermes* was suspended during World War II. It was not completed until 1957. She entered service on November 25, 1959. In 1982 she had to extend her career to take part in the Falklands War. The flagship of the British Falklands fleet would have been hit on May 4, 1982 by a French-made Exocet missile fired by the Argentinian Navy. In reprisal, this would have led to the scuttling of the Argentinian cruiser *General Belgrano* by a British submarine. *HMS Hermes* was withdrawn from active service in April 1984 after 25 years in the Royal Navy.



Return from the Falklands. The *HMS Hermes* in Portsmouth  
© Forummarine

She was sold in 1986 to the Indian Navy ; renewal works were carried out by Devonport shipyard. She became the *INS Viraat*. She was definitively decommissioned on March 6, 2017 in Mumbai. She had entered the Guinness Book of Records as the longest serving warship. Conversion projects have been flourishing. The State of Andhra Pradesh had announced as early as 2015 its wish to convert her into a museum but the project failed. In 2017, a British entrepreneur who had served on board during the Falklands War launched a subscription for the repatriation of the former *HMS Hermes* and her "conservation for future generations". He was looking to raise 15 million pounds (US\$19 million) to achieve the whole refitting project. 272 subscribers responded to the call with donations ranging from £5 to £1,000, most of them less than £100.

In 2018, the Indian press announced that a project combining a maritime museum and an artificial reef was being finalized by the authorities of the State of Maharashtra. The hull of the former aircraft carrier would be sealed on the seabed on a concrete platform near Nivati, south of the State. It would be the core of a theme park combining a maritime memorial, a resort complex and water sports and diving activities. Estimated cost of the operation: 852 crores (115 million US\$). Investors did not show up. The theme park sank.

In August 2020, the shipbreaking yard Shree Ram announced that it had bought the ex-INS *Viraat* for 38.54 crores (5 million US\$, or 181 US\$ per ton). She left Mumbai under tow and was beached in Alang on September 28th.



From Mumbai, *INS Viraat* to Alang (September 28)

Dismantling will take about a year. The recycled steel could be used to produce motorcycles. Manufacturers have already expressed interest. The Bajaj group had already used *Vikrant* steel for manufacturing the tanks of its Bajaj V.

The "Bajaj V" motorbike - DR



## An atomic merchant ship is zigzagging towards Antarctica

Her arrival was scheduled for early November in a Russian logistic station along the Emperor and Adelie penguins' territory. Even today, the *Sevmorput* is coming and going off Angola and Congo-Brazzaville. For several days, her erratic movements have been reported by the newspaper Barents Observer. The trajectory of the *Sevmorput* continues to be atypical. She could be confronted with technical problems or diplomatic polemics.



*Sevmorput*, Kara Sea, April 6, 2020  
© D. Lobusov



Current trajectory of the *Sevmorput*  
© Marinetratic

The Antarctic Treaty prohibits the dumping of nuclear waste. The last and only official use of nuclear power in Antarctica dates back to the 1960s and 1970s when a 1.8 megawatt nuclear power plant supplied electricity to the U.S. McMurdo science station.

The *Sevmorput* is transporting building materials and heavy loads for the Russian scientific station Vostok inside the Antarctic continent.

The main engine of the *Sevmorput* is a 135-megawatt nuclear reactor. The *Sevmorput* is the last nuclear-powered merchant ship still in service.

Turned away from all Western civil ports reluctant to receive a ship that they would not know what to do with in case of fire or other major event, the *Sevmorput* had been laid up in Murmansk since 2008, removed from the Russian naval register since 2012 and doomed to be scrapped. In 2013 she was abruptly pulled out of her torpor and coffin and put back into service in 2015 (cf. "Shipbreaking" n°31 p. 84 and n°34 p.12-13).

In 2019 and 2020, she delivered heavy loads to a mining complex on the Arctic Novaya Zemlya Island and potatoes and other food products between St. Petersburg and Petropavlovsk in the Sea of Okhotsk.

After these test runs, the old atomic crock was launched across the North and South Atlantic. She passed right under the nose of France and the peninsula of La Hague during October without being reported to the vigilance of the sea users by the maritime prefect of the Channel and North Sea.

The adventurous voyage of the *Sevmorput* between the North Pole and the South Pole is undoubtedly considered by the international nuclear brotherhood as a demonstrator of the efficiency of nuclear energy applied to the merchant navy.

No official protest has yet been raised about the intrusion on the Antarctic coastline of a 260 m long cargo ship whose sinking, fire, grounding, ice jamming, collision with an iceberg would cause an unprecedented disaster and demonstrate the shortsightedness of the international community.



## Have your handkerchiefs ready, part 2 ! ("Shipbreaking # 60" continuation)

For a number of years, mega cruise ships have been suffering outbreaks of gastroenteritis and quarantines off the ports of call for suspected cases of H5N1 or H1N1 flus but the industry did not take into account these viral early warnings. Today, it is being trapped by the new coronavirus.

### End of the game

As a reminder, "[Shipbreaking # 60](#)" covering the months of April-May-June 2020 had announced the scrapping of 6 cruise ships. 4 of them, the *Sovereign*, *Monarch*, *Carnival Fantasy* and *Carnival Inspiration*, are actually being broken up in Turkey. They have been joined by the *Carnival Imagination*. They snuck in the narrow plots of the Turkish yards thanks to virtuoso crews. Blowtorches are at work. The *Costa Victoria* is still being stripped in Piombino (Italy). The *Horizon* "to be broken up" since June 30, 2020 is on standby. She has not yet joined the *Monarch* and the *Sovereign*, the two other ships of the Pullmantur fleet. Laid up at Piraeus, she became the *Ori* and would no longer be registered under the Maltese flag. She could head for a non European-Union-approved in the Eastern Mediterranean or in the Indian Ocean.

Information	Since
IMO number :	8807088
Name of ship :	HORIZON (since 01/11/2010)
Call sign :	UNKNOWN
MMSI :	
Gross tonnage :	47427 (since 01/12/2005)
DWT :	5632
Type of ship :	Passenger (Cruise) Ship (since 01/04/1990)
Year of build :	1990
Flag :	Not Known (since 01/08/2020)
Status of ship :	To Be Broken Up (since 30/06/2020)
Last update :	29/09/2020



ship to be broken up, unknown flag  
Screenshot Equasis

*Horizon*, Piraeus, 7 May 2015

*Ori*, Piraeus, September 27, 2020

© Marc Ottini

### Red cards

The *Marella Celebration* "retired from service" in April by her British owner Marella Cruises, subsidiary of the German tour operator TUI is "to be broken up" since September 15. She is still laid up in Piraeus, prior to her departure towards an available Turkish yard, unless she heads for a more offering Indian yard, as feared after the paint job on the hull that shortened her name to *Mare C*. To date, she is still Maltese-flagged. In December 2018, her sistership *Marella Spirit* shortened to *La Spirit* was beached in Alang under the Palau flag (Cf. "[Shipbreaking # 54](#)", p 7).

The *Marella Dream* was "retired from service" by the owner on October 1. She left Croatia on October 19, was anchored off Malta for a while and finally reached Piraeus. To date she is still Maltese-flagged. If she is not deflagged, she will have to be broken up in a EU-approved yard.

The *Carnival Fascination*, officially "to be broken up" since September 17, has been anchored off Cadiz (Spain) since several months. According to last minute information, she would be about to leave and would have been re sold for further operation by an Asian buyer. Unless this is only a covered sale for scrapping in the Indian subcontinent.

### Extra time

Carnival Corp, the world leader, postpones or cancels its cruises and continues to sell ships considered as unprofitable. The *Rotterdam*, 23 years old, and *Amsterdam*, 20 years old, two ships from its subsidiary Holland America Line, were sold this summer to the British company Fred Olsen Cruise Line. Other threatened cruise ships mentioned in "[Shipbreaking # 60](#)" found new buyers and will stay afloat for some more time. The *Maasdam*, 27 years old, and the *Veendam*, 24 years old, renamed *Agean Myth* and *Agean Majesty* are now property of the Greek shipowner Seajets, which says it wants to diversify its ferry business to cruise industry; in addition to the ex-*Maasdam* and *Veendam*, Seajets bought from Carnival in early August the *Oceana*, ex-*Ocean Princess*, 20 years old, renamed *Queen of the Oceans* and the P&O Cruises Australia-operated *Pacific Aria*, which departed from Port Klang (Malaysia) and is about to reach Limassol (Cyprus). Shipowner or scrap dealer, the close future will tell.





August 20, 2020, *Maasdam*. © Sakis Antoniou



October 17, 2020, *Aegean Myth*. © Neal Johnston

The *Costa NeoRomantica*, 27 years old, owned by Costa cruise, another Carnival subsidiary, was acquired by another Greek shipowner, Celestyal Cruises. Her maiden cruise under her new colors and new name *Celestyal Experience* is planned to depart Piraeus on March 6, 2021 and call in Turkey, Israel, Egypt, Cyprus, and on Rhodes Island, Greece. Considering the political and sanitary tensions in the Eastern Mediterranean and the terrorist risk, the candidates for this adventure should not be many, even at bargain price.

### Mercato

After the bankruptcy of Cruise & Maritime Voyages (CMV), the Admiralty Court ordered in early September the sale as separate lots of *Vasco de Gama* (October 8), *Colombus* (October 12), *Astor* (October 15), *Magellan* (October 19), and *Marco Polo* (October 22).



*Vasco de Gama*, February 2, 2020. © Graeme Waller



*Colombus*, September 28, 2020. © Howard Harrison

Mystic Cruises bought the *Vasco de Gama*, 27 years old, for 10,434,797 US\$ on the first auction. This Porto-based (Portugal) company is placing bets for the post-Covid 19. It operates ships with a capacity of 200 passengers and considers the *Vasco de Gama* as an opportunity to broaden its offering. The *Colombus*, 31 years old, was acquired by a Turkish buyer. The ship's future is uncertain. The buyer said it did not plan to operate it but may try to resell it to a shipowner or a shipbreaker. The purchase price of *Colombus* was 5.6 million US\$. She would have been sold to Seajets, already mentioned above. Seajets is the post Covid-19 mercato glutton, having acquired in the wake for 3.6 million US\$ another CMV vessel, the *Magellan*, 35 years, the sixth of her cruise ship purchase. Seajets has yet to find them a sustainable purpose. There is no more hope for the *Astor*, 33 years old: she was sold for 1.8 million US\$, She has left her berth in Tilbury and announced her arrival at Aliaga in late November. The *Marco Polo*, 55 years old, has reached the age of retirement. She was sold for 2.9 million US\$. Her buyer is to date unknown.



*Marco Polo*. © Stéphane Zunquin

A 6th CMV-operated cruise ship, the mythical *Astoria*, 73 years old, escaped this procedure. She is owned by Portuguese banks as a guarantee for the debts of her shipowner, Sociedade de Consultores Maritimos Lda (SCMA).

Major cruise lines are still favoring mega cruise ships and are getting rid of vessels with a capacity below the break-even point. Small players are taking the opportunity to renew and broaden their fleets and offerings. Thus, Fred Olsen bought the ex-*Rotterdam* and ex-*Amsterdam*, renamed *Borealis* and *Bolette*. Their next cruises in the North Atlantic and Western Mediterranean are scheduled for spring 2021. At the same time, Fred Olsen announced to dispose of the *Boudicca*, 47 years old, and *Black Watch*, 48 years old. Farewell e-cruises were organized at the end of August. Crews and "guests" were invited to remind and tell about their (wonderful) memories. The shipowner wants to be reassuring. It has not signed the death warrant of its veterans. The *Black Watch* and *Boudicca* were sold as "accommodation vessels" in Turkey. A conversion into a floating hotel would have been more flattering, but the tourist slump is not a favourable context for adventurous projects as they are usually doomed to failure. The humble status of "accommodation vessel" is undoubtedly a prelude to scrapping when the Turkish yards will have digested the flow of cruise ships already promised to the blowtorches and when the price of scrap metal will recover at the end of the Covid-19 crisis. The *Boudicca* left Rosyth, on the east coast of Scotland on September 28, bound for Tuzla shipyard. The *Black Watch* left on October 21 and announced that it too was heading for Tuzla. Their red funnels have been painted black.



Screenshot Fred Olsen

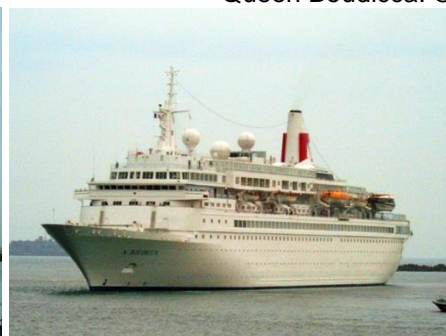
The *Black Watch* and *Boudicca* belonged to a series of three sisterships built in Helsinki by the Finnish yard Wartsila. The ex-*Royal Viking Star*, ex-*Royal Viking Sky* and ex-*Royal Viking Sea* had been ordered by the Royal Viking Line, a luxury cruise shipping company based in San Francisco. They were jumboized and lengthened from 178 to 205 m in the early 80s in Hamburg (Germany) by Blohm + Voss AG. They were renamed simultaneously with their charterers and companies' mergers and acquisitions, the siblings finally had to split. In 1996, Fred Olsen Cruise Lines acquired the ex-*Royal Viking Star* renamed *Black Watch* then in 2005 the ex-*Royal Viking Sky* renamed *Boudicca*, after the Queen of the Celtic Iceni tribe, in Norfolk area, who led in the first century the uprising against Nero's Roman forces. In 1902, a statue of Queen Boudicca was erected in London next to Westminster bridge.



Queen Boudicca. © Visit Norfolk



*Black Watch*.



*Boudicca*.

© Stéphane Zunquin





*Bouddica* departing Rosyth. © Belfast Cruise Ship Watch

As for the youngest sibling, the *ex-Royal Viking Sea*, she was owned since 2004 by Albatros Shipping Ltd c/o Bernhardt Schulte Cruise Services GmbH & Co KG based in Hamburg (Germany). She had been sailing as *Albatros* and was operated by Phoenix Reisen. She has been laid up for several months in Bremerhaven, she left the German port on October 12, 2020. According to witnesses who observed her night call at Le Havre (France) on October 22, the albatross logo on her funnel has been erased. The *Albatros* would have been sold to a hotel group, the Pick Albatros Group, provider of Phoenix Reisen in Egypt, which pretends to operate her in the Red Sea as a hotel ship. Yet another uncertain project, especially since tourists and crews are now aware of the asbestos-related risk.



*Albatros* collection Simplon Postcards



Departing Le Havre, September 25, 2010.  
© Pascal Bredel

*Black Watch* (*ex-Star Odyssey*, *ex-Westward*, *ex-Royal Viking Star*). IMO 7108930. Length 205 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. The elder sister. Built in 1972; jumboized in 1981. Detained in 2003 in Lübeck (Germany) and in 2011 in Southampton (United Kingdom).

*Bouddica* (*ex-Grand Latino*, *ex-Superstar Capricorn*, *ex-Hyundai Kumgang*, *ex-Superstar Capricorn*, *ex-Golden Princess*, *ex-Sunward*, *ex-Birka Queen*, *ex-Sunward*, *ex-Royal Viking Sky*). IMO 7218395. Length 205 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1973, jumboized in 1983. Detained in 2003 in Pyeongtaek (South Korea).

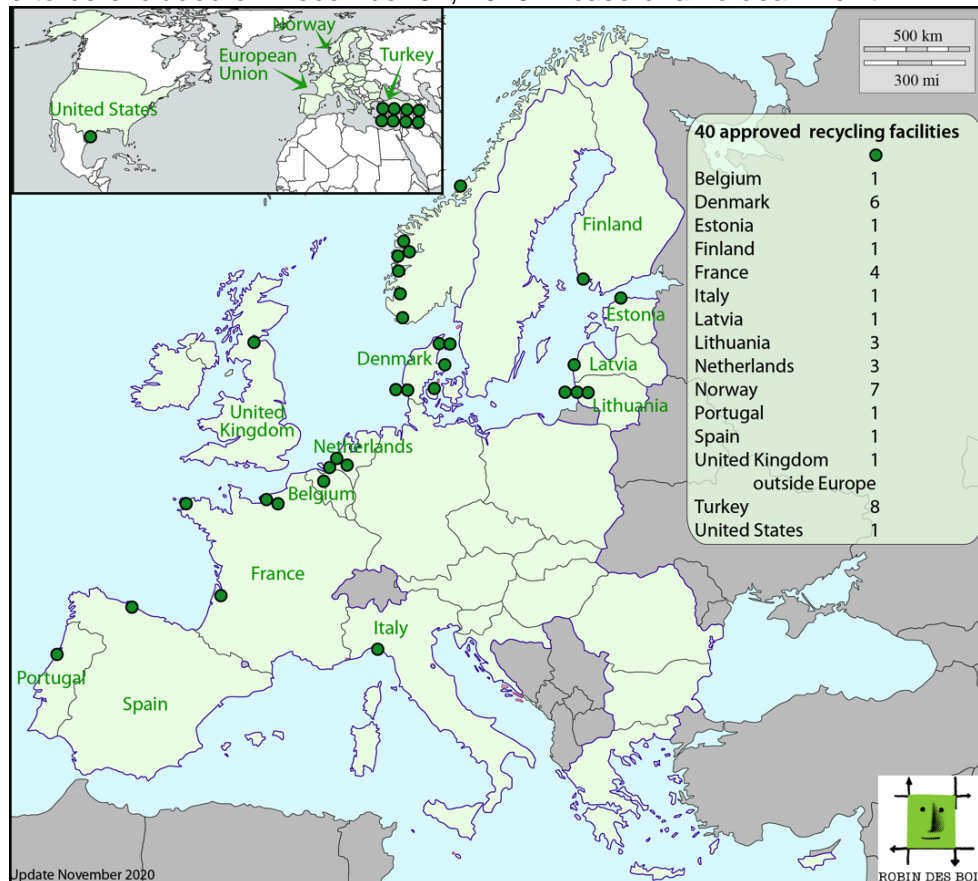
*Albatros* (*ex-Crown*, *ex-Norwegian Star 1*, *ex-Norwegian Star*, *ex-Royal Odyssey*, *ex-Royal Viking Sea*). IMO 7304314. Length 205 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1973, jumboized in 1983. Detained in 2004 in Bremerhaven (Germany) and in 2012 in Mersin (Turkey).



## European Regulation Update

On August 3, 2020, the European Commission proposed a new update of the list of approved ship recycling facilities. The number of yards is nearly stable: 40 compared to 41. Denmark and Norway declared one more compliant yard on their territory; they will be automatically included to the next updated list. After additional inspections, all reservations regarding the compliancy of the two Turkish yards Avsar Gemi Sokum San and Simsekler Gida Gemi with the requirements of the European regulation have been lifted. They will join the 6 Turkish yards already approved and allowed to accomodate European-flagged ships to be broken up.

The Commission proposed to withdraw from the list 5 yards the authorisation of which has expired: one yard located in Latvia, one in Lithuania and three in the United Kingdom (Able UK, Swansea Drydocks and Harland & Wolff). To date, the only approved British yard is the Scottish facility Dales Marine in Leith that would have to be excluded on December 31, 2020 in case of a no deal Brexit.



The Det Norske Veritas / Germanischer Lloyd inspectors in charge of assessing the compliancy of the yards established in third countries consider that not all points have been clarified. In particular, the Priya Blue site inspection report calls for improvements with regard the prevention of pollution during cutting operations, the monitoring of environmental impact and the sampling of potentially hazardous materials. The inspection report of the Shree Ram yard clears the uncertainties pointed in the previous visit with regard the practices of the yard but still points out the insufficient medical and hospital facilities in Alang and the downstream waste management.

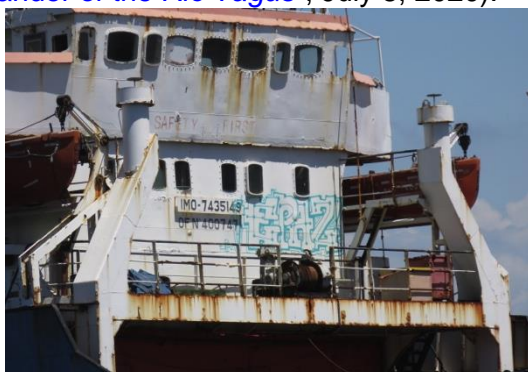
The Commission had opened infringement proceedings against 9 Member States for not fully implementing the European Regulation 1257/2013 on ship recycling. Germany, Cyprus, Croatia, Greece, Italy, Portugal, Romania, Slovenia and Sweden had not designated the competent authorities and define the penalties applicable in the event of non-compliance with this body of regulations. All of these countries have finally implemented the requirements, except Italy, which has not yet set define sanctions and is urged to remedy the situation within 3 months before referral to the European Court of Justice. Member States are not obliged to have approved ship recycling facilities on their national territory. There are still not any such yard neither in Germany nor in Greece, the major suppliers of end-of-life ships.

