

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

60, from April 1 to June 30, 2020

August 4, 2020



On the Don River (Russia), January 2019. © Nautic/Fleetphoto

Maritime acts like a wizzard. Otherwise, how could a *Renaissance*, built in the ex Tchechoslovakia, committed to Tanzania, ambassador of the Italian and French culture, carrying carefully general cargo on the icy Russian waters, have ended up one year later, under the watch of an Ukrainian classification society, in a Turkish scrapyard to be recycled in saucepans or in containers ?

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WANTED



Despina Andrianna. © OD/MarineTraffic

Received on June 29, 2020 from Hong Kong

(...) Our firm, (...) provides senior secured loans to shipowners across the globe. We are writing to enquire about vessel details in your shipbreaking publication #58 available online: <http://robindesbois.org/wp-content/uploads/shipbreaking58.pdf>. In particular we had questions on two vessels:

Despinna Adrianna (Page 41)

- We understand it was renamed to ZARA and re-flagged to Comoros
- According to the Chittagong Port Authority (doc attached), it was sent for scrapping by local agent "MOSTAFA" at late November 2019
- The document also says the vessel was owned by "RED SNAPPER MARITIME"

Jacob (Page 28)

- We understand it was renamed to PAUL and re-flagged to Comoros
- According to the Chittagong Port Authority (doc attached), it was sent for scrapping by local agent "MOSTAFA" at late October / early November 2019
- The document does not say who owned the vessel at time of scrapping

We would like to check if your firm:

- Has any contacts in Bangladesh who can clarify the identity of "MOSTAFA"?
- Has any contacts in Bangladesh who can clarify the identity of "RED SNAPPER MARITIME"?
- Knows anyone who may have photos of the beached ZARA or PAUL in Bangladesh?

Answer by Robin des Bois, July 1, 2020

We deduce from your request and from your duties that the ships you mentioned were sold for scrapping without any notice to you, whereas perhaps RAM lent money to the shipowners to buy them. We have been alerted about 2 or 3 similar cases since we published our bulletin. See on that matter "[Shipbreaking](#)" # 59, pp 47-48. Thank you for confirming our reading. For the moment, here is the information we have gathered.

To our knowledge, there has been no updates in official databases with regards to the ownerships of the vessel *Despina Andrianna* and *Jacob*.

The last known owner of the *Despina Andrianna* (IMO 9182667) since 2014 was Ballito Bay Shipping Inc registered in Monrovia, Liberia, acting as a shell company for the Greek owner Proper In Management Inc. The ship was sanctioned by the US treasury in April 2019 for carrying oil from Venezuela. According to week 48 brokers' reports she was sold to undisclosed buyers in Bangladesh. According to the Equasis database, she was renamed *Zara* and deflagged to Comoros on November 1, 2019; her status became "to be broken up" on November 25, 2019 then "broken up" on December 13, 2019. She arrived in Chittagong on November 29 and was beached on December 13 as mentioned on the Chittagong Port Authority website.

We don't know of Red Snapper Maritime Ltd as a regular shipowner. We assume this is a shell company or a middleman for a cash buyer.

From a quick research, it seems they recently had a dispute in India with SHITAL ISPAT PVT. LTD, a ship recycling company in Alang (<https://indiankanoon.org/doc/63077680/>). There is no precision on the address or contact of "Red Snapper Maritime" though. It seems the company is located in The United Arab Emirates (<https://www.rimeib.com/Main/19,1,283,0-11216172.aspx>).

The last known owner of the *Jacob* (IMO 9300166) since June 2018 was Jacob Maritime Ltd-MAI registered in the Marshall Islands c/o Hermes Maritime Services pvt based in Mumbai, India. Hermes Maritime Services is an Indian company which presents itself as a ship manager but occasionally buys end-of-life ships prior to their last voyage. According to week 43 brokers' reports she was sold to undisclosed buyers in Bangladesh. *Jacob* was renamed *Paul* and deflagged to Comoros on October 1, 2019. She was beached in Chittagong on October 30, 2019.

Mostafa appears regularly as an agent for vessels to be broken up and in that case for both *Zara* and *Paul*. We have no directory of all the agents in Chittagong. You should contact Chittagong Port Authority on that matter. (...)



Jacob © M Buckley

Rumours in shipping circles suggest the possibility that the *Jacob/Paul* was not scrapped and would continue trading under a new name and in unidentified traffic.

To clarify the situation we ask our readers to send us pictures of the beaching and scrapping of the *Jacob/Paul* and *Despina Andrianna/Zara* in Chattogram beaching yards or to send us any information on their possible further trading.

Address: contact@robindesbois.org

Another river barge on the sea bottom (continuation of "Shipbreaking" # 33, p 4-6 and "Shipbreaking" # 57, p 8)

After the German tanker barge *Therese Straub*, broken in two off Brittany while she was conveyed under tow to Africa (Cf. "Shipbreaking # 57", p 8), another river barge, Dutch, reminds us the nonsense and danger of this type of traffic. On May 12, 2020, the Tunisian Navy spotted Marine the stern part of a vessel named *Lady Sandra* adrift 5 miles off Djerba Island. In a press release published on May 26, the Navy announced to have pumped 45 tons of gazole then to have towed the wreck in the international waters where she was scuttled in more than 60 m of water.



Zaanstroom. © Binnenschifferforum

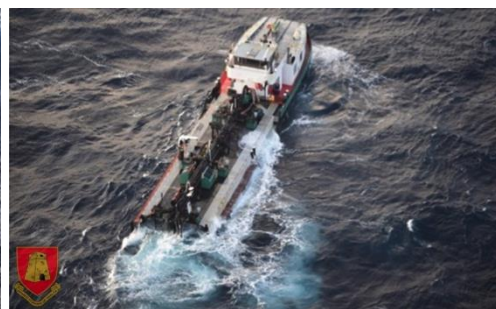


Lady Sandra, mai 2020. © Les épaves des côtes tunisiennes

The *Lady Sandra* was the ex-*Zaanstroom*, a Dutch river tanker barge built in 1975, sold at the age of 40 for further trading far away from the Northern Europe rivers. The *Zaanstroom* left the Netherlands in 2015. She headed for Romania, was reflagged to her new home country but kept her name of origin. What she used for there is undisclosed.

In January 2019, she was allegedly sold to Panafric Ocean and Energy Ltd based in Nigeria. West Africa and Nigeria in particular, are favoured by unscrupulous owners as destinations of uncertain reconversion for Rhine barges. Though, it seems the sale failed as the ship did actually not leave Romania. In January 2020, the *Zaanstroom* was sold to Malta Islands Sea Cruise that pretended to use her as a bunkering tanker. In late January, she left Sulina, Romania. Prior to her departure, the ex-*Zaanstroom* became the Togolese-flagged *Lady Sandra*.

The *Lady Sandra* was spotted off Istanbul on February 6. In the evening of March 25, 2020, she issued a distress signal. She was 13 nautical miles northeast of Malta, broken in two and about to sink. The crew of 2 Egyptian and 1 Romanian sailors was salvaged by the Maltese Navy vessel *Melita* which arrived on site just in time: the lifeboat too was taking in water. The 2 pieces of barge were left on their own and should have sunk into oblivion and to the bottom of the Mediterranean, if the rear half-barge had not resurfaced in Tunisia.



March 2020. © Malta Coast Guard

Since January 2020, the Classification society of the *Lady Sandra* was the Maritime Bureau of Africa based in Capetown (South Africa). During her voyage from Romania, the *Lady Sandra* would have been reflagged again: since March 2020 she is registered by the IMO as UK-flagged. The homeport mentioned on the ship's stern was however Lomé, Togo.

© Tunisian Navy



***Lady Sandra* (ex-*Zaanstroom*). IMO 8335449. Ex oil tanker barge registered as a chemical and product tanker. Length 89,80 m. Built in Hedel (Netherlands) by Heermans & Zonen.**

The VLOCs' ex VLCCs Flop

In the late 2000s, the conversions of Very Large Crude Carriers (VLCC) to Very large Ore Carriers (VLOC) was a good deal for shipowners. They enabled to extend the lifetime of single hull VLCC banned by the IMO on the world ocean from 2010 onwards as well as economies of scale for the transport of ore. The Brazilian conglomerate Vale, worried to gain competitiveness compared to its Australian rivals, closer to the Chinese market was quite active in this conversion doctrine.

March 31, 2017, the *Stellar Daisy*, an ex-VLCC turned VLOC, sank in the middle of the South Atlantic Ocean. She was operated by the Korean Polaris Shipping Corp. 22 seamen were reported missing, 2 were miraculously saved. After the disaster, the safety of the converted VLOC was questioned. The investigation report published in April 2019 by the maritime authorities of the Marshall Islands, *Stellar Daisy's* flagstate, confirmed the lack of strength of the hull. Ore transport and liquid hydrocarbons transport cause very different stresses on the ships' various bulkheads. In 2017, Polaris Shipping Corp that was operated 18 converted VLOC committed itself to inspect them, consolidate them if necessary and replace them gradually by newbuilt ships.

The phase-out of Polaris ships came in a trickle: 4 ships in 3 years. On the 50 converted VLOC operated in 2017 by Polaris and other owners, about 15 were scrapped. As of January 1, 2020, there were still some 35 left. Their safety is more and more denied by experts and crews. As a VLCC, the *Sunrise III* could carry 310,000 m³ of crude oil, as an ore carrier the *Stellar Daisy* (ex-*Sunrise III*) could carry 260,000 tons of iron ore.



Arrival of the VLOC ex VLCC *HBIS Sunrise* in Pakistan. © Gadani Shipbreaking

Late April 2020, Vale announced it will stop using ex VLCC converted to VLOC to carry its ore. The death warrant was signed: Vale is the main charterer of this type of vessels. Phase-out ships are rushing: 6 converted ships were scrapped in the first quarter 2020. This issue of "Shipbreaking" # 60 identifies 9 other ones that was sent to the scrapyards in Bangladesh (7), India (1) or Pakistan (1) in the second quarter. A large wave is awaited in the coming months. 14 ships are laid up in the usual waiting room to scrapping, off Singapore (1) and north of Bornéo off Labuan (13). In spite of the decrease in prices offered by the yards since the Covid-19 crisis, the sale of the 9 ex-VLCC converted to VLOC brought in this quarter over 100 millions US\$ to the shipowners and middlemen.

Sold for scrapping in the 1st quarter 2020

see "Shipbreaking" n°59, p 54-55

Berge Elbruz (IMO 8902424); *Berge Hua Shan* (IMO 9035450); *Ore Sudbury* (IMO 9000986); *Pacific Opal* (IMO 9077410); *Shagang Giant* (IMO 9002738); *Stellar Rio* (IMO 9060338).

Sold for scrapping in the 2nd quarter 2020

see pp 32-35

Guofeng Enterprise (IMO 9053579); *Handan Steel* (IMO 9082312); *HBIS Sunrise* (IMO 9003122); *Pacific Coral* (IMO 9110224); *Pacific Garnet* (IMO 9075723); *Pacific Ruby* (IMO 9043720); *Stellar Iris* (IMO 9083093); *Stellar Knight* (IMO 9048134); *Stellar Samba* (IMO 9030967).

Laid up in Labuan or in Singapore

Berge Kibo (IMO 9036442); *Janice N* (IMO 9084190); *Sinocarrier* (IMO 9012252); *Sinotrader* (IMO 9038672); *Stellar Eagle* (IMO 9044229); *Stellar Galaxy* (IMO 9038438); *Stellar Hermes* (IMO 9060326); *Stellar Liberty* (IMO 9030955); *Stellar Magic* (IMO 9060314); *Stellar Neptune* (IMO 9030943); *Stellar Ocean* (IMO 9030979); *Stellar Pioneer* (IMO 9048110); *Stellar Queen* (IMO 9030981); *Stellar Topaz* (IMO 9048122).

Officially in service

Anangel Shagang (IMO 9004786); *Berge Fuji* (IMO 9122590); *Berge Kangchenjunga* (IMO 9073438); *Berge Lhotse* (IMO 9083964); *Sinoglory* (IMO 9041198); *Wugang Atlantic* (IMO 9085352).

The *Sinoglory* has been anchored off Rio de Janeiro since a few months. The *Anangel Shagang* is looping along the South African coast. As of late July, 4 ships are spotted in the Sea of China: the *Berge Lhotse* off the Malaysian Peninsula, the *Berge Fuji* and *Berge Kangchenjunga* north of Taiwan and the *Wugang Atlantic* in Zhanjiang, in Northern China.

The one that escaped scrapping

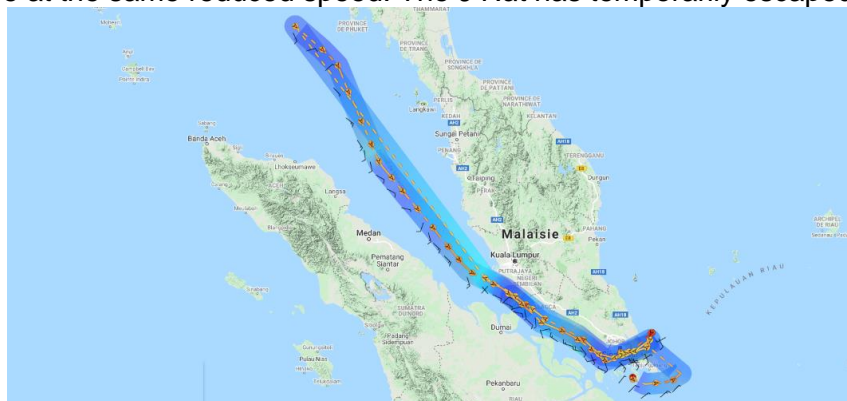
The *Jesslyn Natuna* is an ex tanker converted to a Floating Storage Offloading unit (FSO) in 2013. Owned by the Indonesian company Global Niaga Bersama PT, she was used on Udang oilfield in the South China Sea, between the Malaysian peninsula and the island of Borneo. In January 2018, she ceased operation. She was 35 years of age and bound for scrapping.

