

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

56, from April 1 to June 30, 2019

August 2, 2019

Maharshi Vamadeva's convicts



February 5, 2018, Fujairah. © Sergey Reshetov



Summer 2017. The *Maharshi Vamadeva* is undergoing repair works in Fujairah, United Arab Emirates. This is an emergency case, the old LNG carrier is crippled with wounds but Varun, her Indian shipowner, is crippled with debts. The shipyard bill is not paid. The ship is seized. On board, the crew remains prisoner. They address the Emir of Dubai. On August 15, 2018, the 15 remaining crew are repatriated in India. On April 29, 2019, *Maharshi Vamadeva* is beached in Alang as *Vam*. (See p 50).

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Casualty ships

The second quarter of 2019 was fatal to 11 ships that suffered collisions (4), groundings (4) or fires (3) and were deemed beyond repair. The most recent accident was the collision of the VLCC *Shinyo Ocean* on March 24, 2019 (p 46); 3 others occurred in the early months of 2019. The fire aboard the *Norman Atlantic* (December 2014, p 20) and the collisions of the *Royal Arsenal* (August 2017, p 62) and *Kartika Segara* (September 2017, p 42) are the oldest ones; these three deadly accidents (30, 21 and 5 deaths) were thoroughly investigated, the vessels involved were detained before they were sold for scrapping.

The age at the time of the casualty ranged from 5 years for the ferry *Norman Atlantic* to 42 years for the cement carrier *Fjordvik*. 5 vessels were veterans, aged 37 or over. Two ships, the livestock carrier *Wardeh* (p 18) and the offshore service vessel *Abdallah* (p 51) were laid up with a reduced crew, awaiting employment or a hypothetical buyer.

Three of them belonged to European shipowners. The *Fjordvik* was transported on a heavy lift carrier to Belgium at Galloo Recycling yard, the *Norman Atlantic* was towed to Turkey at Leyal yard; both are included in the list of European Union-approved ship recycling yards. The *Shinyo Ocean* owned by the Greek Navios was towed to Bangladesh.

The Australian *Iron Chieftain* travelled halfway around the globe from her casualty site on the Australian east coast to the Turkish shipbreaking yard.

Collisions



1
Hai Su 10, p x33
China → China



2
Kartika Segara, p 42
Singapore → Bangladesh



3
Royal Arsenal, p 62
Iraq → Pakistan



4
Shinyo Ocean, p 46
United Arab Emirates → Bangladesh

Groundings



5 *Abdallah*, p 51
United Arab Emirates → India



6 *Fjordvik*, p 64
Iceland → Belgium

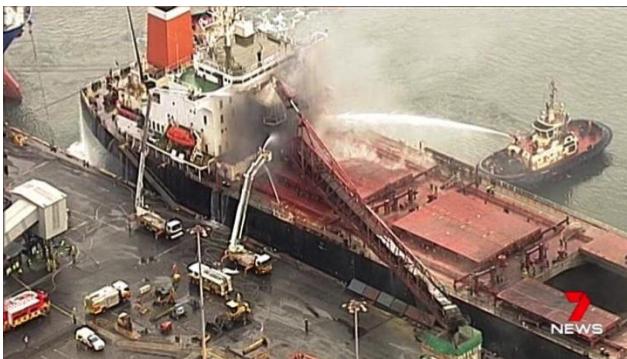


7 *Kuzma Minim*, p 60
United Kingdom → ?



8 *Wardeh*, p 18
Turkey → Turkey

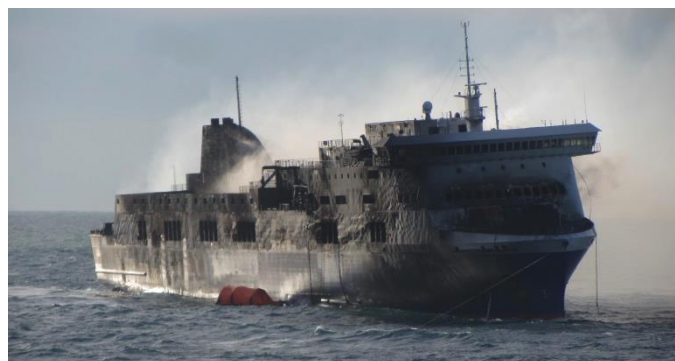
Fires



9 *Iron Chieftain*, p 60
Australia → Turkey



10 *Mark*, p 27
Turkey → Turkey



Norman Atlantic, p 20
Italy → Turkey

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The old ones resist

Discarded ships clutter up docks, seawalls, lagoons, bays... The older they get, the more oil residues, toxic paints, asbestos contaminated materials, PCBs and other pollutants they release in marine waters and sediments. The quality of their ancient construction seems to suggest they will never die. Over the years, one would feel attached to these painful ghosts. When they are evacuated after several decades, the cost is high for the authorities who have been unable or unwilling or have not known how to take measures for an early solution and have let situations deteriorating at the expense of the environment or safety of navigation.

This is a worldwide phenomenon. In Africa, "Shipbreaking" has already mentioned the wrecks of Nouadhibou Bay (["Shipbreaking" # 20](#), p 1-2, 39-43) and those of Abidjan (["Shipbreaking" # 51](#) p 3-4, Heading for Africa n°1). In this edition, some examples in France and Italy are at the end of the tunnel.

France, Brittany, Bay of Brest



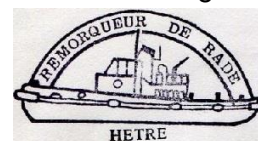
Screenshots Google Earth



Averse and Hetre, Rostellec Cove, February 23, 2018.

On the Crozon peninsula, two wrecks, former properties of the French Navy that were sold without precaution to venturesome buyers, have been tendered out for demolition. The *Averse* and the *Hetre*, have been discarded for decades in Rostellec cove, near the Ile Longue nuclear submarine base.

The *Averse*, built in 1935 by Chantiers et Forges de Méditerranée, Gravelle-Le-Havre facility, was a steam-powered water tanker used to for the replenishment of navy vessels anchored in the Bay of Brest and later of the islands of the Iroise Sea. She took refuge in Southampton in 1940, was returned after the war and resumed her task as a supply ship until she was decommissioned in 1976. The *Averse* was towed to the Navy's maritime graveyard at Landevennec, later sold to an individual in 1988 then transferred to Rostellec in 1992. The restoration project of the L'AVERSE association (Ligue d'Armateurs de Vapeurs et de Remorqueurs pour leur Sauvegarde et leur Emploi, League of steamboat and tugboat shipowners for their protection and employment) was never completed. The *Averse* remained abandoned on the foreshore, along with the *Hetre*, which had joined her in 1997 and was part of the same aborted floating museum project. The *Hetre* was a former port tug operated at Brest naval base, 700 bhp, built in 1957 in Villeneuve-la-Garenne and decommissioned in 1992.



Hetre (foreground) and Averse. © Jean Yves Cordier



© Presqu'île de Crozon.com

The *Averse* was a sistership of the *Ondée*, broken up at Le Havre in 2015. Cf. ["Shipbreaking" # 41](#) p 12.

The last owners never answered to the various formal legal demands issued by Affaires Maritimes. In 2013, an environmental diagnosis was carried out, followed by the removal of polluted wastewater. Termination of ownership was declared in 2018.

According to the calls for tenders, shipbreaking operations are expected to begin on the spot in October 2019 and be completed the following month. The deadline for receiving the applications was July 1, 2019. The demolition contracts have been awarded to Recycleurs Bretons that also operates a shipbreaking yard in basin n°5 of the commercial port of Brest. The cost is not known.



Brest, February 23, 2015. © Erwan Guéguénat.

In the commercial port of Brest, the days of the *Karl* are numbered. The condition of the vessel has deteriorated over the 4 years she spent moored in basin n°5. Shortly after her arrival on February 23, 2015 in the Breton port where she was to load seed potatoes bound for Morocco, troubles began. The *Karl* was detained following an inspection by the Ship Safety Centre for non-compliance with the Maritime Labour Convention (MLC), including non-payment of wages and overtime. In addition to this regulatory detention, the ship was seized for a financial dispute between the Swedish shipowner and the previous owner. 900 t of potatoes were unloaded by court order prior they got rotting. The crew of Romanian, Honduran and Guatemalan seamen survived thanks to the solidarity of the seafarers and food aid; they were repatriated in early May 2015. The *Karl* remained in Brest. (See "[Shipbreaking](#)" # 39, p 5-6)



August 2016 © Erwan Guéguénat

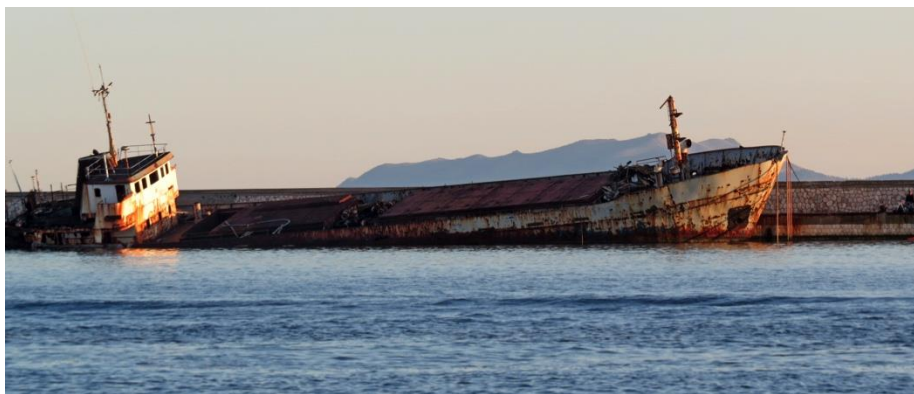


May 2019, *Karl* and *Antigone Z*. © Michel Falcou

Termination of ownership was declared on 16 April 2019. A call for tenders for demolition must be issued under the regulatory procedure even if the destination of demolition closest to the *Karl*'s current residence on the 5th West, is on the other side of the basin, on the 5th East, at the approved ship recycling yard of Recycleurs Bretons.

The *Karl* has been dying for only four years. Her companion in misfortune at the same basin, *Antigone Z*, was sold in April 2017 for 3,950 €, though none knew or tried to know what the buyer wanted to do with her. It was a false hope to cheaply dispose of a ship derelict since 2012 and a true additional delay for her demolition. The *Antigone Z* is still docked at Brest.

Italy, Sardinia, Cagliari



Aetos, June 3, 2019. © Egidio Ferrighi



Cagliari, west seawall. Google Earth

In Cagliari, the demolition of *Aetos* started in mid June 2019. The ex general cargo carrier, built in 1966 in Frederikshavn (Denmark), was last flying the flag of Sao Tome & Principe, her shipowner was Romanian. She had been officially registered since 1994 as a livestock carrier but in April-May 2002, she called at Cagliari with a cargo of exotic wood. The Sardinian financial police also discovered 350 kilos of haschich. The 10 crew were arrested, the *Aetos* was seized, she never left the port. She was exiled along the breakwater which accomodates those left behind.

The *Aetos* was declared a "total loss" in June 2005. Over the years, she took in water, listed and nearly sank. The Port Authorities carried out emergency repair works prior to decide she would be broken up. The demolition contract was awarded to a Sicilian company. The other half submerged wrecks that complicate docking along the west seawall will undergo the same fate.

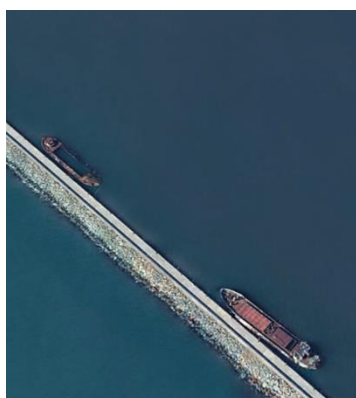


K-3 Beta wreck. © Unione Sarda - Andrea Piras



August 19, 2002

Screenshot Google Earth



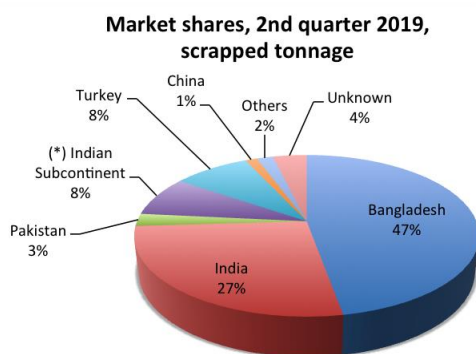
July 9, 2018



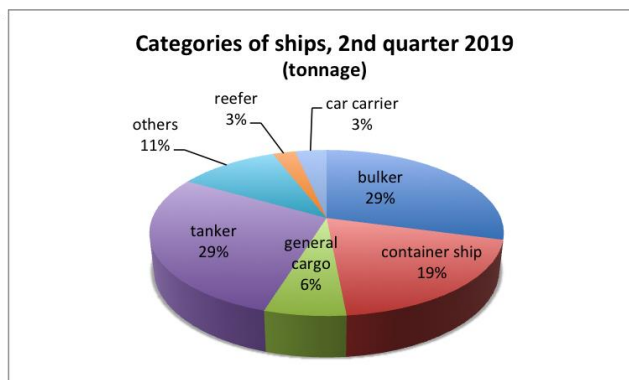
June 12, 2019

© Unione Sarda - Andrea Piras

April-May-June 2019, the tonnage feels depressed



(*) Indian Subcontinent, exact destination to date unknown



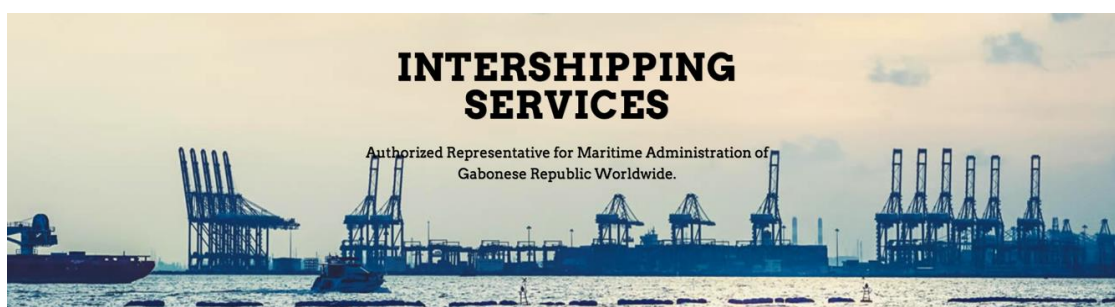
168 ships, +6 %. 1,3 million tons, - 14 % compared to the 1st quarter of 2019. Brokers' forecasts of an increase in 2019 compared to 2018 have still not been met. With 47%, Bangladesh still holds the biggest part of the scrapped tonnage. India is recovering (27%), Turkey is stable (8%); Pakistan did not resume breaking, China lives on its own.

153 ships scrapped in Asia, 91% of the global tonnage. 58 built in the European Union and Norway and 32 belonging to shipowners established in the European Union or in the European Economic Area.

71 deflagged ships. 43% of ships to be broken up were flying a funeral flag. Palau (28) is one more time ahead of Comoros (15). Nauru Island which appeared last quarter on the market of the last voyage is still around, modestly, with one ship beached in Bangladesh (*Ocean Star 96*, p 39). Remarkable this quarter is the arrival of Gabon, with 13 ships, among which 7 offshore service vessels owned by the US company Tidewater (p 51-52) but also a South Korean ferry (the *Shidao*, p 21), an Indian passenger ship (the *Akbar*, p 23), a Taiwanese tanker (the *Brilliant*, p 41), an Indian offshore support vessel (the *Halani I*, p 55), a Hong Kong general cargo ship (the *Yangtze Innovation*, p 30) and a Filipino general cargo ship (the *West Ocean 5*, p 30). Gabon is looking to diversify its oil-dependant economy (40% of GDP, 85% of exports) as oil production is expected to decrease in the coming years. Besides the development of manganese ore mining, wood processing industries and the production of palm oil, Gabon is turning today towards shipping and flag of convenience: it ranks n°3 of funeral flags this quarter.



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The Gabonese flag of convenience is managed by Intershipping Services LLC, a Dubai-based company, which is the exclusive representative for the Gabonese maritime administration. The company also has offices in Piraeus (Greece) and Mumbai (India). On its website's home page, Intershipping Services highlights the flag of Gabon and its Maritime Administration; the agreement of association for operation of the Gabonese international maritime Register was signed on September 15, 2018 at the Radisson Blu Hotel in Libreville between the Gabonese Minister of Transport, Mr Ndoundangoye and the director of Intershipping Services, Hysham Shaikh. The flag of convenience is a family affair. Akram Shaikh, father of Hysham Shaikh, managed a company appointed to represent the Comorian flag; his son started his career in this company from 1999 onwards. Mr Akram Shaikh's status as agent and representative of the Union of the Comoros was withdrawn by ministerial decree in 2012.

71 ships detained prior to scrapping, among which the river-and-sea-going cargo ship *Starshina Derov N.G* (p 29) built on the Danube river, Togolese flag, 18 detentions, banned from the European ports in July 2017, the Moldovan general cargo carrier *Dana 1*, 16 detentions (p 25), and another general cargo carrier, the Turkey-flagged *Twenty Six*, 13 detentions (p 30). All three have been scrapped in Turkey.

26 bulkers, 29% of tonnage, 30 tankers (28%), tight and ahead

25 km, the length of the convoy of scrapped ships.

The oldest one, the general cargo carrier *Tighnabruaich* flying the Togolese flag, 62 years, built in Germany, scrapped in Turkey (p 30).

The youngest ones, the offshore service vessel *Ozren Tide*, 9 years old, built in China, US-owned, laid-up in Africa, scrapped in India and the Italian ferry *Norman Atlantic*, 9 years old which suffered a major fire in December 2014 and had been sailing for 5 years only.

Hong Kong Convention (continued)

Germany is the 13th country to ratify the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. For the Convention to come into force, 3 criteria must be met:

- a minimum number of countries (15),
- a minimum percentage of 40% of the world fleet
- a minimum recycling capacity of 3% of the cumulative fleet of contracting States.

Germany's ratification brings the first two criteria closer to the goal.

On the other hand, the last criterion is at a standstill or even regressing considering Germany's recycling capacity. In particular, there are no German yards in the list of European Union-approved recycling facilities.

On the Hong Kong Convention, see the the Trade Winds forum report and the presentation by Mr Nikos Mikelis in the previous edition of the bulletin, "[Shipbreaking](#)" # 55 p 8-9-10

Trade Winds Ship Recycling Forum. Hong Kong. 5-6 March 2019

Part 2

Part 1 focused on regulatory developments, the Hong Kong Convention, national regulations in India and Bangladesh, the European regulation, inventory of hazardous materials.

See "Shipbreaking" # 55", p 8-12.

2 - Voluntary approach: shipbreaking yards and shipowners

Pending and in anticipation of the entry into force of the Hong Kong Convention, voluntary non-binding approaches and coordinated initiatives by shipowners and shipbreaking yards aim to come as close as possible and within a reasonable time frame to the standards of the Convention and to include shipbreaking yards located on beaching shoreline on the list of yards that are acceptable by international public opinion. This policy of goodwill highlights good students, most often self-proclaimed and supported by shipowners and classification societies. In the event of damage to human life or to the environment due to a breach of their guidelines, these pioneering yards are unlikely to sanction themselves. This is one of the limits of this parallel and moreover flawed rule, since yards considered as exemplary as well as their suppliers still accept or organise on their beaching plots the arrival of ships sold and deflagged before or during their last voyage as if their historical operators, despite progress carried out in some yards, intended to relieve themselves of any responsibility during the shipbreaking and recycling cycle.

Japan's involvement

Mr. Kazuya Nakao, representing the Ministry of Land, Infrastructure, Transport and Tourism of Japan (MLIT), stressed the global nature of seaborne trade and the need for a consistent and enforceable international regulation. For Japan, the Hong Kong Convention is the key to safe and eco friendly ship recycling. It must be integrated into a sustainable development policy for seaborne trade.



Mr. Kazuya Nakao defended the need for international cooperation. The conditions for the entry into force of the Convention, and in particular the criterion on the recycling capacity of the contracting States, make it essential for at least one of the major shipbreaking States to ratify it. So the level of practices in the shipbreaking yards must be raised.

Japan has been involved for several years in a partnership with India, involving both public and private sectors. The objective is to bring Alang yards into compliance with the Hong Kong Convention. A first loan of US\$ 80 million was released in 2017. The Indian and Japanese Prime Ministers confirmed this cooperation policy in October 2018 as well as their desire to ratify the Hong Kong Convention. 70 shipbreaking yards are covered by this program. The investments are aimed primarily at limiting the impacts of scrapping and at rationalising waste management in the yards: impermeable concrete floor and drainage systems, sludge treatment plant, mobile equipment to remove residual oil and sludge on board ships, high-temperature incinerators, mobile cranes to move cut steel plates and avoid the traditional gravitational system [i.e. dropping] on the intertidal zone, training of workers, setting up of beach cleaners teams to collect waste. Today, 27 sites have been declared compliant with the Convention's standards by the classification society Nippon Kaiji Kyokai. Statements of Compliance (SoC) have been issued for other Indian yards by the Indian Register of Shipping.

Mr. Takeshi Naruse, representing the classification society Nippon Kaiji Kyokai, developed NKK's role. At the request of the yards, NKK certifies, if possible, their compliance with the criteria of the Hong Kong Convention; it also provides technical advice to local authorities.



Statements of Compliance are reviewed according to the IMO guidelines defined for shipbreaking yards (MEPC 210/63, Guidelines For Safe And Environmentally Sound Ship Recycling). This basic document adopted in March 2012 focuses in particular on site management, worker safety and environmental protection during dismantling operations.