## The Sète maritime cemetery

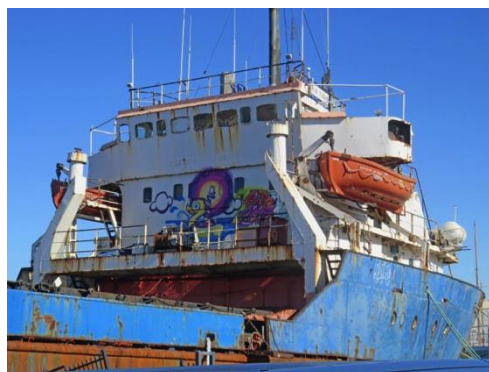


*Rio Tagus*, Sète, 17 July 2020. © Anthony Levrot

The general cargo ship *Rio Tagus*, 41 years of age, is the star of the maritime cemetery of Sète (Hérault, France) and of a soap opera that started more than 10 years ago, on October 30, 2010, when she docked in the Mediterranean port. Condemned by her technical deficiencies, her dilapidated state, and the successive failed sales, she was sold in October 2016 for 11,000 euros to be scrapped. Yet in 2020 she is still rusting along the Quai Paul Riquet. The *Rio Tagus* needs a respiratory assist device: she is afloat thanks to pumps that extract the rainwater invading her holds. As the months go by, new graffiti and frescoes flourish and signal the frequency of intrusions... The court of Montpellier and the Conseil d'État, the highest administrative jurisdiction in France, consider that there is no urgency to scrap her (Cf. "[Ubu, commander of the \*Rio Tagus\*](#)", July 8, 2020).



June 6, 2018



*Rio Tagus*, Sète. © Anthony Levrot

July 17, 2020

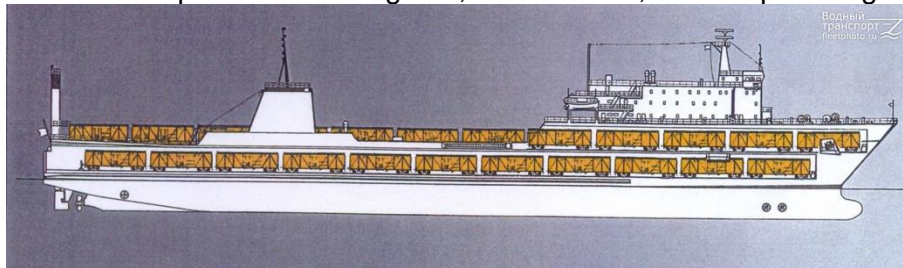
Today, the competition for the *Rio Tagus* is going to be tough. The Sète maritime cemetery is about to welcome another remarkable unit, the *Odeep One*, ex-*Petersburg*, ex-*Mukran*, n° IMO 8311883, 190 m in length, a "water fishing" vessel, in other words a factory-ship equipped to pump seawater 300 m deep and bottle it after filtering and desalination. The shipowner OFW Ships was declared bankrupt, the crew was dismissed, the 34-year old ship will be sold. If any buyer shows up...



*Odeep One*, port of Sète. © OFW



OFW (for Offshore Fresh Water) acquired the *Odeep One* in February 2019. She was then an East-German-built train-ferry with a capacity of 150 passengers, 200 vehicles and 49 railway cars. She was operated as *Petersburg* on the service linking Baltiysk (Kaliningrad enclave, Russia) and Ust Luga (Saint Petersburg oblast, Russia). In April 2018, the Russian ferry was in Tallinn repair yard (Estonia). On June 8, 2018, she was seized for unpaid bills totalling 350,000 € and 30,000 € unpaid wages.



© Fleetphoto.ru



*Petersburg*, Travemünde (Germany), May 1996. © Andreas Spörri



*Odeep One*, Remontowa yard, April 2019. © MarineTraffic

After she was acquired by OFW, she was converted by the Gdansk Polish yard Remontowa. A bottling line imported from China was set on board. In October 2019, after departing the yard, the *Odeep One* was detained in Nowy Port (Poland) with 20 deficiencies. In November, she finally reached Sète to carry out test-runs in the Mediterranean. The OFW project was targeting Chinese clients who would have not yet realized that all seawater is polluted. At the end of the tests, the *Odeep One* was suppose to head for a pumping area off the Philippines. She never left Sète. In late March 2020, the ship was paralysed by the Covid-19 lock-down, The shipowner managed to get the authorization to produce and bottle hydro-alcoholic gel on board. On September 10, OFW was defaulting payments and went into receivership. The sole bid was rejected by the Court. On October 8, the company was declared bankrupt.

To be in the headlines of the port of Sète's website is definitely bad luck. After the *Rio Tagus* scrolling in the news banner, it's the turn of the *Odeep One* to become stuck in the port's web landscape. At the same time, a new quay congestion is to be feared.



*Odeep One*

© <http://www.sete.port.fr/>



## A second trial for the *Jesslyn Natuna*

The saga of the Indonesian ex-floating storage *Jesslyn Natuna* continues. Shortened to *J Nat* and heading under tow for Chattogram (Bangladesh) in April 2020, she was stopped by the NGO Indonesian Environmental Care Committee, an international press campaign and the Bangladeshi government (Cf. "Shipbreaking # 60", p 6 - the one that escaped scrapping). She was suspected to still contain oily residues and over 1000 t of mercury-contaminated sludges with a concentration of 395 mg/kg.

*J Nat*, prior departing Batam (Indonesia). © John/MarineTraffic



Back to Singapore, she has waited for the end of the monsoon season. On September 14, she left again, still under tow of *S Cas*, IMO 8411047, the same tugboat previously in charge on the aborted voyage towards Bangladesh. This time, the convoy said to be heading for Mumbai, India, in other words for Alang shipbreaking yards.

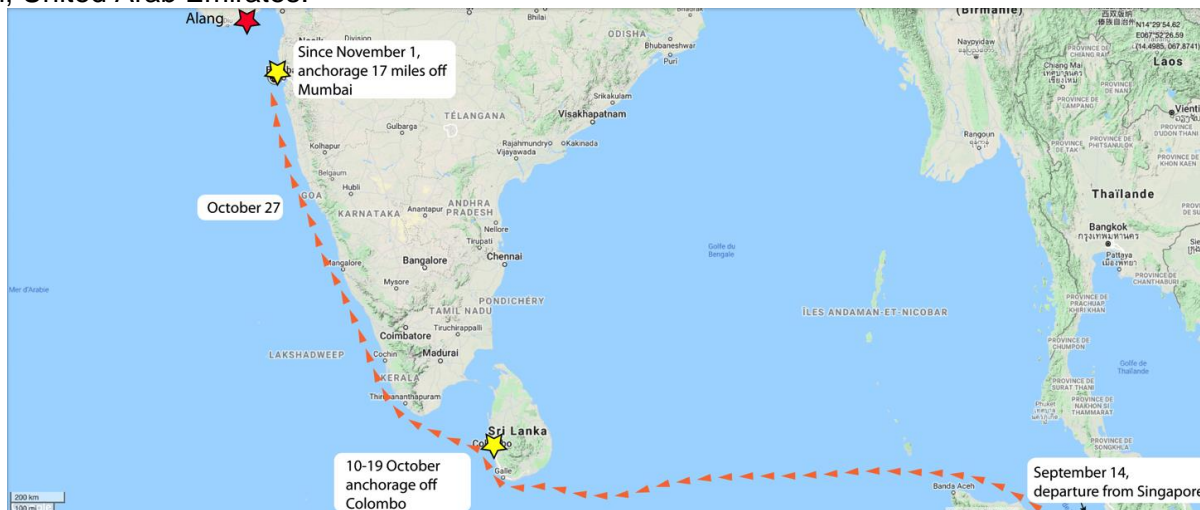


*S Cas*, January 2020. © John/vesselfinder



The ex-FSO and her tugboat. © Mumbai Mirror

On the way, the convoy has stopped for about 10 days off Colombo, Sri Lanka. It resumed sailing along the Indian west coast and eventually anchored 17 nautical miles off Mumbai on November 1. The Indian authorities were aware of the suspicion about the ex floating storage. The shipbreaking yards too. The ex-*Jesslyn Nat* is under surveillance of the Indian coast guard. After her return to Singapore, she was again renamed. Since June, she can be found in the official databases as "*Radiant*". In case Alang yards, that keep praising their progress with regard the "safe and environmentally sound recycling of ships", refuse to accommodate the outcast, the "*Radiant*" may finally be beached in Gadani, Pakistan. In an ultimate maneuvering, Prakash Lad, the maritime agent in charge of the Mumbai call, pretends the ex-*Jesslyn Natuna* carries neither cargo nor hazardous materials and is not heading for Alang but for Dubai, United Arab Emirates.



The Singapore to Mumbai voyage of the convoy *J. Nat-S Cas* between September 14 and November 1, 2020. Screenshot Marine Traffic-Erwan Guéguénat

## A project in South Africa

In July 2011, a study on maritime shipping published by the Ministry of Transport of South Africa was considering the conditions of development of a ship recycling facility in South Africa. It remained unrealized.

The project is today coming to the fore again. The pending departure for scrapping of a number of old oil rigs decommissioned for years and the early phase-out of dozens of cruise ships due to Covid-19 give some ideas and are whetting the appetite. It is to be remembered also that in recent years, South Africa has seen many end-of-life ships passing along its coastline on their way to the subcontinent shipbreaking yards. Some, after losing power, had to be rescued by the South African salvage tug *SA Amandla* to avoid grounding or sinking and oil spills (Cf. *Sea Frost* "[Shipbreaking # 58](#)" p47, *Ursus* "[Shipbreaking # 56](#)", p 47, *Order* "[Shipbreaking # 54](#)" p 29, *Antaios* "[Shipbreaking # 48](#)" p67, *Poti* "[Shipbreaking # 35](#)" p 39, *Sundance/Tristar Dubai* "[Shipbreaking # 32](#)" p7).

Projet 34South, artist view. © Maritime Executive

The planned facility 34South is supported by the IDC (Industrial Development Corporation of South Africa), a State-owned finance institution established in 1940. It would be a newly-built "green" facility compliant with the standards of the Hong Kong Convention and the requirements of the European Regulation on ship recycling. It would be located in Saldanha Bay along the coast of the Province of Western Cape. The natural deepwater port already accommodates large ships, the VLCCs that unload crude oil in the new strategic storage "hub" and the ore carriers used to export 96% of the South African iron ore. The project developers consider that in a near future the international regulatory constraints and the declared will of the shipowners are going to increase the need for "green" yards. According to the more optimistic opinions, the 34South yard could enter service within 18 months if it is given the green light soon.



The African continent needs shipbreaking yards that are compliant with the international standards with regard to the respect of social and environmental conditions. We hope this new project will not be just an announcement without any future. In this case, the bonanza is also a necessity.



Saldanha Bay. Screenshot Google Earth



## Towage, the other shipbreaking deficiency

The transoceanic towage of ships towards the shipbreaking yards sometimes ends up on the sea bottom, on rocks or in mystery. The *Lyubov Orlova*, the ex Soviet cruise ship, that has vanished in the North Atlantic ocean somewhere between St John's (Newfoundland, Canada) and a shipbreaking yard in the Dominican Republic in January 2013 while she was under tow of the undersized and US-flagged *Charlene Hunt* has become a legend. In December 2016, the convoy of the three Maersk ducklings heading from Fredericia (Denmark) to Aliaga (Turkey) came to a sudden end. The wrecks of *Maersk Searcher* and *Maersk Shipper*, each 82 m long, are now lying dead off Brittany. The tugboat *Maersk Battler* arrived alone for scrapping in Aliaga. The investigation of the Danish authorities has admitted that this unprepared towage on such a long-haul voyage presented an irredeemable risk of sinking for the two towed ships.



*Lyubov Orlova*, departing St John's  
© Mark Hiscock



*Maersk Shipper* and *Maersk Searcher*,  
prior sinking. **Private photo**

The grounding of the Taiwanese-flagged container ship *Jakarta*, ex Indonesian-flagged CMA CGM *Jakarta*, north of Da Nang on the Vietnamese east coast, is the last example of the precarious conditions of the last voyage towage, the one that leads the casualty or unpropelled ships towards the shipbreaking yard.



October 2020. © Don Sinh

In the early morning of October 10, some villagers spotted a ghost cargo ship down the cliffs and alerted the local authorities. Salvage teams tried to communicate via loudspeakers and VHF with the possible on board crew but quickly realized there was no human presence on the ghost hull which was started to coil. It quickly turned out that the boxship had left Hong Kong under tow on September 29 and was heading for Alang shipbreaking yards, a 8000 km-long voyage. She was owned by United Kingdom-based NKD Maritime claiming close links with major shipowners such as the Danish Maersk AS The Japanese Mitsui Osk Line and Nippon Yusen Kaisha (NYK Line), the Norwegian Stolt-Nielsen, Gearbulk and Odjfell or the Malaysia International Shipping Corporation (MISC). In 2016, NKD Maritime acquired the *Maersk Wyoming* and *Maersk Gorgia*, the first Maersk container ships to be scrapped in India..

Towage has been planned by NKD Maritime without taking into account a major climatic risk, seasonal predictable and feared. During the months of September and October, typhoons and tropical storms are common in South China Sea and year 2020 was not short of them. Between September 16 and October 29, the website catnat.net broadcasted no less than 5 cyclon warnings (Noul, Linfa, Nangka, Saudel, Molave), with heavy rainfalls and sustained winds between 100 and 135 km/h off Vietnam. What could possibly happen happened, the towline broke in the night of 8 to 9 October, the *Jakarta* went adrift and



blind for several hours and finally ran aground in the night of 9 to 10 October. On October 18, the 148 m-long container ship broke in two. She is a total loss. There would be about 300 t of oily residues in the stern part of the wreck. There are plans to remove them but the operation is hampered by another typhoon warning, the rough sea conditions and the topography of the shipwreck site.



© Don Sinh



© VN Express / Van An

Feedback from several major accidents should encourage shipowners to ensure in all circumstances that the towing of their ex ships will be carried out in a priori favorable weather conditions and by enlisting one or more adequately powerful tugs served by experienced crews.

On October 20, CMA CGM was approached on this subject by the NGO Robin des Bois, publisher of "Shipbreaking". CMA CGM's response below sheds light on the technical conditions that led the former *CMA CGM Jakarta* to be scrapped and explains the articulation of responsibilities and the legal situation of the *Jakarta* at the time of the sinking.

"In June 2020, the vessel *Jakarta* suffered a major engine failure in Hong Kong waters which led CMA CGM to decide of her early phase-out and her sale for dismantling to the Indian yard SHREE RAM. This yard was selected according to an internal process of referencing of shipbreaking yards whose practices and operational, environmental, and social quality levels comply with the requirements of the CMA CGM charter with regard ship dismantling. This charter imposes more stringent environmental and social standards than the international regulations currently in force. In particular, it includes the recommendations of the "Ship Recycling Transparency Initiative" which defines a frame of reference that is also superior to the Hong Kong Convention, which is not currently in force. The selected yard was also audited by the Lloyd's Register - an independent classification society - to confirm its selection in compliance with our charter.

SHREE RAM has entrusted its dedicated subsidiary, NKD Maritime - based in Essex-UK, with the completion of administrative formalities regarding the sale and the towing of the vessel from Hong Kong to the yard. NKD thus became the owner of the vessel *Jakarta* on September 29, 2020 and, as such, is since that date the sole responsible for the ship management.

A towing accident in difficult weather conditions unfortunately occurred during the operation.

Although the vessel is no longer under its responsibility, CMA CGM Group immediately approached NKD and the local authorities to ensure all necessary measures are being taken to preserve the coast and the potentially affected Vietnamese environment. The shipowner then confirmed to us that, with the help of its insurer Beasley, it had engaged the salvage company Aqualis Braemar, which had already taken the first pollution prevention steps.

The CMA CGM Group continues to closely monitor these operations to ensure that they are carried out under fully satisfactory conditions. To date, there is no oil pollution, inspections are conducted on board the wreck under the responsibility of NKD to set up a residual fuel oil pumping system and the vessel towing".

## 3rd quarter overview: July-August-September 2020

**154 ships to be scrapped**, 1,5 million tons, the same tonnage as in the previous quarter and twice as much the tonnage scrapped in the summer 2019. Ships, the departure of which had been delayed, were able to be beached. "Business as usual" resumes but the activity remains under the threat of the Covid-19 pandemic. In September 2020, a resumption of the pandemic in India led the Indian authorities to give priority to hospitals with regard oxygen supply. Shipbreaking yards, which use oxygen for cutting metal sheets, are affected by this shortage: 30% would have halved their operations.

In tonnage, India (27%) and Pakistan (25%) are side by side, ahead of Bangladesh (21%) and Turkey (17%). Pakistan confirms the return initiated in the second quarter: its tonnage was multiplied by a factor 3. Of the 45 vessels beached in Gadani, 8 are tankers. Is the disaster of the tanker *Aces ex-Federal 1* in November 2016 (officially 28 fatalities and dozens of injuries) fading from memory? The Pakistani breakers could also be tempted to accommodate the ex floating storage *J Nat*, ex-*Jesslyn Natuna* banned from Bangladesh (Cf "[Shipbreaking # 60](#)", p 6) in case the reluctance of the Indian authorities and yards was confirmed (See also about the *J Nat* p 12 in this issue).

### tonnage recycled

- 1 India, 387,000 t (27%)
- 2 Pakistan, 358,000 t (25%)
- 3 Bangladesh, 301,000 t (21%)
- 4 Turkey, 245,000 t (17%)

### ships

- 1 Pakistan, 45 (29%)
- 2 India, 39 (25%)
- 3 Bangladesh, 29 (19%)
- 4 Turkey, 20 (13%)

In tonnage, bulkers remain the number 1 category. They represent a third of the ships to be scrapped ahead of container ships (19%), tankers (14%) and car carriers (9%). The scrapping of cruise ships unemployed because of the Covid-19 pandemic is suspended. It could resume when the Turkish shipbreaking yards will have completed scrapping the flow of ships already beached or if shipowners finally choose to export their cruise ships to the Indian subcontinent yards and their more attractive purchase prices. In late October the *Karnika*, ex-P&O Australia-owned *Pacific Jewel*, acquired in March 2019 by Jalesh Cruises to be operated for cruises destined to Indian customers, along the Indian coast and up to Dubai, was sold to an Indian yard for 380 US\$ per ton, that is about 11 million US\$.

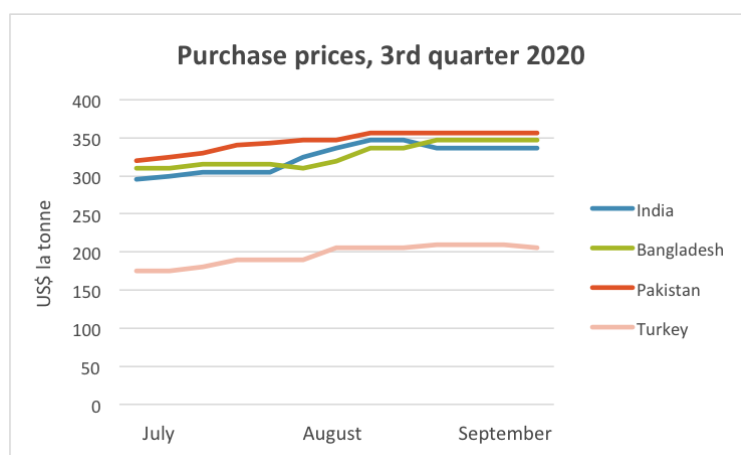
### tonnage recycled

- 1 : bulker, 462,000 t (32%)
- 2 : container ship, 282,000 t (19%)
- 3 : tanker, 202,000 t (14%)
- 4 : car carrier, 134,000 t (9%)
- 5 : general cargo carrier, 117,000 t (8%)

### ships

- 1 : bulker 36 (23%)
- 2 : container ship, 28 (18%)
- 3 : general cargo carrier, 26 (17%)
- 4 : tanker, 23 (15%)
- 5 : car carrier, 12 (8%)

Prices per ton have been rising steadily. They stabilized at the end of the quarter at around US\$350 per ton in the Indian subcontinent, above US\$200 per ton in Turkey.



**140 ships** were scrapped in the Indian subcontinent, in China and in Turkey, i.e. 95% of the global tonnage, of which 76% for the Indian subcontinent only.

**132 ships** (86%) were delivered a class certificate by a classification society belonging to the IACS (International Association of Classification Societies).

**88 ships** (57%) have been detained prior scrapping. 3 general cargo carriers take all the places on the substandard ship podium: the *Sormovskiy-32* (46 years old) and the *Star B* (41 years old), 13 detentions each, and the *Ritaj-A* (38 years old), 9 detentions (Cf. p 24, 25 and 23). The *Sormovskiy-32* and the *Ritaj-A* were among the 106 derelict ships targeted by "[Shipbreaking # 59](#)".

**55 years.** This is the age of the veteran of the selection, general cargo carrier *Anastasia III* built in Papenburg (Germany), towed for demolition in Turkey (p 18). Another ship over 50 years of age has definitively retired: the hopper dredger *Coastal Carrier*, 51 years old, built in Tonnav-Charente (France) by Ateliers de la Charente as the general cargo carrier *Roger Rougier*. The *Coastal Carrier* was scapped in her latest homeland, New Zealand (p 66).