In August 2019, she was acquired by Somap registered in Hong Kong c/o Prayati Shipping, an Indian specialist in end-of-life ships. She was shortened to *J Nat* and deflagged to Palao, the most popular funeral flag lately. In spring 2020, the departure of the ex-*Jesslyn Natuna* is getting official. The Indonesian NGO Indonesian Environmental Care Committee file a complaint for illegal export of waste. The FSO has accumulated operational waste and was not decontaminated at the end of her operation. She is loaded with oily residues and sludge and 1500 t of waste with levels in mercury compounds reaching 395 mg/kg.



J Nat. © Daily Star

On April 18, 2020, the *J. Nat* leaves Batam (Indonesia) in Singapore Strait bound for Chattogram shipbreaking yards. She is under tow of the *S Cas* (IMO 8411047). On May 2, the ongoing press campaign forces the Bangladeshi government to ban the ship from the nation's waters. The Navy is on alert. Government agencies are ordered not to deliver the ship any certificate allowing scrapping, the members of the Bangladesh Ship Breakers and Recylers Association (BSBRA) are informed as well. On May 11, the convoy is sailing in the edge of the Malacca Strait at 3,5 knots, reverses its course and returns to Singapore at the same reduced speed. The *J Nat* has temporarily escaped the torches.



The round trip voyage of the convoy du convoi *J. Nat*-*S Cas* between April 18 and June 13, 2020.
Screenshot Marine Traffic-Erwan Guéguénat

***Jesslyn Natuna* (ex-*Niria*, ex-*Nicopolis*). IMO 8100909. Converted to FSO in 2013. Length 228 m. Deflagged from Indonesia to Palao for her last voyage. Unknown classification society. Built in Aioi (Japan) by Ishikawajima-Harima.**

Derelict ships (continued)

In "[Shipbreaking # n°59](#)", Robin des Bois published a report on 106 derelict ships mostly operated in the Mediterranean and the Black Sea and observed that the majority of these substandard ships (76%) were delivered a class certificate by a second rank classification society established in the European Union. The NGO wrote to the European Commission on this issue of substandard classification societies.

Mail by Robin des Bois, July 1, 2020

(...) We note that a number of classification societies which certify cargo vessels on behalf of States such as the Comoros, Moldova, Togo, Tanzania and others, are established in European Union member States and contribute through their activities to the further trading by substandard ships which have been temporarily or definitely banned from the European Union or detained on several occasions in countries that are signatories to the Paris and Black Sea Memorandums.

Among these classification societies based in Greece, Cyprus, Bulgaria and the United Kingdom we have identified Bulgarski Koraben Registar (Varna), Maritime Bureau of Shipping (Limassol), Mediterranean Shipping Register (London), Columbus American Register (Athens), International Naval Surveys Bureau (Athens), Phoenix Register of Shipping (Athens) and Dromon Bureau of Shipping (Limassol). The vessels they certify are operated by shipowners who are in debt, insolvent and unable for various reasons to carry out essential maintenance and refitting work and to bring them in compliance with the successive amendments to the international conventions.

These classification societies are not members of the IACS and claim to issue certificates essential for the navigation of ships within very short time limits and probably at knock-down prices.

We believe that the actions of these classification societies postpone the phase-out of these ships, which are dangerous to crews and the environment, and are in contradiction with the European Union's strategy for the improvement of maritime safety and for the development of the recycling of ships in approved yards.

Therefore, would you please let us know what initiatives the European Union intends to take to reduce or eliminate the detrimental effects of these companies.

To develop your knowledge on the subject if necessary, you may refer to the bulletin "[Shipbreaking](#)" #59" and to the press release "[Nauseas](#)" that Robin des Bois published on the occasion of the International Day of Seafarer on June 24, 2020. (...)

Answer by the DG Move, July 9, 2020

(...) I would like to thank you for your email and your questions. We share your concerns raised about the classification societies established in EU Member States and providing services only to third country flags. However, the current legal framework does not regulate the establishment and operation of classification societies in Europe but only the requirements that those classification societies entering into an authorization agreement with an EU Member State shall meet (Regulation (EC) No 391/2009 which stipulates the minimum requirements the classification societies have to meet and Directive 2009/15/EC which stipulates the obligations for the Member States).

In other words, it is up to the EU Member States to stipulate any legal requirements for the establishment and operation of classification societies in their territory, if such societies do provide services only to ships flagged under a third country flag. I would suggest in this regard that you address those member States.

That being said, the quality of the work of such classification societies which work with third country flags is checked as part of the Port State Control inspections taking place at the EU level provided for by Directive 2009/16/EC. The aim of this Directive is to act as a second layer of control and level playing field between EU Member States' flags and third countries' flags. In accordance with Article 11 of the Ship Recycling Regulation (EU) No 1257/2013, Port state control inspections check that either an inventory certificate or a ready for recycling certificate is kept on board. (...)

2nd quarter overview, April-May-June 2020

112 ships, 1.5 million tons. This is more than the 2019 quarterly average. After the Covid-19 locked-down weeks, the authorities under pressure of the yards accepted the resumption of the activities. Ships that had been kept waiting were allowed beaching. Conditions imposed on foreign crew have been eased; crews are now allowed to stay in quarantine in hotels ashore. There are still concerns about another possible lockdown in shipbreaking yards in India and Pakistan.

India (34%) and Bangladesh (32%) are neck and neck. They precede Turkey (18%). Pakistan (7%) is back in the game. The *Aces ex-Federal 1* disaster in November 2016 (officially 28 fatalities and dozens of injured) had been followed by the interruption of shipbreaking operations for several months. Since then, only small size vessels had been scrapped in Gadani. Shift of gears, this quarter Pakistani yards were delivered two vessels over 300 m in length and the large ore carrier *HBIS Sunrise* with a weight of 38,000 tons.

tonnage recycled

- 1 India, 505,000 t (34%)
- 2 Bangladesh, 475,000 t (22%)
- 3 Turkey, 265,000 t (18%)
- 4 Pakistan, 107,000 t (7%)

ships

- 1 India, 35 (31%)
- 2 Bangladesh, 23 (21%)
- 3 Turkey, 22 (21%)
- 4 Pakistan, 8 (7%)

The Covid-19 pandemic drastically disrupts trends and leads idle cruise ships to be phased out. In tonnage, with 11%, cruise ships take the 3rd place behind bulkers (31%) and container ships (26%) but ahead of car carriers (9%) and tankers (9%). With cruise ships flying a European flag, Turkey welcomes a new market with open arms.

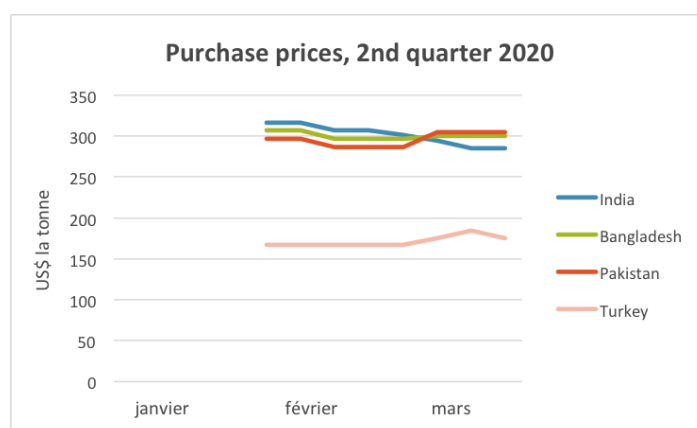
tonnage recycled

- 1 : bulker, 452,000 t (31%)
- 2 : container ship, 381,000 t (26%)
- 3 : cruise ship, 167,000 t (11%)
- 4 : car carrier, 133,000 t (9%)
- 5 : tanker, 126,000 t (9%)

ships

- 1 : container ship, 25 (22%)
- 2 : general cargo carrier, 18 (16%)
- 3 : bulker 17 (15%)
- 4 : tanker, 11 (10%)
- 5 : car carrier, 10 (9%)

In the 1st quarter 2020, market uncertainties had led to an erosion of the yards' purchase prices then from mid-march onward to the interruption of transactions and estimates. They resumed in mid-May. Yards are overloaded with the unusual flow of quarantined ships and the routine post-covid flow. At the same time, demand for steel remains weak. Price erosion continued and finally stabilized slightly above 300 US\$ per ton in Bangladesh and Pakistan and slightly below in India. In Turkey, at the end of the quarter, prices offered by the yards are about 175 US\$ per ton.



91 ships scrapped in the Indian subcontinent, in China and in Turkey, 94% of the global tonnage.

55 ships (49%) belong to shipowners established in the European Union or in the European Economic Area and 52 (46%) were built in the European Union or in Norway.

49 years. This is the age of the two veterans, the small Russian tanker *Icha* built in Ukraine, which left Vladivostok to be scrapped in Bangladesh (p 28), and the river and sea-going vessel *Renaissance*, built in Slovakia and scrapped in Turkey (p 15).



Icha, Peter the Great Bay, Sea of Japan (Primorsky krai, Russia), April 2011. © Igor GI

The average age over all categories is 27 years.

The youngest one is a casualty ship, the Indian chemical tanker *Nu-Shi Nalini*, 8 years of age, built in China, which suffered a fire off the Indian coast, then a grounding while she was awaiting a decision on her cargo's fate and was finally towed for demolition in Pakistan (p 31).

46 ships (41%) have been detained prior to scrapping. 3 general cargo carriers scrapped in Turkey take all the places on the substandard ships podium: the *Daylight* (42 years old) and the *Arslan* (38 years old), 9 detentions each, and the casualty ship *Suzzy* (30 years old), 7 detentions (Cf. p 12, 13 and 16).

26 ships were deflagged. 23% of ships to be scrapped were flying a funeral flag for their last voyage. Saint Kitts and Nevis (8) precedes Liberia (7), Comoross (3) and Palaos (2).

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

38 ships are less than 150 m in length, 39 between 150 and 200 m and 35 over 200 m, among which 13 ships over 300 m. The longest one is the container ship *Sine Maersk*, 347 m, scrapped in Turkey.



Sine Maersk, 347 m, capacity 9578 teu. Kaohsiung (Taiwan), September 2013. © Hsu Hao-En

Ferry

Melderskin (ex-Nordfjord, ex-Herdia). IMO 8412261. Length 90 m. Norwegian flag. Unknown classification society. Built in 1985 in Hommelvik (Norway) by Tronderverftet. Owned by Norled AS (Norway). On June 28, she left Sunde Port under tow heading for Norscrap shipbreaking yard in Hanøytangen (Norway).

Melderskin April 30, 2012, Slovag (Norway).
© Tom Gulbrandson



Vitsentzos Kornaros (ex-Pride of Winchester, ex-Viking Viscount). IMO 7358327. Length 129 m, 5,100 t. Deflagged from Greece to Comoros for her last voyage. Classification society Registro Italiano Navale since November 2019. Built in 1976 in Aalborg (Denmark) by Aalborg Vaerft for Townsend Thoresen European Ferries based in Dover (United Kingdom). She could accomodate 1200 passengers and 275 cars and completed her maiden voyage on May 18, 1976 from Felixtowe (United Kingdom) to Zeebrugge (Belgium). She was operated on several routes between the English ports and the continent and became the *Pride of Winchester* in 1989.



Viking Viscount, Le Havre (France), September 1987.
© Pascal Bredel



Pride of Winchester, sailing, Le Havre, March 10, 1991. © Pascal Bredel

In 1991, she was sold to Howill Shipping and chartered bareboat to P&O European Ferries. She sailed on her last Channel crossing between Portsmouth and Cherbourg in July 1994 and then left Northern Europe heading for Greece after she was acquired by Lassithiotiki Shipping SA. She was renamed *Vitsentzos Kornaros*, after the Cretan poet (1553-1613). She was decommissioned in 2017 in Salamina after suffering mechanical failures too expensive to be repaired. In April 2020, she left Piraeus (Greece) under tow of *Christos XI*, bound for Aliaga shipbreaking yards.



Vitsentzos Kornaros, on one of her arrival at Piraeus (Greece), May 7, 2013. © Marc Ottini



Aliaga., July 2020 © Selim San

Cruise ship

See the chapter The END, "Have your handkerchiefs ready", p 44-54.

The first post-Covid-19 cruise ship scrappings were quick to start. 6 ships are announced as "to be broken up" or have already reached Aliaga shipbreaking yards in the second quarter 2020. They represent 11% of the tonnage to be scrapped and rank as the 3rd category of the quarter, behind bulkers and container ships, ahead of tankers.