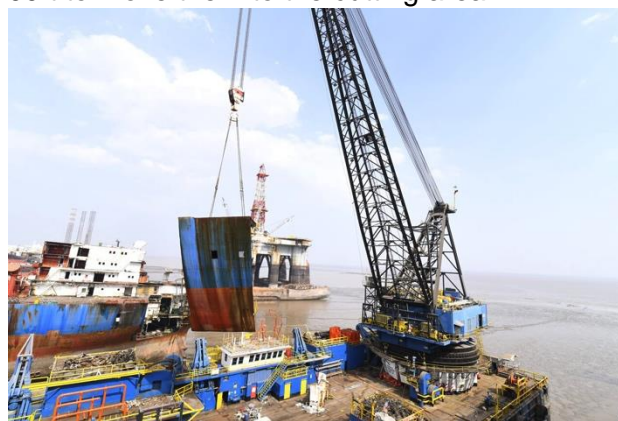
The request of a site to obtain a SoC from Nippon Kaiji Kyokai is first submitted to a preliminary evaluation of the entire dismantling process, based on a monitoring report, if possible carried out by a third party. If NKK accepts to review the application, a detailed documentary study and subsequent site inspections will be required to eventually conclude that the site is compliant with the standards of the Hong Kong Convention. For each of these three phases, the process may take from 2-3 months to a year. To date, the classification society has delivered 30 SoCs, 27 to Indian yards, 2 to Turkish yards and 1 to a Chinese yard.

NKK is also present in Bangladesh and is developing a generic guidance that should help the yards to be in compliance with the Hong Kong Convention within 4 years. Six Bangladeshi yards have been diagnosed. Gaps and difficulties specific to the Chattogram (formerly Chittagong) beaching sites have been identified. The priority areas for improvement concern the need to develop and comply with a rigorous process to carry out cutting work in a intertidal area larger than in Alang, the management of hazardous materials and the training of workers.

Shipbreaking yards

The recent developments were summarized by top senior managers from Priya Blue Industries in India and PHP Family in Bangladesh, two yards declared compliant with the Hong Kong Convention standards by Nippon Kaiji Kyokai and RINA respectively.

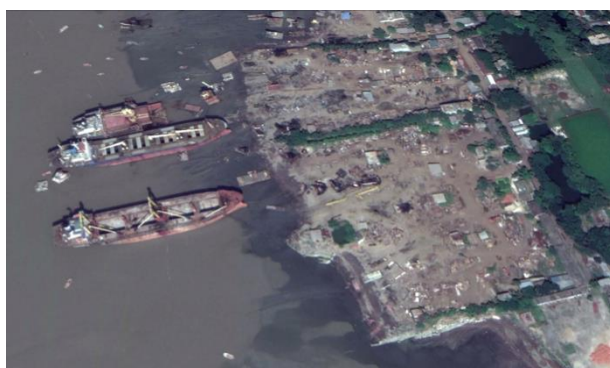
Priya Blue Industries has been operating since 1994 on plot V1 on Alang Beach. The yard is known to have dismantled in 2007 (1 year after her arrival in India) the former passenger liner France and in 2009-2010 the Knock Nevis, 458 m long, the largest tanker ever built. The beaching shoreline is 120 m wide and suitable to dismantle 3 vessels simultaneously, including 2 large FPSO tankers. Mr. Gaurav Mehta summarized the transformations that have been carried out in the past years. The first efforts focused on protection of soils through covering with impermeable concrete flooring and building of a drainage system, as well as on the zoning of activities, cutting operation in the front yard and waste management in the back yard. At the same time, mechanization has developed. Primary cutting of ships into large blocks is carried out on the beach. Priya Blue uses a barge crane with a capacity of 1100 t to move them to the cutting area.



Beaching shoreline and front yard. © Priya Blue

Thanks to these hardware investments and the implementation of a global methodology (Ship Recycling Facility Plan) Priya Blue obtained a Statement of Compliance with the standards of the Hong Kong Convention in September 2015. The yard is also considered to comply with Maersk standards. In June 2016, Priya Blue applied for inclusion in the list of ship recycling facilities approved by the European Commission. The report published in January 2019 by Det Norske Veritas - Germanischer Lloyd concludes that further improvements are needed to meet the criteria of the European regulation.

PHP Family is a Bangladeshi conglomerate established in Chittagong in 1969. The group is now present in a number of sectors, steel and glass industries, textiles, oil products, energy, education, health... The ship recycling branch started in 1982.



PHP Family plot, October 2014. **Google Earth**

For many years, the facility has remained basic. After 4 years of upgrading work, in 2017 PHP obtained a Statement of Compliance with the Hong Kong Convention issued by RINA. Mr. Mohamed Zahirul Islam insists on the transformations carried out by the site in recent years. Efforts have focused on soil covering, investment in heavy lifting equipment, forklifts, storage facilities, waste treatment plants and the construction of staff premises. PHP says to be the most mechanized shipbreaking yard on the Indian subcontinent. The photos before/after upgrading show that, to some extent, the environment and working conditions have been taken into account. The trend is towards improvement.



Screenshots - PHP

The yard was delivered the Brazilian ore carrier *Ore Vitoria* in spring 2018, then the *Rongdhonu*, a hospital ship owned by the Bangladeshi NGO Friendship, known in a previous life as Greenpeace's *Rainbow Warrior II*. The demolition of the *Rongdhonu* was the subject of a demonstration film on the methods used at PHP yard, cleaning and prior removal of waste and oily water, "slicing" and laying on a waterproof concrete slab [Editor's note: the *Rongdhonu* is a small vessel, with a light weight of 680 t, relatively easy to lift on a slab. Greenpeace initially expressed satisfaction with regard the choice of the yard tasked with the demolition of its former flagship; the donation of the *Rainbow Warrior II* to the Bangladeshi NGO Friendship included a clause requiring dismantling to be carried out in a Hong Kong Convention compliant yard. In November 2018, Greenpeace issued a statement regretting that it had acted with flippancy and made a mistake by allowing her to be demolished in Bangladesh].



In the center, with her 3 masts, the *Rongdhonu*

Mr. Mohamed Zahirul Islam defended the permanence of a shipbreaking industry in Bangladesh because he believes practices can be improved. Assistance from international investors and in particular from Japan is welcome. "Responsible demolition is not just for rich countries", he concluded.

Shipowners

Perhaps the great novelty is this alliance of shipowners and other stakeholders who, each strengthened by the other, want to improve concertedly ship demolition/recycling practices and do not hesitate for some of them to put on safety boots and confront to what happens in the yards.

Asian Shipowners Association

Mr. Ron Huang represented the Asian Shipowners Association (ASA); the ASA brings together shipowners from Australia, China, Hong Kong, Japan, India, South Korea, Taiwan and ASEAN member countries, the Association of Southeast Asian Nations (Burma, Brunei, Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and Vietnam).



He stressed the importance of the Asian continent with regard shipping: 90% of ships are built there (China, South Korea, Japan), 93% are scrapped there (Bangladesh, India, Pakistan, China) [figures 2017]. For Mr. R. Huang, shipowners must take into account the pressure for safe and environmentally friendly dismantling. ASA members are encouraged to establish the Inventory of Hazardous Materials, send their ships to "green yards" and define clear shipbreaking criteria. Mr. R. Huang believes that the members of the ASA must also be involved in the organization of the yards on a practical level.

These incentives, cooperation between different stakeholders and regional regulations, may accelerate the adoption of good practices and have already led to major progress in India. For the ASA, however, the Hong Kong Convention is the only global solution: efforts must focus on its ratification by recycling countries, primarily India and China.

Ship Recycling Transparency Initiative

The Ship Recycling Transparency Initiative (SRTI) is another strategy for the improvement of ship recycling practices. It is a voluntary approach launched in spring 2018 by shipowners (China Navigation Co, Maersk, Hapag-Lloyd, Stolt Tankers, Wallenius Wilhelmsen), banking sector players and Lloyd's Register, now extended to shippers (BMW, Scania).



SRTI is part of another initiative of shipping stakeholders, the Sustainable Shipping Initiative, which develops rules covering the lifespan of a ship and sets short and medium-term sustainable development goals.

Mr. Andrew Stephens reviewed the principles of SRTI. In the current context, there is no global international regulation enforceable, good practices are not rewarded and bad practices are not sanctioned. At the same time, the risks of the activity to the health and safety of workers and the environment are now recognized as significant. They are in the spotlight. The demand for information from civil society, banks, insurance companies and shippers is growing. To respond to them and fill the regulatory void, shipowners must, according to Mr Stephens, set up responsible recycling on their own, publish information in transparency and monitor the entire process.

The SRTI initiative aims to create emulation to access socially and environmentally responsible practices; at the same time, these practices must be economically viable. The sharing of knowledge and experience available on an online platform should accelerate the adoption of more stringent standards. The availability of information is intended to be an incentive. It makes it possible to establish a hierarchy of shipowners with regard their shipbreaking policy.

[Editor's note. In a way, in this approach the market creates its rules of good practice; it is assumed that a higher level of requirements by some will trickle down on the yards and even on shipowners yet not interested in any improvement policy].

The Maersk model

The central question of the forum was "how to move forward with regard ship recycling", and Mr John Kornerup Bang, Head of Sustainable Development Strategy, presented Maersk's response. It is not a question of "judging whether the glass is half full or half empty, but of filling it". For Maersk, current practices in shipbreaking yards are not ideal. Improvement must be progressive and continuous. It must be based on standards (the "RSRS") that apply in the social, technical, environmental and economic fields, and concern both the yard and its subcontractors. The RSRS are inspired by those of the Hong Kong Convention and adapted to the particular conditions of beaching. Thus, after initial cutting in the intertidal zone, Maersk excludes there storage and secondary cutting operations to avoid the dispersion of waste and leakage into the natural environment.



MAERSK

When Maersk disposes of its owned ships, it surrounds itself with guarantees to ensure that, at the end of their life, these ships will be broken up and recycled in yards that meet Maersk's requirements. The sales contract includes a precautionary clause if the sales price does not reach 140% of the scrap price. Between 125% and 140%, the clause requires that the ship should be operated for a further 2 years or recycled without delay according to Maersk standards; when the value is less than 125%, the sales contract requires recycling to be carried out in accordance with Maersk standards.

On the other hand, it is necessary to put in place levers for the global transformation of the dismantling activity. Maersk participates in the Ship Recycling Transparency Initiative (see previous chapter). On the ground, in Alang shipbreaking yards, Maersk's presence is intended to ensure that its standards are adopted and applied. The facilities are audited. At the end of 2015, 4 shipyards were approved according to this process [Editor's note: These were the 4 shipyards for which NKK issued a Statement of Compliance with the Hong Kong Convention that year: Kalthia Ship Breaking, Leela Ship Recycling, Priya Blue Industries and Shree Ram Vessels. In the summer of 2016, Shree Ram Vessels Ltd received the first Maersk ships in India, the container ships *Maersk Georgia* and *Maersk Wyoming*].

On the spot, a Maersk inspector is in charge of controlling the operations and has the right to suspend them if they do not follow the shipowner's instructions. At the end of 2018, Maersk used 4 yards for the recycling of its ships out of a total of 9 yards that meet the company's standards and are therefore also likely to receive them. [Editor's note. About the demolition of Maersk ships, See also the bulletin ["Shipbreaking" # 44](#), p 53 "*Maersk Wyoming* and *Maersk Georgia* in Alang" and ["Shipbreaking" # 46](#), p 4, "*Maersk the blue or dark shipowner*".]

According to Mr. J. K. Bang, the evolving principles and operating processes in the Alang yards have been favourable in recent years. The high standards of the best yards are comparable to those of China or Turkey. There were 4 Indian yards deemed compatible with the standards of the Hong Kong Convention in 2015, 17 at the end of 2016, 66 at the end of 2017 and 80 at the end of 2018. 15 other sites are in the process of certification, there are 48 where practices have not changed.

In conclusion, Mr. J.K. Bang considered it is crucial to continue to improve practices in Alang. According to him, more shipowners should get involved in concrete terms by demanding responsible recycling but also by a committed presence in the shipyards. It calls on the European Union to support the initiatives of the best sites and to contribute through consultation to the alignment of Indian practices with EU regulations.

3 - Other points of view: Navy and trade unions

The case of Navy vessel

Navy vessels are excluded from the scope of national regulations or international conventions relating to seaborne trade. The Hong Kong Convention is no exception to this rule. However, several Navies enforce compliance with the rules applicable to civilian ships for the end-of-life of their own vessels. The doctrine of Navies is decisive. It reflects the level of requirements from States. It has a knock-on effect on private shipowners, either upwards or downwards.

Mr. Chris Calvert, Director of the New Zealand Fleet Dismantling Program, explained the process for recycling the auxiliary vessel HMNZS Endeavour and selecting the yard. The selection criterion was not financial. The basic principle was to choose a responsible chain and site and to avoid the risk of damaging the image of the New Zealand Defence Force. As the latter has no in-depth knowledge of regulations in this field, a firm of experts, GSR Green Ship Recycling, was called upon in 2017. GSR is positioned as an advisor to shipbuilding yards, shipowners, cash buyers, shipbreaking yards, including the JRD yard stated as compliant with the Hong Kong Convention by Nippon Kaiji Kyokai in November 2016 and finally chosen for the dismantling of the Endeavour.



"A ship is not waste," said Mr. Calvert. However, the choice was made to comply with the principles of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal. Unlike the Hong Kong Convention, the objective of the Basel Convention is to control the management of hazardous waste. It involves the agreement of the exporting and importing countries and producer responsibility. It actually better meets the concerns and requirements of the New Zealand Environmental Protection Agency (NZ EPA) on the fate of waste resulting from shipbreaking operations.

The *Endeavour* recycling protocol covered, inter alia, beaching rules, oil pollution control, worker safety, waste identification and management (reduction, incineration or landfill). An independent supervisor was to monitor operations on site and submit a report.



The last voyage of the *Endeavour*. © Laine Moger

Mr. Calvert said he was impressed by the importance of the second-hand market and the quantity of second-hand parts reused in Alang. According to the material balance included in the final dismantling report, 60.4% of the materials from the recycling of *Endeavour* were reused, 38.4% recycled and 1.2% landfilled. The report lists the destination of the different materials for traceability purposes. Some are precisely named, especially when it comes to landfilling at GEPIL facilities (Gujarat Environment Protection & Infrastructure Ltd, a private waste management company) and hazardous waste. [1.1 t of halon gas, a brominated halogen compound that destroys the ozone layer and is used in firefighting, was exported to the United States for reuse].

In conclusion, Mr. Calvert advocates the application of the Basel Convention and the cooperation of all stakeholders, ship recycling yards, shipowners, environmental authorities of the countries concerned, experts, as the only way to ensure rigorous and responsible demolition.

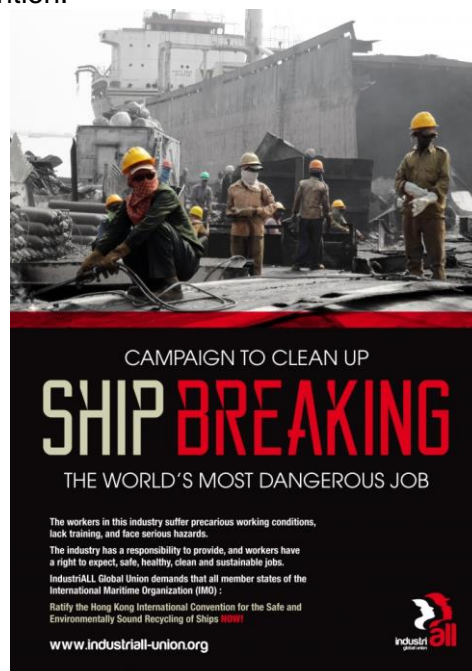
Trade unions: IndustriALL.

IndustriALL is an international workers' federation that coordinates trade unions in 140 countries. It was founded in 2012 by the International Metalworkers' Federation (IMF), the International Federation of Chemical, Mining and Energy (ICEM) and the International Textiles Garment and Leather Workers' Federation (ITGLWF). In the Indian sub-continent, IndustriALL represents 35,000 shipbreaking workers (28500 in India, 5000 in Bangladesh, 1300 in Pakistan).



For Mr Kan Matsuzaki, Director of the Shipbuilding and Shipbreaking Section of the IndustriALL Federation, shipbreaking remains one of the most dangerous activities in the world today. Workers can no longer wait for improvements in their living and working conditions. The main problem for shipbreaking workers is the lack of awareness of their social rights. This gap results in poor working conditions, low wages, precarious contracts, lack of health and accident insurance and insufficient training, knowledge of hazardous materials and personal protective equipment. Since 2003, trade unions have been implementing training and communication actions as a first step towards improving working conditions. However, for IndustriALL, it is necessary to go further. Existing regulations such as the Basel Convention do not apply well to workers. There is a need for international standards that are enforceable and beneficial to all. The Hong Kong Convention is seen as a legal basis for consultation, involvement of the different actors - governments, industrialists, trade unions - and monitoring of the effective enforcement of rules. IndustriALL supports the entry into force of the Hong Kong Convention and has been campaigning for several years for its ratification and implementation.

Mr Matsuzaki does not consider the issue of beaching to be relevant from a worker protection point of view ("Beach, not beach is not the problem"). He is not opposed to the European Regulation which has many similarities with the Hong Kong Convention. However, he is surprised that not all European Union countries have ratified the Convention.



Poster - IndustriALL

Heavy load carrier



Boskalis is sticking to its guns

In "Shipbreaking # 55" p 50, Robin des Bois had pointed out the conditions of demolition of the semi-submersible heavy lift vessels owned by the Dutch company Boskalis and its subsidiary Dockwise Shipping BV. Despite statements of exemplariness and responsibility published over the past years, in real life, Boskalis has chosen to scrap its ships in sub-standard non European Union-approved yards. After the *Teal* and *Treasure* in February and March 2019, it is now the turn of the *Swift*, *Talisman* and *Transporter* to be scrapped. All three had been laid up in European ports for several months, none of them has been headed to facilities meeting the environmental and social standards of the European Union. Practices in the yard where the *Talisman* was delivered are edifying : ground zero for precaution with regard to working conditions, dust emissions, protection of banks and of the Aegean Sea.



Scrapping the *Talisman*. © Facebook - Shipbreaking group

Ships to keep a close eye on: two other Boskalis ships, the *Fjord* (IMO 8636740) and *Fjell* (IMO 8766296) were also laid up in Eleusis Bay (Greece) along with the *Swift* and *Transporter*. The *Fjord* left the bay under tow for an undisclosed destination. She did not reach a Turkish yard, not to mention a European yard, her status in the Equasis database is "laid up", she is flying the Maltese flag. Is she also bound for demolition? Has she been sold for further trading? Has she left to be deflagged in order to bypass the European regulations? Boskalis' answer is awaited.

Swift (ex-Sea Swift, ex-Swift HL, ex-Dyvi Swift). IMO 8113554. Semi submersible heavy load carrier. Length 183 m. Curacao flag. Classification society Bureau Veritas. Built in 1983 in Geoje (South Korea) by Samsung. Laid up in Eleusis. Towed for demolition in Turkey.



Vancouver (Canada), August 23, 2009, transporting the ferry *Pacificat Voyager* towards Abu Dhabi. © Terry M



Port of Rotterdam (Netherlands), June 26, 2009
© Rik van Marle

Talisman (ex-*Front Comor*, ex-*Comor*). IMO 8918942. Ex single hull tanker shortened from 269 to 216 m in 2008 and converted to semi submersible heavy load carrier by COSCO Shipyards in Nantong. Length 216 m. Curacao flag. Classification society Bureau Veritas. Built in 1993 in Split (Croatia) by Brodosplit. The *Talisman* left Scheveningen (Netherlands) on her own power to be scrapped in Turkey.



Rotterdam April 27, 2010. © Aart van Bezooijen

Transporter (ex-*Sealift Transporter*, ex-*Front Sunda*, ex-*Sunda*). IMO 8918930. Ex single hull tanker shortened from 269 to 217 m and converted in 2007 to semi submersible heavy load carrier by COSCO Shipyards in Nantong. Curacao flag. Classification society Bureau Veritas. Built in 1992 in Split (Croatia) by Brodosplit.

On June 19, 2006, the tanker *Front Sunda* was on ballast 200 nautical miles off Singapore. She was scheduled to load a cargo of oil bound for New Zealand. N°6 cargo tank exploded, one seaman tasked with some welding job was killed on the spot, the other crew members evacuated the ship.



Blast on the *Front Sunda*, June 2006. © Harris Lodge

The tanker was acquired by Dockwise Shipping BV and then converted. Detained in 2011 in New Orleans (USA). On May 31, 2019, the *Transporter* left Eleusis Bay under tow of *Fairmount Glacier*, destination Aliaga.



Departure towards Aliaga, May 31, 2019. © Marc Ottini

Livestock carrier

Wardeh (ex-*Jaikur*, ex-*Tablat*). IMO 7708285. Ex Ro Ro converted in 2007. Length 131 m. Lebanese flag. Classification society International Register of Shipping. Built in 1978 in Shimonoseki (Japan) by Towa. Owned by Khalifeh Shipping Line Co (Lebanon). Detained in 2002 in La Spezia (Italy) and Alicante (Spain) and in 2016 in Cartagena (Spain).



Tablat, 1994, La Spezia (Italy).
© Carlo Martinelli



Wardeh, October 2015, Alboran Sea
© Eduard Legkii

The *Wardeh*, idle and awaiting a potential buyer, had been anchored off Mersin (Turkey) on April 10, 2018 with two watchmen on board. On January 15, 2019, as a result of a winter storm, she dragged anchor, went adrift and finally ran aground 500 m away from the beach. Sea water and rainwater poured in, the vessel developed a heavy list. The 2 crewmen were airlifted on the following morning.



Screenshot DHA



January 2019

© Takvim

After her hull was inspected by divers on March 17, the *Wardeh* was declared a total loss and auctioned. She was refloated and left Mersin under tow on May 28, heading for Aliaga.



Aliaga. © Selim San

Ferry

Bei You 19 (ex-*Feixiang*, ex-*Free Flying*). IMO 9082544. Fast ferry with a service speed of 32 knots. Length 40 m, 800 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Fremantle (Australia) by Austal Ships Ltd. Owned by Beihai Ennova Cruise Co Ltd (China). She was operated in the Gulf of Tonkin on the service between Beihai and Weizhou Island. Sold for demolition in China.