*Anastasia III*, Nisyros Island (Greece), November 2010. © **Giorgos Maris**



*Coastal Carrier*, Arid Island (New Zealand), March 2009. © **Clare Hodgson**

The average age for all categories is 28 years.

The youngest ones are the drilling ships *DS-6* (8 years old), *DS-5* (9 years old) and *DS-3* (10 years old) condemned by the oil crash and the car carrier *Hoegh Xiamen* (10 years old) ravaged by a major fire. All are destined to the Turkish yards.

**48 ships** (31%) belong to shipowners established in the European Union or in the European Economic Area. 30 were scrapped in Indian subcontinent yards, 11 in Turkish yards, 5 in European yards.

**46 ships** (30%) have been built in the European Union and in Norway.

**39 ships** were deflagged. 25% of end-of-life ships were flying a funeral flag. Comoros (11) is ahead of Saint Kitts and Nevis (7) and Palaos (6).

**26 km**, the length of the convoy of ships to be broken up.

58 ships were less than 150 m long, 60 between 150 and 200 m and 36 over 200 m, of which 6 VLOC over 300 m.




*Anangel Shagang*, 328 m, 38,611 t. Arrival at Chattogram (Bangladesh). © **Fazlur Rahman**



## Cruise ship

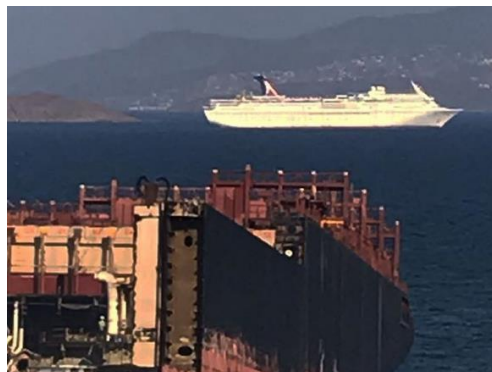
*Carnival Fascination* (ex-*Fascination*). IMO 9041253. Length 262 m, 29,102 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Helsinki (Finland) by Kvaerner Masa. Owned by Carnival Corp (USA). Sold for demolition in Turkey. According to some sources, the *Carnival Fascination* would not have been sold for scrapping but to be used as "accommodation vessel" in Asia. False pretences to steer the vessel towards the Indian yards? To be continued.

CARNIVAL FASCINATION - IMO n° 9041253		
Flag		(Bahamas)
Call Sign	C6FM9	
MMSI	309682000	
Gross tonnage	70538	(since 01/06/1994)
DWT	7180	
Type of ship	Passenger (Cruise) Ship	(during 1994)
Year of build	1994	
Status	To Be Broken Up	(since 17/09/2020)

*Carnival Imagination* (ex-*Imagination*). IMO 9053878. Length 262 m, 29,102 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Helsinki (Finland) by Kvaerner Masa. Owned by Carnival Corp (USA). Initially supposed to be laid up in the Bahamas for a long period of time, like the *Carnival Fantasy* and the *Carnival Inspiration* ("[Shipbreaking # 60](#)", p 11 and 48), she left Willemstad (Curacao) on August 26, after having been stripped of various equipment to be reused. She was beached in Aliaga. 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



*Carnival Imagination*, in Cozumel (Mexico), October 2013.  
© Pascal Breedel



Arrival in Aliaga.  
© Selim San

*Marella Celebration* (ex-*Thomson Celebration*, ex-*Noordam*). IMO 8027298. Length 215 m, 19,273 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Detained in 2006 in Safaga (Egypt). Owned by Marella Cruises (United Kingdom), subsidiary of the German group TUI. Since her cruises were cancelled, the *Marella Celebration*, had been docked in Barcelona. In late April, the shipowner announced its intention to dispose of the ship with no further details. Her age and obsolescence, not to forget the market slump, was pushing her towards the scrapyards. In July 2020, the *Mare Celebration* left Barcelona to be anchored in Eleusis (Greece). She had been acquired by Turkish-based Rota Shipping Inc. On September 15, 2020, her status in the Equasis database became officially "to be broken up". She has been shortened to *Mare C* and would be expected in a Turkish yard. To be confirmed.



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

## 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 2020

26 demolitions, 7% of the global tonnage. Six ships are over 150 m long and represent more than half of the tonnage.

The average age at the time of demolition is 34 years. 10 navires (38%) are over 40 years of age.

Half of them were delivered a certificate established by a lower-ranking classification society that did not belong to the IACS. The percentage is 14% considering all the ships scrapped this quarter,

The detention rate of the category is 75%. The podium of substandard ships hosts 3 general cargo carriers, the *Sormovskiy-32* and the *Star B* (13 detentions each) respectively scrapped in Turkey and Pakistan, and the *Ritaj-A* scrapped in Pakistan (9 detentions).

*Aalaae* (ex-*Star Maria*, ex-*Majgard*, ex-*Tajami*, ex-*Rie Bres*). IMO 7413646. Length 76 m, 830 Unknown classification society. Built in 1974 in Neuenfelde (Germany) by Sietas. Owned by Mohammed AS (United Arab Emirates). Detained in 1999 in Belfast (Northern Ireland, United Kingdom), in 2003 in Thessalonique (Greece), Eleusis (Greece) and Chioggia (Italy), in 2004 in La Spezia (Italy), in 2006 in Damietta (Egypt), in 2007 in Alexandria (Egypt) and in 2009 in Larnaca (Cyprus). Sold for demolition in Pakistan.

*Anastasia III* (ex-*Emerald*, ex-*Manitoba*, ex-*Daiana*, ex-*Jop*, ex-*Neuwulmstorf*, ex-*Tor Schelde*). IMO 6517005. Length 74 m. Greek flag. Unknown classification society. Built in 1965 in Papenburg (Germany) by Jos L. Meyer. Owned by Esperides Naftiki Eteria (Greece). Towed for demolition in Aliaga by *Christos XXXIV*.



*Anastasia III*, Perama (Greece), April 26, 2014. © Kozanitis Leonardos

*Blue Moon* (ex-*Istanbul B*, ex-*Kaya Bey*, ex-*Anzer*, ex-*Morkoc*). IMO 8113293. Length 98 m, 2,002 t. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1983 in Tuzla (Turkey) by Torgem. Owned by Al Mounir Maritime Co Ltd (Turkey). Detained in 2001 in A Coruna (Spain), in 2003 in Sevilla (Spain) and Eleusis (Greece), in 2012 in Novorossiysk (Russia), in 2014 in Venice (Italy), in 2015 in Susak (Croatia) and in 2019 in Saida (Lebanon). Sold for demolition in Pakistan.



*Blue Moon*, Algiers (Algeria), April 13, 2014.  
© Yevgeniy



*Blue Moon*, Gadani plot 64.  
© Gadani Shipbreaking



general cargo carrier

*Bugra Tomba* (ex-Mine K, ex-Ebru Urkmez). IMO 8125131. Length 85 m. Turkish flag. Classification society Turk Loydu. Built in 1984 in Tuzla (Turkey) by Anadolu. Owned by Hamer Balıkcılık ve Denizcilik (Turkey). Detained in 1999 in Kavala (Greece), in 2011 in Damietta (Egypt) and in 2015 in Haifa (Israel). Sold for demolition in Turkey.



Istanbul (Turkey), 29 July 2014. © Olaf K



Aliaga, July 2020. © Selim San

*Edarte* (ex-Agios Rafail, ex-Louise, ex-Irmelin, ex-Weststream, ex-Osteturm). IMO 7118181. Length 71 m. Cameroonian flag since July 2019. Unknown classification society. Built in 1971 in Foxhol (Netherlands) by Bodewes Volharding. Owned by Vital Shipping Co (Albania). Detained in 2001 in Köping (Sweden), in 2017 in Larnaca (Cyprus), in January 2019 in Rasa (Croatia) then in April 2019 in Pula (Croatia) after running aground on rocks off Jamica beach. Banned from European ports for 3 months. Once the time was served, she resumed her stone carrying duty between Italy and Croatia. As *Agios Rafail*, she was among the Cameroon-registered ships listed by Robin des Bois, a registration suspected not to have been approved (Cf. "Shipbreaking # 57" p 9-17 : Cameroon, 45 ships flying a flag of convenience or flying a pirate flag?). In June 2020, she was again detained in Ravenna (Italy). This time the 2nd ban would have lasted for 12 months but on August 21, 2020, she left Durrës (Albania), her homeport, heading for Aliaga yards. A clear example of a phase-out thanks to the European regulation.



*Edarte*, in Perama (Greece), March 23 ,2020. © Vera Zec Deskovic

*Elit* (ex-Kamil, ex-Cape Brett, ex-Susan Borchard, ex-Cape Brett, ex-Melbridge Brett, ex-Cape Brett, ex-Eagle Comitment, ex-Cape Brett). IMO 9000716. Length 133 m, 4,360 t. Comoros flag. Classification society Phoenix Register of Shipping. Built in 1992 in Durban (Afrique du Sud) by Dorbyl Marine. Owned by Elit Denizcilik Sanayi (Turkey). Detained in 2001 in Gioia Tauro (Italy), in 2014 in Palermo (Italy) and in 2015 in Novorossiysk (Russia). Sold for demolition in Pakistan. 333 US\$ per ton.



On the Dniepr river, Kherson (Ukraine), June 2018.  
© Alexander Petrenko Kherson Shipyard



Gadani beach, plot 91.  
© Gadani Ship Breaking

general cargo carrier

*Erin* (ex-*Feng Ze Hui Tong*, ex-*Winland Dalian*, ex-*Platinum Sapphire*, ex-*Izzet Incekara*, ex-*Seaboard Panama*, ex-*Maersk Manila*, ex-*Emine Izzet*). IMO 9119488. Length 141 m, 4,545 t. Belize flag. Classification society Registro Italiano Navale. Built in 1996 in Tuzla (Turkey) by Selah Makina. Owned by Kind Glory Shipping Co Ltd (Hong Kong, China). Detained in 2018 in Tianjin (China), and in 2019 and 2020 in Hong Kong (China). Sold for demolition in Bangladesh.



In Koh Si Chang (Thailand), March 2010. © Geir Vinnes

*Han Feng* (ex-*Passat*, ex-*Elke*, ex-*Margaretha*). IMO 9051739. Length 107 m, 3,058 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Neuenfelde (Germany) by JJ Sietas. Owned by JOSCO Yuansheng Shipping (China). Detained in 2005 in Bandirma (Turkey), in 2015 in Yokohama (Japan) and in 2018 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh. 315 US\$ per ton including enough bunkers for the last voyage.

*Kai Yue* (ex-*Hong Master*, ex-*Batavia*, ex-*Navix Erica*). IMO 9039547. Ex product tanker converted in 2011. Length 182 m, 10,672 t. Deflagged from Liberia to Mongolia for her last voyage. Classification society Registro Italiano Navale. Built in 2000 in Tamano (Japan) by Mitsui. Owned by Universal Ship Management (China). Detained in 2013 in Novorossiysk (Russia) and in 2016 in Caofeidian (China). Sold for demolition in Pakistan.



The tanker *Navix Erika*, May 3, 1999, Antwerp (Belgium). © Russell Judge



converted to general cargo carrier *Kai Yue*, in the Indian ocean, September 2, 2019. © Maurice Kramer

*Kumdas 2* (ex-*Fahri Eksioglu*, ex-*Sadan Kaptanoglu*) IMO 7364390. Length 74 m. Turkish flag. Classification society Turk Loydu. Built in 1974 in Fener (Turkey) by Gemi-Is. Owned by Hun Denizcilik Hizmetleri (Turkey). Detained in 1999 in Eleusis (Greece). Beached for demolition in Turkey.



April 2016, Istanbul. © Hayri Yay



Aliaga, September 2020. © Selim San



general cargo carrier

*Kwangsi* (ex-*Tasman Mariner*, ex-*Pacific Pathfinder*, ex-*Tasman Mariner*, ex-*Delmas Blosseville*, ex-*Tropical Challenger*, ex-*Delmas Blosseville*, ex-*Tropical Challenger*). IMO 9103116. Length 185 m, 9,439 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Shitanoe (Japan) by Minami Nippon. Owned by China Navigation Co (Singapore). Detained in 2004 in Singapore. Sold for demolition in India. 325 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Wellington (New Zealand), September 14, 2012. ©Fritz Schöne

*Lady Mickey* (ex-*East Bay*, ex-*Marielle Bolten*). IMO 9149653. Length 181 m, 8,026 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Dalian (China) by Dalian Shipyard. Owned by Devbulk Trading Ltd (Turkey). Detained in 2009 in Ghazaouet (Algeria) and in 2012, 2018 and 2019 in Novorossiysk (Russia). Sold for demolition. 362 US\$ per ton. She was expected in India or Pakistan, she left Bosphorus in early September, called at Colombo (Sri Lanka) and was beached in Chattogram.

January 2020, Novorossiysk (Russia). © Utku Benekli



*Leen* (ex-*Amira Jasmine*, ex-*Corona*, ex-*Techmarine Spirit*, ex-*CMA CGM St. Lucia*, ex-*Corona*). IMO 9118290. Length 100 m, 2,700 t. Deflagged from Tuvalu to Comoros in December 2019. Classification society Russian Maritime Register of Shipping. Built in 1998 in Tianjin (China) by Xingang Shipyard. Owned by El-Amira for Maritime Agencies Co (Egypt). Detained in 1998 in Ravenna (Italy) and in 2015 in Jacksonville (Florida, USA). Sold for demolition in Pakistan.



Rotterdam (Netherlands), December 2018. © Piet-Verspui

general cargo carrier

*Mobile Pearl* (ex-*Teal Arrow*, ex-*Lista*). IMO 8309402. Length 188 m, 10,329 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Mobile Pearl Shipping Co Ltd registered in the Marshall Islands c/o SMT Shipmanagement & Transport (Poland). Sold for demolition in India.



*Mobile Pearl*, entering Ghent canal (Belgium), September 4, 2013. © Pascal Breidel

*Murad* (ex-*Fatima I*, ex-*Karma*, ex-*BBC Reydarfjordur*, ex-*Boltentor*, ex-*CMA CGM Skikda*, ex-*CMA CGM Alger*, ex-*Boltentor*, ex-*Diamante*, ex-*Boltentor*). IMO 9141687. Length 116 m, 2,932 t. Togolese flag. Classification society Indian Register of Shipping. Built in 1998 in Shanghai (China) by Jiangnan Shipyard. Owned by Unimed Navigation SA (Romania). Detained in 2006 in Naples (Italy), in 2011 in Algeciras (Spain) and in 2015 in Marina di Carrara (Italy) and Novorossiysk (Russia). Sold for demolition in India.



*CMA CGM Skikda*, outbound Le Havre (France), January 3, 2005. © Marc Ottini

*Nazlican* (ex-*Defiant II*, ex-*Holmon*, ex-*Deneb*, ex-*Donny*, ex-*Dania*). IMO 7531357. Length 121 m, 3,898 t. Deflagged from Turkey to Panama for her last voyage. Classification society Turk Loydu. Built in 1978 in Kalmar (Sweden) by Kalmar Varv; jumboized in 1991, lengthened from 121 to 135 m and converted to self unloading bulker. Reconverted to general cargo carrier. Owned by Yenal Gemi Acenteligi AS (Turkey). Detained in 1998 in Szczecin (Poland), in 2011 in Ashdod (Israel), in 2014 in Portoscusco (Italy) and in 2015 in Novorossiysk (Russia). Sold for demolition in Pakistan. 356-353 US\$ per ton.



The bulker *Holmon* unloading coal in Kingsnorth (United Kingdom). © Tedingham



The general cargo carrier *Nazlican*, Istanbul (Turkey), March 2016. © Cengiz Tokgöz



general cargo carrier

*Nazlikiz* (ex-*Steines*, ex-*Millenium M*, ex-*Millenium*, ex-*Aquarius 2*, ex-*Aquarius*, ex-*Boxy*). IMO 7531369. Length 121 m, 3,546 t. Deflagged from Turkey to Comoros for her last voyage. Classification society Turk Loydu. Ice-strengthened ship built in 1978 in Kalmar (Sweden) by Kalmar Varv. Owned by Yenel Gemi Acenteligi AS (Turkey). Detained in 2009 in Hamburg (Germany), in 2013 in Novorossiysk (Russia) and in 2016 in Naples (Italy). Sold for demolition in Pakistan.

*Nazlikiz*, anchored off Istanbul (Turkey),  
June 2017. © Evgenii 10



*Nazlim* (ex-*Daniel*, ex-*Aries*, ex-*Fossum*, ex-*Sudan Crown*, ex-*Fossum*). IMO 7802122. Length 146 m, 4,900 t. Deflagged from Turkey to Comoros for her last voyage. Classification society Turk Loydu. Built in 1979 in Kiel (Germany) by Lindenau. Owned by Yenel Gemi Acenteligi AS (Turkey). Detained in 2003 in Amsterdam (Netherlands) and in 2014 in El Dekheila (Egypt). Sold for demolition in Pakistan.



Istanbul, Bosphore (Turkey), February 18, 2014. © Olaf K



Gadani, plot 91.  
© Gadani Ship Breaking

*Ritaj-A* (ex-*Royal Garnet*, ex-*Tan Binh 20*, ex-*Joint Grace*, ex-*Rainbow Sky*, ex-*Maya No. 6*, ex-*Ho Ming No. 6*). IMO 8214877. 38 ans. Length 120 m, 2,887 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by IMS Greece Co (Greece). Detained in 2000 in Gwangyang (South Korea), in 2008 in Kandla (India), in 2010 in Gaeta (Italy), in 2013 in Alexandria (Egypt), in 2014 in Istanbul (Turkey) and in Piraeus (Greece), in 2016 twice in Constanta (Romania) and in 2017 in Odessa (Ukraine). Banned from the European ports in October 2016 for 3 mois. She was among the 106 derelict ships deserving scrapping targeted by "[Shipbreaking # 59](#)". On June 21, 2020 Suezport inspectors (Egypt) reported hull corrosion and various deficiencies with regard the auxiliary engine, ventilation system and other equipments. The *Ritaj-A* was not detained. Good news for maritime safety, on October 8, she was beached in Gadani. 335 US\$ per ton.



*Ritaj-A*, in Damietta (Egypt), April 2017.  
© Cap Tom

general cargo carrier

*Sevastopol* (ex-*Clipper Copenhagen*, ex-*CEC Copenhagen*). IMO 9235127. Length 101 m, 3,540 t. Deflagged from Russia to Comoros for her last voyage shortened to *Topol*. Classification society Russian Maritime Register of Shipping. Built in 2001 in Shanghai (China) by Zhonghua Shipyard. In August 2018, the *Sevastopol* and 5 ships owned by Gudzon and Primorye Maritime Logistics, another Russian company russe, the *Bella*, *Bogatyr*, *Neptun*, *Partizan*, *Patriot*, had been suspected by the US Department of the Treasury, of illegal trafficking with North Korea. In February 2019, the *Sevastopol* arrived in Singapore with an auxiliary engine failure. Her shipowner amateur Gudzon, based in Vladivostock (Russia), is in financial troubles. The *Sevastopol* was not repaired and remained at berth with her 12 seamen who were not allowed to leave the ship. In October 2019, the ship was seized by Singapore authorities for unpaid port fees totalling 950,000 US\$. The Court ordered the ship to be auctioned. She was acquired by British Virgin Islands-based Talent Mile Ltd prior to her departure for demolition in Bangladesh under tow of the *Kar Beta* (IMO 9204386), ex-*Teknik Beta*, ex-*Oilserve Beta*, ex-*Britoil 35*, a small tug boat also to be scrapped. 315 US\$ per ton. The two-in-one principle is a usual way of saving in the ship scrapping process.



*Kar Beta*. © Tony Hogwood



*Clipper Copenhagen*, March 20, 2014.  
© Marc Ottini



*Sevastopol*, January 14, 2017, Busan (South Korea). © Vladimir Tonic

*Sormovskiy-32*. IMO 7329144. Length 114 m. Comoros flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Gorki (Russia) by Krasnoye Sormovo. Owned by JSC Sredne-Volzhskaya Sudokhodnaya Kompaniya (Russia). Detained in 2008 in Alexandria (Egypt), in 2011 in Ashdod (Israel), in 2013 in Manfredonia (Italy) and Preveza (Greece), in 2015 in Aliaga (Turkey), in 2016 in Mersin (Turkey) and Temryuk (Russia), in 2017 in Rostov on Don (Russia), in 2018 again in Rostov on Don then in Samsun (Turkey) and in 2019 in Poti (Georgia), Taganrog (Russia) and Batumi (Georgia). Banned from European ports in August 2018 for 3 months then in September 2019 for 12 months, the *Sormovskiy-32* continued trading in the Black sea. She was spotted in Mikolayev (Ukraine) in November 2019, prior heading for Tuzla (Turkey) ship repair yard. She was among the 106 derelict ships deserving scrapping targeted by "[Shipbreaking # 59](#)". Finally, in summer 2020, she was beached in Aliaga.