Costa Victoria waiting in Piombino next to the sponsons used to refloat the *Costa Concordia*
© Corriere Maritimo

Carnival Fantasy (ex-*Fantasy*). IMO 8700773.

Carnival Inspiration (ex-*Inspiration*). IMO 9087489.

Costa Victoria. IMO 9109031.

Horizon (ex-*Pacific Dream*, ex-*Island Star*, ex-*Horizon*). IMO 8807088.

Monarch (ex-*Monarch of the Seas*). IMO 8819500.

Sovereign (ex-*Sovereign of the Seas*). IMO 8512281.



Monarch's arrival at Aliaga shipbreaking yards.
© Cruise Life



Monarch and *Sovereign*.
© @lorycruise27 Instagram

General cargo carrier

Adamastos (ex-*Giuliana*, ex-*Dinteldiep*, ex-*UAL Rodach*, ex-*Dinteldiep*). IMO 9210696. Length 126 m, 4,717 t. Kiribati flag. Classification society China Classification Society. Built in 2001 in Jingjiang (China) by Jingjiang Shipyard. Owned by Adamastos Lines SA c/o Isobel SA (Greece). Detained in 2010 in Antwerp (Belgium), in 2013 in La Spezia (Italy) and in 2016 in Durban (South Africa). Sold for demolition in Pakistan. 295 US\$ per ton.



UAL Rodach in the Dover Strait Traffic Separation Scheme, June 9, 2005. © **Marc Ottini**



Plot 116, Gadani.
© **Gadani Shipbreaking**

Arslan (ex-*Maxal Gita*, ex-*Aghios Efstathios*, ex-*Chemi Star*, ex-*Gemini Star*). IMO 8109096. Length 92 m, 1,467 t. Palau flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Muroran (Japan) by Narasaki Zosen. Owned by Arslan Shipping & Trade Co Ltd (Turkey). Detained in 2008 in Porto Nogaro (Italy) and Rouen (France), in 2011 in Eleusis (Greece) and Novorossiysk (Russia), in 2012 in Kalamata (Greece), in 2013 in Burgas (Bulgaria), in 2013 in Bandirma (Turkey), in 2014 in Larnaca (Cyprus) and in 2020 in Kherson (Ukraine). Sold for demolition in Turkey.

Clavigo. IMO 9014688. Length 88 m, 1,178 t. Antigua & Barbuda flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Komarno (Slovakia) by Slovenske Lodenice. Owned by Wessels Reederei GmbH & Co KG (Germany). Detained in 2009 in Las Palmas (Canary Islands, Spain), in 2012 in Chatham (United Kingdom) and in 2013 in Burgas (Bulgaria).

On February 27, 2020, the *Clavigo* was anchored off Tuzla in the Sea of Marmara. Sea conditions were rough, she dragged anchors and ran aground on the breakwaters after hitting the *Dede*, another anchored vessel. The crews of both ships were evacuated. *Clavigo* was declared a total loss and towed to Aliaga on May 20.



Clavigo, upstream the Schelde river, October 30, 2010.

© **Marc Ottini**



February 2020. © **yenisafak**

Daylight (ex-Volgo-Balt 207). IMO 8230352. Length 114 m. Panamanian flag. Classification society Intermarine Certification services. Built in 1978 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstvo yard. Owned by Daylight Shipping & Trading (Turkey). Detained in 2008 in Mykolayev (Ukraine), in 2009 in Izmit (Turkey), in 2011 in Bilhorod-Dnistrovskyi (Ukraine) and Gemlik (Turkey), in 2015 in Kocaeli (Turkey), in 2016 and 2017 in Azov (Russia), in 2018 in Yeysk (Russia) and in 2019 in Azov again. Beached for demolition in Turkey.



Daylight, in a beautiful livery hiding misery, southbound in the Bosphorus le 27 August 2014. © Marc Ottini

Hawk Arrow. IMO 8313685. Length 187 m, 15,553 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Geoje (South Korea) by Samsung. Owned by Gearbulk Ltd (Norway). Detained in 2002 in Bremen (Germany) and in 2010 in Jinzhou (China). Sold for demolition in India.

Hijau Terang (ex-Sky Bright, ex-Eagle Venus, ex-Tian Ming). IMO 9141089. Length 132 m, 3,926 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1996 in Oldenburg (Germany) by Neue Brand Werft. Salam Pacific Indonesia Lines (Indonesia). Detained in 2010 in Hong Kong (China). Sold for demolition in Bangladesh. 303 US\$ per ton.

Kaami (ex-Marjolein) IMO 9063885. Length 90 m, 1,517 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1994 in Foxhol (Netherlands) by Bijlholt BV. Owned by Misje Rederi AS (Norway). Detained in 2008 in Bordeaux (France) and in 2019 in Slovag (Norway).



Cuxhaven (Germany), April 2017.
© Dr Claus Hein



Mars 2020.
© The Ross-Shire Journal

On March, 21 2020, the *Kaami* left Drogheda port on the eastern coast of Ireland bound for Slite (Sweden). She was carrying a cargo of 1920 t of Refused Derived Fuel pellets (RDF, made of plastic, wood, paper waste considered as non recyclable under current conditions). In the early hours of March 23, she hit a reef and ran aground heurte un récif and s'échoue between the Isles of Skye and Lewis (Scotland, United Kingdom). The 8 crewmen were airlifted to Stornoway on the Isle of Lewis. The *Kaami* also had 63 t of bunkers on board. According to Resolve Marine salvage team, 28 m³ of diesel were spilled at sea. An exclusion zone of 500 m remained in place around the wreck throughout the pumping and lightering operations. On April 30, the last tons of RDF were removed. The ship was refloated and towed Kishorn port. She has been scrapped in the drydock recently brought back into use to deal with

the decommissioned North Sea offshore oil platforms.



Kishorn

© The Ross-Shire Journal



Towing in the dry dock



© John Lawrie



Le Min. IMO 9175420. Length 169 m. Chinese flag. Classification society China Classification Society. Built in 1999 in Wuhu (China) by Wuhu Shipyard. Owned by COSCO Shipping (China). Sold for demolition in Jiangyin, China.

PAC Altair. IMO 9265902. Length 178 m, 10,354 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 2003 in Taizhou (China) by Kouan SB. Owned by PACC Ship Managers Pte Ltd (Singapore). Detained in 2006 in Wilmington (USA). Sold for demolition in Bangladesh. 300 US\$ per ton.

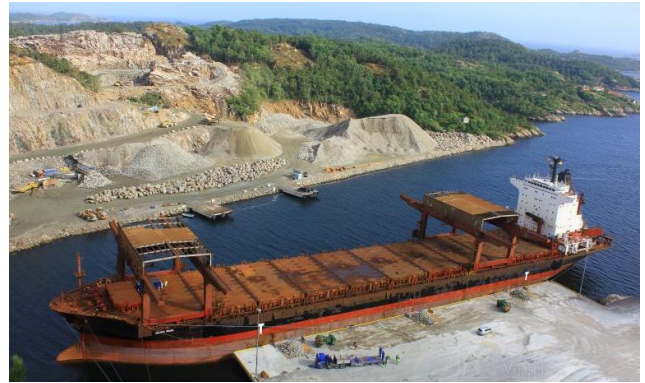


Port Aransas, (Texas, USA)
November 2018. © Marlen/Vesselfinder

general cargo carrier

Pacific Pearl (ex-*Cotinga Arrow*, ex-*Westwood Anette*). IMO 8512982. Length 200 m, 11,054 t. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in Aioi (Japan) by Ishikawajima-Harima. Owned by SMT Shipping (Cyprus). Detained in 1999 in Seattle (Washington State, USA). Sold for demolition in India.

Kristiansand (Norway), June 17, 2018.
© Kurt Ove Ieland



Renaissance (ex-*Seaduchess*, ex-*Sea Shuttle*, ex-*Krasnoyarsk*, ex-*350-Let Goroda Krasnoyarskogo*, ex-*Volgo-Balt 143*). IMO 8857875. Length 114 m, 970 t. Tanzanian flag. Classification society Ukraine Shipping Register. Built in Komarno (Slovakia) by ZTS Yard. Volgo-Balt 2-95A type river and sea-going ship designed to carry coal, grain, salt, wood and general cargo including containers; 470 units were built between 1969 and 1974. Owned by Fos Shipping Management Ltd (Russia). Detained in 2000 in Taganrog (Russia), in 2017 in Mikolayev (Ukraine) and in 2019 in Azov (Russia). Sold for demolition in Turkey.



Renaissance, Tanzanian flag, on the Don river (Russia), January 2019. © Nautic/Fleetfoto

Span Asia 5 (ex-*Thor Admiral*, ex-*Norasia Odessa*, ex-*Petra*, ex-*BBC Africa*, ex-*Petra*, ex-*Sloman Server*, ex-*Petra*, ex-*CGM Saint Elie*, ex-*Helene*, ex-*Carib Faith*, ex-*Helene*, ex-*Ville du Mistral*, ex-*Helene*, ex-*BCR Dusseldorf*, ex-*Helene*, ex-*BCR Helene*, ex-*Bacol Rio*). IMO 8405000. Length 117 m, 2,950 t. Deflagged from the Philippines to Saint Kitts and Nevis for her last voyage shortened to *Asia*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in Rendsburg (Germany) by Nobiskrug. Owned by Span Asia Carrier Corp (Philippines). Sold to Last Voyage DMCC based in the United Arab Emirates prior to her departure for demolition in India.

Manila, Philippines, July 21, 2014.
© Captain Turboboss



Suzzy (ex-Sun Pollux, ex-OonaCristina, ex-Ergul, ex-Banu Genc, ex-Histria). IMO 9017800. Length 86 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Drobeta (Romania) by Drobeta TS. Owned by Genckaptan Denizcilik (Turkey). Detained in 2001 in Ravenna (Italy), in 2011 in Scunthorpe (United Kingdom), in 2015 in Eleusis (Greece), in 2016 twice in Haifa (Israel), in 2018 in Damietta (Egypt) and in 2019 in Novorossiysk (Russia). On February 16, maintenance works were carried out on the *Suzzy* at Tuzla shipyard (Turkey). A fire spread in the accommodation block and bridge castle. Considering her age and her condition, the ship was sold and towed for demolition in Aliaga in early June.



September 11, 2019, Kovanagzi (Turkey).
© Korhan Birol



© Maritime Bulletin

Zeaborn founded in 2013 in Bremen (Germany) had become one of the main multipurpose and heavy lift vessels owner after the acquisition of Rickmers Linie, E.R. Schiffahrt and Intermarine. In severe financial problems, the German owner has to restructure its fleet. The 5 sisterships *Zea Anvers*, *Zea Hamburg*, *Zea Jakarta*, *Zea Shanghai* and *Zea Tokyo* were all deflagged and renamed prior to head for Alang yards. According to specialized sources, The terms of the sales include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention. Zeaborn also sent to scrapping a series of container ships previously part of E.R. Schiffahrt's fleet (see pp 20-21, *E.R. Amsterdam*, *E.R. Pusan* and *E.R. Seoul*).

Zea Antwerp (ex-Rickmers Antwerp). IMO 9253143. Length 193 m, 12,323 t. Deflagged from Marshall Islands to Liberia for her last voyage renamed *Lily Mumbai*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Xiamen (China) by Xiamen SB Industry Co. Sold as is in Mumbai (India) for demolition in India. 302 US\$ per ton.

Zea Hamburg, 2019. © HHSpotter



Zea Hamburg (ex-Rickmers Hamburg). IMO 9238818. Length 193 m, 12,254 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to *Hamburg*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Nanjing (China) by Jinling Shipyard. Detained in 2018 in Savannah (Georgia, USA) and in 2019 in Guangzhou (China). Sold as is in Mumbai (India) for demolition in India. 300 US\$ per ton including 150 t of bunkers.



Rickmers Hamburg, off Terneuzen, August 1, 2016.
© Marc Ottini

Zea Jakarta (ex-Rickmers Jakarta). IMO 9292010. Length 193 m, 12,723 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage shortened to *Jakarta*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Xiamen (China) by Xiamen Shipbuilding Industry Co. Detained in 2019 in Qingdao (China). Sold as is in Mumbai (India) to NKD Maritime Ltd based in the United Kingdom prior to her departure for demolition in India. 300 US\$ per ton including 150 t of bunkers.



Rickmers Jakarta, passant devant Terneuzen (Netherlands),
12 mai 2010. © **Pascal BredeI**

Zea Shanghai (ex-Rickmers Shanghai). IMO 9244544. Length 193 m, 12,140 t. Deflagged from Marshall Islands to, Saint Kitts and Nevis for her last voyage shortened to *Zea*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2003 in Shanghai (China) by Shanghai Shipyard. Sold as is in Mumbai (India) to Best Beyond Investment registered in the British Virgin Islands c/o Machtrans Ship Management Pvt Ltd based in India prior to her departure for demolition in Alang.

Zea Tokyo (ex-Rickmers Tokyo). IMO 9235995. Length 193 m, 12,408 t. Deflagged from Marshall Islands to Comoros for her last voyage shortened to *Kyo*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Xiamen (China) by Xiamen SB Industry Co. Sold as is in Mumbai (India) for demolition in India. 301 US\$ per ton.