Departing Weizhou Island. Screenshot barca399 - You Tube

Eden (ex-*Mazatlan Star*, ex-*Monte Cinto*). IMO 8120686. Length 136 m, 6,888 t. Deflagged from Chile to Palau for her last voyage shortened to *Den*. Classification society Bureau Veritas. Built in 1984 at Le Havre (France) by La Société Nouvelle des Ateliers and Chantiers du Havre for the SNCM (Société Nationale Corse Méditerranée), she was named *Monte Cinto*, after the highest summit of Corsica (2706 m). After 25 years of service, she was replaced by the *Jean Nicoli* and decommissioned in 2009.



© GR20 Info.com



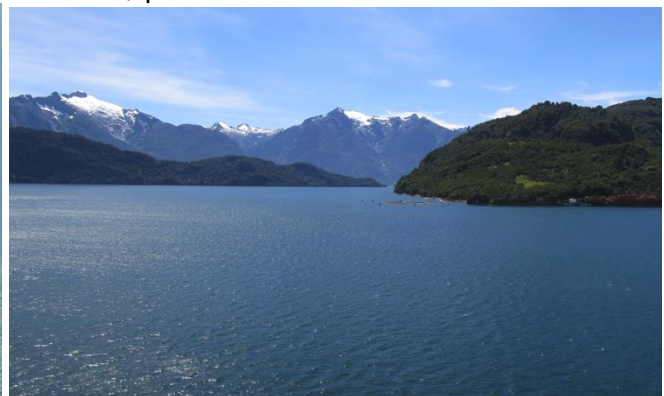
Monte Cinto

© Gaburri Djimmy

Sold to the Mexican Baja Ferries in 2010. In 2013, she left Mexico for Chile, after she was acquired by the Chilean company Ponqua Shipping and then by Navimag Carga SA. In the fjords of Chilean Patagonia, she was on duty on the 24-hour long route from Puerto Montt to Puerto Chacabucco along with the *Evangelistas* (IMO 7627962). Sold as is in Chile to United Arab Emirates-based RV International. After calling in late May at Durban (South Africa), *Den* resumed sailing on her own power towards Bangladesh and was beached on June 24. 260 US\$ per ton.



Eden, Chilean Patagonia. © Hugo Granata



Puerto Chacabucco. © Orlando Salgado

Norman Atlantic (ex-*Scintu*, ex-*Akeman Street*). IMO 9435466. Length 186 m. Italian flag. Classification society Registro Italiano Navale. Built in 2009 in Porto Viro (Italy) by Visentini. Owned by Visemar Di Navigazione Srl (Italy).



Le *Scintu*, Olbia (Sardaigne, Italy), August 3, 2013. © Cees Vastenhout

While she remained property of Visemar, she had been chartered by various companies, T-Lines, Saremar, Moby Lines and from October 2013 to August 2014 by LD Lines on its "Motorway of the Sea" service between Gijon (Spain), Saint-Nazaire (France) and Rosslare (Ireland). She was renamed *Norman Atlantic* in January 2014, sailed back to the Mediterranean in September 2014 on the Caronte & Tourist crossing of the Messina Strait and was chartered from September 2014 onwards by the Greek company Anek lines on its service between Patras (Greece) and Ancona (Italy).



© Italian coast guard



© Italian navy

On September 28, 2014, she suffered a major fire. The fire started in garage deck n°4, 44 nautical miles of Corfu. Two life boats were out of use, a number of passengers were airlifted. Overloaded life rafts capsized drowning several people. Among the fatalities, 25 officially registered passengers, at least 3 stowaways and also 2 Albanian crewmen of the salvage tug *Iliria*. The investigation report pointed out failures such as the incomplete passenger manifest and inadequate loading of vehicles, cars or trucks laden with olive oil, too close to each other in the garages decks. The *Norman Atlantic* was finally towed to Brindisi and then to Bari where she remained docked until the investigations were completed. The trial will have to determine the responsibilities of the two companies Anek Lines, operator of the vessel and Visemar, owner and 30 individuals including the master and several officers and crew members. On April 30, 2019, the court of Bari allowed Visemar to sell the *Norman Atlantic*. On July 13, the wreck was towed by the *Ionian Pelagos* (IMO 7601657) to Aliaga.



Departure towards demolition. Screenshot Italian coast guard.

Shidao (ex-Huadong Pearl II, ex-Ferry Nadeshiko n°3, ex-Orange Ace). IMO 8819158. Length 147 m, 6,533 t. South Korean flag. Classification society China Classification Society. Former Japanese ferry operated by Shikoku Kaihatsu Ferry Co Ltd. Built in 1989 in Imabari (Japan) by Imabari Zosen. In 2008, she left the Japanese waters after she was acquired by the Chinese company Huadong Ferry Inc. In 2013, she became the *Shidao* owned by Shidao International Ferry Co (South Korea); she was onwards operated in the Yellow Sea on the route linking Gunsan on the Korean Peninsula and Shidao in the Chinese Shandong Province. In 2019, she was announced sold as is in China; the final destination is to date undisclosed. 325 US\$ per ton. The *Shidao*, shortened to *Shida*, has just been deflagged to Gabon. In mid July, she was sailing in the South China Sea, heading for Singapore Strait, and then for the Indian subcontinent.



Shidao, docked in Gunsan, September 3, 2013. © Austin Park

Sir Robert Bond. IMO 7391903. Length 135 m, 5,090 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in St Catharines (Ontario, Canada) by Port Weller Drydocks. She was originally built as a train ferry design to carry wagons between Port aux Basques (Newfoundland) and North Sydney (Nova Scotia). She was owned by CN Marine, a subsidiary of Canadian National Railway.



Sir Robert Bond, in the 70s, at Port Weller Drydocks.
© archives Marine Atlantic

CN Marine was operating freight and passenger transport services in the provinces of the Atlantic coast. In the night of June 2 to June 3, 1977, one of the company's passenger ship, the *William Carson*, sank during the 1st run of the summer season between St Anthony (Newfoundland) and Goose Bay (Labrador) after colliding with a submerged iceberg off Battle Harbour; there was no fatalities. The 85 passengers and 27 crewmen were evacuated.



William Carson. © Steemit.com



Sir Robert Bond, 1989.
© La traversée (le blogue de Marine Atlantic)

Sir Robert Bond was converted the following year to replace the *William Carson* on her ferry service along the coasts of Newfoundland and Labrador. Conversion works were carried out in Lauzon by Quebec Davie Shipbuilding yard. In her new configuration, the *Bond* was able to transport cargo, 235 passengers and 200 cars at a service speed of 17 knots. With the opening of the Translabrador highway in 2010, she became redundant and was progressively ruled out, only assigned to a few winter services. She was decommissioned in April 2014 in Lewisporte (Newfoundland), after 40 years of service. Her owner, the Province of Newfoundland and Labrador, offered her for sale in autumn 2016. According to the description of the tender, the ship was in warm lay-up and the machinery periodically started.



February 2017, in Clarenville (Newfoundland), to be repaired. Screenshot Michael Legge

She was acquired by Beausejour Peat Moss Inc for 707,250 Canadian dollars in September 2016. Her new owner planned to have her deliver every two weeks 8000 bales of peat moss, that is, about 175 truck loads, from New Brunswick to the ports of the US Eastern coast. Refit works necessary to the vessel's life extension were estimated to 3 millions Canadian \$. The engines, generators, bow thruster and other equipments will have to be replaced, the stern door was no longer watertight. The *Bond* entered Burry shipyard in Clarenville (Newfoundland).

Though, the ship was offered for sale again in June 2017. She will never resume sailing on her own power. In 2018, she was towed to North Sydney, Nova Scotia. In 2019, she was acquired by a Marshall Islands-based company for demolition in India.



May 3, 2019, *Sir Robert Bond* at berth in Sydney

On May 5, 2019, she left the Canadian waters under tow of the Cypriot tug *Nove* (IMO 8318233). On June 16, the convoy was spotted in the middle of the Atlantic off St. Helena Island. The tug slowed down, seemed to be drifting for a few days 300 nautical miles east off the island, raising concerns about a propulsion trouble or even a loss of control of the *Sir Robert Bond*. Finally, the convoy resumed its journey and reached Walvis Bay (Namibia) for bunkering on June 29. Heavy weather was forecast off South Africa. As a precaution, the convoy took a break for a few days, then headed again for Alang where *Nove* and *Sir Robert Bond* are expected in mid-August.



Nove. © Marine Traffic



Nove towing the *Sir Robert Bond*, 2 nautical miles off Walvis Bay, June 30, 2019.

© Jerry Bakx, on demand of Bruce R. Salt

Passenger ship

Akbar. IMO 7116975. Length 150 m, 5,046 t. Deflagged from India to Gabon for her last voyage shortened to *Akb*. Classification society Indian Register of Shipping. Built in 1971 in Elseneur (Denmark) by Helsingor Vaerft for Mogul Line Ltd. She was designed both to be operated as a pilgrim ship - 80 in 1st class cabins, 1500 in economy class - or as a general cargo ship carrying freight and only 12 passengers.

Akbar, October 31, 1971, Elseneur (Denmark)
prior departing for India and delivery to owner
Mogul Line Ltd. © Svend Raether



After Mogul Line Ltd went bankrupt, the *Akbar* was taken over by the Shipping Corporation of India (SCI) in 1986. She was reengineered and repositioned in the Gulf of Bengal to link Kolkata and Vizag on the East coast of the Indian mainland and Port Blair, capital city of Andaman and Nicobar Islands Indian Union territory. Her capacity was 1,535 passengers in 121 Deluxe or 1st and 2nd class cabins and mostly in bunks or on the decks. The run fare in Deluxe cabin would cost 10,240 rupees (147 US\$), 7,240 in 1st class cabin (104 US\$), 4,400 in 2nd class cabin (63 US\$) and 2,290 for bunk class (33 US\$).



Akbar. Kolkata. © Bill Harvey

She was the oldest SCI ship on the service between the mainland and the archipelago. Sold as is for demolition, the Indian *Akbar* left the Gulf of Bengal, went around the Indian peninsula and was beached in Pakistan on June 21. 382 US\$ per ton.



© Amit Chandra / traveltriangle

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.

April-May-June 2019

27 demolitions, representing 6% of the global tonnage.

Three ships are 180 m in length or over. The Panamanian *Rakiura Maru* owned by the Norwegian G2 Ocean AS and the Hong Kong-flagged *Kweichow* were scrapped in India, the *Yangtze Innovation*, also Hong Kong-flagged, in Bangladesh. The category is distributed between Turkey (9 ships), Bangladesh and India (7 ships each).

34 years: the average age at the time of demolition. The age ranges from 17 years for the *Yangtze Innovation* (p 30) to 62 years for the *Tighnabruaich* (p 30).

54%: the proportion of ships controlled by a classification society which does not belong to the IACS (International Association of Classification Societies). With regard all the ships broken up this quarter, the proportion is only 22%.

63% : the detention rate prior to demolition. Three general cargo carriers step on the podium of substandard ships : the *Starshina Derov N.G* (18 detentions), the *Dana 1* (16 detentions) and the *Twenty Six* (13 detentions).

Abakan. IMO 8711277. Length 133 m, 4,389 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Bilbao (Spain) by Astilleros Reunidos del Nervion. Owned by FESCO (Russia). Sold for demolition in Bangladesh. 450 US\$ per ton.

Abakan, April 2010. © Moorzay / Fleetmon



Aetos. IMO 6618108. Length 54 m. Sao Tome & Principe flag. Unknown classification society. Built in 1966 in Frederikshavn (Denmark) by Frederikshavn Verft. Being broken up in Cagliari (Sardinia, Italy). See in this bulletin the chapter "The old ones resist" p 6.

Altership (ex-*Fiddler*, ex-*Kirzhach*). IMO 8814378. Length 95 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Singapore by Jurong Shipyard. Owned by Master Shipping JSC (Russia). Detained in 1998 in Saint John (Canada), in 2000 in Ghent (Belgium) and La Spezia (Italy) and in 2007 in Gdynia (Poland), Rouen (France) and Bremen (Germany). Laid up since October 2010. Being broken up in Murmansk (Russia).



September 2008, Rotterdam (Netherlands).
© Lindebrille



June 2019, Murmansk (Russia).
© Gilmiyarov Evgeny

Brave-M (ex-*Skalva*, ex-*Paleisgracht*). IMO 8414764. Length 113 m, 3,768 t. Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Shimizu (Japan) by Miho. Owned by Individual Shipping Ltd (Greece). Detained in 2000 in Kobe (Japan), in 2003 in Sydney (Australia), in 2004 in Southampton (United Kingdom), in 2014 in Aliaga (Turkey) and in 2015 and 2016 in Novorossiysk (Russia). Sold for demolition in India. 426 US\$ per ton.



July 4, 2009, Brest (France), *Skalva* is delivering wind turbines. Also at berth, the discarded *Matterhorn* broken up in Bassens in 2012 and *Captain Tsarev*, broken up in Brest in 2016. © Erwan Guéguénat

Byuksang 3001 (ex-*Hanjin 3001*). IMO 9073921. Length 94 m, 1,521 t. Deflagged from South Korea to Panama for her last voyage. Classification society Korean Register of Shipping. Built in 1992 in Busan (South Korea) by Hanjin HI Co. Owned by HL Maritime Co Ltd (South Korea). Sold for demolition in Bangladesh.

Dana 1 (ex-*Ladoga-6*). IMO 7310973. Length 81 m. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1973 in Reposaari (Finland) by Reposaaren Konepaja. Owned by Frim JSC (Russia). Silver medallist of substandard ships with 16 detentions in 2002 in London (United Kingdom), in 2007 in Shoreham (United Kingdom), in 2008 in Kings Lynn (United Kingdom), in 2009 in Rochester (United Kingdom), in 2010 in Kiel (Germany) and Gdynia (Poland), in 2011 in Neustad-Glewe (Germany), in 2012 in Gemlik (Turkey), in 2013 in Izmit (Turkey) and Eregli (Turkey), in 2014 in Novorossiysk (Russia), in 2015 in Iskenderun (Turkey) and in Gemlik again, in 2016 in Temryuk (Russia), in 2018 in Burgas (Bulgaria) and in 2019 in Salerno (Italy). She was at first banned from European ports for multiple detentions for three months in September 2011.



Canal de Kiel (Germany), 26 June 2010. © L.J.Axt



6 April 2019, Salerno (Italy). © Ryslan →

On March 29, 2019, *Dana-1* arrived at the port of Salerno (Italy) with a cargo of wood from Temryuk (Russia). The crew sent a note signed by all to the local Maritime Authority complaining about the non payment of their wages and started a strike. The ship was detained for 10 deficiencies relating to the safety of navigation reported by maritime security inspectors. On April 18, deficiencies were remedied and salaries were paid, *Dana-1* was freed but in the wake she was again banned from all European ports this time for 12 months at least. On April 26, she was beached for demolition in Aliaga.

Efa (ex-Yevgeniy Pylyayev). IMO 8230027. Length 114 m, t. Vanuatu flag. Classification society Bulgarski Koraben Registar. River and sea-going ship built in 1972 in Komarno (Slovakia) by Zavody Tazkeho Strojarnstva Yard. Owned by Rosendal Trading SA (Turkey). Detained in 1997 in Szczecin (Poland), in 2004 in Kotka (Finland), in 2009 in Halden (Norway), in 2010 in Izmit (Turkey), in 2012 in Mersin (Turkey), in 2017 in Kocaeli (Turkey), in 2018 in Bilgorod-Dnistrovskyy (Ukraine) and in 2019 in Rostov on Don (Russia). Sold for demolition in Turkey.



Efa, July 11, 2015 © Oleksiy Puzyr



Aliaga. © Selim San

Ege M (ex-Med K, ex-Crea, ex-Bay Trader, ex-Medbay, ex-Silvia, ex-Medunion, ex-Union Arrow). IMO 8003852. Length 70 m. Turkish flag. Classification society Phoenix Register of Shipping. Built in 1980 in Lauenburg (Germany) by Hitzler. Owned by Men Denizcilik Gemisanayi (Turkey). Detained in 2003 in Ghent (Belgium), in 2007 in Ridham Dock (United Kingdom) and Drogheda (Ireland), in 2008 in Palmos (Spain), in 2011 in Azov (Russia) and in 2012 in Alexandria (Egypt). Sold for demolition in Turkey.

ESI Anax (ex-Kampen, ex-OXL Emir, ex-Kampen, ex-Onego Fighter, ex-S. Fighter, ex-Beluga Inspiration, ex-CEC Anax). IMO 9214587. Length 134 m, t. Deflagged from Belize to Palau for her last voyage renamed *Team*. Classification society Bureau Veritas. Built in 2001 in Dalian (China) by Dalian Shipyard. Owned by Euroseas International Ltd (Hong Kong, China). Detained in 2001 in Kobe (Japan), in 2012 in Alexandria (Egypt), in 2015 in Antwerp (Belgium) and in 2017 in Mumbai (India). Acquired by Singapore-based Somap International prior to her departure for demolition in India.

Harbour Hornbill (ex-Destiny Pride, ex-Korex Kwangyang, ex-Korex, ex-Ping Yang). IMO 9150638. Length 98 m, 2,336 t. Deflagged from Malaysia to Palau for her last voyage shortened to *Hornbill*. Classification society Ships Classification Malaysia. Built in 1995 in Wuhu (China) by Xinlian Shipbuilding Co. Owned by Harbour-Link Marine Services (Malaysia). Sold for demolition in Bangladesh.



Harbour Hornbill, Singapore, April 2015.
© Manuel Constantin



Harbour Ivory, Pasir Gudang (Malaysia), May 2009
© Knut Helge Schistad

Harbour Ivory (ex-Destiny Classic, ex-Korex Kunsan, ex-Hui Yang). IMO 8887959. Length 98 m, 2,338 t. Deflagged from Malaysia to Palau for her last voyage shortened to *Ivory* Classification society Nippon Kaiji Kyokai. Built in 1995 in Wuhu (China) by Xinlian Shipbuilding Co. Owned by Harbour-Link Marine Services (Malaysia). Sold to Libra Seaway Ltd registered in Liberia prior to her departure for demolition in Bangladesh.

Kuzey 1 (ex-*Teo*, ex-*Gude*, ex-*Cafer Sener*, ex-*Selahattin Turkmen*, ex-*Haci Nihat D*, ex-*Riza Isik*). IMO 7531785. Length 90 m. Turkish flag. Classification society Phoenix Register of Shipping. Built in 1977 in Kavak (Turkey) by Hidrodinamik; jumboized in 1985 and lengthened from 63 to 90 m. Owned by Lodos Denizcilik Uluslararası (Turkey). Detained in 1998 in Eleusis (Greece), in 2003 in Cagliari (Italy), in 2006 in Casablanca (Morocco), in 2008 in Castellon de la Plana (Spain) and in 2016 in Mangalia (Romania). Sold for demolition in Turkey

Kweichow (ex-*Tasman Endeavour*, ex-*Caribbean Challenger*). IMO 9070694. Length 185 m, 9,432 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Shitanoe (Japan) by Minami-Nippon. Owned by China Navigation Co Pte Ltd (Singapore). Detained in 2005 in Auckland (New Zealand) and in 2011 in Melbourne (Victoria, Australia). Sold for demolition in India. 440 US\$ per ton.



Tauranga, New Zealand, October 22, 2012 © David Shepherd

Mark (ex-*Charly*, ex-*Akar-3*, ex-*Karadeniz-II*). IMO 7721952. Length 92 m, t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1981 in Canakkale (Turkey) by Kiyi Gemi. Jumboized and lengthened in 1989 from 82 to 92 m. Owned by Nord Marine SA registered in Liberia. Detained in 1999 and 2000 in Novorossiysk (Russia), in 2002 in Bari (Italy), in 2003 in Sevilla (Spain), in 2008 in Novorossiysk again, in 2011 in Constanta (Romania), in 2013 in Novorossiysk again, in 2017 in Thessaloniki and in Kalymnos (Greece) and in 2018 in Tripoli (Lebanon). In the early hours of January 4, 2019, *Mark* arriving from Lebanon was anchored in the Sea Marmara (Turkey). A fire broke out in the accommodation block. The whole superstructure was engulfed in flames. The crew of 10 Syrians, 3 Indians and 2 Egyptians were evacuated. Cooling operations were completed on January 6. The ship was towed to the port of Haydarpasa for a detailed survey. She was declared a total loss and beached in Aliaga.



Sulina (Romania), April 2009. © DMG



January 2019. Screenshot DHA

Prosperity (ex-*Don Star*, ex-*Bluestar*, ex-*Onego Trumper*, ex-*Bluestar*, ex-*CMA CGM Venezuela*, ex-*CSAV Andino*, ex-*CMA CGM Maghreb*, ex-*Kont Miriam*, ex-*Sea Freight Star*, ex-*Ivaran Quinto*, ex-*Kont Miriam*, ex-*Remo IV*). IMO 9043122. Length 131 m, 3,439 t. Unknown flag. Classification society Russian Maritime Register of Shipping. Built in 1997 in Tulcea (Romania) by Tulcea SN. Owned by Ships Corp SA (Greece). Detained in 2000 in Yokohama (Japan), in 2001 in Timaru (New Zealand), in 2002 in Lisbon (Portugal), in 2008 in New Orleans (USA), in 2009 in Setubal (Portugal), in 2014 in Damietta (Egypt) and in 2015 in Fort de France (Martinique, France). Sold for an undisclosed destination of demolition. Her last known location was Gibraltar.

Rainbow H (ex-Joy Express, ex-Celtic Spirit, ex-Gardsky, ex-Isnes, ex-Dollart). IMO 7521132. Length 91 m, 1,757 t. Deflagged from Sierra Leone to Togo in November 2018. Classification society Dromon Bureau of Shipping. Built in 1976 in Emden (Germany) by Schulte & Bruns. Owned by HR Brothers Maritime Shipping (Honduras). Detained in 2003 in Le Legué (France), in 2011 in Varna (Bulgaria), in 2012 in Damietta (Egypt) and in 2018 in Nea Moudhania (Greece), Samsun (Turkey), Alexandria (Egypt) and Laurium (Greece). Sold for demolition in India.