*Sormovskiy 32*, Rostov Oblast (Russia), June 2017. © Evgueni 10



Aliaga, August 2020. © Selim San



*Star B* (ex-*Ahmad Prince*, ex-*Teos*, ex-*Malagasy*, ex-*Bizerte*). IMO 7800306. Length 138 m, 4,690 t. Comoros flag. Classification society Venezuelan Register of Shipping. Built in 1979 in Setoda (Japan) by Naikai. Owned by Belize-registered Sky Blue Shipping Co SA. Gold medallist on the substandard ship podium with 13 detentions in 1999 in Hamburg (Germany), in 2001 in Bilbao (Spain), in 2003 in Bremen (Germany), in 2005 in Mersin (Turkey), in 2006 in Ghent (Belgium), Casablanca (Maroc) and Bayonne (France), in 2007 in Pasajes (Spain) and Velsen (Netherlands), in 2011 in Novorossiysk (Russia), in 2014 in Antalya (Turkey), in 2018 in Poti (Georgia) and in 2019 in Novorossiysk again. Sold for demolition in Pakistan. 368 US\$ per ton.



*Malagasy*, passing off Terneuzen (Netherlands), January 4, 2005. © Marc Ottini



*Ahmad Prince* in the Mediterranean, October 4, 2014. © Marc Ottini

*Tailwind* (ex-*Regal*, ex-*Rega*, ex-*Tailwind*). IMO 8908868. Length 149 m, 5,413 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Anmax Trading Corp (Singapore). Detained in 2002 in Szczecin (Poland). Sold for demolition in Turkey.



*Fusina* (Italy), September 4, 2019. © Alois Zeininger

*Transfair* (ex-*Captain Rashad*, ex-*San Wai*, ex-*Unison Great*, ex-*Maya No,7*, ex-*Ho Ming No,7*, ex-*Nusantara IV*). IMO 7627302. Length 128 m, 2,990 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Tadotsu (Japan) by Hachihama Zosen. Owned by Tempus Maritime Sarl (Lebanon). Detained in 2001 in Tokyo (Japan), in 2004 and 2006 in Hong Kong (China), in 2009 in Suez (Egypt), in 2014 in Antalya (Turkey), in 2015 in Batumi (Georgie) and in 2018 in Novorossiysk. Expected in Pakistan, she was finally beached in India. 351 US\$ per ton.

Northbound in the Bosphorus, August 21, 2014. © Marc Ottini



*Wei Kang* (ex-*Hong Harvest*, ex-*Sanko Royal*). IMO 9074810. Length 185 m, 9,016 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imari (Japan) by Namura Shipbuilding. Owned by Wei Kang Shipping Co Ltd (Hong Kong, China). Detained in 2005 in Mumbai (India), in 2012 in Xiamen (China) and in 2015 in Gemlik (Turkey). Sold for demolition in Pakistan.



The *Sanko Royal*, August 1, 2008, Rotterdam (Netherlands). © Michael Schindler

*Yu Rong* (ex-*Vicente*, ex-*Hyundai Rhino*, ex-*CCNI Antartico*, ex-*CSAV Genova*, ex-*Cape Dorchester*). IMO 9231121. Length 193 m, 11,838 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Dalian (China) by Dalian Shipyard. Owned by Sea Ray Shipping Co Ltd (China). Detained in 2019 in Suez (Egypt). Sold for demolition in Bangladesh. 378 US\$ per ton.

*Vicente*, June 7, 2014. © Marc Ottini



## Reefer

*Skyfrost* (ex-*Yu Shan*, ex-*Hermann Matern*). IMO 8521830. Length 152 m, 7,270 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias-Thesen. She was one in a series of 16 ice-strengthened reefer built between 1978 and 1982 by the East-German yard for the Soviet fleet. Owned by Berwick Group Ltd enregistré aux Bahamas c/o Lavinia Corp (Greece). Detained in 1997 in Hamburg (Germany) and in 2006 in Tallinn (Estonia). Sold for demolition in Bangladesh.



*Skyfrost*, Singapore, October 2019. © Harvey Wilson



## Factory-ship

5 factory-ships built for the Soviet fishing fleet are to be scrapped. Apart from the *Zveynieks*, scrapped in Lithuania, the smallest and the less profitable one to export, all are doomed to be broken up in Alang shipbreaking yards. Their age ranges from 32 to 40 years.

*Ardatov* (ex-*Mikhail Boronin*, ex-*Yellow*, ex-*Mikhail Boronin*). IMO 7703974 Length 94 m, 3,362 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Gdansk (Poland) by Gdanska Lenina. Number 11 in the *Ivan Bochkov*-type series of 35 factory-ships built for the Soviet fishing fleet by the Polish shipyard between 1978 and 1988. They were designed for fishing, freezing 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 Nakhodka Active Fishery (Russia). Sold for demolition in India.



*Mikhail Boronin*. © Torfinn Iversen

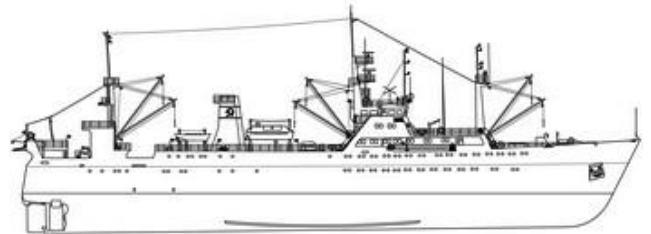


*Ardatov*, sea of Okhotsk, March 2020. © Igoreshka86

### ***Pulkovskiy Meridian* type or project 1288.**

It is a series of 113 ships built between 1974 and 2011 in Nikolayev South (Ukraine) by Chernomorskiy. They were designed for fishing and freezing (24 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).

© Russian Trawler.narod



*Bazhenovsk*. IMO 7831812. Length 104 m, 3,616 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980, number 10 in the series. Owned by Vostokrybprom Ltd (Russia). Sold for demolition in India. She left Vladivostok in the Russian Far-East on September 17, and was beached in Alang on October 6.



*Bazhenovsk*, Avacha Bay, Kamtchatka Krai. Collection B.V. Lemachko

*Georgiy Moskovskiy* (ex-XXVI Syezd). IMO 7941837. Length 104 m, 3,933 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1981, number 18 in the series. Owned by Intraros (Russia). Sold for demolition in India. She left Vladivostok on July 17, and was beached in Alang on August 21.

Sea of Okhotsk, March 2010.  
© Artem Svintsov

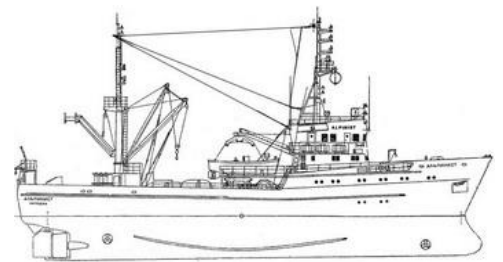


*Priboy* (ex-Morskoy Priboy, ex-Balakhna, ex-Balahna, ex-Balakhna). IMO 8033053. Length 104 m, 3,924 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1981, number 24 in the series. Owned by Woromin Finance Ltd registered in the British Virgin Islands c/o Robinzon Ltd (Russia). She left Abidjan (Côte d'Ivoire) on August 19, 2020 and headed towards Alang. 395 US\$ per ton. An Atlantic predator, secretive till the end thanks to a financial package no novelist would ever have dared to imagine.



*Priboy*, in Barents sea, March 2009.  
© vitalich1

*Zveynieks* (ex-Zvejnieks, ex-Zveynieks). IMO 8722850. Length 54 m, 870 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Kiev (Ukraine) by Leninskaya Kuznitsa. One of the 290 *Alpinist*-type factory-ships or project 503, designed for fishing and freezing; they were built between 1971 and 1994 by Kiev, Yaroslavl and Volgograd shipyards. Owned by Bios-Shelf JSC (Russia). She is undergoing recycling in Klaipeda (Lithuania).



*Alpinist*-type © Russian Trawler.narod



Honningsvag (Norway), March 2012  
© Roar Jensen



Klaipeda, Lithuania, August 1, 2020.  
© Gena Anfimov



## Container ship

### July-August-September 2020

28 demolitions, 282,000 tons to recycle, down by 25%. 20 have a capacity of less than 2500 teu, 1 of 2500, 7 over 4000. their 7,6 km-long convoy could carry 59,000 teu. 15 are to be scrapped in India.

The average age of container ships at the time of demolition is 23 years. The detention rate of the category is 57%. On 28 ships, 12 (43%) have been deflagged.

15 ships belong to EU shipowners, 7 of which to Greek ones. Except the *Vega Zeta* which was finally towed to Turkey after suffering a power failure off Spain, all are doomed to head for the Indian subcontinent. The *CMA CGM Jakarta* will never reach Alang. After her towline broke, she ran aground on the Vietnamese coast and is now falling to pieces.

*Ahlam* (ex-*Magnum*, ex-*Venture 1*, ex-*Admiral Venture*, ex-*Gertrud*, ex-*Emma*, ex-*Gertrud*). IMO 9124574. 510 teu. Length 113 m, 2,471 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Wolgast (Germany) by Peene-Werft. Owned by Buoyant SHipping c/o Brilliance Lines Inc (United Arab Emirates). Detained in 2000 in Rotterdam (Netherlands) and in 2010 in Rotterdam again then in Gibraltar (United Kingdom). Sold for demolition in India. 285 US\$ per ton.

*BFP Galaxy* (ex-*Manarias*, ex-*Canaria*, ex-*Canarias*, ex-*Marques de Comilas*). IMO 9130327. 977 teu. Length 149 m, 5,048 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Vigo (Spain) by J Barreras. Owned by Larentia Shipping c/o Contships Management Inc (Greece). Sold for demolition in Pakistan.



*Manarias*, in the Black Sea, May 24, 2011.  
© Marc Ottini



*BFP Galaxy*, outbound Marseille (France)  
27 July 2015. © Pascal Bredel



*BFP Galaxy* in Gadani, plot 125.  
© Gadani Shipbreaking

container ship

*Bomar Victory* (ex-*Maersk Vigo*, ex-*Starlight*). IMO 9242649. 1719 teu. Length 179 m, 8,950 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Victory*. Classification society Lloyd's Register of Shipping. Built in 2002 in Neuenfelde (Germany) by J.J. Sietas KG Schiffswerft. Detained for 187 days in 2013 in Wilhelmshaven (Germany). Owned by Borealis Maritime Ltd (United Kingdom). Acquired by Silver United Ltd registered in the British Virgin Islands prior to her departure for demolition in India.



*Bomar Victory*, Terneuzen (Netherlands), October 29, 2016. © Marc Ottini

*CMA CGM Jakarta* (ex-*Victoria Strait*). IMO 9265574. 1118 teu. Length 148 m. Indonesian flag, Taiwan for her last voyage shortened to *Jakarta*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Nanjing (China) by Jinling Shipyard. Owned by CMA PT registered in Indonesia c/o CMA CGM The French Line (France). After suffering an engine failure too expensive to be repaired, she was sold for demolition to the Indian yard Shree Ram. She left Hong Kong under tow. The towline broke, the containership ran aground on the Vietnamese coast. See also in this issue p 13-14 "Towage, the other deficiency with regard shipbreaking".

*CMA CGM Jakarta*, Madeira flag (Portugal), anchored off Busan (South Korea), October 7, 2018.  
© Vladimir Tonic



*EM Oinousses* (ex-*EM Chios* ex-*Santa Arabella*, ex-*P&O Nedlloyd Accra*, ex-*MOL Salvador*, ex-*P&O Nedlloyd Accra*, ex-*Santa Arabella*). IMO 9203514. 2506 teu. Length 207 m, 11,440 t. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Eurobulk Ltd (Greece). In January 2020, a fire broke out in the engine room during a voyage from Maputo (Mozambique) to Mombasa (Kenya). The crew was able to extinguish it but the powerless ship had to be salvaged and towed to Nacala in the north of Mozambique. Sold for demolition in Pakistan. 344 US\$ per ton.



December 27, 2012, *EM Chios* departing Le Havre (France). © Erwan Guéguénat



July 2020, *EM Oinousses*, Gadani, plot 130.  
© Gadani Ship Breaking Yard



*Ever Decent*. IMO 9134244. 4211 teu. Length 294 m, 21,731 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage shortened to *Decent*. Classification society American Bureau of Shipping. Built in 1997 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan).

On August 24, 1999, the *Ever Decent* was en route for Zeebrugge after departing Thamesport; a Zeebrugge pilot was on board to perform the Strait's crossing. On the other side, the cruise ship *Norwegian Dream* (IMO 9008419) built in 1992 in Saint-Nazaire (France) by chantiers de l'Atlantique, left Oslo (Norway) bound for Dover (United Kingdom), with 1750 passengers and a crew of 638. Shortly after midnight, on a clear night and in fair sea condition, the two ships collided in the eastern approaches of the Dover Strait.



Containers on the *Norwegian Dream* damaged bow

the *Ever Decent* fire

© Investigation report into the collision between the container ship *Ever Decent* and the cruise ship *Norwegian Dream*- Bahamas Maritime Authorities

The investigation reports of the maritime authorities of Panama (flagstate of the container ship) and the Bahamas (flagstate of the cruise ship) pointed out poor communication between the *Norwegian Dream* and the *Ever Decent* while the latter was overtaking a third ship and their wrong reading of the situation in a busy shipping area. Both ships were able to separate immediately after the collision. The hull of the container ship was damaged, the *Ever Decent* started to develop a 40 degree list. She was carrying hazardous materials (cyanides, organic lead, pesticides). A number of containers fell into the water and on the cruise ship. Containers loaded with paint which were stored on the outside deck took fire. The fire was finally extinguished by the crew with the help of salvage vessels after several days. According to official reports no container of hazardous materials was lost at sea. Both ships were able to continue to their respective destination on their own power. No serious injury was reported. The young *Ever Decent*, 2 years of age, resumed trading. In 2020, she was sold as is in Kaohsiung (Taiwan) for demolition in India. 310 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

The *Norwegian Dream* is still in service as *Superstar Gemini* owned by Star Cruises. On October 26, she was located in Port Klang (Malaysia) after having departed from Singapore.



*Ever Decent*, in Panama Canal, July 18, 2014. © DS Tweedie

container ship

*Ever Deluxe*. IMO 9134256. 4211 teu. Length 294 m, 21,700 t. Deflagged from Singapore to Palau for her last voyage shortened to *Deluxe*. Classification society American Bureau of Shipping. Built in 1998 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Detained in 2005 in Le Havre (France) and in 2010 in Shenzhen (China). Sold as is in Kaohsiung (Taiwan) for demolition in India. 310 US\$ per ton including 400 t of VLSFO and 600 t de MGO. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

*Ever Divine*. IMO 9134282. 4211 teu. Length 294 m, 21,731 t. Deflagged from Singapore to Comoros for her last voyage shortened to *Divine*. Classification society American Bureau of Shipping. Built in 1998 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Detained in 2020 in Sydney (New South Wales, Australia). Sold as is in Hong Kong for demolition in India. 280 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



*Ever Divine*, Hong Kong, December 18, 2018. © Marc Ottini

*Haian Song* (ex-*Cape Santiago*, ex-*MSC Yaounde*, ex-*Cape Santiago*). IMO 9236585. 1129 teu. Length 159 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 2001 in Gdansk (Poland) by Gdanska-Gdynia. Owned by HACT Ltd (Vietnam). Sold for demolition in Bangladesh. 355 US\$ per ton.

*Kuo Hsiung*. IMO 9055448. 1169 teu. Length 167 m, 5,916 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in (Japan) by Imabari. Owned by Allendale Investments registered in Panama c/o Eurobulk Ltd (Greece). Detained twice in in 2001 in Singapore. Sold for demolition in Pakistan. 340 US\$ per ton.

*Kuo Tai*. IMO 9108219. 1439 teu. Length 169 m, 5,955 t. Panamanian flag. Classification society Bureau Veritas. Built in 1995 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Conbulk Shipping SA (Greece). Detained in 2002 in Tokyo (Japan), in 2011 in Ningbo (China), in 2016 in Guangzhou (China) and in 2018 in Singapore. Sold for demolition in India.

East Lamma Channel, Hong Kong, November 2011. © Dave Middleburgh





*MCC Ha Long (ex-Thuro Maersk, ex-Chastine Maersk)*. IMO 8819976. 1367 teu. Length 162 m, 6,953 t. Danish flag until June 2018 then Hong Kong and eventually Gabon for her last voyage. Classification society American Bureau of Shipping. Built in Lindo (Denmark) by Odense Staalskibs. Officially owned since June 2018 by Maersk Shipping Hong Kong Ltd, Hong kong subsidiary of the Danish Maersk A/S. Sold as is in Singapore for demolition in India. 233 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.



*Thuro Maersk* au terminal in conteneurs de Grand-Couronne (France), 10 October 2004. © **Marc Ottini**



*MCC Ha Long*, 13 February 2020, Bangkok (Thailand). © **Teachers**

*MCC Mergui (ex-Thies Maersk, ex-Cornelia Maersk)*. IMO 8819990. 1367 teu. Length 162 m, 6,972 t. Danish flag until August 2018 then Hong Kong and eventually Gabon for her last voyage. Classification society American Bureau of Shipping. Built in Lindo (Denmark) by Odense Staalskibs. Officially owned since August 2018 by Maersk Shipping Hong Kong Ltd, Hong kong subsidiary of the Danish Maersk A/S. Sold as is in Singapore for demolition in India. 233 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.



*Thies Maersk*, Tangier (Morocco), February 2017. © **Michael Schindler**

*Melanesian Chief (ex-Coral Chief, ex-Pacific Harmony, ex-Coral Chief)*. IMO 8809191. 725 teu. Length 158 m, 5,889 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in Shimizu (Japan) by Miho; lengthened in 2005 from 130 to 158 m. Owned by China Navigation Co Pte Ltd (Singapore). Detained in 2014 in Brisbane (Queensland, Australia). Sold for demolition in India. 325 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Port Phillip Heads (Victoria, Australia), May 2020. © **Graham Flett**

container ship

*Ninos* (ex-*Oel Bengal*, ex-*Ninos*, ex-*YM Qingdao I*, ex-*Kuo Jane*). IMO 8909082. 1079 teu. Length 167 m, 5,235 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Imabari (Japan) by Imabari Zosen. Owned by Eurobulk Ltd (Greece). Detained in 2004 in Hong Kong (China). Sold for demolition in Bangladesh. 400 US\$ per ton.

*Ninos* on the Chao Phraya river (Thailand),  
April 2017. © **Trakul Pumsnoh**



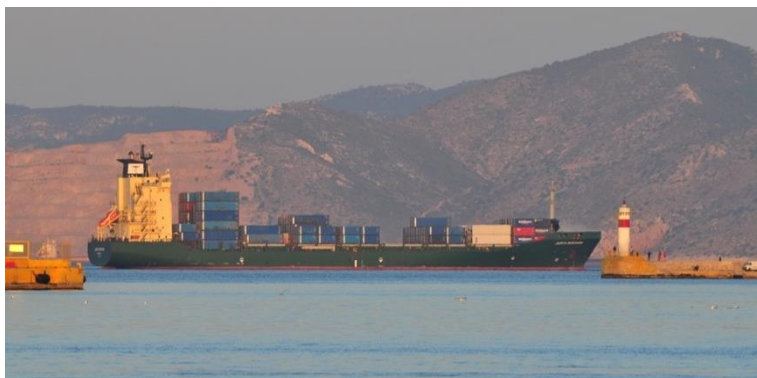
*PL Yui Laam* (ex-*Sea Grace*, ex-*Admiral Grace*, ex-*MCC Mindanao*, ex-*Merkur Lake*, ex-*Tiger River*, ex-*Merkur Lake*, ex-*EWL Suriname*, ex-*Merkur Lake*, ex-*Libra Genova*, ex-*Merkur Lake*). IMO 9111450. 1016 teu. Length 150 m, 5,248 t. Deflagged from Belize to Palau for her last voyage shortened to *PL*. Classification society International Register of Shipping. Built in 1994 in Szczecin (Poland) by Szczecinska. Detained in 2014 in Asaluyeb (Iran) and in 2018 and 2019 in Hong Kong (China). Owned by Po Lun Shipping HK Co Lt (Hong Kong, China). Acquired by Indian-based Machtrans Ship Management Pvt Ltd prior to her departure for demolition in Bangladesh. 368 US\$ per ton.



*PL Yui Laam*, in the Lamma Channel (Hong Kong), December 12, 2018. © **Marc Ottini**

*Sentosa* (ex-*Sentosa Kontor*, ex-*Judith Borchard*, ex-*Kybo*, ex-*Jock Rickmers*, ex-*Vento di Scirocco*, ex-*Jock Rickmers*, ex-*OOCL Advance*, ex-*Jock Rickmers*, ex-*APL Magnolia*, ex-*Jock Rickmers*). IMO 9216365. 1216 teu. Length 159 m, 6,400 t. Deflagged from the United Kingdom to Saint Kitts and Nevis for her last voyage renamed *Compact*. Classification society Bureau Veritas. Built in 2001 in Ulsan (South Korea) by Hanjin HI & Construction Co. Owned by Garthcliff Shipping Ltd (United Kingdom). Acquired by Indian-based Prayati Shipping Pvt Ltd prior to her departure for demolition in Pakistan.