Rickmers Tokyo, passing off Walsoorden (Netherlands), October 15, 2009. © **Pascal BredeI**

Container ship

April-May-June 2020

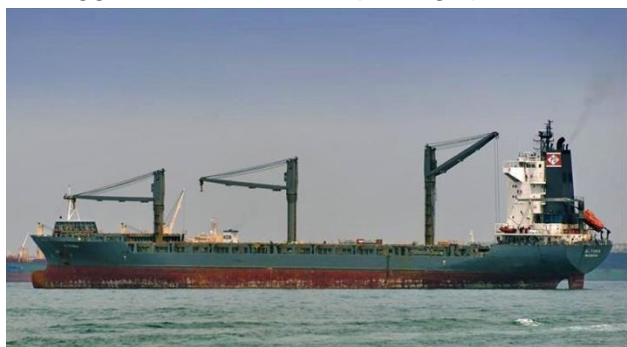
25 demolitions, 380,000 tons to recycle. Their 5,5 km-long convoy could have carried more than 80,000 teu. 16 have a capacity of less than 2500 teu, 9 a capacity of over 4000.

Container ships are back and in particular the big ones. When they were announced to be broken up, the 3 sisterships *Kokura*, *Kure* and *Maersk Kawasaki*, built in Denmark for the Danish shipowner Maersk, were the biggest container ships ever to be scrapped. 318 m in length, a capacity of 6400 teu. A few weeks later, the record was beaten: the *Sine Maersk*, 347 m, 9500 teu, arrived at Aliaga yards. The last owner of *Kokura*, *Kure* and *Maersk Kawasaki* was Costamare, a Greek company; the ships were Liberian-flagged and were beached in Alang. For its *Sine Maersk*, the Danish shipowner chose a Turkish yard included in the EU-approved list of yards. For its part, the French shipowner CMA CGM also selected an approved Turkish yard for its two owned vessels, the *APL China* and *CMA CGM Okapi*. On the contrary, the *GSL Matisse* and *Utrillo* owned by Global Ship Lease in which CMA CGM is a minority shareholder were beached in India.

Of 25 ships, 17 belonged to shipowners established in the European Union. Apart from the 3 aforementioned Maersk and CMA CGM vessels, they all headed for the Indian subcontinent.

The average age of container ships at the time of demolition is 23 years. The detention rate of the category is 60%. 15 headed for India, the others for Turkey, Bangladesh and Pakistan. The *Kauai* built in the USA should be scrapped in the USA.

Altonia (ex-MOL *Ultimate*, ex-German *Senator*, ex-Safmarine *Mgeni*, ex-*Altonia*, ex-Safmarine *Buffalo*, ex-Maersk *Felixtowe*, ex-CSAV *Marsella*, ex-*Altonia*). IMO 9217553. 1730 teu. Length 184 m, 7,852 t. Deflagged from Madeira (Portugal) to Liberia in December 2019. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Szczecin (Poland) by Stocznia Szczecinska. Owned by Emirates Shipping Line (United Arab Emirates). Sold for demolition in India. 317 US\$ per ton.



Singapore, October 2018. © Sergei Skriabin

APL China. IMO 9074389. 4850 teu. Length 276 m, 24,250 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1995 in Kiel (Germany) by Howaldtswerke-Deutsche Werft AG. Owned by APL, subsidiary of CMA CGM (France) since 2016. Detained in 2000 in Seattle (USA). Sold for demolition in Turkey in an EU-approved shipbreaking yard.



APL China, in Los Angeles (California, USA), February 2020.
© Evan/Vesselfinder

Armada Purnama (ex-Green Valley, ex-Mare Hibernum, ex-ACX Seagull, ex-Saudi Buraydah, ex-Mare Hibernum). IMO 9101807. 1016 teu. Length 150 m, 5,253 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1995 in Szczecin (Poland) by Stocznia Szczecinska SA. Owned by Salam Pacific Indonesia Lines (Indonesia). Detained in 2010 in Hong Kong (China). Sold for demolition in Bangladesh. 303 US\$ per ton.

AS Vega (ex-*Vega*, ex-*Maersk Valparaiso*). IMO 9225433. 1835 teu. Length 194 m, 10,590 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage shortened to *Ega*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2001 in (Poland) Gdynia by Gdanska-Gdynia. Owned by AS Vega GmbH & Co KG c/o Harper Petersen Holding GmbH & Co (Germany). Sold as is in Port Said (Egypt) for demolition in India. 269 US\$ per ton.



Vega, in Piraeus (Greece), 13 mai 2010. © **Marc Ottini**

BFP Melody (ex-*Magnos*, ex-*Fernando M. Pereda*). IMO 9130339. 977 teu. Length 149 m, 5,048 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1998 in Vigo (Spain) by J. Barreras. Owned by Alverton Shipping Ltd c/o Conmar Shipping GmbH & Co KG (Germany). Detained in 1998 in Gioia Tauro (Italy). Sold for demolition in Bangladesh. 323 US\$ per ton.



BFP Melody outbound Piraeus port (Greece), May 6, 2015. © **Marc Ottini**



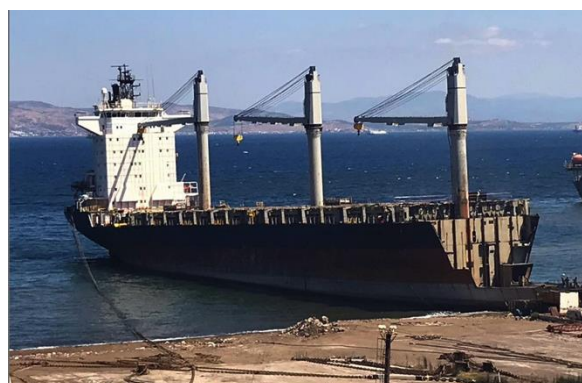
BFP Melody, Chattogram, June 2020. © **Mohammad Islam**

BLPL Grace (ex-*Ursula*, ex-*Zim Sao Paulo II*, ex-*Ursula Rickmers*). IMO 9134672. 1730 teu. Length 185 m, 7,771 t. Panamanian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by BLPL Singapore Pte Ltd (Singapore). Detained in 2018 in Singapore. Sold for demolition in Bangladesh.

CMA CGM Okapi (ex-*Mina K*, ex-*CMA CGM Sevilla*, ex-*Mina K*, ex-*Alianca Hamburgo*, ex-*Mina K*). IMO 9189160. 1730 teu. Length 185 m, 7,850 t. Deflagged from the United Kingdom to Bahamas in October 2019. Classification society Bureau Veritas. Built in 2000 in Szczecin (Poland) by Szczecinska Porta. Owned by CMA CGM SA (France). Detained in 2007 in Shanghai (China). Sold for demolition in Turkey in an EU-approved shipbreaking yard.



CMA CGM Okapi, Mundra (India), October 3, 2017. © **Jetvis 37**



Aliaga, July 2020. © **Selim San**

CMA CGM Utrillo. IMO 9192430. 2272 teu. Length 196 m, 11,676 t. Deflagged from Cyprus to Liberia for her last voyage shortened to *Utrillo*. Classification society Bureau Veritas. Built in 1999 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Global Ship Lease 39 c/o Conchart Commercial Inc (Greece). Ship chartered by the French company CMA CGM; the charter party was completed in the first quarter of 2020. Sold as is in the United Arab Emirates for demolition in India. 330 US\$ per ton.



CMA CGM Utrillo, arrival at Le Havre (France),
March 26, 2005. © **Marc Ottini** May 3, 2011. © **Pascal Bredel**

E.R. Amsterdam (ex-*MSC Antares*, ex-*E.R. Amsterdam*, ex-*P&O Nedlloyd Magellan*, ex-*E.R. Amsterdam*). IMO 9213571. 5514 teu. Length 277 m, 24,882 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Zeaborn Ship Management GmbH (Germany). Detained in 2017 in Seattle (Washington State, USA). Sold for demolition in India and shortened to *Amsterdam*. 298 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.



MSC Antares upstream the Schelde river, March 5, 2015. © **Marc Ottini**

E.R. Pusan (ex-*OOCL Los Angeles*, ex-*E.R. Pusan*). IMO 9211169. 5762 teu. Length 277 m, 24,702 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Forty seventh Phoenix Shipping enregistré au Liberia c/o Zeaborn Ship Management GmbH & Cie KG (Germany). 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.



OOCL Los Angeles, passing off Terneuzen, May 29, 2009.
© **Pascal Bredel**



E.R Pusan downstream the Schelde river,
August 17, 2012. © **Marc Ottini**

E.R. Seoul (ex-CSAV Houston, ex-E.R. Seoul, ex-OOCL Malaysia, ex-E.R. Seoul). IMO 9208021. 5782 teu. Length 277 m, 24,717 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Geoje (South Korea) by Samsung. Owned by Zeaborn Ship Management GmbH & Cie KG (Germany). Detained in 2008 in Shenzhen (China) and in 2009 in Cagliari (Italy). On departing Antwerp on February 14, 2020, the *E.R. Seoul* hit Berendrecht locks. She was repaired and resumed trading. A few months later, she was sold for demolition in India. 303 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.



E.R. Seoul, March 2020, on the Elbe river (Germany).
© Nordwelle/Vesseltracker

Forum Samoa 4 (ex-Micronesia Chief, ex-Papuan Chief, exCapitaine Tasman-, ex-Papuan Chief). IMO 8901705. 981 teu Length 158 m, 5,719 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Shimizu (Japan) by Miho; lengthened in 2005 from 130 to 158 m. Owned by China Navigation Co (Singapore). Detained in 2003 and 2011 in Melbourne (Australia) and in 2016 in Sydney (Australia). Sold for demolition in India. 270 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.

Melbourne (Australia), June 9, 2018. © Dave Wallace



Godafoss (ex-Maersk Quito, ex-Kirsten Sif, ex-TRSL Concord). IMO 9086796. 1457 teu. Length 166 m, 7,195 t. Deflagged from Faroe Islands (Denmark) to Liberia for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Frederikshavn (Denmark) by Orskov Christensens. Detained in 2011 in Hamburg (Germany). Owned by Eimskip (Iceland). Sold to Nova One Maritime registered in Liberia prior to her departure for demolition in India.



Torshavn (Faroe Islands), April 2019
© Martin Wennerstrom

Grand (ex-*MSC Granada*, ex-*Grand*, ex-*P&O Nedlloyd Chania*, ex-*Grand*, ex-*OPDR Tenerife*, ex-*Armada Sprinter*, ex-*Maersk Douala*, ex-*Maersk Recife*, ex-*Sea-Land Salvador*, ex-*Ankara*). IMO 8901925. 1012 teu. Length 150 m, 5,645 t. Deflagged from Malta to Liberia for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Ariel Maritime Co (Malta). Sold as is in Singapore for demolition in India. 280 US\$ per ton.

GSL Matisse (ex-*CMA CGM Matisse*). IMO 9192428. 2272 teu. Length 196 m, 11,676 t. Deflagged from Cyprus to Liberia in January 2020. Classification society Registro Italiano Navale. Built in 1999 in Keelung (Taiwan) by China Shipbuilding Corp for CMA CGM and operated on the "Round the World" service of the French company. She then called at ports in France, the USA, Panama, Tahiti, New Caledonia, Australia, New Zealand, England and the Netherlands. Sold in 2007 to Global Ship Lease (GSL) founded in 2007 by CMA CGM which is today a minority shareholder. GSL is registered in the Marshall Islands, traded on the New York stock exchange since 2008 with administrative offices in London. In 2020, the company claimed on her internet site to own 45 container ships. Detained in 2011 and 2015 in Melbourne (Australia). *GSL Matisse* was reported to be owned since February 2020 by Global Ship Lease 37 LLC c/o Concart Commercial Inc (Greece). Sold as is in the United Arab Emirates for demolition in India. 330 US\$ per ton. She was beached in Alang on July 7.



CMA CGM Matisse, in the Dover Strait Traffic Separation Scheme, May 6, 2007. © **Marc Ottini**

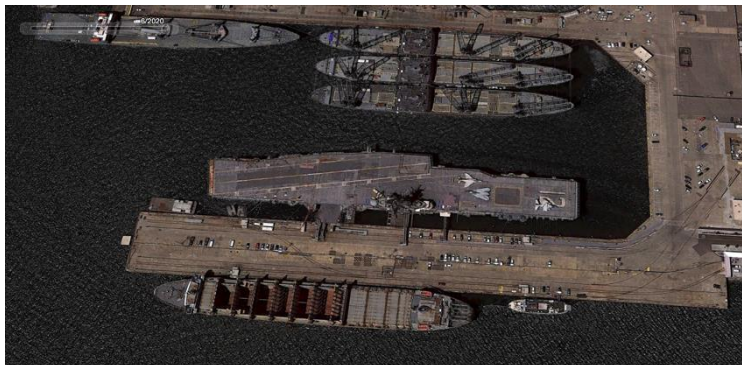


docked at Le Havre (France), August 20, 2009. © **Pascal Brede**

Kauai. IMO 7802718. 1750 teu. Length 220 m, 12,394 t. United States flag. Classification society American Bureau of Shipping. Built in 1980 in Chester (Pennsylvania, USA) by Sun Shipbuilding Corp. Owned by Matson Navigation Co Navigation Co (USA). Her official status is "broken up" since May 25, 2020. She has been decommissioned in Alameda (California, USA) in the former US Naval Air Station closed in April 1997, next to the *USS Hornet* (CV-12), an aircraft carrier completed in 1943 and open to the public as USS Hornet Museum in 1998.