Rakiura Maru. IMO 9108037. Length 180 m, 8,502 t. Panamanian flag. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1996 in Landskrona (Sweden) by Bruces Shipyard. Owned by G2 Ocean AS (Norway). Sold for demolition in India with 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 (see on this issue the report on the Trade Winds Forum, p 9-15). 468 US\$ per ton.



Bluff, New Zealand, October 28, 2015. © John Regan

Rimeo (ex-Jacob Merchant, ex-Onego Challenger, ex-Ivan Visin, ex-Rets Timber, ex-Tiger Cape, ex-Cape Ray, ex-Bridgewater). IMO 8324713. Length 135 m, 4,142 t. Deflagged from Panama to Comoros for her last voyage renamed *Sward*. Classification society Isthmus Bureau of Shipping. Built in 1984 in Travemünde (Germany) by Schlichting Werft. Owned by Rimenes Shipping & Transportation Trading Ltd (Turkey). Sold to Sward Marine Co registered in Belize prior to her departure for demolition in India. 442 US\$ per ton.

Sinegorsk (ex-FESCO Sinegorsk, ex-Sinegorsk). IMO 8711291. Length 133 m, 4,388 t. Russian flag, homeport Arkhangelsk. Classification society Russian Maritime Register of Shipping. Ice-strengthened ship built in 1991 in Bilbao (Spain) by Astilleros Reunidos del Nervion. Owned by TK Nord Project (Russia). Detained in 2006 in Antwerp (Belgium), in 2013 in Ghent (Belgium) and in 2014 in Liverpool (United Kingdom). Sold for demolition in Bangladesh. 450 US\$ per ton.



Northeast, Kara Sea, March 25, 2016. © D Lobusov

Snow White (ex-Abnett Snow, ex-Ouirgane). IMO 7422180. Length 93 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Trust Maritime Srl (Romania). Detained in 2002 in Dunkirk (France), in 2007 in Novorossiysk (Russia), in 2010, 2011 and 2012 in Damietta (Egypt), in 2013 in Poti (Georgia), in 2014 in Damietta again, in 2018 in Kalymnos (Greece) and in 2019 in Tuzla (Turkey) and Tripoli (Lebanon). Beached in Aliaga on May 30, 2019 at Ege Gemi Söküm, a yard not included in the list of EU-approved facilities.

St Confidence (ex-*St Konfidens*, ex-*St Confidence*, ex-*Thyra*, ex-*Gastello*). IMO 8912869. Length 98 m, 2,462 t. Russian flag, homeport Vostochny. Classification society Russian Maritime Register of Shipping.



Built in 1993 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Mortrans Service (Russia). Detained in 2002 in Naples (Italy) and Barcelona (Spain), in 2004 in again (Italy) and in Naples, in 2008 in Shanghai (China) and in 2014 in Hiroshima (Japan). Sold for demolition in Bangladesh. 425 US\$ per ton.

Vladivostok, August 2, 2015. © **Sergei Skriabin**

Starshina Derov N.G. (ex-*Santa Elena*, ex-*Virginia*, ex-*Cheyenne*, ex-*Volgo-Balt 163*). IMO 8872617. Length 114 m. Deflagged from Tanzania to Syria in February 2019. Classification society Guardian Bureau of Shipping. River and sea-going vessel built in 1972 on Danub River in Komarno (Slovakia) by ZTS Yard. Owned by Premier Shipping & Trading SA (Turkey). Gold medallist of substandard ships with 18 detentions in 2002 in Yeysk (Russia), in 2003 in Eleusis (Greece), in 2005 and 2006 in Izmit (Turkey), in 2009, 2010 and 2011 in Mykolayev (Ukraine), in 2013 in Taganrog (Russia), Eregli (Turkey) and Novorossiysk (Russia), in 2014 in Aliaga (Turkey), Azov (Russia) and again in Aliaga, in 2015 in Rostov on Don (Russia), in 2016 in Temryuk (Russia), in 2017 in Samsun (Turkey), Zonguldak (Turkey) and again in Azov. Banned from European ports in July 2017. In August 2017, she was seized in Tartous (Syria) for unpaid bills. 10 Ukrainian seamen remained prisoners on board until January 2018, their salaries have not been paid for nearly 2 years. *Starshina Derov N.G.* was beached in Aliaga as *Boondocks*.



Starshina Derov NG, on Don River, Rostov Oblast (Russia), November 6, 2015 © **Pavel Emelyanov**

Tabark (ex-*Fatheh Al Rahman*, ex-*Ghazal 1*, ex-*Ghazal*, ex-*Al Noor*, ex-*Al Katheeria II*, ex-*Ocean Executive*, ex-*SIIC Evo*, ex-*Sang Thai Hoor*, ex-*Pico Do Fincho*, ex-*Sandra K*, ex-*Fjallfoss*, ex-*Mercandian Transporter*). IMO 7358652. Length 78 m, 1,060 t. Tanzanian flag. Unknown classification society. Built in 1974 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Ayadaldeen/Gzal (United Arab Emirates). Sold for demolition in India.



Mercandian Transporter, Maritime Museum of Denmark.
© **Bent Christensen / Hiveminer**

Tighnabruaich (ex-*Brake*, ex-*Marlies*). IMO 5225904. Length 58 m. Deflagged from Moldova to Togo in August 2018. Classification society Maritime Bureau of Shipping. Built in 1957 in Brake (Germany) by Lühring; lengthened in 1978 from 52 to 58 m. Owned officially since August 2018 by Atropos Marine Co registered in the Marshall Islands. Detained in 2005 in Hamburg (Germany) and in 2008 in Antwerp (Belgium). Sold for demolition in Turkey. The oldest ship of the quarter.



Brake, on Elbe River, August 3, 2011
© Joern von Aspern



February 2012, as the Moldovan *Tighnabruaich*. © Jochen Wegener

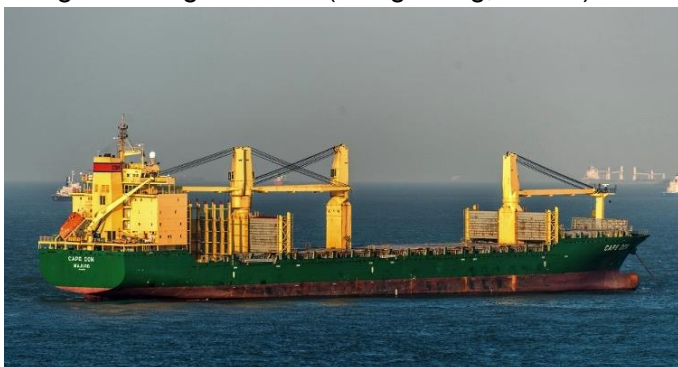
Twenty Six (ex-*Divine*, ex-*Gold*, ex-*Golden Dream I*, ex-*Gloden Dream*, ex-*Playa de Finsterre*). IMO 7720192. Length 81 m. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1994 in Corcubion (Spain) by Sicar. Owned by ABC Shipchandler & Shipping Co (Turkey). Detained in 2002 in Bilbao (Spain), in 2011 in Rotterdam (Netherlands), in 2012 in Ashdod (Israel), in 2013 in Mariupol (Ukraine) and again in Ashdod, in 2014 in Motril (Spain) and Gaeta (Italy), in 2015 in Izmit (Turkey), in 2015 in Rendsburg (Germany), in 2016 in Constanta (Romania), in 2017 in Odessa (Ukraine), in 2018 in Batumi (Georgia) and in 2019 in Genoa (Italy). Sold for demolition in Turkey



Twenty Six prior beaching in Aliaga. © Selim San

West Ocean 5 (ex-*Anna Fatima*, ex-*Nossa Senhora de Fatima*, ex-*Ponta de Sagres*, ex-*Ampuria*, ex-*Sunny Bettina*). IMO 7633583. Length 96 m, 1,956 t. Deflagged from the Philippines to Gabon for her last voyage. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1979 in Ulsan (South Korea) by Donghae SB Co. Owned by Key West Shipping Line Corp (Philippines). Sold for demolition in Bangladesh.

Yangtze Innovation (ex-*Global Pioneer*, ex-*Cape Don*, ex-*Golden Isle*, ex-*Pacific Dream*, ex-*Tasman Voyager*, ex-*CCNI Shanghai*, ex-*Cape Don*). IMO 9231107. Length 193 m, 11,628 t. Deflagged from Hong Kong to Gabon for her last voyage shortened to *Innovation*. Classification society China Classification Society. Built in 2002 in Xiamen (China) by Xiamen SB Industry Co. Owned by New Yangtze Navigation HK (Hong Kong, China). Sold as is in Malaysia to Libra Seaway Ltd registered in Liberia prior to her departure for demolition in Bangladesh. 438 US\$ per ton including 190 t of bunkers.



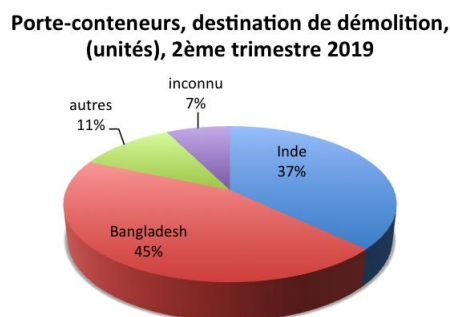
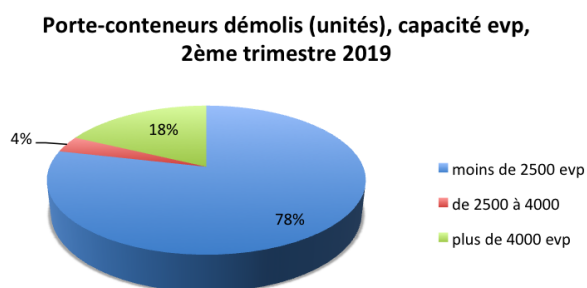
Cape Don, anchored off Busan (South Korea), July 2013. © Ivan Meshkov

Container ship

April-May-June 2019

28 demolitions. A tonnage of 254,000 t significantly down by -40% compared to the 1st quarter, 19% of the global tonnage. Container ship are yo-yoing. They fall down to 3rd rank of scrapped ships.

"Small" container ships of less than 2500 boxes account for three-quarters of demolished units of the category (22, i.e. 78%), there are only 5 container ships with a capacity over 4000 boxes (10 in the 1st quarter). The average age of the category at the time of demolition is 24 years, it is only 19 years for the largest units. The detention rate of the category is 61%. Bangladesh and India received 82% of container ships to be broken up.



APL Japan (ex-*Hyundai Japan*). IMO 9074391. 4850 teu. Length 276 m, 24,212 t. Deflagged from Singapore to Palau for her last voyage shortened to *Japan*. Classification society American Bureau of Shipping. Built in 1995 in Kiel (Germany) by Howaldtswerke Deutsche Werft. Owned by APL (Singapore). Sold for demolition in India.



Geoje Island, South Korea, September 3, 2013. © V Tonic

AS Aries (ex-*Aries*, ex-*Maersk Itajai*, ex-*Aries*). IMO 9225421. 1835 teu. Length 194 m, 10,606 t. Deflagged from Liberia to Palau for her last voyage shortened to *Ari*. Classification society DNV-GL. Built in 2001 in Gdansk (Poland) by Gdanska-Gdynia. Owned by Contchart Hamburg Leer GmbH & Co KG (Germany). Sold for demolition in India.



Aries, April 9, 2012, Saint-Nazaire (France). © Erwan Guéguénat

Avonmoor (ex-*Champlain Strait*, ex-*Steamers Prudence*, ex-*P&O Nedlloyd Corfu*, ex-*Steamers Prudence*). IMO 9145279. 779 teu. Length 127 m, 4,170 t. Bahrain flag. Classification society Polish Register of Shipping. Built in 1998 in Nanjing (China) by Jinling Shipyard. Owned by Tylos Shipping & Marine Services (Bahrain). Detained in 2000 at Piraeus (Greece), in 2011 in La Spezia (Italy), in 2013 and 2014 in Marsaxlokk (Malta), in 2016 again at Piraeus for 35 days then in Marsaxlokk again and in 2017 for 82 days in Trapani (Italy), in Zarsis (Tunisia) and in Marsaxlokk again for 68 days. In January 2018, the ship and her crew were abandoned in the port of Casablanca (Morocco). The 16 Ukrainian seamen were paid and repatriated 4 months later. *Avonmoor* was beached in Aliaga on June 12, 2019.



Valencia (Spain), May 2016. © Manuel Hernandez Lafuente



Aliaga, June 2019. © Selim San

Bao Cheng (ex-*Hansa Kirkenes*, ex-*Zim Itajai*, ex-*H Kirkenes*). IMO 9241449. 1552 teu. Length 176 m, 7,407 t. Deflagged from Hong Kong to Palau for her last voyage shortened to *Bao*. Classification society China Classification Society. Built in 2002 in Guangzhou (China) by Guangzhou Wenchong. Owned by Hongkong Baoxiang Shipping Co (Hong Kong, China). Sold to Libra Seaway Ltd registered in Liberia prior to her departure for demolition in Bangladesh.

Cecilie Maersk. IMO 9064401. 1750 teu. Length 190 m, 8,965 t. Deflagged from Denmark to Hong Kong in July 2018 then Kiribati and finally Palau for her last voyage shortened to *Cecilie*. Classification society American Bureau of Shipping. Built in 1994 in Lindo (Denmark) by Odense Staalskibs. Owned by Maersk Line As (Denmark). Sold to NKD Maritime Ltd registered in the United Kingdom prior to her departure for demolition in India. (On Maersk ship recycling policy, see also p 13, the report on the Trade Winds Forum).



December 2013, Malaga (Spain)
© Santiago Mena Sáez



Cecilie Maersk.

Alang, May 2019.

© Imran Mustafa Memon

Easline Busan (ex-*SITC Pyeongtaek*, ex-*Yuriy Ostrovskiy*). IMO 9101792. 1016 teu. Length 150 m, 5,118 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Easline Ship Management Inc registered in Panama. Detained in 2014 in Ningbo (China) and in 2017 in Lianyungang (China). Sold for demolition in Bangladesh. 430 US\$ per ton.

Elafonisos (ex-*Spirit of Luck*, ex-*Estebroker*, ex-*CSAV Trinidad*, ex-*Hanjin Dubai*, ex-*Trade Bravery*, ex-*TPL Merchant*, ex-*Lykes Crusader*, ex-*TMM Quetzal*, ex-*Widukind*). IMO 9179816. 2,526 teu. Length 208 m, 10,672 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Warnemünde (Germany) by Kvarner Warnow Werft. Owned by Costamare Shipping Co SA (Greece). Detained in 2008 in Shenzhen (China). Sold for demolition in India. 477 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.

Hai Su 10 (ex-RBD Dalmatia, ex-Blikur, ex-RBD Dalmatia). IMO 9339076. 698 teu. Length 130 m, 4,332 t. Chinese flag. Classification society China Classification Society. Built in 2007 in Fuzhou (China) by Fujian Mawei SB Co. Owned by Hainan Ansheng Shipping Co (China). Detained in 2013 in Algeciras (Spain). On December 26, 2018, the *Hai Su 10* was docked in Nansha port (China). Another container ship, the *Ran Jian 15*, owned by the same company, rammed into her while maneuvering to her berth. The *Hai Su 10* starboard hull was struck just ahead of the superstructure, the portside hull got crushed on the quay. Damages on the striking ship were minor. The *Hai Su 10* was declared a total loss and sold for demolition in Xinhui, China.



Hai Su 10 ramming



release



crack captures d'écran

Hong Kong Bridge (ex-Qingdao, ex-CSCL Qingdao). IMO 9224336. 4250 teu. Length 260 m, 16,317 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 2001 in Geoje (South Korea) by Samsung. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2010 in Melbourne (Victoria, Australia) and Port Botany (New South Wales, Australia) and in 2014 in Shenzhen (China). Sold for demolition in Bangladesh. 472 US\$ per ton

Iwashiro. IMO 9106780. 1613 teu. Length 193 m, 8,175 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Shiro*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Taiyo Sangyo Trading & Marine Service (Japan). Detained in 2007 in Ningbo (China) and in 2012 in Shanghai (China). Sold as is in Haiphong for demolition in Bangladesh. 415 US\$ per ton including 150 t of bunkers.

John (ex-John Rickmers, ex-CMA CGM Everest, ex-John Rickmers). IMO 9300154. 1858 teu. Length 196 m, 10,794 t. German flag, then St Kitts and Nevis in February 2018, then Marshall Islands in July 2018 and finally Comoros in May 2019 for her last voyage renamed *Johan Paul*. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 2005 in Jiangyin (China) by Jiangsu Yangzijiang. Sold by her German shipowner Rickmers to Hermes Maritime Services Pvt Ltd based in India prior to her departure for demolition in Alang.

Kapitan Krems. IMO 7941198. 320 teu. Length 130 m, 4,215 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



Vladivostok (Russia), May 5, 2018. © Sergei Skriabin

Maui. IMO 7602338. 1756 teu. Length 219 m, 14,059 t. United States flag. Classification society American Bureau of Shipping. Built in 1978 in Bath (USA) by Bath Iron Works. Owned by Matson Navigation Co Inc (USA).

Information	Since
IMO number :	7602338
Name of ship :	MAUI (during 1978)
Call sign :	WSLH
MMSI :	366375000
Gross tonnage :	25630 (since 01/05/1978)
DWT :	24683
Type of ship :	Container Ship (during 1978)
Year of build :	1978
Flag :	United States of America (since 01/04/2007)
Status of ship :	To Be Broken Up (since 20/04/2019)
Last update :	11/06/2019

April 20, 2019

Information	Since
IMO number :	7602338
Name of ship :	MAUI (during 1978)
Call sign :	WSLH
MMSI :	366375000
Gross tonnage :	25630 (since 01/05/1978)
DWT :	24683
Type of ship :	Container Ship (during 1978)
Year of build :	1978
Flag :	United States of America (since 01/04/2007)
Status of ship :	Broken Up (since 07/06/2019)
Last update :	18/06/2019

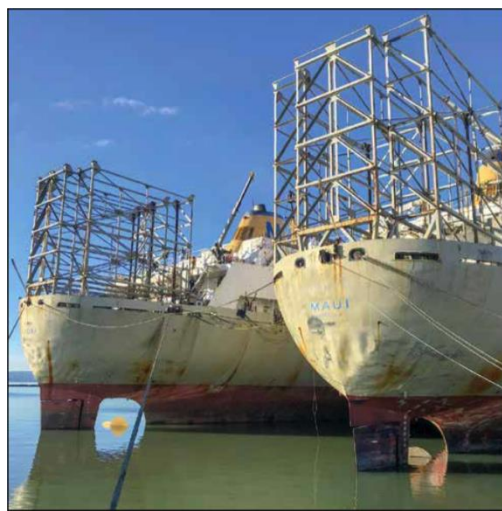
June 7, 2019

A pure Jones Act ship, the federal law on maritime trade requiring goods shipped between US ports to be transported on a ship built in the USA, owned by a US citizen or a US resident, US-flagged and manned by a US crew. She was decommissioned at Alameda terminal, California, along with the *Kauai* (IMO 7802718). The official status of the *Maui* became "to be broken up" on April 20, 2019 then "broken up" on June 7. Was she scrapped or will she be scrapped in the United States ? We remember that, in the summer of 2015, the US shipowner announced the container ship *Horizon Trader* will be the last vessel of its fleet to be demolished on an Indian subcontinent beach (Cf. "[Shipbreaking # 42](#)", p 24). The *Horizon Trader* was then towed all the way from the Gulf of Mexico and beached in Alang in January 2016.

The *Kauai* is still officially "in service".



Off Ohahu, Hawaii, May 17, 2014.
© Susan Yamamoto



Decommissioned in Alameda, California along with the *Kauai*. © Robin Colonas

Med Samsun (ex-AS *Amalia*, ex-Sag *Westfalen*, ex-CMA CGM *Esmeraldas*, ex-Kaedi, ex-Irma Delmas). IMO 9225794. 2207 teu. Length 196 m, t. Turkish flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Medlog Shipping & Trade SA (Turkey). Detained in 2018 in Alexandria (Egypt). Sold for an undisclosed destination of demolition.

Noble Breeze (ex-Mabel *Rickmers*, ex-CMA CGM *Samba*, ex-Mabel *Rickmers*, ex-Kribi, ex-Mabel *Rickmers*, ex-Kribi, ex-Mabel *Rickmers*). IMO 9126871. 1162 teu. Length 163 m, 5,765 t. St Vincent and Grenadines flag. Classification society Nippon Kaiji Kyoka. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Future Trend Nautical LLC (United Arab Emirates). Detained in 2018 in Kolkata (India) and in 2019 in Port Klang (Malaysia). Sold for demolition in Bangladesh. 473 US\$ per ton.

Oel Transworld (ex-*Mare Caribicum*, ex-*APL Argentina*, ex-*YM Savannah*, ex-*Trade Hallie*, ex-*Mare Caribicum*). IMO 9235086. 4038 teu. Length 261 m, 16,160 t. Panamanian flag. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Orient Express Ship Management Ltd (India). Detained in 2014 in Shenzhen (China). Sold for demolition in India. 480 US\$ per ton including 200 t of bunkers and a 60 t propeller. 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.

Orca 2 (ex-*Orca*, ex-*Confidant*, ex-*Kenza*, ex-*Lotte Sif*, ex-*Vento di tramontana*, ex-*Lotte Sif*, ex-*P&O Nedlloyd Cyclops*, ex-*Maersk Euro Primo*, ex-*Maersk Primo*, ex-*Lotte Sif*). IMO 8914544. 724 teu. Length 127 m, 3,729 t. Deflagged from Sierra Leone to Comoros for her last voyage renamed *Orca*. Classification society Dromon Bureau of Shipping. Built in 1991 in Frederikshavn (Denmark) by Orskov Christensens. Detained in 2006 in Cagliari (Italy), in 2008 in Barcelona (Spain), in 2017 in Rhodes (Greece) and in 2018 in Aqaba (Jordan).