*Judith Borchard*, Piraeus (Greece), May 3, 2013.  
© **Marc Ottini**





*Setuba* (ex-CS *Setubal*, ex-*Setubal*, ex-*Rahana*, ex-TMM *Oaxaca*, ex-*Rahana*, ex-YM *Genova*, ex-*Safmarine Iberia*, ex-SCL *Iberia*, ex-RAL *Rostock*, ex-*Rahana*). IMO 9157131. Length 148 m, 5,251 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1997 in Wolgast (Germany) by Peene-Werft. Detained in 1997 in Hull (United Kingdom), in 2006 in Valparaiso (Chile) and in 2016 in Kingston (Jamaica). Sold in 2019 by her Danish owner K/S Primorskiy to Gaia Shipping Ltd based in Greece in February and resold to Harry Victor Ship Management & Operation LLC based United Arab Emirates in July. She seemed to be doomed for imminent scrapping but was given a one-year reprieve. In August 2020, she was beached in Pakistan. 326 US\$ per ton.



May 23, 2009, *Setuba*, river Seine upstream to Rouen (France). © Erwan Guéguéniat



August 2020, *Setuba*, beaching in Gadani with the help of adulterated fuel, plot 99. © Gadani Ship Breaking

*Singapore Express*. IMO 9200809. 4890 teu. Length 294 m, 20,175 t. Hong Kong flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Costamare Shipping Co (Greece). Detained in 2003 in Rotterdam. On March 6, 2020, the *Singapore Express* was at berth in Leghorn container terminal (Italy). Unloading operations had been suspended due to storm Myriam. Shortly after midnight, the *Singapore Express* broke off her moorings and was pushed towards the opposite wharf. One port crane was slightly damaged. The *Singapore Express* was declared serviceable and resumed her voyage towards Genova (Italy) and Fos-sur-Mer (France). In August 2020, she was sold for demolition in India. 365 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



*Singapore Express*, upstream the Schelde river, August 22, 2016. © Marc Ottini

*Sinokor Yokohama* (ex-*Henry Schulte*, ex-*Cape Creus*, ex-*MSC Caledonien*, ex-*Cape Creus*). IMO 9192052. 834 teu. Length 136 m, 4,768 t. South Korean flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Xiamen (China) by Xiamen Shipyard. Owned by Sinokor Merchant Marine Co Ltd (South Korea). In late February 2020, in the wake of *Sinokor Ulsan*, the *Sinokor Yokohama* was said to be sold for demolition in India at 403 US\$ per ton (Cf. "A la Casse" n°59, p 49). The *Ulsan* was beached Alang in late January but the Covid-19 pandemic prevented the *Yokohama* from

container ship

leaving Busan port (South Korea). The sale was cancelled after this failed delivery. The container ship had to wait in the South Korean port along with the *Koti* (another ship doomed to demolition, Cf. p 56-57) and the *Vostok*. She was finally acquired by a Bangladeshi yard at a lower cost. 385 US\$ per ton.



In Busan (South Korea), October 2017.  
© Vladimir Tonic



*Sinokor Yokohama*, Chattogram.  
© Jonaed Hasan Ridoy

*SM Vancouver* (ex-*Fleur*, ex-*Nedlloyd Mercator*, ex-*P&O Nedlloyd Mercator*). IMO 9189495. 5468 teu. Length 278 m, 25,138 t. Liberian flag. Classification society Korean Register of Shipping. Built in 2000 in Wismar (Germany) by Aker-Mathias-Thesen. Owned by Korea Shipping Corp (South Korea). Detained in 2018 in Fremantle (Western Australia, Australia). Sold for demolition in Pakistan.

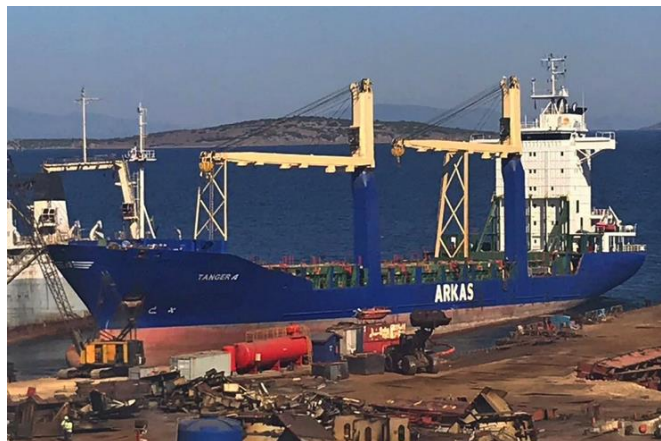


July 2020, *SM Vancouver*, Gadani, plot 40. © Gadani Ship Breaking

*Tanger A* (ex-*Nicolas A*, ex-*Marguerite*, ex-*Aurora*, ex-*Kent Merchant*, ex-*Miriam Borchard*, ex-*Aurora*). IMO 9106443. 907 teu. Length 133 m, 4,650 t. Moroccan flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Arkas Denizcilik ve Nakliyat AS (Turkey). Sold for demolition in Turkey.



*Nicolas A*, arrival in Piraeus (Greece), May 12, 2015.  
© Marc Ottini



*Tanger A*, July 2020, Aliaga. © Selim San



container ship

*Tove Maersk* (ex-*Charlotte Maersk*). IMO 8819988. 1367 teu. Length 162 m, 7,480 t. Danish flag until July 2018, then Hong Kong and finally Gabon in July 2020 for her last voyage. Classification society American Bureau of Shipping. Built in 1992 in Lindo (Denmark) by Odense Staalskibs. Detained in 2016 in Ho Chi Minh Ville (Vietnam). Owned since July 2017 by Maersk Shipping Hong Kong, subsidiary of the Danish owner Maersk A/S. Sold as is in Singapore to Indian-based Machtrans Ship Management for demolition in India. 233 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.



Alang, August 2020. © Munnabhai Parmar

*Uni-Arise*. IMO 9143362. 1164 teu. Length 165 m, 5,129 t. Deflagged from Panama to Palau for her last voyage shortened to *Arise*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Evergreen Marine Corp (Taiwan). Detained in 2007 in Yokohama (Japan). Sold as is in Kaohsiung (Taiwan) for demolition in India. 268 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.

*Vega Zeta* (ex-*Vega Gotland*). IMO 9336347. 1080 teu. Length 148 m, 5,181 t. Deflagged from Liberia to Tanzania for her last voyage shortened to *Ega Ze*. Classification society Korean Register of Shipping. Built in 2006 in Taizhou (China) by Kouan SB Industry Co. Owned by Vega-Reederei Friedrich Dauber GmbH & Co KG (Germany). Detained in 2014 in Singapore. On April 17, 2020, the *Vega Zeta* suffered a propulsion failure in the Alboran sea while en route from Algiers to Valencia. She went adrift for a day and was finally salvaged by the Spanish tug *Luz del Mar* (IMO 9320104). In late May she was towed to Tuzla ship repair yard. On September 9, she was definitively beached in Aliaga.



*Vega Zeta*, February 2016, Barranquilla, Colombia. © Captain Ted



August 2020, Aliaga. © Selim San

container ship

*YM Green (ex-Ming Green)*. IMO 9224491. 5551 teu. Length 275 m, 23,110 t. Deflagged from Liberia to Comoros for her last voyage shortened to *Green*. Classification society American Bureau of Shipping. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by Yang Ming Marine Transport Corp (Taiwan). Sold as is in Hong Kong for demolition in India. 280 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.



Keelung (Taiwan), November 2015. © Chun-Hsi

*YM Pine (ex-Pine Bridge, ex-Venus Bridge, ex-Ming Pine)*. IMO 9203631. 5551 teu. Length 275 m, 22,885 t. Liberian to Comoros for her last voyage shortened to *Pine*. Classification society American Bureau of Shipping. Built in 2001 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport Corp (Taiwan). Sold as is in Hong Kong for demolition in India. 280 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.



*YM Pine*, arrival in Yangshan (China) May 23, 2009. © Marc Ottini

*Zagora (ex-CMA CGM Belem, ex-Hasselwerder, ex-CMBT Oceania, ex-Hasselwerder)*. IMO 9111486. 1162 teu. Length 163 m, 5,751 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Idris Shipping Co registered in Liberia c/o Costamare Shipping (Greece). Detained in 2011 in Naples (Italy) and in 2017 in Novorossiysk (Russia). Sold for demolition in India. 360 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.

*Zagora*, Marsaxlokk terminal (Malta), May 9, 2015. © Marc Ottini





## Bulker

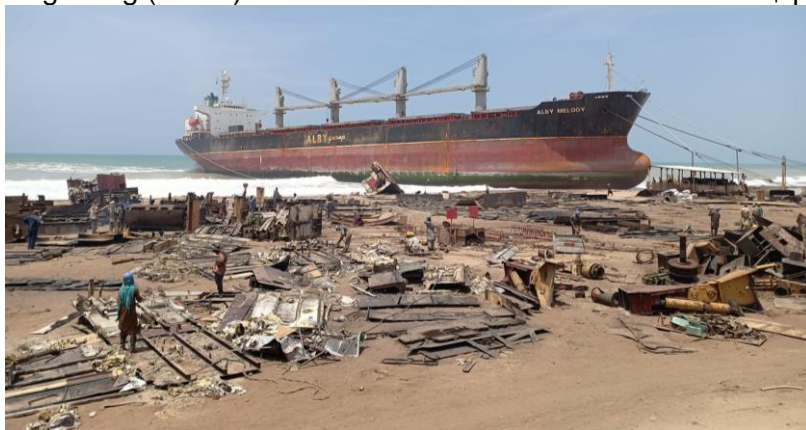
Bulkers carry non-liquid cargoes in bulk: grain, coal, ore such as iron or bauxite ore. Medium-size bulk carriers are often equipped with cranes that allow them to service poorly equipped secondary ports.

### July-August-September 2020

36 demolitions, over 462,00 tons, 32% of the tonnage. Bulkers remain the number 1 category this quarter. The ex-VLCC tankers (Very Large Crude Carrier) converted to VLOCs (Very Large Ore Carrier) continue to flock on the beaching yards. They represent more than half the tonnage of the category. "Shipbreaking # 60" p 6 (The VLOCs' ex-VLCCs Flop) identified 35 ex-VLCCs converted to VLOCs still in service on January 1, 2020. After the previous beaching in the first half year and the 6 ones this quarter, there are today 14 left. The flow of these unwanted ships should continue and profit of the rise in prices offered by yards. The sale of the 6 VLOCs this quarter brought in 80 millions US\$ to the shipowners and middlemen.

Bangladesh and Pakistan share almost equally 88% of the tonnage to be scrapped. The average age at the time of demolition is 28 years. The detention rate of the category is 75%.

*Alby Melody* (ex-*Tomini Amity*, ex-*Atlas Explorer*, ex-*Atoyac*). IMO 9109902. Length 186 m, 7,539 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by Al & By Marine SA c/o DCT Shipping Ltd (Ukraine). Detained in 2018 in Yangcheng (China). Sold for demolition in Pakistan. 359 US\$ per ton.



*Alby Melody*, August 2020, Gadani, plot 113. © Gadani Ship Breaking

*Anangel Shagang* (ex-*Astro Leon*, ex-*Ambon*). IMO 9004786. Converted to VLOC in 2009. Length 328 m, 38,611 t. Deflagged from Greece to Liberia in March 2020, and finally to Comoros for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Maran Dry Management Inc (Greece). Sold as is in Singapore. 375 US\$ per ton. She left the Bohai sea in North China in mid-September as *Gelasha*, called at Manila (Philippines), left Singapore in early October and was beached in Chattogram on October 17. She has been one more time deflagged and shortened to *Gela*.



*Anangel Shagang*, March 2019 © Imarine.cn



*Gela*, October 2020, Chattogram. © Fazlur Rahman

*Atromitos* (ex-*Pacific Bride*). IMO 8914702. Length 180 m, 7,173 t. Deflagged from Cyprus to Palau for her last voyage shortened to *Tos*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Calypso Marine Co (Greece). Detained in 2000 in Newcastle (New South Wales, Australia), in 2017 in Tianjin (China) and in 2018 in Nakhodka (Russia). Sold for demolition in Pakistan.



© Walter Pless  
MarineTraffic.com  
April 15, 2012, *Atromitos*, arrival in Risdon (Tasmania, Australia).  
© Walter Fless



September 2020. *Tos*, in Gadani. © Shahbaz Alam

*Bara Anugerah* (ex-*Arctic Voyager*, ex-*Silver Star*). IMO 9041461. Length 192 m, 10,283 t. Indonesian flag. Classification society Korean Register of Shipping. Built in 1994 in Split (Croatia) by Brodosplit. Owned by Sejahtera Karunia Lines (Indonesia). Detained in 2011 in Tangshan (China) and in 2012 in Wenzhou (China). Auctioned and beached for demolition in Bangladesh. 389 US\$ per ton.



Adang Bay (Indonesia), February 2017. © Husni

*Bashundhara 6* (ex-*Atro-2*, ex-*Konkar Theo*, ex-*White Dove*). IMO 9104407. Length 190 m, 7,125 t. Bangladeshi flag. Classification society Registro Italiano Navale. Built in 1994 in Oshima (Japan) by Oshima Shipbuilding. Owned by East West Property Development (Bangladesh). Detained in 2009 in Mackay (Queensland, Australia) and in 2014 in Haldia (India). Sold for demolition in Bangladesh.

*Best Future* (ex-*Temptation*, ex-*Vergo*, ex-*Arhimidis SB*, ex-*Bright Halo*). IMO 9111931. Length 190 m, 7,037 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima Shipbuilding. Owned by Oryx Shipping Ltd (Greece). Detained in 2007 in Chennai (India). Sold for demolition in Pakistan. 370 US\$ per ton.



bulker

*Best Wave* (ex-CNF Lions, ex-Rubin Stella). IMO 9115080. Length 169 m, 6,143 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Imabari Zosen. Owned by Oryx Shipping Ltd (Greece). Detained in 2001 in Busan (South Korea) and in 2010 in Burnie (Tasmania, Australia). Sold for demolition in Pakistan.



CNF Lions, on the river Seine, upstream to Rouen (France), March 2, 2009. © Pascal Bredel

*Bold Voyager* (ex-Argonaut, ex-Maha Avanti, ex-Prabhu MihikaBig Glory, ex-Antsumo). IMO 8913540. Length 186 m, 8,211 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Astrid Enterprises Corp registered in the Marshall Islands. Detained in 2007 in Gladstone (Queensland, Australia). Sold for demolition in Pakistan. 340 US\$ per ton.



Passing off Anadolu Hisari, İstanbul (Turkey), May 2016. © Cengiz Tokgöz



Bold Voyager, Gadani, plot 67 © Gadani Ship Breaking

*Grand Royal* (ex-Ocean Success, ex-Star Topaz, ex-Azteca I). IMO 8407280. Length 181 m, 6,960 t. Bangladeshi flag. Classification society Lloyd's Register of SHipping. Built in 1987 in Kure (Japan) by Ishikawajima-Harima. Owned by Vanguard Maritime Ltd (Bangladesh). Detained in 2006 in Gove Harbour (Northern Territory, Australia). Sold for demolition in Bangladesh.

*Green Harvest* (ex-Daio Azalea). IMO 9128570. Woodchip carrier. Length 200 m, 10,639 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Soon Fong Shipping Pte Ltd (Singapore). Sold for demolition in Pakistan. 358 US\$ per ton.



Green Harvest, Tasmania (Australia), May 2018. © David Logan

*Green World* (ex-*Crimson Venus*). IMO 9134177. Woodchip carrier. Length 200 m, 9,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by Asia Pacific Shipmanagement Pte Ltd (Singapore). Detained in 2018 in Esperance (Western Australia, Australia). On February 20, 2019, the *Green World* was docked in Merak port, north-west tip of Java Island (Indonesia), to unload a woodchip cargo. Two Burmese crewmen in charge of opening the hatch covers were asphyxiated by gases coming out of the holds. They died in hospital. Sold for demolition in Pakistan. 361 US\$ per ton.



*Green World*, Gadani, plot 113, September 2020. © Gadani Ship Breaking

*Halus* (ex-*Andre*, ex-*Pacific Hiro*). IMO 9123972. Length 177 m, 6,034 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Toyohashi (Japan) by Kanasashi. Owned by Unison Marine Corp (Taiwan). Detained in 2004 in Kwinana (Western Australia, Australia), and in 2006 in Vancouver (Canada). Sold for demolition in Bangladesh. 361 US\$ per ton.

*Hamoudi B* (ex-*Star Unity*, ex-*Eastern Steamer*, ex-*Lux Colonial*, ex-*Pardela*). IMO 8012231. Length 136 m, 3,581 t. Deflagged from Saint Vincent and the Grenadines to Togo for her last voyage shortened to *Hamoudi*. Classification society Polish Register of Shipping. Built in 1982 in Gijon (Spain) by Juliana Gijonesa. Owned by AB Maritime SA (Lebanon). Detained in 2001 in Antwerp (Belgium), in 2002 in New Orleans (Louisiana, USA), in 2003 in Antwerp again, in 2009 in Damietta (Egypt), in 2013 in Venice (Italy), in 2018 in Varna (Bulgaria) and in 2019 in Novorossiysk (Russia). Sold for demolition in Pakistan. 355 US\$ per ton.



June 2020, Sohar Port (Oman).  
© Rik van Marle



*Hamoudi*, Gadani, plot 17, September 2020.  
© Gadani Ship Breaking Yard

*Hispania Graeca*. IMO 9221619. Length 225 m, 10,228 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Imari (Japan) by Namura. Owned by Angelakos SA (Greece). Immobilized at Capetown (South Africa) since September 2019 and an engine failure that stopped her in her voyage from Rio Grande (Brazil) to China with a 61,800 t cargo of soya beans. The cargo was transhipped and delivered to its destination. The *Hispania Graeca* was declared a total loss and remained in Capetown. In July 2020, she was sold as is for demolition. Her final destination is to date undisclosed. 190 US\$ per ton.



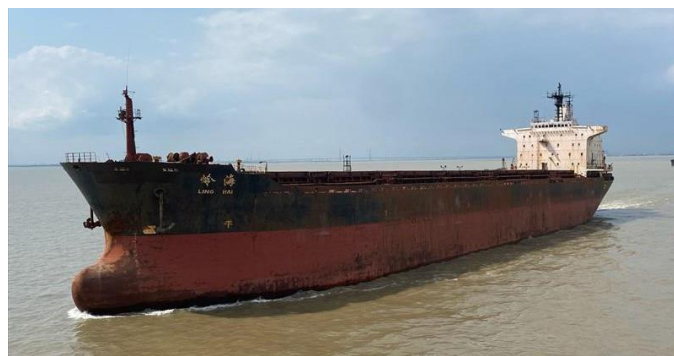
*Janice N (ex-Diamond Hope)*. IMO 9084190. Converted to VLOC in 2008. Length 322 m, 28,200 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Nagasaki (Japan) by Mitsubishi. Owned by General Ore Carrier Corp XVI registered in Panama c/o Neu Seeschiffahrt GmbH (Germany). Detained in 2016 in Zoushan (China). Sold for demolition in Bangladesh. 340 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



*Janice N*, Chattogram. © **Fazlur Rahman**

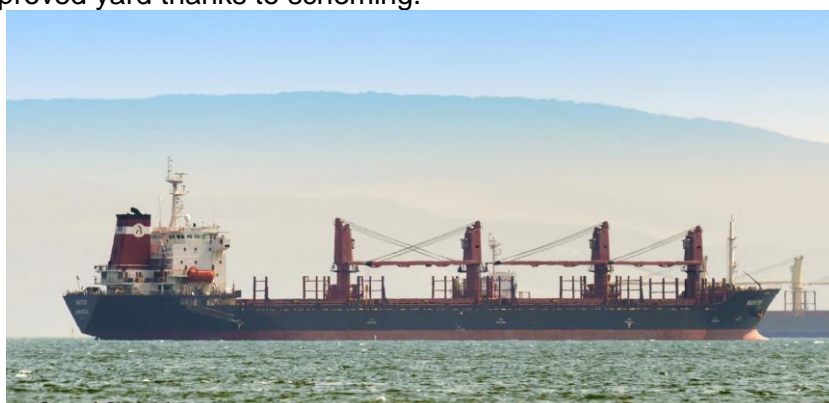
*Khan S (ex-Talent, ex-Maritime Talent)*. IMO 9123611. Length 190 m, 7,585 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1996 in Oshima (Japan) by Oshima Shipbuilding. Owned by Star Pacific Line Pte Ltd (Singapore). Detained in 2017 in Asaluyeb (Iran). Sold for demolition in Pakistan. 378 US\$ per ton.

*Linghai (ex-Belguardian, ex-Western Guardian, ex-Pacific Guardian)*. IMO 8313362. Length 186 m, 10,289 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Chang Jiang New Phoenix (China). Detained in 2004 in Port Talbot (United Kingdom). Sold for demolition in Zoushan, China.