Kauai, Oakland (USA), July 2018. © **F Vornholt**



June 21, 2019, at the bottom, the *Kauai* decommissioned next to the ex-*USS Hornet*. **Screenshot Google Earth**

container ship

Kokura (ex-Niledutch Panther, ex-Kokura, ex-Maersk Kokura, ex-Katrine Maersk). IMO 9085560. 6418 teu. Length 318 m, 34,318 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Lindo (Denmark) by Odense Stalskib. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 330 US\$ per ton.



Maersk Kokura, off Terneuzen (The Netherlands), August 5, 2015. © Marc Ottini



Kokura, beached in Alang. © Rohit Agarwal

Kota Juta. IMO 9226839. 1728 teu. Length 193 m, 7,500 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Onishi (Japan) by Shin Kurushima. Owned by Hisashige Kisen Co Ltd (Japan). Detained in 2012 in Melbourne (Australia). Sold for demolition in Bangladesh. 308 US\$ per ton.



Kota Juta, in Malacca Strait, June 25, 2008. © Marc Ottini

Kure (ex-Maersk Kure, ex-Regina Maersk). IMO 9085522. 6418 teu. Length 318 m, 33,100 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Lindo (Denmark) by Odense Stalskib. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 318 US\$ per ton. She was announced "to be broken up" on June 6; late July, she was located in the China sea, heading to Hong Kong.

Information	Since
IMO number :	9085522
Name of ship :	KURE (since 01/03/2018)
Call sign :	D5MA7
MMSI :	636017643
Gross tonnage :	81488 (during 1997)
DWT :	84900
Type of ship :	Container Ship (during 1996)
Year of build :	1996
Flag :	Liberia (since 01/10/2016)
Status of ship :	To Be Broken Up (since 08/06/2020)
Last update :	16/06/2020



Maersk Kure, passing off Terneuzen, September 7, 2015. © Marc Ottini

Laxfoss (ex-*Dettifoss*, ex-*Maersk Santiago*, ex-*Maersk Durban*, ex-*TRSL Tenacious*, ex-*Helene Sif*). IMO 9086801. 1457 teu. Length 166 m, 7,199 t. Deflagged from Faroe Islands (Denmark) to Liberia for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1995 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Eimskip (Iceland). Detained in 2018 in Bremerhaven (Germany). Sold to Melinda Maritime Ltd registered in Liberia prior to her departure for demolition in India. She left Reykjavik (Iceland) on May 1, called at Port Said (Egypt) on May 20, sailed down Suez Canal and finally was beached in Alang on June 8.



Hvalfjörður (Iceland), April 7, 2020. © Josef Agir Stefansson

Lila London (ex-*Vecchio Bridge*). IMO 9293454. 4738 teu. Length 294 m, 21,592 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2005 in Ulsan (South Korea) by Hyundai. Owned by Ossiano Shipping registered in Panama c/o the Indian subsidiary of the German owner Bernhard Schulte Shipmanagement. Detained in 2018 in Bremerhaven (Germany). Sold for demolition in Pakistan.



Lila London outbound Le Havre (France), May 24, 2019.
© Pascal Brede!



Beached in Gadani, plot 60. © Gadani Shipbreaking

Maersk Kawasaki (ex-*Kisten Maersk*). IMO 9107887. 6418 teu. Length 318 m, 34,318 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Lindo (Denmark) by Odense Staalskibs. Owned by Costamare Shipping Co SA (Greece). Detained in 2013 in Shenzhen (China). The *Maersk Kawasaki* was shortened to *Kawasaki* for her last voyage. Sold for demolition in India. 318 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.



Maersk Kawasaki, passing off Terneuzen, (The Netherlands), July 7, 2016. © Marc Ottini



Kawasaki, Bansal Group yard in Alang.
© Tofan Padhiali

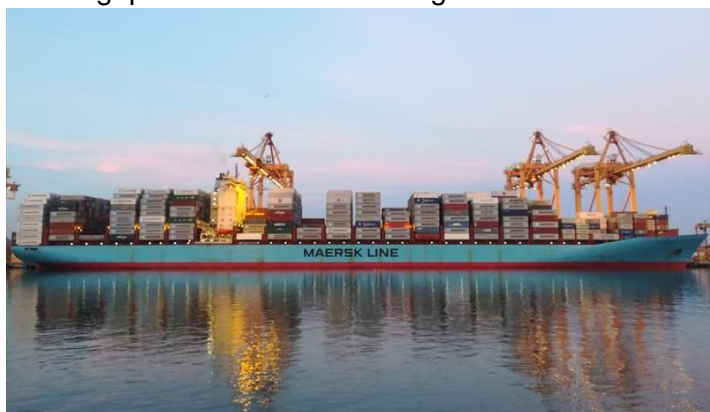
container ship

Port Klang (ex-MTT *Port Klang*, ex-Asta *Rickmers*, ex-Hub *Racer*, ex-Asta *Rickmers*). IMO 9212046. 1216 teu. Length 159 m, 6,461 t. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2001 in Ulsan (South Korea) by Hanjin HI & Construction Co. Owned by Nautical Carriers Inc (Greece). Detained in 2003 and 2011 in Singapore and in 2012 in Tanjung Priok (Indonesia). Sold for demolition in Pakistan. 325 US\$ per ton.



Port Klang in Singapore Strait, April 2018. © **Jerzy Nowak**

Sine Maersk. IMO 9146455. 9578 teu. Length 347 m, 32,414 t. Danish flag. Classification society American Bureau of Shipping. Built in 1998 in Lindo (Denmark) by Odense Staalskibs. Owned by AP Møller Maersk AS (Denmark). Sold for demolition in Turkey in an EU-approved shipbreaking yard. She left Singapore and arrived in Aliaga on June 29.



Manzanillo port (Colima State, Mexico), December 2017. © **Maximiliano Castaneda**



July 2020, off Aliaga.
© **Selim San**

Wan Hai 212 (ex-Wan Hai 209). IMO 9048586. 1329 teu. Length 175 m, 6,923 t. DSefflagged from Singapore to Palaoos for her last voyage renamed *Wahan*. Classification society China Classification Society. Built in 1993 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines (Singapore). Sold for demolition in India. 245 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.

Kaohsiung (Taiwan), January 2014.
© **Hsu Hao-En**



Ro Ro

BFI-1 (ex-*Feruz*). IMO 9411874. Length 150 m, 3,859 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 2009 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Sandra Shipping Co Ltd (Russia). Decommissioned since 2015. Towed for demolition in Aliaga.



Feruz, loaded with railway freight cars, Azov Sea (Russia), September 13, 2012. © Pavel Emelyanov



BFI-1, cut in Aliaga, July 2020. © Selim San

Eurocargo Trieste (ex-*Super-Fast Andalusia*, ex-*Bayard*). IMO 9131515. Length 185 m, 10,529 t. Maltese flag. Classification society Registro Italiano Navale. Built in 1997 in Ancona (Italy) by Fincantieri Italiani. Owned by Malta Motorways Of The Sea Ltd (Malta), subsidiary of the Italian shipowner Grimaldi Group and operated on the Leghorn-Savona-Barcelona-Valencia route of its Motorways of the Sea network in the Mediterranean.



Eurocargo Trieste in the Adriatic sea, September 25, 2017. © Marc Ottini

Detained in 2007 and 2008 in Nantes (France), in 2016 in Patras Greece) and in November 2019 in Leghorn (Italy) after suffering a major fire. In the night of November 20 to 21, 2019, a fire broke out in the engine room of the *Eurocargo Trieste* shortly after she departed Leghorn. She was carrying 278 trucks, some of which loaded with batteries containing hazardous substances. The 25 crewmen on board were fighting the fire while salvage vessels sent on the site were cooling the hull. In the late afternoon, the ship was towed and allowed to dock in Leghorn. She has been detained in Leghorn for 37 days and was then moved on January 8, 2020 to Piombino further south on the Tuscany coast. She was declared a total loss and finally towed to Turkey in May 2020.



November 2019. © Leghorn Firefighters



May 2020, Aliaga. © Selim San

Petrovsk (ex-*Slavutich-6*). IMO 8841474. Length 108 m, 1,565 t. Deflagged from Russia to Palaos for her last voyage renamed *Trove*. Classification society Russian Maritime Register of Shipping. Built in 1986 in Kiev (Ukraine) by Leninskaya Kuznitsa SSZ. Designed to carry 24 railway cars and general cargo. Owned by Anship LLC (Russia). She left Kavkaz, on the Black Sea, and was beached in Aliaga.



In the Sea of Azov, October 6, 2017.
© Borodulin I.V.



Port Caucas, (Krasnodar krai , Russia), May 5
2016. © Zmaleev Maxim

Shin Oh Maru. IMO 9213832. Length 162 m, 6,778 t. Deflagged from Japan to Saint Kitts and Nevis for her last voyage shortened to *Shin*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Ishinomaki (Japan) by Yamanishi. Owned by Japan Railway/Kuribayashi (Japan). Sold to Almanac Ship Management LLC based in the United Arab Emirates prior to her departure for demolition in Bangladesh.



Shin Oh Maru, Tokyo (Japan), July 10, 2017.
© TS London

Heavy load carrier

Agat (ex-*Agata M*, ex-*Thor Spirit*, ex-*Beluga Spirit*, ex-*BBC Egypt*, ex-*Beluga Spirit*, ex-*Ariana*). IMO 8710687. Length 115 m, 3,837 t. Deflagged from Comoros to Cameroon for her last voyage. Classification society Panama Maritime Documentation Services. Built in 1988 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 in Houston (Texas, USA), in 2010 in Naples (Italy), in 2013 in Callao (Peru) and Dégrad Des Cannes (Guyana, France), in 2015 in Rotterdam (Netherlands) and in March 2017 in Las Palmas (Canary Islands, Spain). Owned since 2017 by Capital Marina Shipping registered in Panama c/o Agat Ship Management Inc (United Arab Emirates). She left South America and was arrested in October 2017 by the Portuguese Navy for drug trafficking. 1130 kg of cocaine were discovered on board. She has since then been discarded in Lisbon (Portugal). In June 2020, she was towed for demolition in Turkey.



© Euronews



Lisbon (Portugal), April 18, 2018 © Bergedorf

Tanker

April-May-June 2020

Respite for tankers.

11 demolitions. 9 % of the global tonnage. 127,000 tons, of which 60,000 t for the two LNG carriers *Fortune FSU* and *Lucky FSU*. Bangladesh and India share 85% of a small cake.

Oil tanker

Icha. IMO 7119458. Length 84 m, 1,254 t. Deflagged from Russia to Mongolia for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1971 in Kerch (Ukraine) by Zaliv. Owned by Portnefteservis LLC (Russia). Sold to Hong Kong-based Trade Bridge Inc Ltd prior to her departure for demolition. She left Vladivostok in the Russian Far East on April 1, 2020 and was beached in Bangladesh on May 19.

Livramento (ex-*Livramento BR*). IMO 8617108. Double hull. Length 177 m, 9,420 t. Brazilian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Transpetro (Brazil). Sold as is in Brazil. The destination de demolition is still unknown by late July. 195 US\$ per ton.

Mu Lan Wan. IMO 9360403. Bitumen tanker. Length 107 m, 3,244 t. Deflagged from Hong Kong to Comoros for her last voyage shortened to *Lan Wan*. Classification society Lloyd's Register of Shipping. Built in 2007 in Ningbo (China) by Zhejiang SB Co. Owned by COSCO Shipping (China). Acquired by Hermes Maritime Services based in Navi Mumbai (India) prior to her departure for demolition in India.



Mu Lan Wan. © Cosco Shipping

Lan Wan beached in Alang, May 2020. © Rohit Agarwal



Nanhai Shengkai (ex-*Sea Queen*). IMO 7370868. Single hull tanker converted to a Floating Production Storage and Offloading unit (FPSO) in 1993 in Singapore Sembawang shipyard. Length 259 m, 21,481 t. Deflagged from Liberia to Gabon for her last voyage. Classification society American Bureau of Shipping. Built in 1975 in Hiroshima (Japan) by Mitsubishi. Owned by CNOOC Oilfield Facility Manager Co Ltd (China). She left China under tow, bound for the Bangladeshi shipbreaking yards. 310 US\$ per ton.



Nanhai Shengkai. © Modec

Petrojarl Cidade de Rio Das Ostras (ex-Che Guevara, ex-St. Michaelis). IMO 7920508. Converted to a Floating Production Storage and Offloading unit (FPSO) in 2008. Length 183 m, 13,611 t. Deflagged from the Bahamas to Panama for her last voyage. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1981 in Bremen (Germany) by Weser. Owned by TPO SIRI LLC, Marshall Islands-registered subsidiary of the Norwegian shipowner Teekay Corp. Sold as is in Brazil to Saint Kitts and Nevis-registered Karatal Shipping c/o Nabeel Shipmanagement FZE (United Arab Emirates) prior to her departure for demolition under tow. She was beached in Alang on May 9, 2020.