The *Kenza* had been discarded by her Moroccan owner IMTC in the port of Cagliari (Sardinia, Italy) in 2013 (Cf. "Shipbreaking # 38", p 13). Seized for salary delays and various unpaid bills totalling 400,000 €, she has been stuck in Sardinia for 2 years. In August 2015, an agreement was found between creditors and IMTC, the *Kenza* was sold to a Syrian owner, left Cagliari to be repaired in Olbia and resumed trading.

Kenza, abandoned in Cagliari, 23 September 2014.
© Egidio Ferrighi

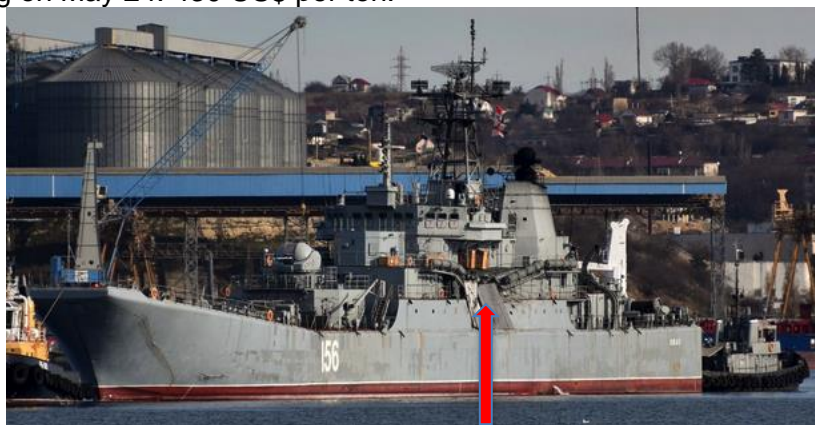


In 2017, she was back under the spotlight as *Orca 2*. On December 30, 2017, off Rhodes, she was undertaking the Russian landing ship *Yamal* that was heading to Sevastopol Russian naval base after having carried troops and vehicles to Syria. The *Orca 2* veered during the maneuver and collided with the Russian vessel. The accident was known on January 9, 2018 only. The *Yamal* has been undergoing repair works for months. The *Orca 2* has been detained for 5 days in Rhodes then was allowed to resume sailing.

In 2019, the *Orca 2* was acquired by Avena Maritime SA registered in Liberia prior to her departure for demolition. She was beached in Alang on May 24. 430 US\$ per ton.



Orca 2.



Yamal at Sevastopol Russian naval base after the collision.
© Naval News.net

Rotterdam Bridge (ex-*SC Tianjin*, ex-*CSAV Lanco*, ex-*CSCL Tianjin*). IMO 9224324. 4250 teu. Length 260 m, 16,481 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2001 in Geoje (South Korea) by Samsung. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2016 in Fremantle (Australia). Sold for demolition in Bangladesh. 484 US\$ per ton including a spare bronze propeller.

Sawasdee Bangkok (ex-*Helvetia*, ex-CMA CGM *Serengeti*, ex-*Helvetia*, ex-TS *Shanghai*, ex-*Helvetia*, ex-Colombus, ex-*Sea Amazon*, ex-*Helvetia*, ex-Colombus *Olinda*, ex-*Helvetia*). IMO 9122526. 1518 teu. Length 167 m, 7,080 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Steinwerder (Germany) by Blohm & Voss. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2000 in Seattle (USA). Sold for demolition in India. 468 US\$ per ton.



On Chao Phya River, Bangkok, Thailand, October 25, 2016. © Trakul Pumsnoh

Selat Mas (ex-ACX *Cosmos*). IMO 9104146. 1241 teu. Length 164 m, 5,719 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Imabari Zosen. Owned by Tamas Line (Indonesia). Detained in 2005 in Shanghai (China). Sold for demolition in Bangladesh. 462 US\$ per ton.

Singapore Bridge (ex-SC *Rotterdam*, ex-CSCL *Rotterdam*). IMO 9224348. 4250 teu. Length 260 m, 16,318 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 2002 in Geoje (South Korea) by Samsung. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2013 in Zoushan (China). Sold for demolition in Bangladesh. 482 US\$ per ton.

Spirit of Colombo (ex-*Alina Rickmers*, ex-*Aquitania*, ex-*Corrado*, ex-*Lionmax*). IMO 9178288. 2262 teu. Length 196 m, 11,481 t. Deflagged from Liberia to Palau for her last voyage shortened to *Spirit*. Classification society Lloyd's Register of Shipping. Built in 2000 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by PT Shipmanagement GmbH (Germany). Detained in 2002 in Shenzhen (China). Sold to North Star Marine Ltd registered in St Kitts and Nevis prior to her departure for demolition in Bangladesh. 470 US\$ per ton.



Port Everglades (USA), April 3, 2016. © Rudy Perez

Spring Mas (ex-L *Amanda*, ex-OOCL *AMbition*). IMO 9159866. 1560 teu. Length 183 m, 7,283 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Tamas Line (Indonesia). Sold for demolition in Bangladesh. 465 US\$ per ton.

Tanto Hawari (ex-*Weser Star*, ex-*Tiger Shark*, ex-*Weser Star*, ex-*Dragon Seraya*, ex-*Weser Star*, ex-*Mekong Star*, ex-*Weser Star*, ex-*Menkar*, ex-*Royal Star*). IMO 8419477. 300 teu. Length 97 m, 1,891 t. Deflagged from Indonesia to Niue for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Kochi (Japan) by Kochi Zosen. Owned by Tanto Intim Line Pt (Indonesia). Sold as is in Singapore in Trinitas Ship Management Pvt Ltd based in India for demolition in Bangladesh. 405 US\$ per ton.



Balikpapan (Indonesia), January 25, 2018. © Husni

Tanto Star (ex-*New Sea Star*, ex-*QC Star*, ex-*New Sea Star*, ex-*Tiger Cliff*, ex-*Nordsino*, ex-*Maersk Bravo*, ex-*Nordsino*, ex-*Ville du Levant*, ex-*Nordsino*). IMO 8115590. 845 teu. Length 147 m, 5,431 t. Deflagged from Indonesian to Palau for her last voyage shortened to *S Tan*. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Shanghai (China) by Shanghai Shipyard. Owned by Tanto Intim Line Pt (Indonesia). Detained in 2001 and 2007 in Singapore. Sold as is in Indonesia for demolition in Bangladesh. 390 US\$ per ton.

Virile (ex-*Rio Chara* ex-*High Energy*, ex-*Alexandra*, ex-*Maersk Beira*, ex-*Alexandra*, ex-*Rachel Borchard*, ex-*City of Limassol*, ex-*Alexandra*, ex-*Sylvia*). IMO 9012795. 655 teu. Length 128 m, 4,052 t. Deflagged from Equatorial Guinea to Comoros in December 2018. Classification society Venezuelan Register of Shipping. Built in 1992 in Stralsund (Germany) by Volkswerft. Owned by Cedar Marine Services (Lebanon). Detained in 2017 in Augusta (Italy) and in 2019 in Marina di Carrara (Italy). Sold for demolition in India.

Wan Hai 206. IMO 9002702. 1183 teu. Length 175 m, 6,938 t. Deflagged from Singapore to Palau for her last voyage shortened to *Wana*. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1991 in Setoda (Japan) by Naikai. Detained in 2001 in Hong Kong and in 2008 in Shenzhen (China). Sold as is in Taiwan by her Taiwanese owner Wan Hai Lines to Green Ocean Ship Management Pvt Ltd based in India prior to her departure for demolition in India. 388 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.



Hong Kong, March 2015. © Capt Turboboss



Alang, plot V6 © Imran Mustafa Memon

Xin Bin Jiang (ex-*Da XinHua Lian Yun Gang*, ex-*Conti Germany*, ex-*Conti Germany*, ex-*Contship Germany*). IMO 9051222. 1597 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Fujian Changan Shipping Co Ltd (China). Sold for demolition in Xinhui, China.



As *Conti Germany*, Singapore, April 13, 2001
© Hans Schaefer

Reefer

Autumn Wave (ex-Dominica, ex-Geest Dominica). IMO 9038335. Length 158 m, 7,550 t. Bahamian flag. Classification society Bureau Veritas. Built in 1993 in Frederikshavn (Denmark) by Danyard. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.



Baltic Sea, August 1, 2017. © Vladimir Shargin



Autumn Wave, Alang, June 2019.
© Imran Mustufa Memon

Baltic Prince (ex-Ivory Ace). IMO 8813594. Length 150 m, 6,245 t. St Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Takamatsu (Japan) by Shikoku. Owned by Baltic Reefers Ltd (Russia). Detained in 1998 in Rotterdam (Netherlands), in 2001 in Long Beach (California, USA) and in 2007 in Leghorn (Italy). Sold as is for demolition in Bangladesh. 430 US\$ per ton.

Chilean Reefer (ex-Carelian Reefer). IMO 8917546. Length 140 m, 4,936 t. Bahamian flag. Classification society Bureau Veritas. Built in 1992 in Kragero (Norway) by Tangen Verft. Owned by Chiquita Brands International Inc (USA). Sold for demolition in India.

Green Music (ex-Music). IMO 8822595. Length 136 m, 3,045 t. Bahamian flag. Classification society Bureau Veritas. Built in 1990 in Waterhuizen (Netherlands) by Van Diepen. Owned by Green Management Sp (Poland). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Nadir (ex-Ocean Pearl, ex-Maxim 1, ex-Silver Wind). IMO 8724389. Fish carrier. Length 55 m, 719 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Khabarovsk (Russia) by Khabarovsk Shipbuilding. Owned by Paroos Co Ltd (Russia). On May 6, 2015, the *Nadir*, docked at Kristiansund (Norway), suffered a fire which was extinguished 2 hours later by the port firefighting teams, the crew of 33 was evacuated. After inspection, the ship was detained for 68 days. She resumed operations. In June 2019, she arrived at Murmansk (Russia) to be broken up.



May 2015, Kristiansund (Norway). © Robert Haavin - TK



June 2019, Murmansk (Russia).
© Gilmiyarov Evgeny

Ocean Star 96 (ex-*Nova Stella*, ex-*Tama Star*, ex-*Bulan*, ex-*Tama Star*). IMO 8517358. Length 146 m, 4,027 t. Deflagged from Liberia to Nauru for her last voyage. Classification society Sing Lloyd. Built in 1987 in Toyama (Japan) by Nipponkai. Owned by Hong Kong Hoi Shun Import (Hong Kong, China). Detained in 2009 in Koper (Slovenia), in 2014 in New Orleans (USA) and in 2018 in Xiamen (China). Sold to Almanac Ship Management LLC registered in the United Arab Emirates prior to her departure for demolition in Bangladesh.



October 25, 2012, Brest (France), *Tama Star* arrived to load potatoes. © Erwan Guéguénat



June 27, 2019, Chattogram, the *Ocean Star 96* is waiting to be scrapped. © Mohammad Islam

Wei Shun (ex-*Bosse*, ex-*Kudu*). IMO 8312655. Length 149 m, 5,802 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. Owned by Wei Fong Shipping Co Ltd (China). Detained in 1999 in Gdynia (Poland). Sold for demolition in Bangladesh.



Vladivostok, 20 March 2017. © Sergei Skriabin

Factory ship

Borisov. IMO 7941631. Length 104 m, 3,967 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev South (Ukraine) by Chernomorskiy. One of the 113 du *Pulkovskiy Meridian* type factory ships or Project 1288 built from 1974 to 2011 by the Soviet and later Ukrainian yard. Owned by Okeanrybflot Jsc (Russia). Her homeport was Petropavlovsk in the Russian Far East. In April 2015, her sistership *Dalniy Vostok* sank in the Okhotsk sea, along with 69 of her 132 crewmen. Sold for demolition in India.



Borisov, August 11, 2014, Avachinskaya Bay (Kamchatka Krai, Russia). © Vladimir Konono

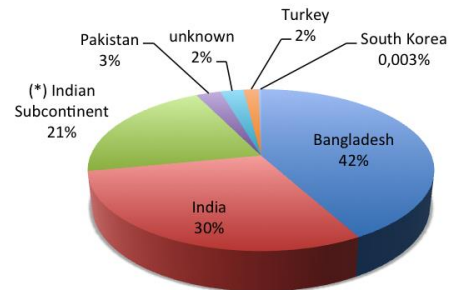
Tanker

April-May-June 2019

30 demolitions. 18% of ships, 28 % of tonnage, that is an increase by 10% compared to the previous quarter. The share of the Indian subcontinent is 96%, with Bangladesh having advantage over all. No tanker was demolished in Europe.

The average age at the time of demolition is 23 years for chemical tankers, 30 years for oil tankers, 33 years for gas tankers.

Tankers, destination of demolition (tonnage)
2nd quarter 2019

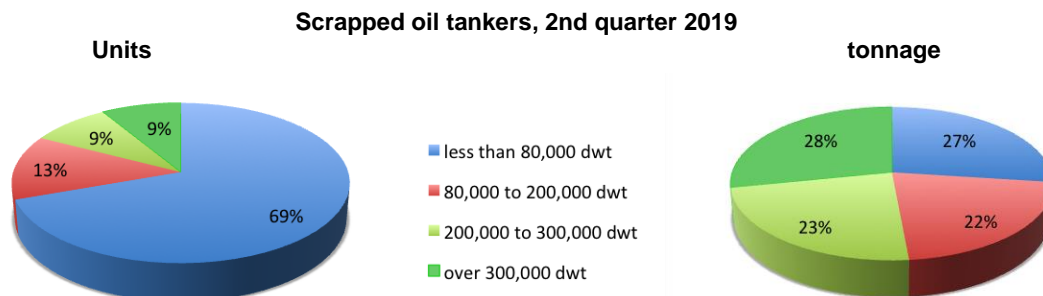


(*) Indian Subcontinent, exact destination to date unknown

Oil tanker

23 demolitions. 77% of tankers. More than one out of two (57%) has been deflagged prior departure to the breakers.

Except the small sized oil tankers *Katrin*, seized and scrapped in South Korea and the *Olympic* used as a waste tanker at Piraeus and beached in Aliaga, they all have been heading to Bangladesh and India. Small tankers below 80,000 dwt represent the majority in units. The 4 VLCC (Very Large Crude Carrier) and ULCC (Ultra Large Crude Carrier) represent 51 % of tonnage.



The *Ursus* case is symptomatic both of the precarious conditions of the last voyage and of the haste of the ports to get rid of a vessel feeding the meter. *Ursus* left Walvis Bay (Namibia) on her own power despite deficiencies on a propeller shaft and nearly ran aground on the South African coast. She was towed to Cape Town (South Africa) by the salvage tug *SA Amandla*. To date, she is still in Cape Town (Cf. p 47).

The age of tankers at the time of demolition ranges from 55 years for the Greek tanker *Dimitra*, broken up in Turkey, to 18 years for the *Nordic Spirit* broken up in India and the *Shinyo Ocean* victim of a collision in March 2019 then quickly sent for demolition in Bangladesh (Cf. p 46). The average age at the time of demolition is 30 years.

Agra (ex-*Front Circassia*, ex-*Omala*, ex-*New Circassia*, ex-*Golden Circassia*). IMO 9166742. Double hull. Length 333 m, 43,030 t. Deflagged from Marshall Islands to Palau for her last voyage renamed *Grape*. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1999 in Nagasaki (Japan) by Mitsubishi. Sold in February 2018 by the Norwegian company Frontline to the Indian Foresight Group. One year later, she was sold as is in Singapore to Machtrans Ship Management Pvt Ltd based in India and headed for demolition in Bangladesh. 452 US\$ per ton including 800 t of bunkers. According to the brokers, this price does not guarantee the tankers is gas free, though this is mandatory prior beaching and will therefore be the responsibility of the shipbreaking yard at the risk of the workers' life.



New Circassia. DR

Grape ex Agra in Alang. © Khurshed Alam Manik



Alexita Spirit (ex-*Stena Alexita*). IMO 9152507. Double hull. Length 263 m, 23,780 t. Deflagged from the Bahamas to Panama for her last voyage. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1998 in Tadotsu (Japan) by Hashihama Zosen. Sold by her Norwegian owner Teekay Shipping to Nabeel Shipmanagement FZE registered in the United Arab Emirates prior to her departure for demolition in India. 430 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.



Balder oilfield, off Haugesund (Norway). © Geir Vinnes

Brilliant (ex-*Sriracha Leader*, ex-*Zygi*, ex-*Torm Olga*, ex-*Olga*, ex-*Gunta*, ex-*Argo Europa*). IMO 8814433. Double hull. Length 182 m, 8,450 t. Deflagged from Cook Islands to Gabon for her last voyage shortened to *Ant*. Classification society Sing Lloyd. Built in 1992 in Dalian (China) by Dalian Shipyard Co. Owned by Jin Hao Ship Management Co (Taiwan). Sold as is in Singapore for demolition in Bangladesh. 421 US\$ per ton including 200 t of bunkers.

Calaguas (*Fuji Maru* n°1). IMO 7722372. Length 104 m, 2,133 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Ise (Japan) by Ichikawa. Owned by Jaya Samudera (Indonesia). Sold as is in Belawan (Indonesia) en bloc with *Medelin Atlas* for demolition in Bangladesh. 320 US\$ per ton.

Dimitra (ex-B.L.I., ex-Aesop, ex-Simone, ex-Sibris). IMO 6420991. Single hull. Length 75 m. Greek flag. Unknown classification society. Built in 1964 in Dordrecht (Netherlands) by De Biesbosch; lengthened in 1971 from 63 to 75 m. Owned by BL Tanker Maritime Co (Greece). Beached on 24 June 24, 2019 in Aliaga at Bereket Gemi Söküm yard, not included in the list of European Union-approved yards.

Huascar (ex-Huascaran, ex-Huascarana, ex-Huascaran, ex-Captain Ann). IMO 9038751. Length 176 m, 7,841 t. Deflagged from Panama to Palau for her last voyage renamed *Sea Wave 2*. Classification society Lloyd's Register of Shipping. Built in 1992 in Onishi (Japan) by Shin Kurushima. Owned since March 2018 by Peninsula Maritime Co SA registered in Panama. Sold in March 2019 to Green Ocean Ship Management Pvt based in India prior to her departure for demolition in Bangladesh. The *Sea Wave 2* beached on May 15 in Chattogram was the last in a series of 3 product tankers chartered by Total in the 90s for trading in the Pacific. The *Captain Martin* (IMO 8806371) was scrapped in late 2016 in Bangladesh as *Crete* (Cf. "Shipbreaking # 46" p 59), the *Captain Helen* (IMO 9039121) is still operated as the *Interim*.

Huascar, off Lome (Togo), December 13, 2013. © Trinity Ships Inc



Kartika Segara (ex-Bintang Laut, ex-Kirana Pratama). IMO 9156345. Length 180 m, 8,578 t. Deflagged from Indonesia to Palau for her last voyage shortened to *S Segara*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Singapore by Jurong Shipyard. Owned by PT Pelayaran United Maritime Jaya (Indonesia).

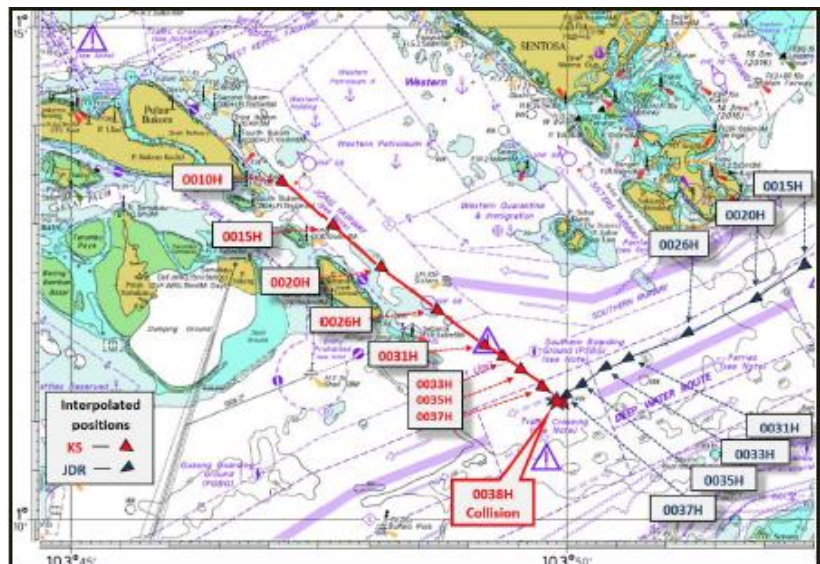


September 2015. © Basiaka-Fleetmon

On the evening of September 13, 2017, the *Kartika Segara* left the port of Singapore bound for Baubau (South-East Sulawesi, Indonesia) loaded with 21,700 t of unleaded gasoline. She had to cross the Singapore Strait Traffic Separation Scheme (TSS) to join the eastbound lane. The weather was calm, visibility good, yet the tanker collided with the Dominican-flagged dredger *JBB De Rong 19* (IMO 9828649) transiting in the westbound lane. The dredger capsized, 7 crew members were rescued but 5 others drowned.

Kartika Segara ———
JBB De Rong 19 ———

© Transport Safety Investigation Bureau



The report of the Singapore Transport Safety Investigation Bureau (TSIB) pointed out that both vessels did not maintain a proper lookout, a poor situational awareness from the tanker when about to cross the TSS lanes, a lack of qualification and knowledge of priority rules from the dredger's crew and the difficulty of the Malaysian radio man in charge of the watch on board the dredger to communicate effectively with the rest of the Chinese crew



© Singapore Maritime and Port Authority



© Singapore Ministry of Defence

Kartika Segara was sold as in Batam (Indonesia) by Somap International Ltd based in Singapore to be towed to Bangladesh. 365 US\$ per ton.