September 2020, Shanghai (China). © **Mustafa Osman**

*Master (ex-Delos, ex-Sea Master)*. IMO 9138678. Length 160 m, 6,772 t. Deflagged from Cyprus to Saint Kitts and Nevis for her last voyage. Classification society Registro Italiano Navale. Built in 1997 in Shanghai (China) by Shanghai Shipyard. Owned by Newship Investment SA registered in Liberia c/o Lamda Maritime SA (Greece). Detained in 2008 in Brisbane (Australia). Sold for demolition in Pakistan. 335 US\$ per ton. A typical example of a European ship escaping the compulsory demolition in a European Union-approved yard thanks to scheming.



*Nakhodka* (Russia), August 27, 2017. © **Sergei Skriabin**

bulker

*Michelle HK* (ex-Asia Energy, ex-Spar Leo, ex-Alianthos, ex-C.S. Elegant, ex-Rubin Elegant, ex-Young Senator). IMO 8805169. Length 226 m, t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1989 in Imari (Japan) by Namura. Owned by Fujian Marine Co Ltd (Hong Kong, China). Detained in 2004 in Vancouver (Canada) and in 2005 in Newcastle (New South Wales, Australia). Sold for demolition in Bangladesh. 377 US\$ per ton.

*Mississippi Enterprise* (ex-Sheila Mcdevitt, ex-Bulk Princess, ex-Rosina Topic). IMO 7929308. Length 188 m, 8,124 t. US flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1980 in Aioi (Japan) by Ishikawajima-Harima. Owned by United Ocean Services Inc (USA). Sold for demolition in Turkey. 317 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.



Bahrein, November 2018. © Rutger Hofma

*MJ Bulker* (ex-Glovis Master, ex-New Harmony). IMO 9116553. Length 190 m, 8,071 t. Barbados flag. Classification society Korean Register of Shipping. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by Med Sea Inc registered in Liberia c/o Rana Maritime Services SA (Lebanon). Detained in 2002 in Manila (Philippines), in 2014 in Jinzhou (China), in 2018 in Rangoon (Burma) and in 2019 in Novorossiysk (Russia). Sold for demolition in Pakistan. 352 US\$ per ton.



Kwangyang (South Korea), June 2012.  
© Gena Anfimov

*Ningbo Pioneer* (ex-Yun Tong Hai, ex-Artemis). IMO 8801022. Length 225 m, 10,244 t. Hong Kong flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Ningbo Marine Co (Hong Kong, China). Detained in 2005 in Hay Point (Queensland, Australia). In December 2019, Ningbo Marine announced its will to sell the *Ningbo Pioneer* to avoid the cost of conversion of the ballast water treatment system in compliance with the IMO Convention. The ship was finally auctioned on August 7, 2020. The *Ningbo Pioneer* was acquired for 3,3 millions US\$ i.e. 320 US\$ per ton. She arrived at Chattogram on October 12, shortened to *Ningbo* and deflagged to Palau.



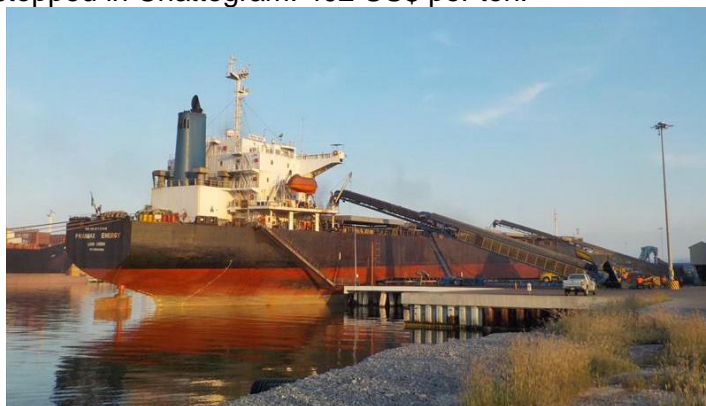
*Ningbo Pioneer*, Vanino (Russia), March 29, 2017.  
© Andy Ru.



*Ningbo*, Chattogram, October 2020.  
© Fazlur Rahman



*Panamax Energy* (ex-*Energy Prometheus*). IMO 9153094. Length 225 m, 10,436 t. Mexican flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Panenergy SA de CV (Mexico). Detained in 2004 in Newcastle (New South Wales, Australia) and in 2010 in Onahama (Japan). She was expected in Pakistan. She left Lazaro Cardenas on the Mexican Pacific coast and finally stopped in Chattogram. 402 US\$ per ton.



Loading coal at Manzanillo HAZESA terminal (Mexico), September 2018. © Maximiliano Castaneda

*Portland* (ex-*Zhong He 3*, ex-*Notori Dake*, ex-*New Vigor*, ex-*Early Bird*, ex-*Atlantic Focus*). IMO 8401200. Length 175 m, 6,895 t. Palau flag. Classification society Polish Register of Shipping. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by Feng Sea Shipping Pte Ltd (Singapore). Detained in 2007 in Westernport (Victoria, Australia), in 2010 in Bunbury (Western Australia, Australia) and Quangninh (Vietnam) and in 2014 in Kandla (India). Sold for demolition in Bangladesh.



Carrying logs, Kaohsiung, (Taiwan), December 2017. © Ye Chia-Wel

*Sea Hero* (ex-*Tan Binh 36*, ex-*Ching Ho*, ex-*Ken Ryu*). IMO 8920103. Length 158 m, 5,017 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Saiki (Japan) by Saiki Jukogyo. Owned by Sea Hero Shipping Ltd registered in the Marshall Islands c/o Wuhan Yidong Shipping Management Co Ltd (China). Detained in 2004 in Whangarei (New Zealand), in 2005 in Qinhuangdao (China), in 2007 in Useless Loop (Western Australia, Australia), in 2014 in Singapore and in Shanghai (China) and in 2019 in Makassar (Indonesia). Sold for demolition in Bangladesh. 350 US\$ per ton.



Halong bay, November 2011. © Patrick Lawson

bulker

*Shanti Indah* (ex-Dubai Faith, ex-Saffron Trader). IMO 9140009. Length 186 m, 7,440 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tadotsu (Japan) by Hashihama Zosen. Owned by PT Karya Sumber Energy (Indonesia). Sold as is in Indonesia. 270 US\$ per ton. The destination of demolition is to date unknown. She would have to be towed.



Balikpapan (Indonesia), January 2018. © Husni

*Stellar Eagle* (ex-Sylt). IMO 9044229. Converted to VLOC in 2009 by Yiu Lian Dockyards de Shekou (China). Length 328 m, 39,231 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Polaris Shipping Co Ltd (South Korea). After the *Stellar Daisy* sinking in 2017, Polaris committed to control all its fleet of ex-VLCCs converted to VLOCs. In March 2018, an inspection conducted under the authority of the South Korean ministry of Ocean and Fisheries found 22 "unauthorized modifications" on the *Stellar Eagle*'s structure and ordered Polaris to immediately correct them. In September 2020, the *Stellar Eagle* was beached in Gadani shortened to *Rea*.



*Stellar Eagle*, September 2012, Ningbo (China).  
© Patrick Lawson



*Rea*, September 2020, Gadani, plot 66.  
© Gadani Ship Breaking



*Stellar Express* (ex-Stellar Mermaid, ex-Regno Marinus). IMO 8915249. Woodchip carrier. Length 209 m, 8,934 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in (Japan) by Oshima. Owned by Nova Shipping & Logistics Pte Ltd (Singapore). Detained in 2014 in Rizhao (China). Sold for demolition in Pakistan. 322 US\$ per ton.

*Stellar Mermaid*, July 29, 2009, Kemi (Finland). © UOSM



*Stellar Galaxy* (ex-*Pacific Amber*, ex-*Able Dolphin*, ex-*Cosmo Delphinus*). IMO 9038438. Converted to VLOC in 2010. Length 322 m, 39,720 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Nagasaki (Japan) by Mitsubishi. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2014 in Tianjin (China) and in Caofeidian (China). Sold for demolition in Pakistan.



The tanker *Cosmo Delphinus*. DR

The ore carrier *Stellar Galaxy*, April 2013, in Rio de Janeiro Bay (Brazil). © Edson de Lima Lucas.



*Stellar Hermes* (ex-*Hama Star*, ex-*Hamal Star*). IMO 9060326. Converted to VLOC in 2011. Length 332 m, 38,289 t. Deflagged from Panama to Comoros for her last voyage shortened to *Hermes 1*. Classification society Korean Register of Shipping. Built in 1994 in (South Korea) by Hyundai. Owned by Polaris Shipping Co Ltd (South Korea). She left Labuan anchorage on October 5 and headed for Chattogram. 355 US\$ per ton.

*Stellar Queen* (ex-*Ore Yantai*, ex-*Ore Goro*, ex-*Hydra Star*). IMO 9030981. Converted to VLOC in 2009. Length 331 m, 38,509 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Queen 1*. Classification society Korean Register of Shipping. Built in 1994 in Tsu (Japan) by Nippon Kokan. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2011 in Qingdao (China) and in 2016 in Ningbo (China). In May 2017, her departure from Ponta Da Madeira (Brazil) was delayed: two cracks, 2,5 m and 1,5 m-long, were noticed on the upper deck (Cf. "[Shipbreaking # 48 - The converted ones, p 9](#)"). In September 2020, she was sold for demolition, bound either for Bangladesh or Pakistan. 355 US\$ per ton. She left Labuan anchorage on October 6 finally heading for Chattogram.

*Suryawati* (ex-*Brave Unity*, ex-*Globe Unity*). IMO 9159191. Length 225 m, 9,500 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mihara (Japan) by Koyo Dockyard. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2012 in Paradip (India). Sold for demolition in Pakistan. 360 US\$ per ton.

Banjarmasin Taboneo loading point (Indonesia), February 2020. © Iwan Afwan



*Transocean* (ex-*Alerce N*, ex-*Alerce*, ex-*Shinshima*, ex-*Shinshima Maru*). IMO 8114912. Length 153 m, 5,262 t. Tanzanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Tempus Maritime Sarl (Lebanon). Sold for demolition in Pakistan. 351 US\$ per ton.

In Bosphorus Strait (Turkey), March 2015. © Olaf K

*Uni-Brothers* (ex-Atlantic Cozumel, ex-Alam Sempurna, ex-Saint Laurent). IMO 8312071. Length 178 m, 7,000 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Cem Shipping Co (Egypt). Detained in 2011 in Teeside (United Kingdom) and in 2018 in Constanta (Romania). Sold for demolition in Pakistan.



Descente du Bosphore, August 22, 2012. © Marc Ottini



Gadani, plot 47. © Gadani Ship Breaking

*Xin Jing Hai* (ex-Athinagoras, ex-Maritsa N.P., ex-Co-op Harvest). IMO 8716332. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1988 in Imari (Japan) by Namura. Owned by Guangdong Haidian Shpg Co Ltd (China). Detained in 2002 in Port Walcott (Western Australia, Australia). Sold for demolition in China in Xinhui.

*Xiu Hai* (ex-Gang Hai 676, ex-Siri Phatra, ex-Belgallantry, ex-Western Gallantry, ex-Pacific Gallantry). IMO 8313348. Length 186 m. Chinese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Minsheng Financial Leasing Co (China). Sold for demolition in Jiangyin, China.

## Cement carrier

*Ga Yang*. IMO 8014277. Length 112 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1981 in Chofu (Japan) by Kyokuyo. Owned by Ssangyong Cement Industrial Co (South Korea). Undergoing shipbreaking in Busan (South Korea).



Kwangyang (South Korea), July 17, 2008  
© Ivan Meshkov



Cement carrier *Ga Yang* being broken up in Busan (South Korea). © Vladimir Tonic

*Kakujo Maru*. IMO 8804971. Length 67 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Numakuma (Japan) by Kambara Marine Development. Owned by Saiki Kisen (Japan). Undergoing shipbreaking in Busan (South Korea).



## 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).**

*Oceana Star* (ex-*Largo*). IMO 8808678. Length 91 m, 2,287 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1990 in Hoogezand (Netherlands) by Bodewes. Owned by Barfin Shipping Corp based in the Marshall Islands c/o Ocean Shipmanagement Ltd (Greece). Sold for demolition in Pakistan.



*Largo* in the English Channel, May 21, 2006.  
© Marc Ottini



*Largo* loading potatoes in Brest (France), April 14; 2010. © Erwan Guéguénat

*Shinsen Maru*. IMO 9257034. Length 160 m, 7,560 t. Deflagged from Japan to Comoros for her last voyage shortened to *Shins*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Ishinomaki (Japan) by Yamanishi. Owned by Japan Railway/Izumikisen (Japan). Acquired by Lyra Trading Ltd registred in Liberia prior to her departure for demolition in Bangladesh. 370 US\$ per ton.

*Zeran*. IMO 8302272. Length 146 m, 7,656 t. Deflagged from Malta to Panama for her last voyage renamed *Heyma*. Classification society Polish Register of Shipping. Built in 1987 in Gdynia (Poland) by Komuny Paryskiej shipyard. Detained in 2015 in Salerno (Italy). Owned by Pol-Levant Shipping Lines Ltd (Poland). Sold to Singapore-based Pacship Pte Ltd prior to her departure for demolition. 360 US\$ per ton. She left the Dardanelles Strait in July 2020, sailed down the Suez canal in August, called at Colombo (Sri Lanka) in September and was finally beached in Chattogram.



7 August 2006, *Zeran*, dans le Channel.  
© Marc Ottini



September 2020, *Heyma*, Chattogram.  
© Mohammad Mahmud Bin Yousuf

## Car carrier

*Atlantic Highway*. IMO 9250232. Length 200 m, 15,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Marugame (Japan) by Imabari. Owned by Fukunaga Kaiun KK (Japan). Sold for demolition in India. 320 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



On Fraser River, July 18, 2017 © Rick Voice



Alang Beach, September 19, 2020. © Anish Gupta

*Baltic Highway*. IMO 9243461. Length 180 m, 13,145 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Tadotsu (Japan) by Tsuneishi. Owned by K Line Ro Ro Bulk Ship Management Co Ltd (Japan). Sold for demolition in India. 283 US\$ per ton.

*Baltic Highway*, upstream the Schelde River, off Terneuzen (Netherlands), August 12, 2006. © Marc Ottini



*Bana* (ex-*Sham-1*, ex-*City of Misurata*, ex-*Maestro I*, ex-*MMM Colorado*, ex-*Able Commodore*, ex-*Wild Rose*, ex-*Yuho Maru*). IMO 7920857. Length 128 m. Lebanese flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Usuki (Japan) by Usuki Tekkosho; jumboized in 1989 and lengthened from 108 to 128 m. Owned by Med Wave Shipping SA (Lebanon). Detained in 2012 in Antwerp (Belgium), in 2016 in Limassol (Cyprus) and in February 2020 in Gênes (Italy).

In January 2020, the car carrier *Bana* was spotted by the French aircraft carrier Charles de Gaulle in the Libyan waters. She was sailing under the protection of a Turkish frigate and was heading for Tripoli. The French intelligence services suspected she was smuggling weapons in violation of the United Nations embargo on arm sales to Libya. In early February, the *Bana* left Tripoli and docked in Genova where she was detained for technical deficiencies with regard the safety of navigation. She was also inspected and arrested by the Italian police following the denunciation of a Lebanese crewmember asking for political asylum. The master, Joussef Tartiusi, also a Lebanese national, admitted during the investigation to have transported weapons and Turkish armoured vehicles to Libya; he was arrested. In late May, the *Bana* left Genova and sailed back to Lebanon. On July 15, 2020, she was beached for demolition in Aliaga.



Under arrest in Genova (Italy), March 3, 2020. © Carlo Martinelli



car carrier

*Caribbean Highway*. IMO 9243473. Length 180 m, 13,107 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Tadotsu (Japan) by Tsuneishi. Owned by K Line Ro Ro Bulk Ship Management Co Ltd (Japan). Detained in 2003 in Mizushima (Japan). Sold for demolition in India. 321 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.



*Caribbean Highway*, in the English Channel, April 27, 2008. © Marc Ottini

*Cosmos Ace*. IMO 9153563. Length 188 m, 12,783 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Shitanoe (Japan) by Minami-Nippon. Owned by Kansai Steamship Co Ltd (Japan). Sold for demolition in India. 347 US\$ per ton including 900 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

*Hoegh Xiamen*. IMO 9431848. Length 183 m, 12,250 t. Norwegian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2010 in Xiamen (China) by Xiamen Shipbuilding Industry Co. Owned by Hoegh Autoliners Management AS (Norway).



© Hoegh

On June 4, 2020, the *Hoegh Xiamen* was berthed in Jacksonville (Florida, USA) at Blount Island terminal. It was 4 PM, the ship had finished loading 2400 second-hand cars to be sold on the African market, the departure was imminent. A fire broke out in garage deck n°7, followed shortly after by an explosion. 9 firemen dispatched to respond to the initial fire were injured.



Day 1, explosion

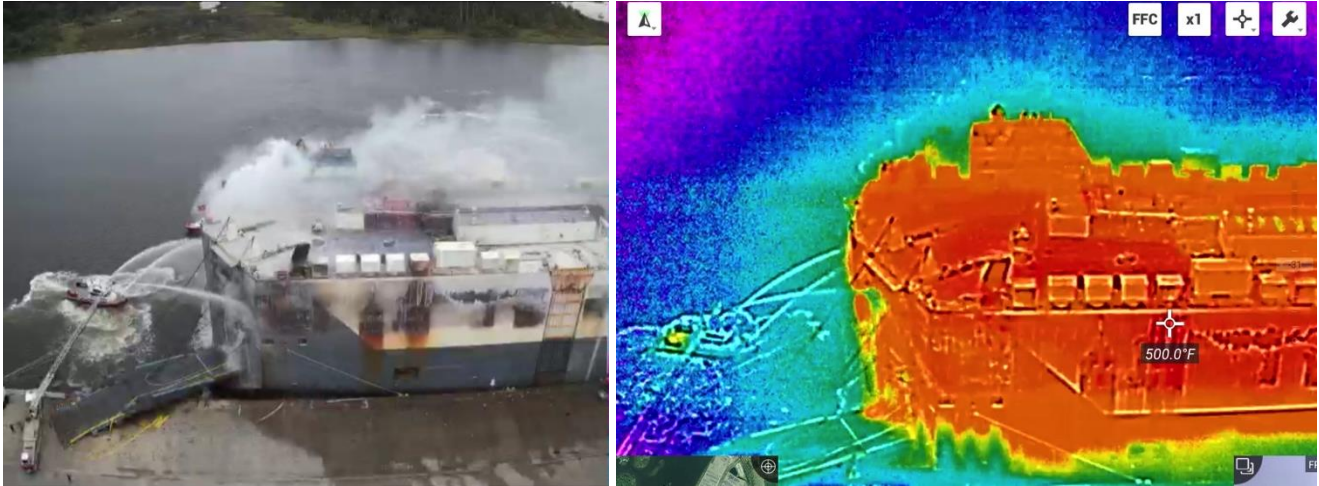


© Joint Fire Response Department (JFRD) Jacksonville

Day 3

Flames spread rapidly throughout the other decks. The fire was raging, the outer hull temperature reached 500°F (260°C) on some hot spots. Inside the ship, firemen considered it exceeded 1000 °F

(550 °C). It was useless and too dangerous to fight the fire inside the car carrier. The only thing to do was let the fire to burn out on its own.



Hotspot 500 °F. © JFRD Jacksonville

Drones equipped with thermal cameras guided the response vessels in order to direct the jets of water on the hot spots at a pace of 100 tons/minute, cool the hull and maintain its integrity. The fire smouldered and was declared fully extinguished one week later.

According to the local authorities, no oil spill was reported. Anti pollution booms were set around the ship to protect St John's river estuary, full of shrimps and blue crabs and also home to dolphins and manatees.

On August 30, 2020, the *Hoegh Xiamen* left Jacksonville under tow of the *Alp Striker* bound for Aliaga shipbreaking yards. A typical example of a wreck-waste full of toxic dust and soots.



© JFRD Jacksonville

*Kamikawa Maru*. IMO 9277888. Length 163 m, 7,327 t. Deflagged from Japan to Saint Kitts and Nevis for her last voyage shortened to *Mikawa*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Imabari (Japan) by Imabari Zosen. Owned by Kawasaki Kinkai Kisen KK (Japan). Sold as is in Japan for demolition in India. 232 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.



*Kamikawa Maru*, departing Tokyo (Japan), October 2018. © Marc Pingoud



car carrier

*Luminous Ace*. IMO 9110107. Length 188 m, 12,597 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Shitanoe (Japan) by Minami Nippon. Owned by Mitsui OSK Lines Ltd (Japan). Detained in 2008 in Brisbane (Queensland, Australia) and in 2016 in Jacksonville (Florida, USA). Sold for demolition in India. 350 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. She was beached on October 14.



Port Nelson (New Zealand), September 2015. © Steven Watkins

*Ocean Highway*. IMO 9205988. Length 179 m, 14,240 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Tadotsu (Japan) by Hashihama Zosen. Owned by K Line RoRo Bulk Ship Management Co (Japan). Sold to Danae International Corp registered in Saint Kitts and Nevis prior to her departure for demolition in India. 270 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.