Rio de Janeiro, March 24, 2011. © Carlos Cabral



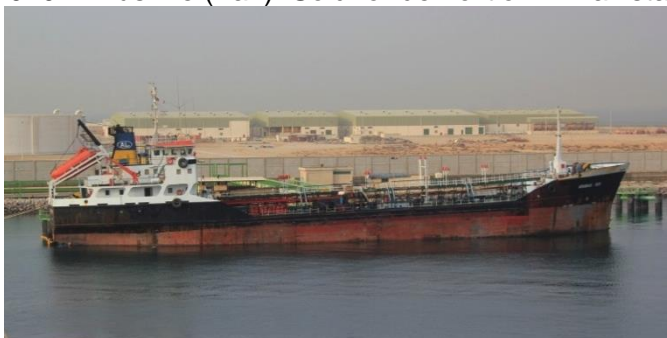
May 2020, Alang. © Hk RaThod

Seatac Dreams (ex-Surya Kuber, ex-Pratibha Koyna, ex-Sovereign, ex-Presnya). IMO 8913617. Length 183 m, 8,744 t. Deflagged to Saint Kitts and Nevis for her last voyage as *Sun*. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1992 in Incheon (South Korea) by Halla Engineering HI. In November 2014, the Mongolian-flagged *Surya Kuber* was detained in the port of Khalifa Bin Samlan (Bahrain) for an unpaid claim. Her Singaporean owner, 7 Seas Ship Management Pte, owed 200,000 US\$ to Arab Shipbuilding & Repair Yard. The *Surya Kuber* and her crew were abandoned. The 17 Filipino, Indian and Burmese seamen, have not been paid and had to live for 6 months on rice and lentils. They were repatriated in May 2015 but their wages were not paid off. The ship was acquired in 2015 by another Singaporean owner, Seatac Holdings Pte Ltd and renamed. In 2020, she was purchased successively by Last Voyage DMCC registered in the United Arab Emirates in February 2020 then by Indian-based Machtrans Ship Management Pvt Ltd in May 2020. She left Sharjah (United Arab Emirates) on May 24 and was beached for demolition in Alang on June 9, 2020.



Seatac Dreams, in Bahrain, November 26, 2018. © Rutger Hofma

Soulina (ex-Arabian Sun, ex-Meridian Sun). IMO 9001100. Length 86 m, 1,284 t. Tanzanian flag. Classification society Phoenix Register of Shipping. Built in 1990 in Singapore by Atlantis Engineering & Construction. Owned by Ashraf Al Shareef General Trading (United Arab Emirates). Detained in 2007 and 2010 in Bushire (Iran). Sold for demolition in Pakistan.



March 17, 2012, Hamriyah Oil Terminal (United Arab Emirates). © Vladimir Knyaz



May 2020, Gadani. © Gulzar Khan

Gas carrier

Two twin LNG carriers built in Dunkirk (France) arrived under tow for demolition in Bangladesh. They belonged to a series of 5 vessels with a capacity of 130,000 m³ built for the Malaysian owner MISC (Malaysia International Shipping Corporation). They have been chartered from 1984 to 2004 by Malaysia LNG, a subsidiary of the Malaysian State-company Petronas developed with Shell tankers and Mitsubishi to supply Japan with natural gas. They were later converted to floating storage units. The *Tenaga Satu*, also built in Dunkirk is still in service. The *Tenaga Empat*, still in service and the *Tenaga Lima* were built in La Seyne-sur-Mer. The *Tenaga Lima* was scrapped in 2018 in Bangladesh as the Comorian-flagged *Lima*; she was then sold for 453 US\$ per ton (Cf. "Shipbreaking # n°54", p 33). In 2020, the price is only 245 US\$ per ton.

Fortune FSU (ex-*Tenaga Tiga*). IMO 7428471. Length 281 m, 29,558 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Dunkirk (France) by la Société Métallurgique et Navale Dunkerque-Normandie. Owned by Compass Energy Pte Ltd (Singapore). Sold as is in China for demolition in Bangladesh. She arrived at Chattogram shortened to *Fort* under tow of the *Posh Commander* (IMO 9514286).



Tenaga Tiga. Collection Auke Visser



Fortune FSU, Chattogram. © Fai Sel



Fortune FSU. © MH Anna

Lucky FSU (ex-*Tenaga Dua*). IMO 7428469. Length 281 m, 29,251 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Dunkirk (France) by la Société Métallurgique et Navale Dunkerque-Normandie. Owned by LNG Easy S Pte Ltd (Singapore). Sold as is in China for demolition in Bangladesh. She arrived at Chattogram shortened to *Luck* under tow of the *Britoil 41* (IMO 9257230).

Melina (ex-*Ledagas*). IMO 8411243. Length 115 m. Deflagged from Greece to Togo in March 2020. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Kiel (Germany) by Lindenau. Owned by Hellenic Petroleum Posidon Shipping Co (Greece). Sold in March 2020 to Liberian-registered Dido Steel Corp SA. The destination of demolition is undisclosed. She was lately spotted in Eleusis Bay (Greece). Her deflagging may one assert she was towed to Turkey.



Melina, outbound Elefsina, May 12, 2018. © Marc Ottini

Chemical tanker

Nu-Shi Nalini (ex-*Asia Glory*). IMO 9619608. Length 144 m, 5,373 t. Indian flag. Classification society Indian Register of Shipping. Built in 2012 in Jiangdu (China) by Jiangsu Longhai. Owned by Elektrans Shipping Pvt Ltd (India). Detained in 2016 in Bandar Khomeini (Iran).

June 8, 2018. The *Nu-Shi Nalini* left Mundra (State of Gujarat) northwest of India with 2500 t of naphta cargo bound for Colombo (Sri Lanka). Shortly after departure, the crew noticed a leak in one of the tanks. Naphta was spilling in the pump room and engine rooms. The ship stopped her voyage and was anchored off Cochin (State of Kerala) in southern India in order to transfer the naphta from the damaged tank to an empty one.

June 13, 2018. Naphta fumes caught fire and exploded in the engine room. A crewman was badly injured and died in hospital. The rest of the crew were evacuated. The *Nu-Shi Nalini* remained at the outer anchorage with her cargo. Transfer operations were cancelled as the salvage companies have not been paid. The saga continued. One year later, the High Court of Kerala ordered the ship to be moved to a safe place. On July 15, 2019 the *Nu-Shi Nalini* was towed to the port of Mormugao/Goa north on the Indian coast, where her cargo was to be transshipped. Buyers were reluctant to buy the naphta considering the possible contamination of the product and the import duty taxes claimed by the Customs Department (The cargo came from Pakistan); the application for the transfer operation was delayed. On October 25, 2019, before it could be carried out, the *Nu-Shi Nalini* dragged anchors and ran aground on a reef near Dona Paula beach. This time there is an urgent need to act. the ship had a double bottom but the hull was damaged. Divers carried out regular surveys. In late November, the Dutch company Marine Master BV was awarded the contract for the refloating of the ship and removal of cargo. Operations were completed in mid December. The ship was auctioned early 2020. She was towed and beached in Gadani, Pakistan, on June 6, 2020 as *Silver Stone*.



Grounded in Dona Paula, October 2019. © Times of India



Departing Goa, May 2020. © Prudent Media



Beaching in Gadani, plot 91, June 2020. © Gadani Shipbreaking

Bulker

April-May-June 2020

17 demolitions, over de 450,00 tons.

15% of ships but almost a third of the tonnage to be scrapped. The big ones are back, and particularly the VLOC (Very Large Ore Carrier) over 200,000 tons deadweight. 9 ex-VLCC (Very Large Crude Carrier) converted to VLOC (Cf. p 5) are to be scrapped. In tons, they represent about 75%.

Bulkers are the number 1 category this quarter. With 70% of the tonnage, Bangladesh remains their favourite destination. The average age at the time of demolition is 25 years.

Cape Orchid. IMO 9238571. Length 289 m, 21,221 t. South African flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Tsu (Japan) by NKK Corp. Owned by Kawasaki Kisen Kaisha Ltd (Japan). Sold for demolition in India. 273 US\$ per ton.

Loading coal in Banjarmasin (Indonesia),
July 2018. © iwan afwan



Guofeng Enterprise (ex-Silver Jewel, ex-Grand Mountain, ex-Mitsumine). IMO 9053579. Converted in 2010. Length 330 m, 36,385 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Chiba (Japan) by Mitsui. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in India. 278 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Singapore, July 2015. © Harvey Wilson



Handan Steel (ex-Golden Jewel, ex-Han-Ei). IMO 9082312. Converted in 2009. Length 333 m, 38,047 t. Liberian flag. Classification society China Classification Society. Built in 1994 in Kure (Japan) by Ishikawajima Harima. Owned by Berde Shipping n°2 Inc registered in Panama c/o Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 274 US\$ per ton.

Chattogram, July 2020. © Fazlur Rahman

HBIS Sunrise (ex-*Orpheu Orchid*, ex-*Orpheus Orchid*). IMO 9003122. Converted in 2010. Length 315 m, 38,222 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Sinokor Maritime Co Ltd (South Korea). Detained in 2019 in Rizhao (China). Sold as is in Singapore for demolition in Pakistan. 310 US\$ per ton including 2700 t of bunkers and the wages of the crew hired for the last voyage.



HB Sunrise, June 26, 2020, beached plot 91, Usman Steel yard. © Gadani Shipbreaking

Hope (ex-*Hope I*, ex-*Cape Hope II*, ex-*Cape Hope*). IMO 9218117. Length 299 m, 21,995 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 2000 in Mihara (Japan) by Koyo Dock Co. Owned by Maritime Enterprise (Greece). Detained in 2008 in Gladstone (Australia), in 2014 in Newcastle (Australia), in 2016 in Newcastle again then in Guangzhou (China) and in 2019 in Zhuhai (China). Acquired by BBN Shipmanagement Pvt Ltd based in Mumbai, India, prior to her departure for demolition in Bangladesh. 398 US\$ per ton.



Hope I, March 2015, Hamburg (Germany).
© Nordwelle



Hope, Chattogram, June 2020.
© Fazlur Rahman

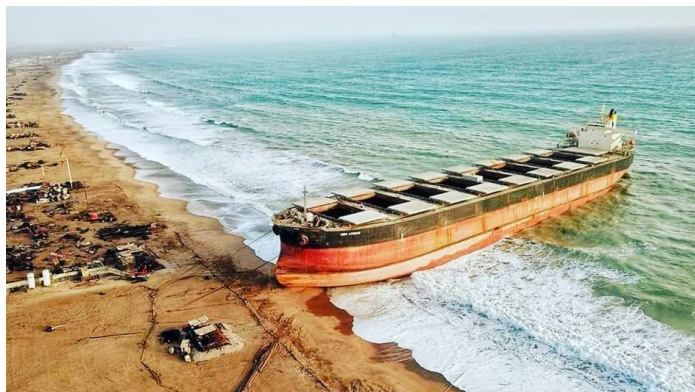
Iris Express (ex-*Stellar Iris*, ex-*MS Mercury*). IMO 8908777. Length 200 m, 9,508 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen. Owned by Nova Shipping & Logistics Pte Ltd (Singapore). Sold for demolition in Bangladesh. 301 US\$ per ton.

Mega Star (ex-*Trust Ace*, ex-*PU Aspiration*, ex-*Shaam*). IMO 8009533. Length 138 m, 3,457 t. Turkish flag. Classification society Turk Loydu. Built in 1981 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Megatrans Uluslararası Deniz (Turkey). Detained in 2002 in Rizhao (China) and in 2006 in Nanjing (China). Sold for demolition in Turkey.

Minxi (ex-*Blackbird*, ex-*Coral Globe*, ex-*Coral Ranger*, ex-*Bunga Orkid Tiga*). IMO 9070797. Length 177 m, 8,011 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1994 in Ulsan (CDS) by Hyundai. Owned by Ever Glory Maritime Co Ltd (Hong Kong, China). Detained in 2000 in Bremen (Germany), in 2010 in Santander (Spain), in 2011 in Setubal (Portugal) and in 2019 in Vanino (Russia). Sold for demolition in Bangladesh. 342 US\$ per ton.

New Athens (ex-*Cecilia*, ex-*Rubin Century*). IMO 9195303. Length 288 m, 21,155 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Imabari (Japan) by Namura. Owned by New Shipping Ltd (Greece). Detained in 2001 in Wakamatsu/Kitakyushu (Japan). Sold for demolition in Pakistan. 315 US\$ per ton

New Athens, beached in Gadani, plot 37, June 2020.
© Gadani Ship Breaking Yard



Opal Fortune (ex-*Queen Nadia*, ex-*Amira Nadia*, ex-*Symi*, ex-*Izola*, ex-*Blue Zenith*). IMO 9131034. Length 186 m, 7,814 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Samho (South Korea) by Halla. Owned by FMK Maritime & Trade SA enregistré in Panama. Detained in 2008 in Qingdao (China), in 2010 in Kwinana (Australia), in 2012 in Busan (South Korea) and in 2019 in Sohar (Oman). Sold for demolition in Pakistan.



July 2008, Amsterdam (Netherlands).
© Snaphaan/Vesseltracker



July 2020, Pakistan.
© Gadani Shipbreaking

Pacific Coral (ex-*Katori*). IMO 9110224. Converted in 2011. Length 324 m, 28,455 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1995 in Sasebo (Japan) by Sasebo HI. Owned by Cido Shipping (Hong Kong, China). Sold for demolition in Bangladesh. 298 US\$ per ton.