Katrin (ex-D1325, ex-Golden, ex-Duk Yang, ex-Jung Jin n°1, ex-Toshin Maru) IMO 8712790. Length 76 m. Deflagged from Sierra Leone to Panama in January 2019. Classification society Korean Register of Shipping. Built in 1987 in Hakata (Japan) by Murakami Hide Shipbuilding Co Ltd. The *Katrin* was suspected to smuggle oil to North Korea, thus violating the United Nations sanctions. She would have performed three illegal transshipments to North Korean vessels between July and December 2018. The tanker had been detained in Busan since February 2019 and had still to pay dock fees during the ongoing investigation. The shipowner, a Russian national, applied to scrap the ship. The court agreed as it would not affect the investigation process. The *Katrin* should be broken up on the spot.



As *Golden* in South Korea. © V Tonic

Ladinda (ex-Lasmo Riau, ex-Pandita Natna Saghara, ex-Giewont II). IMO 7361269. Ex VLCC converted in 1984 to floating storage unit FSO. Length 284 m, 21,614 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Ross (Germany) by Howaldtswerke-DW for Polska Zegluga Morska. Owned by EMP Malacca Strait SA (Indonesia). Sold as is in Indonesia for demolition in the Indian subcontinent. 370 US\$ per ton.

Medelin Atlas (ex-Pacific Turquoise, ex-High Seas). IMO 8717245. Double hull. Length 178 m, 8,947 t. Indonesian flag. Classification society American Bureau of Shipping. Built in 1989 in Okpo (South Korea) by Daewoo. Sold en bloc with the *Calaguas* by her Indonesian owner Waruna Nusasentana Pt to Compass Shipping & Trading Ltd registered in the United Arab Emirates. Sold as is in Belawan (Indonesia) for demolition in Bangladesh. 427 US\$ per ton.



Medelin Atlas, Balikpapan, October 30, 2017.
© Husni

Najdiah (ex-Mike 3, ex-Zuiko, ex-Zuiko Maru). IMO 7903299. Length 92 m, 1,499 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1979 in Yawatahama (Japan) by Kurinoura. Owned by Saudi Arabian Bunkering Services (Saudi Arabia). Detained in 2015 in Bushire (Iran), in 2016 in Bandar Khomeini (Iran) and in Bushire again and in 2017 in Bandar Khomeini again. Sold for demolition in India.

Nelma (ex-Voyager 3, ex-Taganrog). IMO 9080508. Double hull. Length 181 m, 9,467 t. Panamanian flag, Palau for her last voyage rebaptisé *Texis*. Classification society Polish Register of Shipping then Maritime Bureau of Africa in April 2019. Built in 1996 in Trogir (Croatia) by Brodotrogir. Owned by Aemilia Shipping Co Ltd (Seychelles). Detained in 2010 in Bandar Chahbahar (Iran), in 2011 in Singapore and in 2012 in Asaluyeb (Iran). Acquired by Green Ocean Ship Management Pvt Ltd based in India prior to her departure for demolition in Bangladesh. 440 US\$ per ton.



Singapore, November 5, 2011. © Michael Klingsick

Nirbita (ex-Dai Long, ex-Pagoda). IMO 8801527. Length 166 m, 6,016 t. Deflagged from Indonesian flag, to Palau and eventually Comoros for her last voyage shortened to *Bit*. Classification society Biro Klasifikasi Indonesia. Built in 1988 in Toyohashi (Japan) by Kanasashi. Owned by Caraka Tirta Pratama Pt (Indonesia). Detained in 2009 in Slavyanka (Russia). Sold for demolition in Bangladesh.

Nirbita, Balikpapan (Indonesia), August 11, 2017. © Husni



Nordic Spirit (ex-Storviken). IMO 9208045. Double hull. Length 274 m, 24,197 t. Deflagged from the Bahamas to Panama for her last voyage. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 2001 in Geoje (South Korea) by Samsung. Owned by Teekay Shipping Norway AS (Norway). Sold to Nabeel Shipmanagement FZE registered in the United Arab Emirates prior to her departure for demolition in India. 430 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.



Nordic Spirit, arriving at Imperial refinery, Halifax (Nova Scotia, Canada), July 1, 2012. © Ken Watson

Nurbano 1 (ex-*Victoria*, ex-*Iro*, ex-*Hector*, ex-*Ingegass*, ex-*Lingegass*). IMO 8008383. Length 83 m, 1,846 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1981 in Waterhuizen (Netherlands) by Pattje. Owned by Al Taawon Shipping Co (United Arab Emirates). Detained in 2016 in Bushire (Iran) and in 2017 in Bandar Khomeini (Iran). Sold for demolition in India.

Oceana (ex-*Jag Pradip*). IMO 9086356. Length 183 m, 10,247 t. Comorian flag. Classification society Bureau Veritas. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Olimpex Nigeria Lt (Nigeria). Detained in 2009 in San Francisco (California, USA). Sold for demolition. She left Port Harcourt (Nigeria), announced to be heading for India and was finally beached in Pakistan. 440 US\$ per ton.



Jag Pradip, port of Vizag, June 6, 2011.
© V Beletskiy



Oceana, Gadani, plot 60, July 2019.
© Gadani Shipbreaking

Olympic (ex-*Water*, ex-*Haweswater*, ex-*Percy Dawson*). IMO 6815225. Transport de déchets liquides. Length 78 m. Deflagged from Greece to Comoros for her last voyage. Unknown classification society. Built in 1968 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by Olympic Water Transport (Greece). Sold for demolition in Turkey.



December 23, 2008, arriving at Rhodes (Greece.) © E Mund

Pine-20 (ex-*Flora*, ex-*Sri Phuket*, ex-*Senryo Maru*). IMO 8122892. Length 103 m, 1,816 t. Mongolian flag. Classification society Sing Class International. Built in 1982 in Takuma (Japan) by Sanuki. Owned by Success Blossom Trading Pte Lt (Singapore). Detained in 2015 in Nha Trang (Vietnam). Sold for demolition in Bangladesh. 420 US\$ per ton.



Gulf of Thailand, January 10; 2011.
© Panuwit Pechpradit

Samo C (ex-*Samothraki*). IMO 8618891. Length 183 m, 9,550 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Amo*. Classification society Lloyd's Register of Shipping. Built in 1989 in Busan (South Korea) by Korea Shipbuilding Corp. Owned by Samo Navigation Ltd registered in Panama, ship manager Caroil Transport Marine Ltd (Cuba). Sold to Green Ocean Shipmanagement based in India prior to her departure for demolition in Bangladesh.

Shinyo Ocean (ex-*Formosapetro Ace*). IMO 9197868. Double hull. Length 330 m, 37,141 t. Deflagged from Hong Kong to Palau for her last voyage shortened to *Ocean*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Kure (Japan) by Ishikawajima-Harima. Owned by Navios (Greece).

Formosapetro Ace. Collection Auke Visser



On March 16, 2019, the *Shinyo Ocean* arrived at Fujairah anchorage area (United Arab Emirates); she was empty. In the night of March 24 to March 25, she started to maneuver to enter the port. The LNG carrier *Aseem* (IMO 9377547), owned by the Shipping Corporation of India, also empty, was proceeding to take bunker at Fujairah prior heading for Qatar.



Aseem. © Petronet LNG



Shinyo Ocean. © Mhmdzaki / Twitter

The two vessels collided, their respective speed was over 5 knots which was non compliant with the requirements of the Emirati Port Authority. They were later fined 22,000 US\$ each for this reason. The VLCC suffered a major breach on her portside hull and was deemed beyond repair. A "bandage" was welded down on the crack and the *Shinyo Ocean* was sold as is for demolition in Bangladesh. 435 US\$ per ton. The *Aseem* was repaired and resumed trading.



Shinyo Ocean beached in Chattogram. © Imran Mustufa Memon

Super Zearth. IMO 9106663. Double hull. Length 333 m, 38,298 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kure (Japan) by Ishikawajima-Harima. Owned by Idemitsu Tanker Co Ltd (Japan). Sold as is in Khor Fakkan for demolition in India. 393 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.



Super Zearth. DR



Landing in Alang. © MD Xiaul

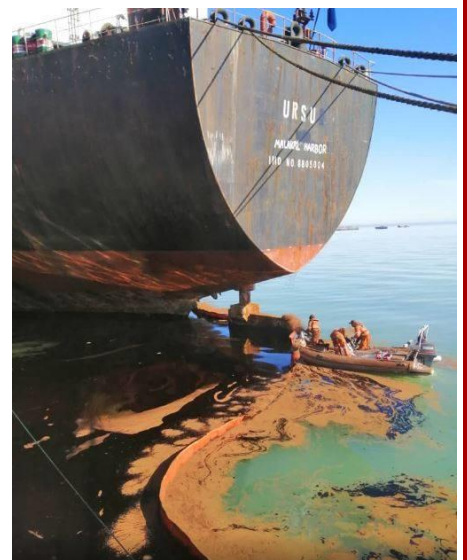
Ursus (ex-Ocean Allenmar, ex-Overseas Allenmar, ex-Allenmar, ex-Petrobulk Challenger, ex-Osprey Challenger, ex-Pacific Challenger). IMO 8805004. Length 209 m, 8,074 t. Deflagged from Comoros to Palau for her last voyage shortened to *Ursu*. Classification society Phoenix Register of Shipping. Built in 1988 in Mihara (Japan) by Koyo Dockyard. Officially owned by Silvia Navigation SA registered in the Marshall Islands. Detained in 2010 in Rotterdam (Netherlands) and in 2011 in Paldiski (Estonia).



Allenmar in Singapore, October 2002. © Mick Prendergast

Sold for demolition to Trinitas Ship Management Pvt Lt based in India, the *Ursus* shortened to *Ursu* was at berth in Walvis Bay (Namibia). Over the weekend of 11-12 May, port authorities noticed a brown oily slick floating on the water. The oil is believed to be leaking from the *Ursu* due to a failure on a bearing seal of one of the ship's propeller shaft. Anti pollution booms were deployed but in spite of it, the oil spill was reported up to 10 km away from the initial leakage.

After the leak has been stopped, the *Ursu* was anchored outside the port, pending the green light for her departure. She left Namibian waters on her own power on June 22. The storm was blowing off South Africa. The *Ursu* had obviously not solved her mechanical problems and nearly ran aground on Saldanha Bay. In extremis she was saved by the essential South African tug SA *Amandla*, used to rescuing ships on their way to the breakers (See the recent case of the tanker *Order*, "[Shipbreaking](#)" # 54 p 29). The final destination of the doomed ship is still unknown.



Walvis Bay, May 2019. © Namib Times



SA *Amandla*, May 2019. © Glenn Kasner

Watban (ex-*TI Watban*, ex-*Watban*). IMO 9102253. Double hull. Length 340 m, 48,100 t. Deflagged from Saudi Arabia to Palau for her last voyage shortened to *Atban*. Classification society Lloyd's Register of Shipping. Built in 1996 in Nagasaki (Japan) by Mitsubishi. Owned by Bahri (Saudi Arabia). Sold as is in Jeddah for demolition in the Indian subcontinent. 440 US\$ per ton including 1250 t of bunkers



March 13, 2007. © Gaspar Luis Prieto Garcia

Chemical tanker

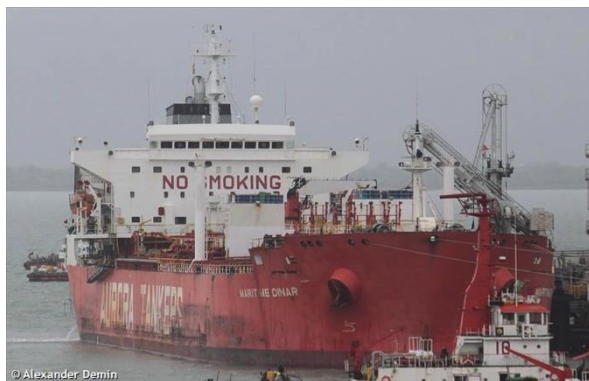
Skazochnyj Most (ex-*Laptevo Sea*). IMO 9149263. Double hull. Length 182 m, 9,697 t. Deflagged from Russia to Togo in August 2018 then Comoros for her last voyage shortened to *SK Most*. Classification society Russian Maritime Register of Shipping. Built in 1998 in Pula (Croatia) by Uljanik. Owned by North Eastern Shipping Co. Ltd. (Russia). Offered for sale as is in South Korea in August 2018 for 450 US\$ per ton, she was finally auctioned in 2019 for 285 US\$. The final destination is to date unknown.

Sulphur Espoir. IMO 9124251. Length 100 m, 1,887 t. Deflagged from Panama to Comoros for her last voyage shortened to *Espo*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kochi (Japan) by Shin Kochi Jyuko. Owned by Dongkuk Marine Co Ltd (South Korea). Detained in 2005 in Mizushima (Japan). Acquired by Partagas Maritime Ltd registered in Liberia prior to her departure for demolition in Bangladesh.



Sulphur Espoir, Kanmon Strait (Japan), May 3, 2012.
© V Tonic

Theresa Begonia (ex-*Sunrise Begonia*). IMO 9078103. Length 110 m, 2,659 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Raffles Shipmanagement Service (Singapore). Detained in 2002 in Tokuyama (Japan). Sold for demolition in India.



Sikka (India), July 2016. © Alexander Demin

Warrior (ex-*Maritime Dinar*, ex-*Selendang Sari*). IMO 9143685. Length 183 m, 12,246 t. Deflagged from Domenica to Cook Islands for her last voyage. Classification society Sing Lloyd. Built in 1999 in Dalian (China) by Dalian Shipyard. Owned by Yong Li International Trading (Singapore). Detained in 2011 in Kwinana (Australia). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 450 US\$ per ton.

Gas carrier

Barouda (ex-OSCO *Cecilia*). IMO 8109395. Length 115 m, 3,600 t. Deflagged from Algeria to Comoros for her last voyage shortened to *Barou*. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1983 in Aukra (Norway) by Aukra Bruk. Owned by Hyproc Shipping Co (Algeria). Sold as is in Algeria for demolition in India. 360 US\$ per ton.



Barouda entering the port of Algiers with a tug 27 March 2012. © A Ferchouli

Habas (ex-Gaz *Galaxy*, ex-*Galaxy Gas*). IMO 8208426. Length 122 m, 4,239 t. Turkish flag. Classification society Bureau Veritas. Built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Habas Petrolurunleri (Turkey). Detained in 2002 in Syracuse (Italy), in 2016 in Temryuk (Russia) and in November 2017 in Taman (Russia).



Kerch Strait, February 2012. © Yefanov S

In 2017, in Izmit, the *Habas* escaped a tragedy. On 29 April, the *Serdar 2* was moored alongside to bring supply and transfer some crew to shore when her engine exploded. The fire spread out to the gas carrier. Fortunately the *Habas* was empty, the sailors still on board jumped into the water and were rescued. The fire was extinguished, 9 sailors were evacuated to the hospital to treat burns.



© Habermat



© Virahaber

Habas has resumed trading for two more years. She was beached in Aliaga on April 8, 2019.

Maharshi Vamadeva (ex-*Helice*). IMO 8814756. Length 205 m, 16,094 t. Deflagged from India to Palau for her last voyage shortened to *Vam*. Classification society Indian Register of Shipping. Built in 1991 in Govan (United Kingdom) by Kvaerner Govan. Owned by Varun Shipping Co Ltd (India).

In June 2017, the *Maharshi Vamadeva* arrived in Fujairah (United Arab Emirates) to have repair works carried out at Drydocks World yard. The bill was not paid. The vessel was seized by the Emirati authorities. The unpaid crew remained abandoned for several months in precarious conditions, lacking food, fuel and medicines. Following this latest after repeated cases of abandonment, Varun vessels were banned from United Arab Emirates waters in October 2017. Most of them were seized in various ports, in China, India, the Caribbean, also for unpaid salaries. The 25 crew members of *Maharshi Vamadeva* were evacuated in February 2018 and replaced by a second team that would face the same fate.



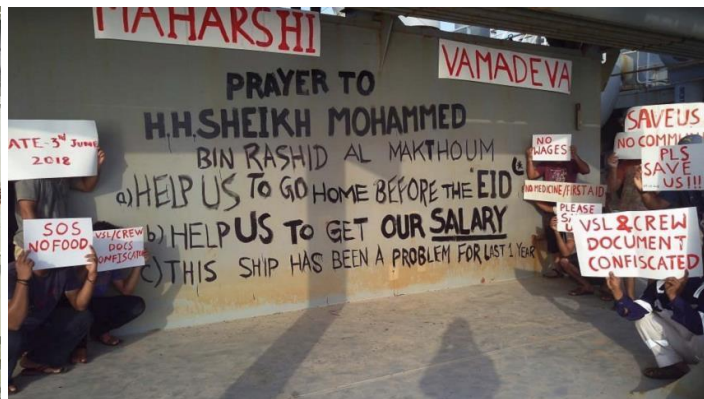
18 August 2017, Fujairah (United Arab Emirates). © Max Noz

The company has been undergoing liquidation under the Indian Insolvency and Bankruptcy Code proceedings. Several seized vessels were auctioned off to pay debts and crews. In the spring of 2018, the tankers *Amba Bhakti* and *Amba Bhavanee 1* were sent for demolition to Bangladesh and India. In early summer 2018, 6 gas carriers seized in the Indian ports of Kandla, Gujarat and Cochin State, Kerala State, were sold to Alang breakers.

In Fujairah, the health of *Maharshi Vamadeva*'s 18 "new" crew was deteriorating. They survive thanks to the few supplies brought by the port or given by transiting ships. The electrician was evacuated and repatriated after a heart attack in May 2018, two other crew members in ill health were allowed to return to India. On July 31, 2018, the remaining crew of 15 men decided to leave the ship. The port authorities have given their approval but the seamen were stopped by the coastguard. They had to return to their floating prison. After an agreement was finally reached between the Indian Authorities and the Emirati authorities acting on behalf of the creditors, the crew was repatriated on August 15, 2018. The plane tickets were paid, not the salaries. In 2019, it was *Maharshi Vamadeva*'s turn to be sold. She was beached in Alang on 29 April nicknamed *Vam*.



September 2017
© Deccan Chronicle



Crews in distress

July 2018.
© Al Araby

About Varun ships see also "[Shipbreaking # 51](#)" p 35-36 and "[Shipbreaking # 52](#)" p 67

Offshore service vessel

Aaditya 2 (ex-*Star Hope*, ex-*Navis Hope*, ex-*Permina Supply n°15*). IMO 7373042. Length 50 m, 717 t. Panamanian flag. Classification society Bureau Veritas. Built in 1974 in Tokushima (Japan) by Kanrei shipbuilding. Owned by Star Petroleum Co Fzc (United Arab Emirates). Sold for demolition in India.

Abdallah (ex-*Jaguar Tide*, ex-*Ocean Jaguar*). IMO 8112823. Length 66 m, 1,164 t. Deflagged from the United Arab Emirates to Palau in October 2018. Unknown classification society. Built in 1982 in Singapore by Southern Ocean. Owned by Elite Way Marine Services (United Arab Emirates).

The shipowner was bankrupt, the idle ship had been anchored off Ajman for a number of months, 2 crew remained on board. On February 6, 2019, *Abdallah's* anchor chain broke. The ship went adrift. 24 hours later she was rescued and towed to Port Rashid (United Arab Emirates). She was beached in Alang on April 19. There would be at least 8 other ships owned by the same company abandoned in precarious condition in the Persian Gulf.



Robins038122248-Twitter

Bharati S (ex-*Erna*, ex-*Pacific Beaver*). IMO 8122103. Length 41 m, 558 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Kure (Japan) by Imamura. Owned by Great Offshore Ltd (India). Sold for demolition in Mumbai, India.



The American offshore service provider Tidewater continues downsizing. 8 of its ships are to be scrapped this quarter. Their age ranges from 10 to 17 years. All are destined for India. Apart from the *Bourgeois Tide* sold as in Jebel Ali and beached in India under the Palau flag, they were sold as in African ports, Abidjan (Côte d'Ivoire), Onne (Nigeria), Port-Gentil (Gabon), Walvis Bay (Namibia) at US\$ 150 per ton and were deflagged to Gabon. Some have already left on their own power for Alang. The case of the *Menendez Tide* is raising concerns: she left Abidjan (Côte d'Ivoire) sailing under "restricted manoeuvrability". She would tow one or more of the Tidewater ships which were decommissioned in Abidjan (*Big Joe Tide* and *Mahnke Tide*) and doomed to scrapping. See also about Tidewater "[Shipbreaking # 52](#)" p 40.

Big Joe Tide. IMO 9302528. Length 67 m, 1,730 t. Deflagged from Vanuatu to Gabon. Classification society American Bureau of Shipping. Built in 2005 in Gdansk (Poland) by Remontowa. Sold as is in Abidjan (Côte d'Ivoire).

Bourgeois Tide. IMO 9273466. Length 63 m, 1,620 t. Deflagged from Vanuatu to Palau for her last voyage shortened to *Ourge*. Classification society American Bureau of Shipping. Built in 2004 in Lockport (USA) by Bollinger. She was beached in Alang on April 18.

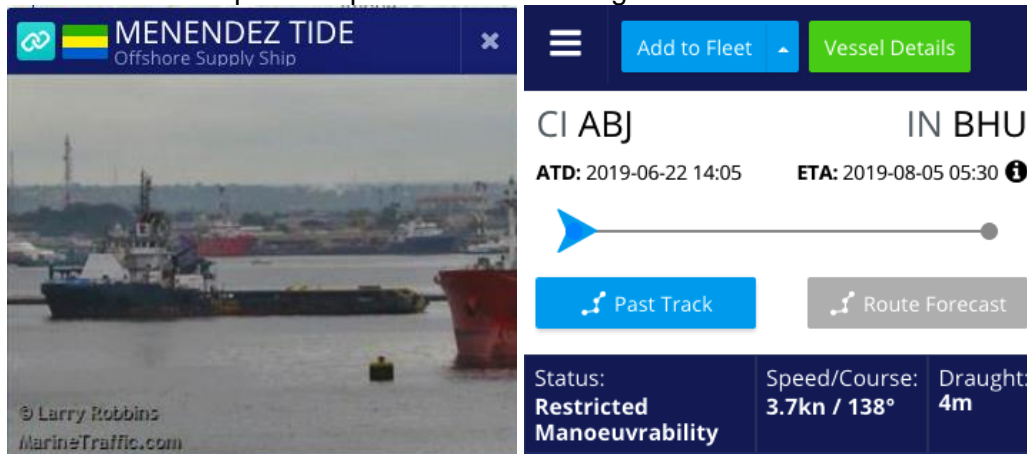


Bourgeois Tide, Ras Tanurah (Saudi Arabia), September 2018. © Rutger Hofma

Du Moulin Tide. IMO 9355795. Length 67 m, 1,850 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to *Du Moulin*. Classification society American Bureau of Shipping. Built in 2006 in Gdansk (Poland) by Polnocna. Sold as is in Walvis Bay (Namibia), she left on her own power. Expected arrival on July 26.