*Polaris Ace*. IMO 9153549. Length 182 m, 12,700 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Shitanoe (Japan) by Minami-Nippon. Owned by Kansai Steamship Co Ltd (Japan). Detained in 2007 in Port Adelaïde (Australie Méridionale, Australia). Sold for demolition in India. 291 US\$ per ton including 400 t of bunkers.

*Single Eagle* (ex-Sweet Lady, ex-Nissei). IMO 8708830. Length 138 m, 5,200 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by African Mediterranean Lines SAL (Lebanon). Detained in 2016 in Amsterdam (Netherlands), in 2017 in Hamburg (Germany) and in 2019 in Tuzla (Turkey) and de nouveau in Hamburg. Sold for demolition in Bangladesh. 415 US\$ per ton.

*Spes*. IMO 9030864. Length 178 m. Italian flag. Classification society Registro Italiano Navale. Built in 1993 in Lubeck-Siems (Germany) by Flender. Owned by Grimaldi Euromed SpA (Italy). Detained in 2005 in Izmir (Turkey). Sold for demolition in Turkey.



*Spes* off Canakkale, Dardanelles Strait (Turkey), 5 October 2014. © Marc Ottini



Aliaga, August 2020. © Selim San

## Tanker

### July-August-September 2020

23 demolitions, 201,000 tons an increase of 60%. With 15% of the tonnage, the category of oil and chemical tankers is back to 3rd place. Apart from the *Koti* seized for illegal trafficking with North Korea which is being broken up in South Korea and from the Norwegian tanker *Vinland* beached in Aliaga, all tankers are destined for Indian subcontinent yards.

75% are "small" units of less than 80,000 t deadweight. 5 are over 80,000 tons. No VLCC tanker, over 200,000 t has been scrapped.

The average age at the time of demolition is 28 years. The detention rate is 47% for oil tankers, 75% for chemical tankers.

### Oil tanker

*Al Nabila 5* (ex-*Nordpolen*, ex-*Chem Lily*, ex-*Sun*, ex-*Andrea*). IMO 8705618. Converted to double hull in 2007. Length 175 m, 9,185 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Varna (Bulgaria) by Varna Shipyard. Owned by Pyramid Navigation Co ESA (Egypt). Sold for demolition in Pakistan. 384 US\$ per ton.



*Nordpolen*, entering Marseille (France), August 25, 2009. © Marc Ottini



*Al Nabila 5*, Gadani, plot 45. © Gadani Ship Breaking

*Avatar* (ex-*Eaktamos*, ex-*Aktas-1*, ex-*Atropos*, ex-*Luchegorsk*). IMO 8700175. Length 97 m, 2,115 t. Deflagged from Russia to Mongolia in July 2020. Classification society Russian Maritime Register of Shipping. Built in 1990 in Rauma (Finland) by Hollming. Owned by Ost-Oil Co Ltd (Russia). Detained in 2006 in Las Palmas (Canary Islands, Spain) and in 2011 in Odessa (Ukraine). Sold for demolition in India. 297 US\$ per ton.



*Avatar*, Vladivostok (Russia), June 30, 2020. © Sergei Skriabin



*Dilya*, July 20, 2020, Rio de Janeiro (Brazil). © Edson de Lima Lucas



*Dilya*. IMO 7801702. Length 161 m, 5,764 t. Double hull. Deflagged from Brazil to Saint Kitts and Nevis for her last voyage shortened to *Ily*. Classification society American Bureau of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Petrobras Transporte S.A. (Brazil). Sold as is in Rio de Janeiro (Brazil). Acquired by Indian-based Machtrans Ship Management Pvt Ltd. She was finally beached in Pakistan. 162 US\$ per ton.

*FSO Angsi* (ex-*Bertina*, ex-*Petrobulk Saturn*, ex-*Kohyoh Maru*). IMO 8029351. Converted to 2005 to floating storage. Length 236 m, 13,228 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by MISC Bhd (Malaysia). In April 2020, she was decommissioned after 15 years in service, moored in Angsi offshore oilfield, 130 km off the peninsular Malaysia. In September, she was announced to be sold for scrapping. Her final destination is to date unknown.



Tanker *Bertina DR*



*FPSO Angsi* © FPSO Ventures.com

*Igrim*. IMO 7413476. Length 160 m, 6,845 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Rauma (Finland) by Rauma-Repola. She was the last one in a series of 14 ships built by the Finnish yard between 1974 and 1978 for the USSR fleet. *Samoltor*-type tankers, the elder one in the family, were ice-strengthened and designed to carry simultaneously 6 types of wet cargoes (oil products, whale oil, vegetable oil, syrups). Owned by Transoil Co Ltd (Russia). She left her homeport, Nakhodka, in the Russian Far-East, on August 22 and was beached in Gadani (Pakistan) on September 19.



*Igrim*, 1995. Collection Igor Shevchenko

*Jag Leela*. IMO 9173654. Double hull. Length 243 m, 17,124 t. Indonesian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Geoje (South Korea) by Samsung. Owned by Waruna Nusa Sentana (Indonesia). Detained in 2008 in Khark Island (Iran), in 2011 in Rotterdam (Netherlands) and in 2012 in Auckland (New Zealand).



*Jag Leela* upstream the Schelde River, May 14, 2019. © Marc Ottini

Since April 11, 2020, the *Jag Leela* had been drydocked at Belawan shipyard (Indonesia), on the north-east coast of Sumatra Island. On May 11, at 8:30 AM, two explosions blasted, the tanker burst into flames. It took 6 hours to the firemen and response vessels to extinguished the fire. 22 workers were injured and evacuated to the local and the air force hospitals. 7 others remained trapped inside the tankers and died. Based on the survivors' testimony, the investigators concluded the cause of the disaster would be the use of welding equipment on a slop tank still containing residues by a worker who died in the accident.



© The Maritime Post



© Antara-Septianda Perdana

In September, the *Jag Leela* was sold as is for demolition. 255 US\$ per ton. As she has to be towed, the most probable destination is Bangladesh.

*Koti (ex-Semua Sejati)*. IMO 9417115. Length 106 m. Panamanian flag. Classification society Bureau Veritas. Built in 2008 in Jiangdu (Japan) by Yangzhou Kejin. Owned since July 2017 by Koti Corp registered in Panama c/o Harmonized Resources Shipping Management Co Ltd (Hong Kong, China).

*Semua Sejati*, January 2014, passing off Pasir Panjang terminal in Singapore.  
© Slug -VesselTracker



Detained in 2016 in Singapore and in 2017 in Pyeongtaek (South Korea). Seized by the South Korean authorities for conducting a ship-to-ship transfer of oil on December 9, 2017 with the North Korean-flagged *Kum Um San 3* in violation of the UN sanctions. The ship would be operated by a company



linked to Chinese arm smugglers. Ships seized for illegal trafficking are piling up in South Korean ports. In July 2019, the authorities were allowed by the UN sanction Committee on North Korea to release two ships detained on the same grounds. The case of *Koti* remained under review, South Korean Authorities want to scrap the smuggler. In September 2020, shipbreaking operations are undergoing at Pal Pal yard in Busan.



Illegal ship-to-ship transfer operation.  
© US Department of the Treasury



February 2020, waiting for shipbreaking, the *Koti* (left), along with the *Sinokor Yokohama* (Cf. p 36). © Vladimir Tonic

*Kutch Bay* (ex-*Sea Topaz 1*, ex-*GP T2*, ex-*Varada Lima*, ex-*Kythira*, ex-*Emerald Queen*). IMO 9169536. Double hull. Length 247 m, 16,707 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1997 in Mihara (Japan) by Koyo Dockyard. Detained in 2017 in Bandar Khomeini (Iran). Acquired in March 2020 by Alphabet Maritime Inc registered in the Seychelles Islands c/o Silver Star Ship Management (United Arab Emirates) then announced "to be broken up" in August. 358 US\$ per ton. On October 7, she was calling at Colombo (Sri Lanka), coming closer to Chattogram yards.



Anchored off Sohar (Oman), July 2020. © Rik van Marle

*Navion Bergen* (ex-*Bergitta*). IMO 9197715. Double hull. Length 239 m, 17,195 t. Deflagged from the Bahamas to Panama for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Oppama (Japan) by Sumitomo for the Norwegian shipowner Bergshav. Converted and fitted to shuttle tanker in 2007. Owned by Navion Bergen AS (Norway). Sold to Sangakara Maritime Inc registered in the Marshall Islands prior to her departure for demolition in India.

*Navion Bergen*. DR



In the absence of demolition yards, South America and Brazil in particular export their end-of-life ships across the globe to the Indian subcontinent. The Covid-19 pandemic has suspended the flow of old tankers from the State-owned company Petrobras. Sold as is in Brazil, they were not able to reach their final destination on time. The sales were then cancelled.

The *Neusa*, sold in March 2020 in an uncertain market at 218 US\$ per ton, was renegotiated at the end of August 2020 for 206 US\$. Her sistership *Norma* followed, at a bargain price of 200 US\$ per ton. As for the *Pedreiras* (IMO 8421171), *Pirai* (IMO 8617081) and *Pirajui* (IMO 8617079), they had been sold in October 2019 at 284 US\$ per ton (Cf. "[Shipbreaking # 58](#)", p 44-45) but had no time to leave Brazil. On September 10, 2020, they were put up for auction again on Petronect, the e-commerce platform set by Petrobras in 2002. They were sold for 220 US\$, a significant drop and a reduced profit of 2.7 million US\$ for Petrobras. All of them are expected in Alang yards.

Information	Since	Information	Since
IMO number :	8421171	IMO number :	8421171
Name of ship :	PEDREIRAS	Name of ship :	PEDREIRAS
	(since 01/01/1993)		(since 01/01/1993)
Call sign :	PPSF	Call sign :	PPSF
MMSI :	710074400	MMSI :	710074400
Gross tonnage :	35845	Gross tonnage :	35845
	(during 1993)		(during 1993)
DWT :	55067	DWT :	55067
Type of ship :	Crude Oil Tanker	Type of ship :	Crude Oil Tanker
	(during 1993)		(during 1993)
Year of build :	1993	Year of build :	1993
Flag :	Brazil	Flag :	Brazil
	(during 1993)		(during 1993)
Status of ship :	To Be Broken Up	Status of ship :	To Be Broken Up
	(since 18/10/2019)		(during 09/2020)
Last update :	22/10/2019	Last update :	13/10/2020

*Pedreiras*, to be broken up, October 2019-September 2020- Equasis database

*Neusa*. IMO 7801764. Double hull. Length 161 m, 5,914 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Petroleo Brasileiro S.A (Brazil). Sold as is in Brazil for demolition in India. 206 US\$ per ton. This time, departure is close. The *Neusa*, shortened to *Nusa*, was also deflagged to Gabon.



*Neusa*, renamed *Nusa*, October 13, 2020.



*Norma*, July 21, 2010,

Rio de Janeiro (Brazil). © Edson de Lima Lucas

*Norma*. IMO 7801740. Double hull. Length 161 m, 5,869 t. Deflagged from Brazil to Comoros for her last voyage renamed *Marlo*. Classification society American Bureau of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil. Owned by Petroleo Brasileiro S.A (Brazil). Sold as is in Brazil. 200 US\$ per ton.



*Pandi* (ex-*Ore*, ex-*Tikhoretsk*). IMO 9105073. Double hull. Length 181 m, 9,389 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Pula (Croatia) by Uljanik. Owned by Paladin Maritime Inc enregistré au Libéria c/o Palermo SA (Greece).

Fujairah (United Arab Emirates), January 2017.

© Alexander Demin

Along with the *Bella* (IMO 9208124), *Bering* (IMO 9149225) and *Luna* (IMO 9208100) the *Pandi* was one of the 4 tankers suspected in the summer of 2020 to carry Iranian gasoline to Venezuela thus contravening the embargo imposed by the USA. The ships were Greek-owned. The transport would be organized by an Iranian businessman linked to the Revolutionary Guard Corps. On July 2, the Federal Court of Washington ordered the cargoes of *Pandi*, *Luna*, *Bering* and *Bella* to be seized. The *Luna* and *Bering* were located in Cabo Verde waters, the *Pandi* and *Bella* off Oman. On August 14, the US Department of Justice claimed the seizure of a shipment of 1,1 million oil barrels (156,000 tons) from the 4 tankers "with the assistance of foreign partners".



On July 31, the *Pandi* had been beached for demolition in Pakistan as *Andy*. The three other tankers are still officially "in service". The *Bella* was anchored off Colombo (Sri Lanka) in September 2020, and was joined by the *Bering*, renamed *Alba*, in October.



*Andy*, August 2, 2020, Gadani, plot 3. © Gadani Ship Breaking

*Princess Sofea* (ex-*Nautica Kluang*, ex-*Dae Yong*). IMO 9048926. Length 86 m, 1,036 t. Panamanian flag. Classification society Dromon Bureau of Shipping. Built in 1992 in Tongyeong (South Korea) by Chungmu Shipbuilding. Owned by Glow Shipping Lines LLC (United Arab Emirates). Detained in 2003 in Singapore. Sold for demolition in Pakistan

*Sri Tahthong* (ex-*Meisho Maru No,28*). IMO 9047233. Length 75 m, 733 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kochi (Japan) by Shin Kochi. Owned by Nathalin Marine Co Ltd (Thailand). Beached for demolition in Bangladesh as *VE 3*.

*Sriracha Eagle* (ex-*Dalmacija*, ex-*Banda Sea*). IMO 9108142. Double hull used as a floating Storage FSO since 2014. Length 243 m, 14,461 t. Deflagged from Thailand to Saint Kitts and Nevis for her last voyage shortened to *Eagle 1*. Classification society Croatian Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Prima Marine PCL (Thailand). Detained in 2001 in Venice (Italy). Sold as is in Singapore. 305 US\$ per ton including 200 t of oil sludges. She announced to be heading for Pakistan.

*Tag Navya* (ex-*Theresa Venus*, ex-*Stolt Peak*, ex-*Montana Blue*, ex-*Blue Sapphire*). IMO 8819081. Length 176 m, 10,031 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Pula (Croatia) by Uljanik. Owned by Tag Offshore Ltd (India). Detained in 2004 in Portland (Maine, USA) in 2008 in Gdynia (Poland) and in 2016 in Busan (South Korea). Anchored since March 27 2019 off Jawaharlal Nehru port opposite Mumbai, the *Tag Navya* was seized for unpaid grease, lubricant and bunker bills. On May 20, 2019, the 17 crewmembers were allowed to disembark without risking any criminal liability. In September 2019, the court ordered the insolvency of the shipowner Tag Offshore Ltd. On January 29, 2020, The High Court of Mumbai ordered the *Tag Navya* to be auctioned. She was acquired by a Pakistani yard.



Stranded sailors since March 27, 2019. © Mid-Day

*Taganroga* (ex- *Taganrog*). IMO 8129606. Length 113 m, 3,103 t. Deflagged from Russia to Mongolie for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1983 in Rauma (Finland) by Rauma-Repola. Owned by Ost-Oil Co Ltd (Russia). Detained in 2005 in Bushire (Iran) and in 2007 and 2008 in Las Palmas (Canary Islands, Spain). Sold as is for demolition in Bangladesh. 182 US\$ per ton. She left Vladivostok (Russia) on October 5, heading for Chattogram.



Off Petropavlosk (Russia), May 26, 2020.  
© Alexey Jr. Shmatkov

*Vinland*. IMO 9216389. Double hull. Length 272 m, 27,870 t. Norwegian flag. Classification society American Bureau of Shipping. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Ugland Shipping AS (Norway). Acquired by Dido Steel Corp registered in Liberia prior to her departure for demolition in Turkey.



*Vinland* drydocked in Brest (France), August 23, 2015.  
© Erwan Guéguéniat



*Wila* (ex-*Bah*, ex-*Tavros*, ex-*Ubah*, ex-*Limi*, ex-*Victor Dubrovskiy*). IMO 9100774. Double hull. Length 109 m, 3,330 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in Saint Petersburg (Russia) by Admiralty Shipyard for Primorsk Shipping Corp specialized in oil product shipping to the ports of the Far East and the East part of the Russian Arctic. Owned since 2014 by Bandit Shipping Co registered in Liberia c/o IMS SA (Greece).



*Wila*, golfe Persique, November 2019. © Rolf Bridde

Detained in 1998 in Hamburg (Germany), in 2007 in Hull (United Kingdom) and Gdynia (Poland) and in 2013 in Las Palmas (Canary Islands, Spain) and Bandar Abbas (Iran).



12 August 2020. © US Navy

On August 12, 2020, the *Wila* was sailing 23 nautical miles north-east of Khor Fakkan (United Arab Emirates) close to the entrance of Hormuz Strait. She was boarded by Iranian naval forces. A commando unit was airlifted on the ship. In a background of serious tensions due to the transport of Iranian oil products to Venezuela by Greek tankers, the grounds of the Iranian Intervention are not clear. The *Wila* remained immobilized for a few hours and then finally reached the Emirati port. On September 5, she was beached for demolition in Pakistan.



September 2020, Gadani, plot 47. © Gadani Ship Breaking

### Chemical tanker

*Bahia Damas* (ex-*Geraki*, ex-*Cap Thanos*, ex-*Monte Rosa*, ex-*Chem Iris*, ex-*Formosa Five*). IMO 8916255. Length 175 m, 7,286 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1991 in Onishi (Japan) by Shin Kurushima. Owned by Belavero Maritime Co (Greece). Detained in 2007 and 2009 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 354 US\$ per ton.



Geraki, Eleusis Bay (Greece), September 2014. © Dimitris Alipasalis

*GT Liberty* (ex-*Prime Senator*, ex-*Fujigawa*). IMO 8907589. Length 149 m, 5,152 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Global Tanker JSC (Vietnam). Detained in 2004 in Aarhus (Denmark). Sold as is in Vietnam. 415 US\$ per ton including 700 t of stainless steel. The destination of demolition is undisclosed, India is the usual purchaser of ships with stainless steel tanks. The *GT Liberty* left Ho Chi Minh City on September 10 heading for Alang.



August 2009, heading for high sea, off Astoria (Oregon, USA). © Michael G Duncan

*NCC Mekka* (ex-*Bow Mekka*, ex-*NCC Mekka*). IMO 9047752. Length 189 m, 11,226 t. Saudi Arabian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Floro (Norway) by Kvaerner Floro. Owned by National Chemical Carriers Ltd (Saudi Arabia). Detained in 2013 in Ningbo (China). Sold for demolition in India.



Upstream Schelde River, April 30, 2009.  
© Marc Ottini



Valparaíso (Chile), April 2020.  
© Juan Carlos Kpitan69



*Stolt Vestland*. IMO 8911669. Length 175 m, 9,038 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Floro (Norway) by Kvaerner Kleven Floro. Owned by Stolt Tankers BV (Netherlands subsidiary of the Norwegian Stolt-Nielsen). Acquired in July by Opes Shipping Ltd based in the United Kingdom for demolition in India. Including 500 t of stainless steel. 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.



*Stolt Vestland*, arrival at Valetta ship repair yard (Malta), June 2015. © Mario Schembri/Emmanuel L

## Drilling ship



### VALARIS

Though they were recently built (between 8 and 10 years ago), the *Ensco DS-3*, *Ensco DS-5* and *Ensco DS-6* drilling ships were announced sold for demolition in July 2020. They were sold as is in the Canary Islands for US\$180 per ton, that is a total of over 19 million US\$. They

were owned by Valaris Plc formerly Energy Service Company (Ensco), a company founded in the United States that moved its headquarters to London in 2010 and became since then a UK-registered company. In 2020, Valaris has been facing financial difficulties with the Covid-19 pandemic and the crash of the oil industry in a slumpy global economy. Valaris filed for bankruptcy on August 19 and announced a restructuring plan.

The three vessels were laid up in Las Palmas (Canary Islands, Spain). In a first step, they moved to Piraeus (Greece). They were shortened to *DS-3*, *DS-5* and *DS-6*. The *DS-3* and *DS-6* were deflagged to Cameroon, a rising funeral flag. All are expected in Turkey. The Turkish shipyards are packed. In September, the three drilling ships were still laid up in Piraeus, along with other drilling ships and cruise ships, another category also hit by the Covid-19.