Pacific Garnet (ex-*C Navigator*, ex-*Yukong Navigator*). IMO 9075723. Converted in 2011. Length 329 m, 43,801 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1995 in Geoje (South Korea) by Samsung. Owned by Cido Shipping (Hong Kong, China). Sold for demolition in Bangladesh. 292 US\$ per ton.



June 2020, arrival at Ferdous Steel Corporation yard, Chattogram. © Ar Rabby

Pacific Ruby (ex-*Atlantic Ruby*). IMO 9043720. Converted in 2008. Length 324 m, 39,793 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1993 in Sasebo (Japan) by Sasebo HI. Owned by Cido Shipping (Hong Kong, China). Sold for demolition in Bangladesh. 290 US \$ per ton.



Pacific Ruby, Chattogram. © Fazlur Rahman

Stellar Iris (ex- *Hyundai Star*). IMO 9083093. Converted in 2011. Length 330 m, 35,038 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Polaris Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 295 US\$ per ton.



The VLCC *Hyundai Star*. Collection Dag Bjerke



The VLOC *Stellar Iris*. © Fazlur Rahman

Stellar Knight (ex-*Ore Corumba*, ex-*Pherkad Star*). IMO 9048134. Converted in 2010. Length 332 m, 45,803 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Polaris Shipping Co Ltd (South Korea). Detained in April 2019 in Zoushan with 14 deficiencies with regard the safety of navigation, pollution prevention, life saving appliances and the working and the living conditions of the crew. After an ultimate delivery to China in December 2019, she was sold for demoltion and beached in Bangladesh on June 6, 2020. 295 US\$ per ton.

Stellar Samba (ex-*Ore Fazendao*, ex-*Al Bali Star*). IMO 9030967. Converted in 2010. Length 332 m, 46,934 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Polaris Shipping Co Ltd (South Korea). On May 26, 2018, a fire broke out in the engine room while the ship was 150 nautical miles off Brazil where she was to load iron ore. The crew was able to extinguish the fire. After repair, the *Stellar Samba* resumed trading between Brazil and China. Sold for demolition in Bangladesh. 295 US\$ per ton.

Xi Chang Hai (ex-*Xichanghai*, ex-*COS Diamond*). IMO 9127942. Length 175 m. Chinese flag. Classification society China Classification Society. Built in 1997 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Shipping (China). Sold for demoltion in Xinhui, China.

Car carrier

Aegean Leader (ex-*Ocean Beluga*, ex-*Mercury Diamond*). IMO 9054119. Length 180 m, 15,160 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Kobe (Japan) by Mitsubishi. Owned by Nippon Yusen KK [NYK Line] (Japan). Sold for demolition in India. 285 US\$ per ton. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Aegean Leader, departing the Ro Ro terminal in Le Havre, (France), October 20, 2008. © **Pascal Brede**



Arrival at Alang.
© **Munnabhai Parmar**

Arcadia Highway. IMO 9078842. Length 180 m, 12,784 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima Shipbuilding. Owned by Kawasaki Kisen Kaisha Ltd (Japan). Detained in 2010 in Seattle (USA) and in 2018 in Fremantle (Australia). Sold for demolition in India. 288 US\$ per ton.

Asian Parade. IMO 9122954. Length 200 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Eukor Car Carriers Inc (South Korea). Sold for demolition in Turkey.



Asian Parade, turning prior to be berthed, Le Havre (France), 27 December 2018. © **Pascal Brede**

Cougar Ace. IMO 9051375. Length 200 m, 13,768 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Toyohashi (Japan) by Kanasashi. Owned by Mitsui OSK Lines Ltd (Japan). July 19, 2006. The *Cougar Ace* left Yokohama (Japan) bound for Vancouver (Canada), Tacoma (Washington, USA) and Hueneme (California, USA). In her 14 garage decks, she was carrying a cargo of 4703 new Mazda cars and 109 Isuzu vehicles. On July 24, she was carrying out ballast water exchange operations to avoid invasive marine species transfer in the Canadian and US waters. The planning and execution of ballast water exchange were improper and within 10 minutes the ship developed a 80° portside list. The *Cougar Ace* transmitted a distress signal. The crew of 23 - 2 Singapore nationals, 8 Burmese and 13 Filipinos - were airlifted the following day by the US coast guard helicopters. On July 30, a team of Titan Salvage arrived on the site to carry out the salvage and towage operation. A naval architect slipped and died while leaving the ship. The car carrier was towed and arrived at Unalaska Island, one of the Aleutian Islands, on August 8. She was brought fully upright. She was later repaired in Portland (Oregon, USA) and resumes trading still for Mitsui Osk Lines.



© US Coast Guard

The cars apparently had sustained only minor damages but were finally scrapped though Mazda initially considered to sell them as second hand cars. In 2020, the *Cougar Ace* was sold for demolition in India. 300 US\$ per ton



Cougar Ace, anchored off Barcelona (Spain),
October 2016. © **Pascal Brede**



Alang, plot 15
© **Sandeep Prajapati**

Euro Spirit. IMO 9153551; Length 188 m, 12,739 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Shitane (Japan) by Minami-Nippon. Owned by Issan Motor Car Carrier Co Ltd (Japan). Sold for demolition in India. 285 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.

Fides. IMO 9030852. Length 178 m, 10,790 t. Maltese flag. Classification society Registro Italiano Navale. Built in 1993 in Lubeck-Siems (Germany) by Flender. Owned by Malta Motorways of the Sea Ltd (Malta), a subsidiary of the Italian shipowner Grimaldi Group, and operated on its "motorways of the sea" network in the Mediterranean. She left Valetta (Malta) in mid June and was beached in Aliaga. 182 US\$ per ton.



Volos (Greece), 2008. © **Mouratidis**



Aliaga, 2020. © **Selim San**

Glovis Phoenix (ex-Asian Sun). IMO 9114165. Length 185 m, 14,447 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Detained in 2001 in Los Angeles (California, USA). Sold as is in Singapore for demolition in Bangladesh. 314 US\$ per ton including 500 t of bunkers.

Glovis Phoenix off Terneuzen, bound for Antwerp, October 14, 2017. © **Marc Ottini**



Glovis Prime (ex-Asian Venture). IMO 9114177. Length 185 m, 14,498 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Glovis Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 314 US\$ per ton including 500 t of bunkers.

Jingu (ex-Jingu Maru). IMO 9021423. Length 196 m, 11,404 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Toyohashi (Japan) by Kanasashi. Owned by NYK Line (Japan). Detained in 2007 in Jacksonville (Florida, USA). Sold for demolition in India. 285 US\$ per ton including 500 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention by Nippon Kaiji Kyokai.



Eilat (Israel), February 2012. © **Jari Uitto**

Pegasus Highway. IMO 9078830. Length 180 m, 12,738 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oshima (Japan) by Oshima SB. Owned by Fukunaga Kaiun Co Ltd (Japan). Detained in 2012 in Incheon (South Korea) and in 2015 in Seattle (Washington State, USA).

Sold for demolition in India. 287 US\$ per ton including 800 t of bunkers. The terms of sale include a clause requiring the selected shipbreaking yard to have been delivered a statement of compliance with the standards of the Hong Kong Convention.



Keelung (Taiwan), April 2013. © **Chun-Hsi**

Dredger

Odin R (ex-*Severnaya Dvina*). IMO 8422723. Length 80 m, 2,440 t. Cyprus flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Rostock (Germany) by Neptun Schiffswerft. Owned by Rohde Nielsen A/S (Denmark). Sold for demolition in Danemark in Grenaa.



Port of Grenaa (Denmark), April 2010. © Kim Pedersen



At Grenaa shipbreaking yard.
© Leif Hansen

Stone carrier

Jan Steen. IMO 8505707. Length 78 m. Dutch flag. Classification society Bureau Veritas. Built in 1986 in Heusden (Netherlands) by Verolme. Owned by Van Oord NV (Netherlands). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Jan Steen, being broken up by Galloo in Ghent, June 27, 2020. © Marc Ottini

Offshore

Offshore service vessel - supply

Art Carlson. IMO 9258923. Length 79 m, 2,570 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2003 in Singapore by Singapore Technologies. Owned by Jackson Marine Ltd c/o (USA). The destination of demolition is undisclosed as of late July. Her latest location spotted her in Amelia (Louisiana, USA).



After rejuvenation in Las Palmas (Canary Islands, Spain), June 2013. © Hans Hausmann

A series of 5 vessels owned by Tidewater Marine UK, the British subsidiary of the US offshore service provider Tidewater Inc, have been announced sold as is for demolition. All of them have been stationed in Sunderland (United Kingdom) since 2 to 5 years. The destination of demoltion is undisclosed as of late July. The selling price is 125 US\$ per ton.

Highland Bugler. IMO 9249441. Length 68 m, 1,545 t. United Kingdom flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2002 in Tulcea (Romania) by Aker Tulcea, completed in Brattvag (Norway) by Brattvaag Skips. Idle since June 2015.

Highland Challenger (ex-North Challenger). IMO 9169677. Length 67 m, 1,954 t. United Kingdom flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Brevik (Norway) by Brevik Construction. Idle since October 2017.

Highland Courage. IMO 9249491. Length 80 m, 3,348 (2750) t. United Kingdom flag. Classification society American Bureau of Shipping. Built in 2002 in Tulcea (Romania) by Aker Tulcea; achevé in Sovik (Norway) by Soviknes Verft. Idle since June 2016.

Highland Rover. IMO 9161338. Length 72 m, 1,628 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1998 in Brattvaag (Norway) by Brattvaag Skipsverft. Idle since December 2015.

Highland Valour. IMO 9249506. Length 70 m, 3,431 t. United Kingdom flag. Classification society American Bureau of Shipping. Built in 2003 in Tulcea (Romania) by Aker Tulcea; coen attente mpleted in Sovik (Norway) by Soviknes Verft. Idle since June 2018.



Trinidad, *Highland Valour* and the offshore platform *Ocean Lexington*, July 2014. © Callum Pottinger

Maridive 87 (ex-*Off Vigo*, ex-*L. Albufera*, ex-*Golfo de Leon*). IMO 8212142. Length 60 m, 1,690 t. Egyptian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Guernica (Spain) by Murueta. Owned by Maridive & Oil Services (Egypt). The destination of demolition is undisclosed as of late July.

Maridive XI. IMO 8310932. Length 56 m, 791 t. Egyptian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Lauenburg (Germany) by J.G. Hitzler Schiffswerft Und Maschinen. Owned by Maridive & Oil Services (Egypt). The destination of demolition is undisclosed as of late July.

Robert H. Boh. IMO 9258911. Length 80 m. Vanuatu flag. Classification society American Bureau of Shipping. Built in 2002 in Singapore by Singapore Technologies. Owned by Jackson Marine Llc (USA). Sold for demolition in April 2020. Her latest location spotted her in Amelia (Louisiana, USA).

Offshore support vessel

Seven Pelican (ex-*DSND Pelican*, ex-*Seaway Pelican*). IMO 8420244. Length 92 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1985 in Sandefjord (Norway) by Framnaes. Owned by Subsea 7 International Contracting Ltd (United Kingdom). The destination of demolition is undisclosed as of late July. Her latest location spotted her in Malta in March 2020.



Amsterdam, December 2012. © Robert van Helden

Standby safety vessel

Putford Enterprise (ex-*Sterling Altair*, ex-*Star Altair*). IMO 8303032. Length 68 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Selby (United Kingdom) by Cochrane SB. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Grenaa, Denmark.



In IJmuiden (Netherlands), November 2018.
© Marcel Coster



Putford Enterprise, in Grenaa, June 2020.
© Leif Hansen

Seismic research vessel

Markab (ex-*Atlantic Voyager*, ex-*Markab*, ex-*STM Markab*, ex-*Stad Breeze*). IMO 7424724. Length 72m, 1,453 t. Panamanian flag. Classification society Registro Italiano Navale (. Built in 1976 in Flekkefjord (Norway) by Iversen. Lengthened in 1995 from 58 to 72 m then converted in 2007 to research vessel. Owned by Jasmund Shipping GmbH & Co KG (Germany). Detained in 2007 in Ravenna (Italy). Sold for demolition in India.



IJmuiden (Netherlands), February 2014. © J Marechal



Alang, June 2020. © Rohit Agarwal

Osprey Explorer (ex-*Gepard*, ex-*Neftegaz-33*). IMO 8416906. Length 81 m, t. Cyprus flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1985 in Gdansk (Poland) by Gdanska Lenina. The last of the *Neftegaz* version B92, a series of anchor handling supply tugs built from 1983 to 1985 for the Soviet fleet. Her homeport was Ilyichyovsk -renamed Chornomorsk in 1976- on the Black Sea. Converted in 2006 to seismic research vessel. Owned by SeaBird Exploration Norway AS (Norway). Sold for demotion in Ghent (Belgium) by Galloo Recycling.



1988, the Soviet *Gepard*.
Collection Lemachko B.V/ Nikita Prokhorov



Osprey Explorer, being broken p by Galloo in Ghent, June 27, 2020. © Marc Ottini

Polar Express (ex-*Southern Explorer*, ex-*Polar Explorer*, ex-*Sophie*, ex-*NDS Benguela*, ex-*Sophie*, ex-*Pacific Chile*, ex-*Sophie*). IMO 9042271. Ex freighter converted in 2012. Length 92 m. Bahamian flag. Unknown classification society. Built in 1992 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Arrow Seismic ASA (Norway). Sold for demolition in Hanøytangen (Norway) by Norscrap AS.