Mahnke Tide (ex-Seacor Endurance). IMO 9336220. Length 63 m, 1,755 t. Deflagged from Vanuatu to Gabon. Classification society American Bureau of Shipping. Built in 2006 in Batam (Indonesia) by Nanindah Mutiara. Sold as is in Abidjan.

Menendez Tide. IMO 9305738. Length 65 m, 1,760 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to *Menendez*. Classification society American Bureau of Shipping. Built in 2005 in Ulsan (South Korea) by INP. Sold as is in Abidjan (Côte d'Ivoire). *Menendez* left the port on June 22 on her own power at a reduced speed. Expected arrival on August 5.



Departing Abidjan (Côte d'Ivoire), heading for Bhavnagar (India)

Ozren Tide (ex-Posh Victory). IMO 9527972. Length 70 m, 2,430 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to Ozren. Classification society American Bureau of Shipping. Built in 2009 in Panyu (China) by Yuexin. Sold as is in Onne (Nigeria).

Sabando Tide (ex-Posh Veritas). IMO 9494307. Length 70 m, 2,160 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to Sabando. Classification society American Bureau of Shipping. Built in 2008 in Panyu (China) by Yuexin. Sold as is in Walvis Bay (Namibia), she left on her own power on June 4. Expected arrival on July 25.



Bollard pull trials, Cape Town, August 2013. © Offshore Maritime Services

Wilbert Tide (ex-Seacor Rover). IMO 9268435. Length 61 m, 1,580 t. Deflagged from Vanuatu to Gabon for her last voyage shortened to *Wilbert*. Classification society American Bureau of Shipping. Built in 2002 in Singapore by Jaya Shipbuilding. Sold as is in Port Gentil (Gabon).

Dina (ex-Dolphin Princess 2, ex-Maqdeem II, ex-Oil Terrier). IMO 8200943. Length 59 m, 998 t. St Kitts and Nevis flag. Unknown classification society. Built in 1983 in Singapore by Singapore Slipway. Owned by Industrial Tools International (United Arab Emirates). Sold for demolition in Pakistan.

Du Moulin Tide. IMO 9355795.

see Tidewater p 51-52

Gulf Wave I (ex-Atlas Luck, ex-Mila Service, ex-Shore Service). IMO 8120052. Length 62 m, 930 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Pascagoula (USA) by Hudship. Owned by Mumeni A (Panama). Detained in 2011 in Mumbai (India). Sold for demolition in Pakistan.

Gulf Wave III (ex-Atlas Sky, ex-Excalibur Service, ex-K Marine n° III). IMO 8107892. Length 58 m, 930 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in New Iberia (USA) by McDermott. Owned by Mumeni A (Panama). Sold for demolition in Pakistan.

Mahnke Tide. IMO 9336220.

see Tidewater p 51-52

Malaviya Thirty Six (ex-Skandi Bergen, ex-Far Scout). IMO 8519083. Length 75 m, 2,939 t. Deflagged from India to Palau for her last voyage shortened to *A Thirty Six*. Classification society Indian Register of Shipping. Built in 1987 in Hjelset (Norway) by Molde Verft. Owned by GOL Offshore Ltd (India). In February 2017, the crew of *Malaviya Thirty Six* went on strike: they had not been paid for 8 months. In August 2018, the shipowner was declared bankrupt. Its ships were sold one after another. *Malaviya 20* (IMO 9303481), seized for 2 years from June 2016 onward in Great Yarmouth (United Kingdom) with 12 crew for non-payment of wages and port taxes was sold to the Greek Baltmed Reefer Services in October 2018; she is now operated as *Typhoon*. *Malaviya Seven*, arrested for the same reasons in Aberdeen (Scotland, United Kingdom) from October 2016 onward, was acquired by the Norwegian Olsen Management AS, and is now operated as *Sartor*.

In January 2019, the Mumbai High Court ordered the sale of *Malaviya Thirty Six*. Acquired by Star Matrix Ltd based in Hong Kong before being towed for demolition in India.



Malaviya Thirty Six, Mumbai, February 2009
© Amit Gaba



Menendez Tide. IMO 9305738.

see Tidewater p 51-52

Neel Kamal. IMO 8316558. Length 59 m, 1,136 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Miyazaki (Japan) by Tonoura. Owned by Varun Shipping Co (India). Sold for demolition in Mumbai, India.

Ozren Tide. IMO 9527972.

see Tidewater p 51-52

Sabando Tide. IMO 9494307.

see Tidewater p 51-52

Sea Jumbo (ex-los Jumbo, ex-Bourbon Trader, ex-Havila Trader, ex-Boa Trader, ex-Strathfarrar, ex-Stad Troll). IMO 7725946. Length 81 m, 1,739 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Hjelset (Norway) by Molde Verft. Owned by Hind Offshore Pvt Ltd (India). Detained in 2001 in Aberdeen (United Kingdom). Sold for demolition in India in Mumbai

Seacor Rigorous (ex-Louise Provine). IMO 9236937. Length 74 m, 1,992 t. United States flag. Classification society American Bureau of Shipping. Built in 2000 in Larose (USA) by North America, SB. Owned by Seacor Offshore (USA). The destination of demolition is to date undisclosed. Her last known location was Amelia (Louisiana, USA).



Seacor Rigorous © CDAG/Marine Traffic



Seacor Vantage © Seacor Marine

Seacor Vantage. IMO 9196694. Length 74 m, 2,212 t. United States flag. Classification society American Bureau of Shipping. Built in 1998 in Escatawpa (Mississippi, USA) by Moss Point Marine. Owned by Seacor Offshore (USA). The destination of demolition is to date undisclosed. Her last known location was Amelia (Louisiana, USA).

Setia Jaguh (ex-Jaya Commander). IMO 9214707. Length 64 m, 1,717 t. Deflagged from Malaysia to Palau for her last voyage shortened to *Jaguh*. Classification society Bureau Veritas. Built in 1999 in Yantai (China) by Yantai Raffles. Owned by Alam Maritime (Malaysia). Towed for demolition in Bangladesh.

Wilbert Tide. IMO 9268435.

see Tidewater p 51-52.

Seismic research vessel

Venturer (ex-CGG *Venturer*, ex-Polar *Venturer*, ex-Thales *Venturer*, ex-Seisventurer). IMO 8510673. Length 89 m. Norwegian flag. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1986 in Drammen (Norway) by Drammen Slip & Verksted; lengthened in 1992 from 79 to 89 m. Owned by Geofield Ship Management Services (France). Detained in 2003 in Houston (Texas, USA) and in 2007 in Aberdeen (United Kingdom). She left Torangsvag (Norway) in March 2019 and was beached in Aliaga on April 17.



Venturer, September 2010. © Marine Traffic

Offshore support vessel

Halani I (ex-*Molengat*). IMO 7816379. Length 96 m, 4,488 t. St Vincent and Grenadines flag. Classification society Registro Italiano Navale. Built in 1980 in Heusden (Netherlands) by Verolme as the ferry *Molengat* for TESO. She was the first double deck ferry built to replace the smaller *Texelstroom* and *Marsdiep* both built in the 60s and unfitted to deal with the many tourists wishing to travel to Texel Island from Den Helder. *Molengat* was able to transport 1250 passengers and 190 cars compared to 750 passengers and 90 cars for the previous ships. She was joined in 1990 by a second double deck ferry, the *Schulpengat*, with a capacity of 1750 passengers and 250 cars. The *Schulpengat* remained in Europe. At the end of her lifetime, she was used as a reserve ship; she has just been broken up in Ghent by Galloo Recycling (cf. "Shipbreaking # 54" p 7).

For her part, *Molengat* has changed both career and horizon. In 2010, she was sold to the Indian company Halani Shipping Pvt Ltd and left for Singapore to be converted into a diving support vessel for offshore work. The decks were removed, the ship was lengthened from 88 to 96 m. In her new configuration, she was operated in the Persian Gulf and then off Angola. Detained in 2012 in Las Palmas (Canary Islands, Spain). Sold as is in Walvis Bay (Namibia) for demolition in India. Before her departure, she was renamed *Alan* and deflagged to Gabon. 390 US\$ per ton.



The ferry *Molengat* © *Schulpengat.nl*



became the offshore support vessel *Halani I* © *Capt Turboboss*

Med Scout (ex-*Kobe*, ex-*Permint Samudera*). IMO 8211966. Length 48 m. Panamanian flag. Classification society Indian Register of Shipping. Built in 1983 in Singapore by Maroil. Offshore support vessel also equipped for installation and maintenance of fiber optic cable in very shallow water (up to 5 m). Acquired in January 2018 by Amancio Shipping Corp (Greece). Sold for demolition in Turkey.



© *Maritech*

Drilling ship

SC Lancer (ex-*Ben Ocean Leader*). IMO 7402922. Length 154 m, 9,836 t. Deflagged from Panama to Belize in December 2018 then finally Comoros for her last voyage renamed *Sky*. Classification society Bureau Veritas. Built in 1977 in Greenock (United Kingdom) by Scott-Lightgow. Owned by Schahin Engenharia Ltda (Brazil). Sold to Talent Mile Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh.

Deprting Rio de Janeiro (Brazil), May 8, 2013.

© *Edson de Lima Lucas*



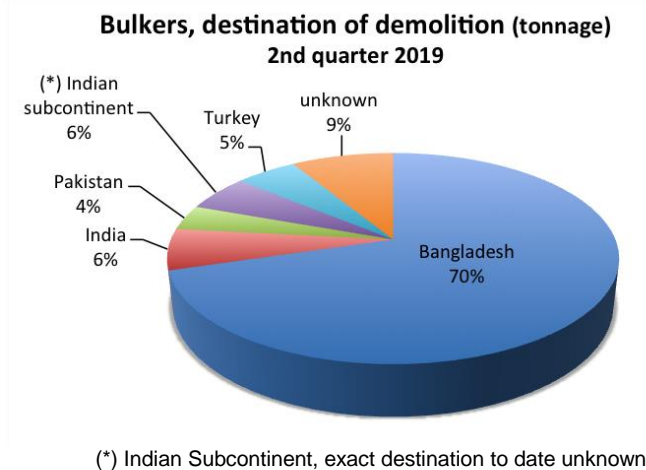
Bulker

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.

April-May-June 2019

26 demolitions. 385,000 tons, 29% of tonnage. The resumption of the flow of bulkers towards demolition is confirmed. This is the N°1 category this quarter.

Bangladesh took 70% of the tonnage. The global share of the Indian subcontinent was 86%. The average age at the time of demolition was 27 years. 10 ships were large ore carriers of 120,000 t deadweight or more and with an average age of 22 years.



Among the "big ones", the *Alpha Millenium*, *Anangel Zhongte*, *Marvellous* and *Navios Equator Prosper* were Greek-owned. They were all deflagged prior to their departure for demolition: The *Navios Equator Prosper* was flying the flag of Panama, the *Alpha Millenium*, *Anangel Zhongte*, *Marvellous* gave up their Greek or Maltese operating flag to bypass European regulations. All four were beached in Bangladeshi yards neither approved by the European Union nor even stated as compliant with the standards of the Hong Kong Convention.

Alpha Millenium (ex-*Anangel Millenium*). 9212058. Length 288 m, 24,750 t. Deflagged from Malta to Comoros for her last voyage renamed *Millena*. Classification society American Bureau of Shipping. Built in 2000 in Sasebo (Japan) by Sasebo HI. Owned by Med Bulk Shippers Management Inc (Greece). Sold to cash buyer GMS prior to her departure for demolition in Bangladesh.



Alpha Millennium leaving Hamburg (Germany), May 16, 2009. © J Ziegler

Anangel Zhongte (ex-*Astro Lupus*, ex-*Navix Seibu*). IMO 8812667. Ex VLCC converted converted to VLOC (Very Large Ore Carrier) in 2009. Length 321 m, 36,325 t. Deflagged from Greece to Liberia for her last voyage shortened to *Zhongte*. Classification society DNV-GL. Built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by Anangel Maritime Services Inc (Greece). Sold for demolition in Bangladesh. 426 US\$ per ton including 600 t of bunkers. She was beached in Chattogram on July 21, renamed "*Home*" and ultimately deflagged to St Kitts and Nevis.



Tanker times. DR



Ore carrier times, December 2010. © Thanasis

Atlantic Carrier (ex-*Hebei Winer*, ex-*Okinoshima*, ex-*Okinoshima Maru*). IMO 9042685. Ex VLCC converted converted to VLOC (Very Large Ore Carrier) in 2008. Length 333 m, 37,980 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Kure (Japan) by Ishikawajima-Harima. Owned by Sinokor Maritime Co Ltd (South Korea). Sold for demolition in Bangladesh.



The tanker *Okinoshima Maru*. DR

The ore carrier *Atlantic Carrier*, 3 July 2013, arriving in Rio de Janeiro (Brazil).

© Edson de Lima Lucas



Atlantic Trader (ex-*Hebei Success*, ex-*Tataki*, ex-*Takashima Maru*). IMO 9032642. Ex VLCC converted converted to VLOC (Very Large Ore Carrier) in 2008. Length 322 m, 36,037 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Kure (Japan) by Ishikawajima-Harima. Owned by Sinokor Maritime Co Ltd (South Korea). Sold for demolition in Bangladesh. 476 US\$ per ton including 2500 t of bunkers.

Bashundhara 7 (ex-*Astro-1*, ex-*Kriton*, ex-*Constantinos S*, ex-*Maritime Jade*). IMO 8906834. Length 180 m, 6,747 t. Bangladeshi flag. Classification society Registro Italiano Navale. Built in 1990 in Oshima (Japan) by Oshima SB. Owned by Worldera Ship Management (Bangladesh). Detained in 2001 in Geelong (Australia) and in 2016 in Nantong (China). Sold for demolition in Bangladesh.

Bluebell. IMO 9123180. Length 269 m, 17,737 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Sold as is in South Korea for demolition in Bangladesh. 432 US\$ per ton.

Bluebell, Port Kembla (Australia), December 2008.

© Peter Karberg



CHL Innovator (ex-Rodney, ex-Cape Rodney). IMO 7342469. Converted to refined sugar carrier in 1986. Length 175 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Govan (United Kingdom) by Govan Shipbuilders. Owned by Gearbulk Ltd (Norway). Sold for demolition in Turkey, she was beached in Aliaga on April 24, 2019, at Öge Gemi Söküm yard, a facility which is not yet stated as compliant with the requirements of the European Union. Öge Gemi Söküm applies to be included in the European list of approved yards. The report by Det Norske Veritas / Germanischer Lloyd points out in particular the possible permeability of flooring in the cutting and storage areas, the defective site organization and the lack of a dedicated HSE manager (Health, Security and Environment).



Le Havre (France), June 2006
© PAS / Marine Traffic



Dunkirk (France), February 26, 2019, one of the very last calls of veteran *CHL Innovator* before scrapping. © Erwan Guéguénat

Clean Ocean 1 (ex-Kimitetsu Maru). IMO 9016650. Length 149 m, 4,929 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Takamatsu (Japan) by Shikoku. Owned by Wallem Shipmanagement Ltd HK (Hong Kong). Sold for demolition in Bangladesh.



© V. Tonic

Kimitetsu Maru, Uraga Channel (Japan) March 23, 2013. © V. Tonic

CSK Glory (ex-Lowlands Glory). IMO 9224776. Length 289 m, 21,313 t. Deflagged from Singapore to Comoros for her last voyage shortened to *Lory*. Classification society American Bureau of Shipping. Built in 2002 in Okpo (South Korea) by Daewoo SB & ME Co. Owned by Glory Bulk Carriers (China). Sold as is in Singapore to Blue Whale Maritime Pvt Lt based in India for demolition in the Indian subcontinent. 458 US\$ per ton including 400 t of bunkers.

CSK Glory departing Hamburg (Germany),
September 2014. © Nicolaus





The *Fu Xing 10* and *Fu Xing 12* owned by Zhejiang Fuxing Shipping, subsidiary of Ningbo Marine, are among the bulkers sold as part of the restructuration of Ningbo Marine Fleet. The *Mingzhou 6* (p 61) was sold by the parent company in May for 2,2 millions US\$. The final destination of the ships is not yet known, but the selling price is high for demolition in China.

The *Fu Xing 15* and *16* should be next. The 5 ships are all over 30 years of age.

Fu Xing 10 (ex-Ariadne, ex-Nikolas). IMO 8200527. Length 190 m. Chinese flag. Classification society American Bureau of Shipping. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Zhejiang Fuxing Shipping Co (China). Sold for an undisclosed destination of demolition.



November 4, 2015, *Fu Xing 10* anchored off Shanghai (China). © Andreas Schlatterer

Fu Xing 12 (ex-Zhe Hai 502, ex-Pacstar, ex-Sun Light). IMO 8605727. Length 174 m, 6,544 t. Chinese flag. Classification society Cjina Classification Society. Built in 1986 in Shitanoe (Japan) by Minami-Nippon. Owned by Zhejiang Fuxing Shipping (China). Detained in 2000 in Melbourne (Australia). Sold for demolition for 2,45 millions US\$, soit 374 US\$ per ton. Her latest known location is Zoushan.

Green Garnet (ex-Dynawave). IMO 9121285. Woodchip carrier. Length 209 m, 9,186 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oshima (Japan) by Oshima SB. Owned by Mitsui OSK Lines Ltd (Japan). Sold for demolition in India. 425 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.



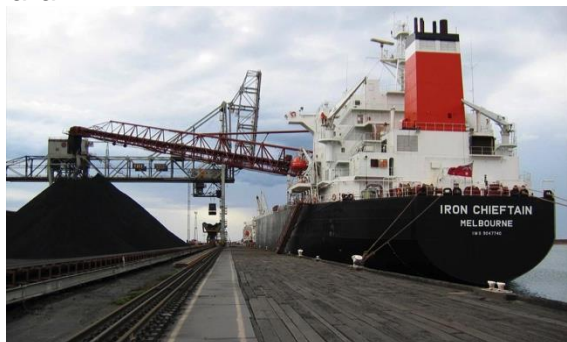
Queenscliff (Victoria, Australia), June 29, 2017.
© Graham Flett

Hasan Kaptan (ex-Ionian Sea, ex-Ruby Tuesday, ex-Lara, ex-Larin, ex-Asturies). IMO 8129319. Length 119 m, 3,042 t. Togolese flag. Classification society Polish Register of Shipping. Built in 1985 in Gijon (Spain) by Juliana Gijonesa. Owned by Intertek Maritime Middle East LLC (United Arab Emirates). Detained in 1998 in Rotterdam (Netherlands) in 2017 in Novorossiysk (Russia). Sold for demolition in India.



Hasan Kaptan, Bosphorus Strait. © Ahmet Ünlügil

Iron Chieftain. IMO 9047740. Self unloading bulker. Length 202 m, 12,170 t. Australian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by CSL Australia (Australia). On June 18, 2018, the *Iron Chieftain* is docked at Port Kembla to unload a cargo of dolomite, a double carbonate mineral - calcium carbonate and magnesium carbonate - used in glass and plastic industries, agricultural soil treatment, animal feed or pharmaceuticals. A fire erupted on the conveyor's belt and spread below the deck. About a hundred firemen and a waterbombing aircraft were deployed. The port was closed for a number of hours. The *Iron Chieftain* will not be repaired. She was beached in Aliaga on June 18, 2019, exactly one year after suffering the fire in Australia.



Unloading in Whyalla (South Australia, Australia), May 2, 2004. © Moragan Mara



Fire in Port Kembla (New South Wales, Australia), June 2018 Screenshot - Mission to Seafarers Port Kembla

Kuweit Ana (ex-Labro, ex-Da Fu Star, ex-Jag Rishi, ex-Spring Peacock, ex-Sanko Peacock). IMO 8307789. Length 185 m, 7,623 t. Panamanian flag. Classification society Registro Italiano Navale puis Indian Register of Shipping for her last voyage. Built in 1984 in Oshima (Japan) by Oshima Shipbuilding. Owned by Al Khalejia Aggregates (United Arab Emirates). Detained in 2007 in Liverpool (United Kingdom) and in 2011 in Tangshan (China). Sold for demolition in Pakistan.

Kuzma Minin (left) and Prince Dimitri Pozharsky. © ProtoPlasmaKid

Kuzma Minin. IMO 7721263. 442 teu. Length 162 m, 8,476 t. Deflagged from Russia to Niue for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1980 in Warnemünde (Germany) by Warnowwerft. Jumboized in 2004 and lengthened from 162 to 180 m. Owned by Murmansk Shipping Company (Russia). Detained in 2015 in Alexandria (Egypt) and in 2018 for 70 days in Terneuzen (Netherlands). On December 18, 2018, *Kuzma Minin*, named after a Nijni Novgorod merchant known as a national hero for defending the country against the Polish army in the 17th century and honored by a statue in front of St. Basil's Basilica in Moscow, was anchored in Falmouth Bay (United Kingdom). She was empty and arrived from Terneuzen after a 70-day detention. She arrived to take refuge in the bay on December 14 from the oncoming storm but dragged anchor and finally ran aground on Gyllyngvase Beach. She was refloated in the afternoon. The shipowner was in financial troubles. The ship was seized and auctioned, 120 US\$ per ton including 129 t of bunkers. She was renamed *Annabelle Energy* and deflagged by her new owner Compass Energy Pte Ltd based in Singapore. The final destination of the ex *Kuzma Minin* is not known to date. The ship was declared a total loss after her grounding.