Information	Since	Information	Since	Information	Since
IMO number :	9443372	IMO number :	9499840	IMO number :	9535929
Name of ship :	DS-3	Name of ship :	DS-5	Name of ship :	ENSCO DS-6
	(since 01/07/2020)		(since 01/07/2020)		(since 01/01/2012)
Call sign :	TJMC39	Call sign :	V7UP2	Call sign :	V7VC2
MMSI :	613003583	MMSI :	538003992	MMSI :	538004083
Gross tonnage :	60105	Gross tonnage :	60105	Gross tonnage :	60162
	(since 01/02/2010)		(since 01/01/2011)		(since 01/01/2012)
DWT :	60861	DWT :	60663	DWT :	60584
Type of ship :	Drilling Ship	Type of ship :	Drilling Ship	Type of ship :	Drilling Ship
	(since 01/02/2010)		(since 01/01/2011)		(since 01/01/2012)
Year of build :	2010	Year of build :	2011	Year of build :	2012
Flag :	Cameroon	Flag :	Marshall Islands	Flag :	Marshall Islands
	(since 01/07/2020)		(since 01/01/2011)		(since 01/01/2012)
Status of ship :	To Be Broken Up	Status of ship :	To Be Broken Up	Status of ship :	To Be Broken Up
	(since 03/07/2020)		(since 03/07/2020)		(since 03/07/2020)
Last update :	08/09/2020	Last update :	11/08/2020	Last update :	15/07/2020

*DS-3*, *DS-5* and *DS-6*, to be broken up, July 3, 2020. Equasis database

*Ensco DS-3 (ex-Deep Ocean Ascension)*. IMO 9443372. Length 228 m, 35,087 t. Deflagged from Marshall Islands to Cameroon in July 2020. Classification society American Bureau of Shipping. Built in 2010 in Geoje (South Korea) by Samsung. She has been inspected on September 21, and considered ready to leave.



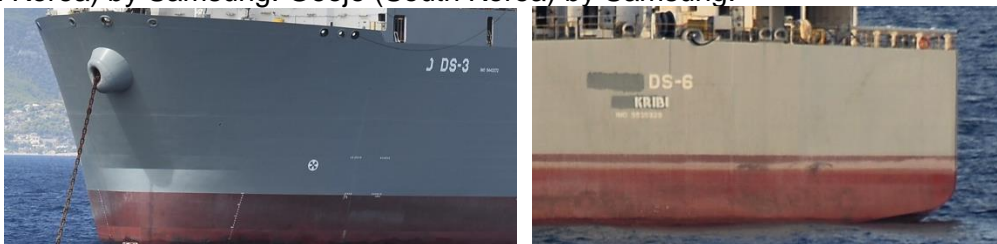
*Ensco DS-3*, laid up at Piraeus (Greece), September 28, 2020. © **Marc Ottini**

*Ensco DS-5 (ex-Deep Ocean Mendocino)*. IMO 9499840. Length 228 m, 36,005 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 2011 in Geoje (South Korea) by Samsung.



*Ensco DS-5, Horizon, Marella Celebration, Rio Grande, Deepwater Champion*, September 2020. © **Marc Ottini**

*Ensco DS-6 (ex-Deep Ocean Molokai)*. IMO 9535929. Length m, 35,356 t. Deflagged from Marshall Islands to Cameroon in July 2020. Classification society American Bureau of Shipping. Built in 2012 in Geoje (South Korea) by Samsung. Geoje (South Korea) by Samsung.



*DS-3 and DS-6* © **Marc Ottini**



## Offshore service vessel / supply

*Karadeniz Powership Remzi Bey* (ex-Pearl, ex-Veesea Pearl, ex-Droit de Parole, ex-Cariboo, ex-Fort Reliance). IMO 8415548. Length 65 m, 1,577 t. Liberian flag. Classification society Bureau Veritas. Built in 1986 in Port Glasgow (Scotland, United Kingdom) by Ferguson-Ailsa. Owned by Karmarine Karadeniz Denizcilik (Turkey). Sold for demolition in Pakistan.

January 2017, Cork (Ireland). © Aidan Murphy



*Shunter* (ex-Smit-Lloyd Safe, ex-CS Safe, ex-TS 51 Safe). IMO 8201741. Length 68 m, 1,753 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Elsfleth (Germany) by Elsflether Werft. Owned by Focus Energy Ltd (India). Sold for demolition in India.

*Skandi Hav*. IMO 8202824. Length 88 m. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1983 in Trondheim (Norway) by Aker Trondelag. Owned by DOF Rederi AS (Norway). Sold for demolition in Turkey.



June 15, 2017, Rio de Janeiro (Brazil). © Edson de Lima Lucas



On its website, the Dutch shipowner Vroon Offshore Services claims a fleet of 140 vessels, 90 of which provide services to the offshore oil and gas industry. Considering the weakness of the oil sector, it sends 3 units for scrapping, that were laid up in the Netherlands. The sisterships *Vos Power*, *Vos Producer* and *Vos Prominence*, aged 13 and 14, built in Zhejiang (China) by Zhenjiang Shipyard are to be scrapped by Gravendeel yard, one of the yards approved by the European Commission for ship

recycling.

*Vos Power* (ex-Power Express, ex-Vos Power, ex-Power Express). IMO 9273911. Length 75 m, 2,454 t. Dutch flag. Classification society Bureau Veritas. Built in 2006.

*Vos Producer* (ex-Rig Express). IMO 9273870. Length 75 m, 2,454 t. Dutch flag. Classification society Bureau Veritas. Built in 2006.



*Vos Producer*, arrival in Vlissingen (Netherlands), June 25, 2015. © Marc Ottini



*Vos Power*, *Vos Prominence*, *Vos Producer* laid up in Harlingen. © Vroon

*Vos Prominence* (ex-Supply Express). IMO 9334026. Length 75 m, 2,454 t. Dutch flag. Classification society Bureau Veritas. Built in 2007.

## Tug

*Confidence* (ex-*Ese*, ex-*YM Tide*, ex-*Mac Tide 47*, ex-*Jaramac 47*). IMO 7506211. Length 44 m, 770 t. Mongolian flag. Classification society Sing Class International. Built in 1975 in Iwagi (Japan) by Imai Seisakusho. Owned by Y & Y Maritime Management & Consultancy (Malaysia). Detained in 2009 in Busan (South Korea). Sold for demolition in Bangladesh.



*Confidence*, Porto Malai, Langkawi, (Malaysia), March 2015 © **Monika Ehlers**

## Seismic research vessel

*Harrier Explorer* (ex-*Sentinel*, ex-*Zacharias*, ex-*Sea Truck*, ex-*Nor Truck*, ex-*Edda Sea*, ex-*Flexservice 2*). IMO 7807380. Ex supply converted in 2007. Length 81 m. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1979 in Floro (Norway) by Ankerlokken Floro. Owned by SeaBird Exploration Norway AS (Norway). Sold for demolition. Her destination is to date undisclosed. Her last known location was Torangsvag (Norway), south of Bergen.



The supply *Sentinel*, Aberdeen (Scotland, United Kingdom), June 2006. © **Paul Gowen**



The seismic research vessel *Harrier Explorer*, Labrador (Canada), July 2010. © **Gene Mack**

## Hopper dredger

*Coastal Carrier* (ex-*Lomavata*, ex-*Melville Bay*, ex-*Roger Rougier*). IMO 6910154. Ex general cargo carrier. Length 53 m. New Zealand flag. Classification society Lloyd's Register of Shipping. Built in 1969 in Tonny-Charente (France) by Ateliers de la Charente for Timber Carrier Corp registered in Liberia. Acquired in 1978 by Tas Marine Services Pty Ltd established in Tasmania (Australia). Converted in 1994 to aggregate carrier then in 2005 to hopper dredger. Her last owner was McCallum Bros Ltd from Auckland (New Zealand). *The Coastal Carrier* is being broken up in Auckland (New Zealand).



*Melville Bay*, Groote Eylandt (Australia), October 1989. © **Ray Smith**



The dredger *Coastal Carrier*, Auckland (New Zealand), August 2016. © **John Wilson**



drague

*Geopotes 15*. IMO 8414790. Hopper capacity 9,962 m<sup>3</sup>. Length 134 m. Dutch flag. Classification society Bureau Veritas. Built in 1985 in Heusden (Netherlands) by Verolme. Owned by Van Oord Ship Management BV (Netherlands). Beached for demolition in Turkey.



*Geopotes 15* at Le Havre (France), May 21, 2009. © Erwan Guéguénat

*Pantagruelle*. IMO 7816288. Hopper capacity 2005 m<sup>3</sup>. Length 78 m. Belgian flag. Unknown classification society. Built in 1979 in Kinderdijk (Netherlands) by IHC Smit. Owned by Decloedt in Zoon NV (Belgium). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Panama Canal, May 2011.  
© kgkafoto/VesselTracker



Docked in Ghent at Galloo recycling yard, August 22, 2020. © Marc Ottini

*Som Gold* (ex-*Al-Yarmuk*, ex-*Jade River*, ex-*Schelde II*). IMO 7624037. Hopper capacity 3281 m<sup>3</sup>. Length 99 m, 3,703 t. Saint Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1979 in Ostende (Belgium) by Beliard-Murdoch. Owned by United Dredging Co (United Arab Emirates). Sold as is in Bahrein (United Arab Emirates) for demolition in Pakistan. 325 US\$ per ton.



August 2007, Zeebrugge (Belgium). *Jade River*  
© Howard Pulling



March 2011, Antwerp (Belgium), off Doel nuclear power station. © Boota-Baldus

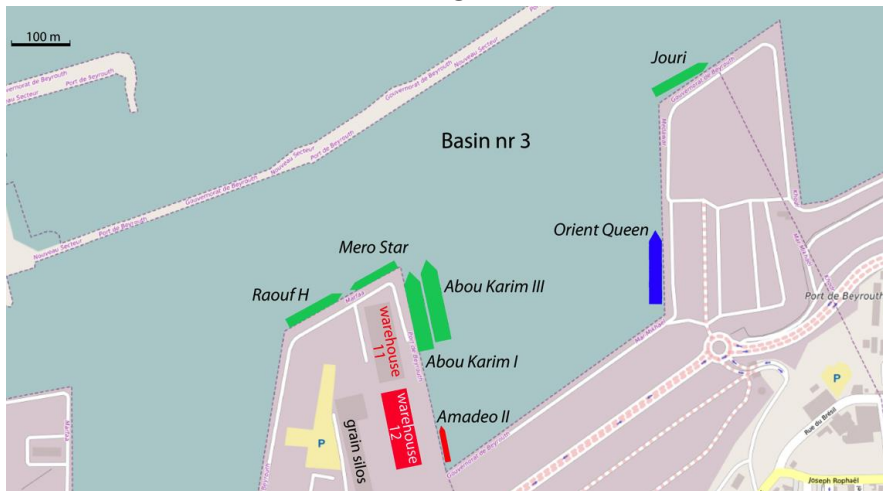
## Beirut

Ammonium nitrate is a two-headed brute, a military and agricultural hybrid. In the last 80 years, the ports of Sao Francisco do Sul (Brazil), Tianjin (China), Brest (France), Texas City (United States), Cartagena (Spain) and Port Sudan (Sudan) have been deadly affected, devastated and spilled.

At sea, ammonium nitrate is scary. "[Shipbreaking](#)" # 47 (p 90-93: *Purple Beach*, the ammonium nitrate obsession) and # 52 (p 75: the *Cheshire* fire case), considered several maritime events with regard fires or containers loaded with ammonium nitrate.

The Beirut disaster is further evidence of its strike force. If the European Union had correctly played its role as watchdog of the Seas, it would not have released the *Rhosus* (ex-*New Legend Glory*) in late August 2013 in Sevilla (Spain). The *Rhosus* arrived exhausted in Beirut in October of the same year, and dropped out ammonium nitrate destined for Mozambique. 7 years later, its awakening was murderous and heard around the world.

### BEFORE



August 4, 2020, basin n°3 of Beirut Port, prior to the explosion. © Robin des Bois

The basin n°3 of Beirut Port borders the wharf where the warehouses n°11 and 12 and grain silos have been established. On August 4, 2020, four ships were docked there, three others ships were in the close vicinity. *Abu Karim I* and *Abu Karim III*, two cattle carriers who have been laid up for several years, were anchored alongside at the end of the western dock. Behind them, the *Amadeo II*, a vegetable oil tanker, has been berthed since mid-July 2020 with no crew on board. The cruise ship *Orient Queen* decommissioned by Covid-19 has been moored at the east dock since June 27.

At the end of the grain silos wharf, two general cargo carriers have arrived from Mariupol, Ukraine to unload their cargoes of wheat. The *Raouf-H* arrived at noon local time, the *Mero Star* on the previous evening. The *Jouri*, an ex-car carrier recently converted to livestock carrier was berthed at the end of the opposite wharf.

### AFTER



August 6, 2020, aerial drone view. Photo Instagram/ @Rabzthecopter



The seven ships were damaged or destroyed by the explosion of warehouse n°12. The blast lifted the *Amadeo II* and catapulted her on the ravaged south dock. A crane hit the *Mero Star's* deck and holds as she was about to unload. Two seamen were severely wounded. There was no crew aboard the two livestock carriers. The hull of the *Abou Karim I*, the closest one to the dock, was punctured, the ship finally capsized a few days later. On the opposite side of basin n°3, the *Jouri* at the end of the wharf was nevertheless affected. The ship remained for repairs in Beirut until August 27th and then headed for Piraeus (Greece) where she is still spotted. A metal piece hit the *Orient Queen*. The hull was punctured, the ship took in water and quickly capsized. There was no passengers on board but a basic crew of 13 to perform the usual maintenance. Heilemariam Reta, an Ethiopian national and Mustafa Airout, from Syria, were killed in the sinking, 7 Filipino sailors were injured. The shipowner filed a complaint against anyone possibly responsible.



*Amadeo II*  
©Anwar Amro



21 August, right *Abou Karim I* and *III*.  
© AFP



*Orient Queen*  
© Facebook

### **Ships declared total loss**

*Abou Karim I* (ex-*Hascosay*, ex-*Sea Clipper*, ex-*Transbaltica*, ex-*Sea Clipper*, ex-*Commodore Clipper*, ex-*Euro Nor*, ex-*Misida*, ex-*Normandia*, ex-*Juno*). IMO 7120768. Ex Ro Ro Converted to livestock carrier in 2011. Length 118 m. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Kristiansand S (Norway) by Kristiansands MV. Owned by Khalifeh Shipping Line Co (Lebanon). Detained in 2011 in Pula (Croatia). She had arrived in Beirut on June 2016 and was laid up.



*Abou Karim I*, Suez, May 9, 2015.  
© Ivan Meshkov



August 6, 2020, *Abou Karim I* left, *Abou Karim III* right. © Patrick Baz

*Amadeo II* (ex-*Tabark Alaah*, ex-*Katia*, ex-*Pia V*, ex-*Pia*, ex-*Pia Theresa*, ex-*Limfjord*, ex-*Arroi*). IMO 7423990. Length 49,7 m. Ex general cargo carrier converted in 1985 to vegetable oil tanker. Lebanese flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Ringkobing (Denmark) by Nordsovaerftet. Owned by Araco Lebanese for Ashalt SAL c/o Mediterranean Petroleum & Shipping Sarl (Lebanon). She arrived in Beirut on July 17, 2020.



December 29, 2005, *Pia Theresa*.  
© Aart van Bezooijen



August 5, 2020, *Amadeo II*.  
© MarineTraffic

*Orient Queen* (ex-Med Queen, ex-Orient Queen II, ex-Vistamar). IMO 8701193. Passenger ship. Length 117,4 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1989 in Valencia (Spain) by Union Naval de Levante. Owned by MedCruises Inc c/o AMC for Tourism Co Ltd (Lebanon). Detained in 1998 in Bergen (Norway), in 2000 in Copenhagen (Denmark), in 2004 in San Juan (Porto Rico), in 2006 in Palermo (Italy) and Tilbury (United Kingdom) and in 2010 in Belfast (United Kingdom). She arrived in Beirut on June 27, 2020.



Odessa, Ukraine, April 2011. © Maksym Pysmennyi

### **Ships in casualty / repairing**

*Abou Karim III* (ex-Bassel K, ex-Noora Moon, ex-Julia del Mar). IMO 8003060. Ex Ro Ro converted to livestock carrier in 2011. Length 122,7 m. Lebanese flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Vigo (Spain) by J Barreras. Owned by Khalifeh Shipping Line Co (Lebanon). Decommissioned. She had arrived in Beirut on October 23, 2018 and was laid up.



*Abou Karim III*, Santa Cruz De Tenerife (Canay Islands, Spain), May 2017. © Samtmendher

*Mero Star* (ex-Dudu Express, ex-Casablanca Express, ex-Iberica Express, ex-Atens, ex-Turakina, ex-HMS Portugal, ex-WEC Portugal, ex-Akak Star, ex-Arnd Becker). IMO 8321682. General cargo carrier. Length 97 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Neuenfelde (Germany) by JJ Sietas. Owned by Friends Shipmanagement Inc c/o El Reedy Shipping Agency (Egypt). Detained in 2002 in Valencia (Spain), in 2009 in Malaga and in Barcelona (Spain), in 2010 in Barcelona again, in 2014 in Burgas (Bulgaria) and in 2017 in Ploce (Croatia). She arrived in Beirut on August 3, 2020 at 9:41 PM.



July 24, 2020 © Cengiz Tokgöz



*Raouf H* (ex-Cenk Sener, ex-Wima, ex-Conex). IMO 8325535. General cargo carrier. Length 106 m. Comoros flag. Classification society Polish Register of Shipping. Built in 1985 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Raouf Marine SA c/o Cedar Marine Services SAL (Lebanon). Detained in 2016 in Novorossiysk (Russia), in 2017 in Constanta (Romania) and in 2018 in Novorossiysk again then in Tuzla (Turkey). She arrived in Beirut on August 4, 2020 at 12:11.



Port of Bartın (Turkey), 21 November 21, 2019.  
© Babur Halulu

### Ship in casualty / repairing / having left Beirut

*Jouri* (ex-City of Paris). IMO 9174775. Ex car carrier. Announced to be broken up in December 2018 according to her classification society at the time, Lloyd's Register of Shipping, she was finally converted to livestock carrier and resumed trading in March 2020. Length 100 m. Lebanese flag. Classification society Indian Register of Shipping. Built in 1999 in Akitsu (Japan) by Shin Kurushima. Owned by Etab Shipping SA registered in Panama c/o Safe Sea Services (Lebanon). Detained in 2007 in Brest (France). She arrived on July 27, 2020 at Beirut Port and was docked at the end of the wharf facing the grain silos and warehouse n°12. She remained anchored in Beirut and left on her own power towards Piraeus (Greece) on August 27. Her status is still "in casualty / repairing".



Piraeus, August 29, 2020. © © Sakis Antoniou



Piraeus, September 23, 2020. © Marc Ottini



**Sources:**

*Abou Mehri Cruises; Aliaga Denizcilik; Advanced Shipping & Trading; Allied Shipbroking; American Bureau of Shipping; Anchor Shipbroking; Arab Weekly (the); Asian Age (the); Atalayar.com; Bahamas Maritime Authority (Report on the investigation into the collision between the passenger vessel Norwegian Dream and the container vessel Ever Decent); Belfast Cruise Ship Watch; Black Sea Memorandum of Understanding; Bureau Veritas; Cape Times (the); Catnat.net; Channel 16 Dryad Global.com; Chittagong Port Authority (the); CNBC; Crowdfunder.co.uk; Cruise Critic.com; Cruise Industry News.com; CW Kellock & Co Ltd; Det Norske Veritas - Germanischer Lloyd; Dredge Point; Drive (the); Echos (les); Eggar Forrester Group; Equasis; European Commission; European Maritime Safety Agency; Fleetmon; Fleetphoto.ru; France TV Info; Freight News; Frost & Sullivan Africa; G Captain; Global Marketing Systems; Guardian (the); Gujarat in Box; Hindu(the); Hoegh Autoliners; Independent-Singapore (the); Indian Express (the); Indian Ocean; Intermodal Research; Memorandum of Understanding; Insurance Marine News; Jacksonville Port; Jakarta Post (the); L'Orient-Le Jour; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Insight; Marine Link; Marine Traffic; Maritime Bulletin; Maritime Executive (the); Maritime Post (the); Mediterranean Memorandum of Understanding; Mer et Marine; Mercopress-South Atlantic News Agency; Mid-Day.com; Midi Libre; Miramar Ship Index; Moscow Times (the); Mumbai Mirror (the); National (the); Navy Mil; Nippon Kaiji Kyokai; Offshore Energy; Opex 360; Ouest France; Panama Maritime Authority (Investigation of the circumstances surrounding the collision between the container ship Ever Decent and the cruise ship Norwegian Dream); Port to Port; Reuters; Robin des Bois, personal sources and archives; Roose + Partners; Russian Maritime Register of Shipping; Russian Trawler.narod; Safety 4 Sea; Ship and Bunker; Shipspotting; South Africa Maritime Transport Sector Study-2011; Splash 24/7; Sumatra Bisnis; Times of India (the); Tokyo Memorandum of Understanding; United States Coast Guard; US Department of Justice; US Naval Institute; Valaris; Vessel Finder; Vessel Tracker; VN Express; Week (the).*

**Writing and English translation:** Christine Bossard and Jacky Bonnemains  
**Documentation and illustrations:** Christine Bossard, Jacky Bonnemains and Charlotte Nithart  
**Director of publication:** Jacky Bonnemains

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Robin des Bois  
Non Governmental Organization for the Protection of Man and the Environment  
Since 1985  
14 rue de l'Atlas 75019 Paris, France  
tel : 33 (1) 48.04.09.36 - fax : 33 (1) 48.04.56.41  
[www.robindesbois.org](http://www.robindesbois.org)  
[contact@robindesbois.org](mailto:contact@robindesbois.org)