© Maritime Coast Guard Agency



© Ben Birchall

Maru A (ex-*Vimaru Ace*, ex-*Ho Mao*, ex-*Patria*, ex-*Sungreen*, ex-*Clipper Maestro*). IMO 8408662. Length 115 m, 2,444 t. Togolese flag. Classification society Columbus American Register. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by GMZ Ship Management Co (Lebanon). Detained in 2018 and 2019 in Asaluyeb (Iran). Sold for demolition in India.

Marvellous (ex-*Mineral Marvel*, ex-*Marvellous*). IMO 9213375. Length 289 m, 22,443 t. Deflagged from Greece to Comoros for her last voyage shortened to *Vellos*. Classification society Bureau Veritas. Built in 2000 in Samho (South Korea) by Samho HI. Owned by Pioneer International Co (Greece). Detained in 2011 in Ningbo (China), in 2014 in Hay Point (Queensland, Australia) and in 2015 in Tangshan (China). Sold for demolition in Bangladesh. 457 US\$ per ton.



Marvellous, Sepetiba (Brazil), March 11, 2009.
© Cesar T Neves



Vellos, Chattogram, June 15, 2019.
© Mohammad Islam

Mingzhou 6 (ex-*Ionnis N Pateras*, ex-*Sun Phoenix*, ex-*Hyuga*). IMO 8602763. Length 165 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Imabari (Japan) by Imabari Zosen. Owned by Ningbo Marine Co Ltd (China). In May, *Mingzhou 6* was announced sold for demolition. 2,2 millions US\$. Her final destination is to date unknown.

Information	Since
IMO number :	8602763
Name of ship :	MING ZHOU 6 (since 01/12/2001)
Call sign :	BLAZ
MMSI :	412406970
Gross tonnage :	15657 (during 1986)
DWT :	27367
Type of ship :	Bulk Carrier (during 1986)
Year of build :	1986
Flag :	China Peoples's Republic (since 01/12/2001)
Status of ship :	To Be Broken Up (since 15/05/2019)
Last update :	21/05/2019



January 2010, Chang Jiang © AF van Rhijn

Navios Equator Prosper (ex-*Equator Prosper*, ex-*Ocean Century*). IMO 9233325. Length 288 m, 20,489 t. Deflagged from Panamanian to Palau for her last voyage shortened to *Prosper*. Classification society Nippon Kaiji Kyokai. Built in 2000 in Imari (Japan) by Namura. Owned by Navios Shipmanagement Inc (Greece). Detained in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 437 US\$ per ton.

Off Largs (Scotland, United Kingdom),
July 18, 2016. © David Mackinnon



bulker

Prema One (ex-*Pelagia*, ex-*Ocean Duke*). IMO 9104108. Length 224 m, 9,919 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Five Stars Chartering Pvt Lt (India). Detained in 2016 in Gdynia (Poland). Sold for demolition in Bangladesh. 448 US\$ per ton.



Port of Vancouver (Canada), March 27, 2012.
© Michael Wigg

Royal Arsenal (ex-*Ocean Sunrise*). IMO 9186766. Length 189 m, 7,250 t. St Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Oshima (Japan) by Oshima SB. Detained in 2001 in Niigata (Japan).



Royal Arsenal, Constanta (Romania), July 9, 2014.
© Sorin Titu



Refloating of the *Al Misbar*, June 2017
© Egypt Today

In the evening of August 19, 2017, the *Royal Arsenal* left the port of Umn Qasar (Iraq). She has just been sold by her Greek owner and was to be delivered in China to her new owner. She collided with the *Al Misbar* (IMO 9673068), an offshore support vessel used to transport employees to and from the offshore oil terminal. The *Al Misbar* capsized. She was carrying 8 crew and 23 passengers, 21 of which drowned. The *Royal Arsenal* returned to Umn Qasar for a judicial investigation. The legal proceeding is long. One year after the collision, the ship and crew were still detained in the Iraqi port.



The *Royal Arsenal* crew. © MTI



In 2019, she was sold as is for demolition. 431 US\$ per ton. She is expected in India. The voyage went wrong. On April 7, she collided in the Strait of Hormuz with the *Gas Infinity* coming to load LPG in the port of Ras Laffan, Qatar. The 16 crew in charge of delivering the *Royal Arsenal* evacuated the ship; they were rescued by the Iranian coast guard. The bulk carrier was towed to Port Rashid. In May she finally left under tow and was beached in Pakistan on June 19. This is not the end of the story. The owner of the *Gas Infinity* filed a complaint due to a negligent conduct by the *Royal Arsenal*. It claims for more than 5 million US\$ in compensation for the damage. The High Court of Balochistan ordered that the ship shall neither be demolished nor moved pending the decision by the Admiralty Court.

Silver Geneva (ex-*Yangtze Marvel*, ex-*Star Fortune*, ex-*Shinrei*). IMO 9183336. Length 289 m, 20,057 t. Deflagged from South Korea to Palau for her last voyage shortened to *Geneva*. Classification society Korean Register of Shipping. Built in 1999 in Kure (Japan) by Ishikawajima-Harima. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2000 in Vancouver (Canada). Sold for demolition in Bangladesh. 463 US\$ per ton including 1500 t of bunkers.



Singapore Strait, November 2006
© Ivan Meshkov



Geneva, Chattogram 2019. © Fai Sel

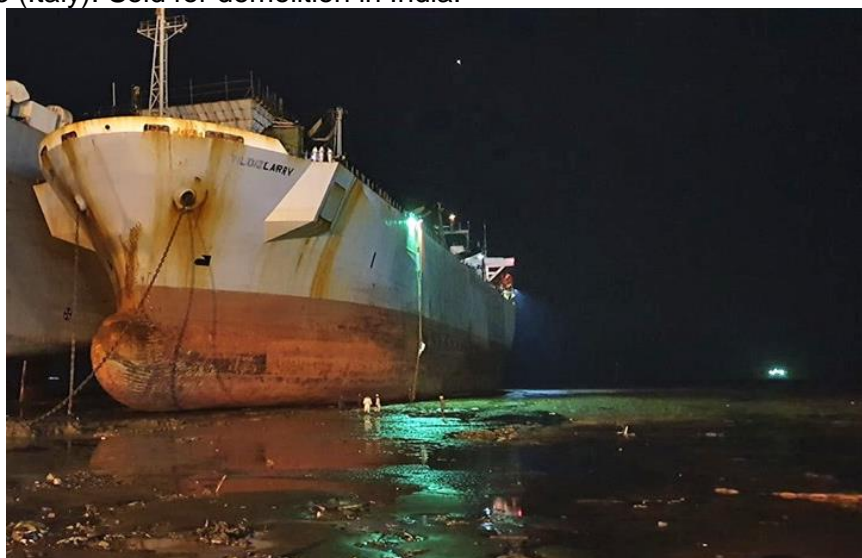
Xin Shuang Feng Hai (ex-*Tao Jiang Hai*, ex-*Essi Camilla*). IMO 7342562. Ex bulker converted to transshipment vessel in 1998. Length 261 m, 26,061 t. Deflagged from China to Palau for her last voyage shortened to *Xin Shuang*. Unknown classification society. Built in 1976 in Belfast (United Kingdom) by Harland & Wolff. Owned by Shanghai Puyuan Shipping Co (China). Sold for demolition in Bangladesh.

Yildizlar (ex-*Soul of Luck*, ex-*Forest King*). IMO 9002544. Woodchip carrier. Length 200 m, 9,556 t. Deflagged from Turkey to Palau for her last voyage renamed *Larry*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Onishi (Japan) by Shin Kurushima. Owned by Pasifik Lojistik Grubu ve Denizcilik AS (Turkey). Detained in 2015 in Venice (Italy). Sold for demolition in India.



Yildizlar, December 2014, Southport, North Carolina, USA. © Dan Mathison

As *Larry* in Alang.
© Baldev Raj Kapoor



Zoloto Kolymy (ex-*Utviken*, ex-*C Blanco*, ex-*Bijelo Polje*). IMO 8212099. Length 189 m, 7,282 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Olaveaga (Spain) by Astilleros Espanoles. Owned by North Eastern Shipping Co Ltd (Russia). Detained in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.

Cement carrier

Fjordvik (ex-*Westport*). IMO 7423249. Length 94 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Neuenfelde (Germany) by Sietas for New Zealand Cement Holding Ltd. She has sailed almost all her life in New Zealand with Lyttelton as her homeport and as *Westport*, after the name of the town where the Cape Foulwind cement plant was established in 1958. Every year, she shipped along with the *Milburn Carrier II* the 430,000 t of cement produced each year towards a number of New Zealand ports, Onehunga, Wellington and New Plymouth on the North Island, Lyttelton, Nelson, Dunedin and Picton on the South Island. In 1999 she became property of Holcim's New Zealand subsidiary.



1968, Cape Foulwind cement plant. Collection Nigel Roberts / West Coast New Zealand History



The *Westport* in New Zealand.
© Beacon Blockhouse Bay

En 2013, Holcim announced the Westport plant would be closed down in 2016. After the closure, cement would be imported from Japan to New Zealand and stored in Auckland and Timaru. In 2016, Holcim sold her now useless cement carrier to SMT Shipmanagement & Transport (Poland). After 40 years of good and loyal service, the *Westport* left New Zealand after a final inspection in Auckland and began her voyage across the whole globe towards Gdansk (Poland) and Northern Europe via the Suez Canal. She would then be operated from Norway, still as a cement carrier. The *Milburn Carrier II* built in 1987 was sold in 2018 to Nova Algoma Cement Carriers, a joint venture of Algoma Central Corp of Canada and Nova Marine Carriers SA of Luxembourg, and is still in service.

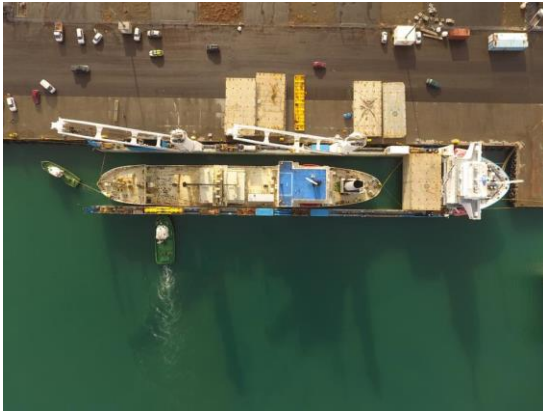


November 2018. Screenshot Víkurfréttar



© Capt Hilmar Snorrason

On November 3, 2018, shortly after midnight, the *Fjordvik* ran aground on the breakwater at the entrance of Helguvuk port on the west coast of Iceland. The crew of 14 and the master were evacuated. The engine room was flooded, part of the 100 tons of bunker oil spilled at sea. After the remaining fuel was pumped, the *Fjordvik* was refloated and towed one week later to Hafnarfjörður for inspection and eventual repair.



Loading the *Fjordvik* on board the *Rolldock*. © Hilmar Bragi - Víkurfrétt

On February 27, 2019 the *Fjordvik* was loaded on board the Dutch heavy lift carrier *Rolldock Sea* (IMO 9404704) arrived the previous day at Hafnarfjörður. On March 5, the cargo ship and her load left Iceland bound for Galloo Recycling in Ghent (Belgium), a yard included in the European list of approved facilities.



Departing towards Ghent (Belgium). © Hilmar Bragi - Víkurfrétt

Jin Hua 8 (ex-*Fan Gang 8*, ex-*Yoshu Maru* n°15). IMO 7426100. Length 87 m, 1,318 t. Panamanian flag. Classification society Union Bureau of Shipping. Built in 1975 in Usuki (Japan) by Usuki Tekkosho. Owned by Sino Union Shipping Service Ltd (Hong Kong, China). Detained in 2007 in Incheon (South Korea), in 2009 then twice in 2012 in Busan (South Korea), in 2013 in Caofeidian (China) and Kobe (Japan) and in 2015 in Nagoya (Japan). Sold for demolition in Bangladesh.



Anchored off Busan (South Korea), June 6, 2014. © V Tonic

Car carrier

Arabian Breeze. IMO 8202355. Length 164 m, 11,000 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Wallenius lines Singapore, the Singapore branch of the Swedish Wallenius. She was beached in Aliaga on May 5, 2019, at Leyal shipyard, included in the European list of approved facilities.



Valencia (Spain), June 30, 2015. © Manuel Hernández Lafuente

Delphinus (ex-Toyofuji n°15). IMO 9003134. Length 163 m, 6,895 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Shimonoseki (Japan) by Mitsubishi. Owned by Toyofuji Shipping Co Ltd (Japan). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention from Nippon Kaiji Kyokai.

Heijin. IMO 8905426. Length 180 m, 11,018 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima Shipbuilders. Owned by Nippon Yusen KK, NYK Line (Japan). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Benicia, (California, USA), November 5, 2014.
© Tom Anderson

Trans Pacific 5. IMO 9019664. Length 173 m, 6,927 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Shimonoseki (Japan) by Mitsubishi. Owned by Toyofuji Shipping Co Ltd (Japan). Detained in 2004 in Nagoya (Japan) and in 2008 in Vladivostok (Russia). Sold for demolition in India. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention from Nippon Kaiji Kyokai, 415 US\$ per ton.



Ise Bay (Japan), November 1, 2017. © Soji Maeda

Zhong Hai Gao Su (ex-Emerald Highway). IMO 8413227. Length 173 m, 9,139 t. Chinese flag, Palau for her last voyage shortened to *Gao Su*. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by China Shipping Car Carrier Co (China). Acquired by Scope Maritime Pvt Ltd based in India prior to her departure for demolition in Bangladesh.

Cable layer

Networker. IMO 8545599. Length 60 m, 1,823 t. Deflagged from Singapore to Comoros for her last voyage. Classification society American Bureau of Shipping. Built in 1999 in Batam (Indonesia) by Labroy Shipbuilding & Engineering. Owned by Global Marine Group (United Kingdom). Sold to Compass Shipping & Trading registered in the United Arab Emirates prior to her departure for demolition in Bangladesh.



© Global Marine



Chattogram. © Fai Sel

Sarku Clementine (ex-Miss Clementine, ex-CLV-1). IMO 8936645. Ex barge engineered in 1998 and converted to cable layer. Length 75 m, 1,978 t. Deflagged from Malaysian to Comoros for her last voyage. Classification society American Bureau of Shipping. Built in 1996 in Singapore by President Marine. Owned by Sarku Engineering Services (Malaysia). Sold to Ace Ship Recycling pte Ltd prior to her departure for demolition in Bangladesh.



Sarku Clementine, 2013. © Jackson Law



Sarku Clementine, June 26, 2019, Chattogram. © Helal Uddin

Dredger

Noon Island (ex-Boa Vista I). IMO 7522100. Hopper capacity 5600 m³. Length 107 m, 3,660 t. Deflagged from the Marshall Islands to St Kitts and Nevis for her last voyage renamed *Som Silver*. Classification society Bureau Veritas. Built in 1977 in Kinderdijk (Netherlands) by IHC Smit. Owned by Great Lakes Dredge & Dock Co (USA). Sold as is in Bahrein in AOM Shipping Ltd registered in the Marshall Islands for demolition in India. 325 US\$ per ton.

Star XXVI (ex-Kamal XXVI, ex-Okhotsk) IMO 8922474. Length 80 m, 2,435 t. Panamanian flag. Unknown classification society. Built in 1989 in Rostock (Germany) by Neptun VEB. Owned by Amrut Dredging & Shipping Ltd (India). Sold for demolition in Mumbai, India.

Kamal XXVI, port of Kandla (India), November 2008.

© Dredgers.nl



Ex-pollution control vessel

Com R (ex-*Smal Agt I*, ex-*Smal Agt*, ex-*Rex Regum*, ex-*Smal Agt*). IMO 7735109. Length 54 m. Deflagged from Panama to Togo for her last voyage. Classification society National Shipping Adjusters Inc. Built in 1961 in Tamise (Belgium) by Boelwerf. Ex stone carrier operated from 1968 to 2013 as a pollution control vessel in the Netherlands. In the Equasis database she is still recorded as a pollution control vessel but her real activity is unclear. Detained in 2015 in Eleusis (Greece).



Valletta (Malta), January 22, 2013. © Mario Schembri

On April 3, 2019, the ship and her crew of 14 Russian, Ukrainian, US and British nationals were arrested by the Egyptian Navy in the Red Sea, 12 nautical miles off the Sinai Peninsula and loaded with a number of weapons and many ammunition of various types. 3 days later, the ship and crew were released. According to the spokesman of the Egyptian Navy, the *Com R* was owned by a private security firm allowed to transport weapons used for the security of ships transiting off Somalia. The name of the company was not mentioned.

This publicity was fatal for the *Com R*. The same month, she was sold to Breaking Co SA registered in Liberia, renamed *Comir*, deflagged and beached in Aliaga on April 29, 2019.

Fishery patrol vessel

Shiyoda (ex-*Hakuriyu Maru*). IMO 8618607. Length 78 m, 1,424 t. Deflagged from Japan to Palau for her last voyage shortened to *Yoda*. Unknown classification society. Built in 1988 in Shimonoseki (Japan) by Mitsubishi. Owned by Banyo Jitsugyo (Japan). Fishery patrol vessel operated by the Japanese government. Acquired by the Indian cash buyer Best Oasis prior to her departure for demolition in India.



DR



Kanmon Strait (Japan), 2018. Screenshot Binmei.jp

Tug

Harrier (ex-*Seabulk Harrier*, ex-*Red Harrier*, ex-*Svitzer Jarl*). IMO 7529952. Length 49 m, 1,051 t. Liberian flag. Classification society Det Norske Veritas - Germanischer Lloyd. Built in 1977 in Kristiansand (Norway) by Hoivolds. Owned by Oil Marketing Corp (Bahrein). Sold for demolition in India.

Miss Gaunt (ex-*Gauntlet*). IMO 7716957. Length 40 m, 516 t. Curacao flag. Classification society Registro Italiano Navale. Built in 1976 in Morgan City (USA) by Bollinger Marine Fabricators. Owned by Nordav BV (Netherlands). Detained in 2017 for 27 days in Toulon (France).



Gauntlet, towing a barge from the port of Jacksonville, (Florida, USA) © BarzBarz



Miss Gaunt, Gibraltar, December 26, 2016.
© Gibfran 46/ Marine Traffic

The *Miss Gaunt* had become a regular in the last voyage of end-of-life ships. In late 2015, she made the headlines as she was towing the old US container ship *Horizon Trader*. The facts that the tug had been recently deflagged (she used to fly the USA flag) and that the convoy could not be spotted and seemed to vanish in the middle of the Atlantic Ocean raised concerns about an illegal discharge of dangerous waste or even a shipwreck (Cf. "[Shipbreaking](#)" # 42, p 24). Later, she delivered the container ship *Platinum Emerald* (IMO 9143867, "[Shipbreaking](#)" # 44, p 41) to India or the bulk carrier *Tivoli* (IMO 9146807, "[Shipbreaking](#)" # 45, p 56) in Bangladesh. In 2019, *Miss Gaunt* is at the end of her rope. After probably an ultimate delivery, she was sold as is in Bhavnagar (India) and beached in the wake in Alang. 343 US\$ per ton.



Miss Gaunt and the *Horizon Trader* on their way to Alang, November 11, 2015. Calling at Walvis Bay (Namibia), for crew change and bunkering. © Ronald Witteveen

Sources:

African Development Bank Group; Al Araby; Aliaga Denizcilik; American Bureau of Shipping; Atlantic (the); BBC; Black Sea Memorandum of Understanding; Bureau Veritas; Business Standard - India (the); Capebreton Post (the); Cargolaw; Castle of the Seas.nl; CBC; Central Voice (the); Centrale des Marchés (la); CGT des Marins du Grand Ouest; Chittagong Port Authority (the); Deccan Chronicle (the); Department of Transportation and Works (Newfoundland and Labrador); Det Norske Veritas - Germanischer Lloyd; Dredgepoint.org; Egypt Today; Ekathimerini; Equasis; European Maritime Safety Agency; Federal Transport Authority (United Arab Emirates); Ferry Site (the); Fjardarposturinn; Fleetmon; Fleetphoto.ru; France TV Info; G Captain; Global Marine Systems; Global Marketing Systems; Gulf News (Canada); Habermat; High Court of Bombay; Hindu Business Line (the); Holcim New Zealand; Iceship.is; IdyllicOcean; Indian Express (the); Indian Ocean Memorandum of Understanding; Insurance Marine; Intershipping Services; Islamic Republic News Agency; Journal Tribune (the); Khaleej Times (the); Labrador Voice (the); lavieb-aile.com; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Bulletin; Maritime Cyprus; Maritime Executive; Mediterranean Memorandum of Understanding; Mer et Marine; Milliyet; Miramar Ship Index; Morgunbladid; Namib Times (the); Naval News; Naval Today; New Zealand Herald (the); News One-Russie; Nippon Kaiji Kyokai; Norsk Rikskringkasting AS (NRK); Nuova Sardegna; Offshore Energy Today; Optima Shipbrokers; Ouest-France; Paris Memorandum of Understanding; Port to Port; Presqu'île de Crozon.com; Press & Journal (the); Radio New Zealand; Reuters; Robin des Bois, personal sources and archives; Roose & Partners; Russian Maritime Register of Shipping; Safety4Sea; Sailors-Club.net; Scroll; Ship Nostalgia; Shipfax Blog; Shipspotting; Shipwrecklog; Singapore Transport Safety Investigation Bureau; Skipamyndir.com; Sky News; Soviet Trawler.narod; Splash 247; Straits Time (the); Télégramme (le); Times of India (the); Tokyo Memorandum of Understanding ; Trade Winds; Travel Triangle; Traversée Marine Atlantique; Turkish Navy; Unione Sarda; United States Coast Guard; Vessel Tracker; Virahaber; Western Star (the); Westport Harbour; World Maritime News; Wreck Site (the).

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