The general cargo carrier *Sophie*. DR



The research vessel *Southern Explorer*, March 2014.
© Claus Hein



© Geir Vinnes

Polar Express being broken up at Norscrap yard.

© Rikard Persson



Sea Explorer (ex-*Marjata II*, ex-*Marjata*). IMO 7504249. Length 59 m. Bahamian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1976 in Bergen (Norway) by Mjellern & Karlsen; lengthened in 1983 from 46 to 59 m. Owned by Gardline Shipping Ltd (United Kingdom). Sold for demotion in Ghent (Belgium) by Galloo Recycling.



Sea Explorer, being broken up at Galloo Recycling, June 27, 2020. © Marc Ottini

Surf Ranger (ex-*Seisranger*). IMO 9064657. Length 87 m, 4,124 t. Marshall Islands flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1993 in Nordfjordeid (Norway) by Nordfjord. Owned by Go Offshore (Singapore). Sold for demotion to an Indian subcontinent shipbreaking yard undisclosed as of late July.

THE END

Have your handkerchiefs ready!

A procession of white vessels is heading for the scrapyards. Yesterday, they were seen as heaven, today they are stuck with a reputation of hospital ship, prison and floating morgue. Most of them bear lyrical, romantic and cosmic names and fly exotic flags. Newlyweds, retirees and lonely people looking for an affair lived there wild days often overshadowed by epidemic gastroenteritis or unexpected quarantines due to the suspicion of H1N1. The systematic manner in which all host countries, welcoming in normal times, have become hostile to passengers and crews will leave its mark and stigma. For many, the phobia of an escape at sea will remain ingrained. The masks have fallen off.

Most of those ships to be scrapped are small pawns on the mass cruise industry chessboard. They could accomodate from 1500 to 2700 passengers and 520 to 920 crewmembers, nothing to do with the overheighted and overcrowded ones of today. The *Symphony of the Seas*, commissioned in 2018, can accomodate up to 6300 passengers and 2394 crew members.

The convoy keeps lengthening. Already 1520 m of cruise ships are being scrapped or remain near to the scrapyards' entrance, particularly the Turkish ones. The queue is long, they will have to wait. By the end of July, Turkish yards offer a purchase price of 150 US\$ per ton for a cruise ship. This is a notable decline but that is at least something for hard-pressed shipowners or liquidators. Maintenance and laid-up costs of an idle cruise ship amount to 1 to 3 million US\$ per month.

The demolition of the 6 cruise ships *Costa Victoria*, *Monarch*, *Sovereign*, *Horizon*, *Carnival Fantasy* et *Carnival Inspiration* will put 4690 Indian, Filipino and cosmopolitan crewmembers out of work.



Costa Cruises

Costa Victoria. IMO 9109031. 24 years old. Length 253 m, 29,538 t. Italian flag. Classification society Registro Italiano Navale. Built in Vegesack (Germany) by Bremer Vulkan.

On June 23, the *Costa Victoria* owned by Costa Cruises was the first cruise ship to be officially announced as to be broken up. Her arrival in the port of Piombino, Tuscany, suggested initially that the ship might be scrapped in Italy. Piombino quays were among the possible candidates with regard the destruction of the *Costa Concordia*. In fact, Piombino Industry Maritime (PIM) will carry out preparatory works. Piombino is located 200 km south of Genova. PIM is a subsidiary of San Giorgio del Porto which operated in Genova the only Italian EU-approved shipbreaking yard. It has performed the *Costa Concordia* shipbreaking operations. The Genovese yard is busy with the construction of two cruise ships. It is not available at the moment to accomodate the *Costa Victoria*. The latter may indeed actually be doomed for scrapping in one of the 6 EU-approved yards of Aliaga.



July 21, 1996, 1st arrival in Genova.
© Matteo Fasce



September 19, 2009, departing Venice.
© Patrick Kenealy



February 24, 2014, Sanya cruise terminal (Hainan Island, China). © **Joseph K.K. Lee**



May 7, 2017, Vladivostok (Russia). © **Sergei Skriabin**



Costa Victoria, June 2020, Piombino. © **Corriere Maritimo**

Pullmantur

In March 2020, Pullmantur, a Spanish subsidiary of Royal Caribbean Cruise Lines (RCCL), cancelled its cruise until November 15. the *Monarch*, *Sovereign* and *Horizon*, were initially laid-up. The company filed for bankruptcy in late June. The status of the ships officially was updated as "to be broken up" in the Equsis database. The *Monarch* and *Sovereign* were in Naples in mid-June. Furniture, ornamental features, navigation equipment were removed. Then, the two cruise ships left Naples to be anchored off Malta, waiting for orders. The *Monarch* was the first one to learn her fate: she left Malta and arrived off Aliaga shipbreaking yards on July 13.

Monarch (ex-*Monarch of the Seas*). IMO 8819500. 29 years old. Length 268 m, 28,800 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1991 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Prior to the Covid-19 pandemic, she was put up for sale and further cruising for 125 millions US\$. She could not find a buyer. The sale for demolition to the Turkish yard brought in Pullmantur about 4.2 millions US\$.



October 1991, prior delivery, heading for Montoir (France). © © **Christophe Dedieu**



March 15, 2010, Bahamas. © **Oliver Bremer**



June 8, 2016, in the Norwegian fjords.
© Tomas Østberg- Jacobsen



April 1, 2019, Willemstad (Curaçao).
© Adrian Hobson



July 13, 2020, *Monarch* off Aliaga. © Selim San

Sovereign (ex-*Sovereign of the Seas*). IMO 8512281. 33 years old. Length 268 m, 28,797 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1987 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Detained in 2011 Naples (Italy) and in Alicante (Spain). She has joined her sistership *Monarch* in Aliaga.



April 1991, *Sovereign Of The Seas*, Miami (USA). © Brian Fisher



October 2012, Barcelona (Spain).
© Jean Yves Coz



January 3, 2018, Paranagua (Brazil)
© Roberto Grupenmacher1991



May 25, 2019, off Villefranche-sur-Mer (France).
© © Lozioteo/vesselfinder



June 21, 2020, the two sisterships *Monarch* and *Sovereign*, passenger terminal, Naples (Italy). © Ivo Joni Botica

Horizon (ex-*Pacific Dream*, ex-*Island Star*, ex-*Horizon*). IMO 8807088. 30 years old. Length 208 m, 21,459 t. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1990 in Papenburg (Germany) by Jos L. Meyer. Refitted in 2009. Detained in 2016 in Fort de France (Martinique, France). Prior to the Covid-19 pandemic, she was put up for sale and further cruising for 65 millions US\$. She could not find a buyer. In March 2020, after her cruises were cancelled due to Covid-19, the *Horizon* docked in Port Rashid (Dubai). In April, 150 crew members of the 250 still on board tested positive for the virus. The ship was kept in quarantine. In June, the *Horizon* was used to repatriate RCCL Indian crew members to Mumbai and then returned to Port Rashid. She left Dubai and arrived at Piraeus (Greece) on July 6, 2020. Her scrapping in Aliaga seems as inevitable as she flies the Maltese flag and must according to the EU regulation be broken up in an approved yard. To date there are no EU-approved yard in India, in Bangladesh, in Pakistan. The sale of the *Horizon* for demolition to a Turkish yard would bring in Pullmantur about 3.2 millions US\$.



May 1990, the *Horizon* in Southampton (United Kingdom). © Brian Fisher



December 1, 2005, 1st call at Rio de Janeiro (Brazil). © Daniel R Carneiro



Calling at Calais (France).
© Jean-Pierre Brunet /Voix du Nord



Mykonos (Greece), July 2018.
© Ioanna Samiotaki

Carnival

The Carnival group, the cruise industry number 1, has already announced its intention to dispose of 13 ships, without making clear whether they will be sold to other companies for further cruising or whether they will be scrapped.

The first Carnival vessels to be phased-out were the Carnival Fantasy and Carnival Inspiration. They

quickly were directed to the port de Willemstad (Curaçao). Their official status was then still "in service". They were stripped of various equipment prior leaving the Caribbean and headed for Izmir, a Turkish port neighbour to Aliaga shipbreaking yards.

Carnival Fantasy (ex-*Fantasy*). IMO 8700773. 30 years old. Length 261 m, 29,072 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Helsinki (Finlande) by Masa Yards. Owned by Carnival Corp (USA). In the evening of July 13, le *Carnaval Fantasy* left Willemstad. She arrived off Aliaga on July 28.



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



October 5, 2009, in Progresso, Mexico © MarineTraffic

Carnival Inspiration (ex-*Inspiration*). IMO 9087489. 24 years old. Length 262 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Helsinki (Finland) by Kvaerner Masa Yards. Owned by Carnival Corp (USA). On July 17, she left Willemstad, bound for Turkey.



Inspiration, Tampa (Florida, USA), January 20, 2007. © Greatshippics.com



Carnival Inspiration, Decembre 1, 2010, Georgetown, Cayman Islands. © S Jones

Marella Cruises

The *Marella Dream* and *Marella Celebration* owned by Marella Cruises (United Kingdom), subsidiary of the German group TUI, left Spain in early June 2020. They have waited patiently off Malta for a few weeks then headed for the Greek waters, coming closer to Aliaga yards, Turkey. They fly the Maltese flag and must be broken up in an approved yard. The 6 Turkish yards meeting this requirement have no vacancies. The *Marella* ships have to wait. The *Marella Celebration* was anchored in Eleusis Bay. The *Marella Dream* reached Zadar (Croatia). In December 2018, the *Marella Spirit*, sistership of *Marella Celebration*, was beached for demolition in Alang (Cf. "[Shipbreaking](#)" #54, p 7). Prior to her departure, she was deflagged from Malta to Palau and was beached as *La Spirit*. A last minute deflagging of the two ships cannot be excluded, which might open up the doors of the Asian shipbreaking yards.

Marella Celebration (ex-*Thomson Celebration*, ex-*Noordam*). IMO 8027298. 36 years old. Length 215 m. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Detained in 2006 in Safage (Egypt). After the cancellation of her cruises, the *Marella Celebration* docked in Barcelona. In late April, the shipowner announced its intention to dispose of the ship with no further details. Her age and depreciation, not to forget the market slump, push her towards the scrapyards.



8 June 2002, *Noordam* in Oslo fjord (Sweden)
© Andreas Spörri



October 15, 2009, *Thomson Celebration* docked in Yalta. © Alex Kostin

Marella Dream (ex-*Thomson Dream*, ex-*Costa Europa*, ex-*Westerdam*, ex-*Homeric*). IMO 8407735. 34 years old. Length 243 m. Maltese flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1986 in Papenburg (Germany) by Jos L Meyer; lengthened in 1990 from 204 to 243 m. Detained in 2012 in Alicante (Spain) and in 2015 in Toulon (France). March 1, 2020, the *Marella Dream* started an 8-day cruise departing Malaga and calling at Porto, Lisbon, Cadiz, Casablanca and Gibraltar. Shortly after departure, the Covid-19 pandemic stroke. The cruise had to be cancelled, passengers were allowed to get off the ship in Malaga on March 15 after a health quarantine. The ship was anchored off Gibraltar. A 48-year old Indonesian crewmember was contaminated and died on board. The *Marella Dream* was ordered to leave Gibraltar waters and docked in Malaga on March 28 to disembark the victim's body. She was not allowed to remain at berth in Malaga and was anchored off Algeciras. After phasing-out, she should follow the same path as *Marella Celebration*.



Thomson Dream, January 19, 2012, Basseterre (Saint-Kitts). © John Pitcher



Marella Dream, March 28, 2020, entering Malaga. © J. C. Cilveti



For 29 other cruise ships, the game is not definitively over. They are playing overtime. Ils jouent les prolongations. They run for cover on wharves supervised to avoid squatting and pillaging. They are from 16 to 40 years old. They will all be progressively and unavoidably scrapped. For some of them, projects will flourish supported by real estate or leisure promoters, associations of nostalgic shiplovers or even shipowners specialising in livestock transport, but they will fade very quickly.

Celestyal Crystal. IMO 7827213. 40 years old. Maltese flag.



Celestyal Crystal, Piraeus (Greece), June 2018 © Giwrgos Mertis

Celestyal Olympia. IMO 7927984. 38 years old. Maltese flag.

Empress of the Seas. IMO 8716899. 30 years old. Bahamian flag.



Empress of the Seas, Southampton (United Kingdom), June 2020
© Les Rickman

Pacific Dawn. IMO 8521232. 29 years old. United Kingdom flag.

Majesty of the Seas. IMO 8819512. 28 years old. Bahamian flag.

Costa Neoromantica. IMO 8821046. 27 years old. Italian flag.



Costa Neoromantica, Sydney (Australia), December 2012.
© Mick Prendergast

Maasdam. IMO 8919257. 27 years old. Dutch flag.

Pacific Aria. IMO 8919269. 26 years old. United Kingdom flag.

Sun Princess. IMO 9000259. 25 years old. Bermuda flag.



Sun Princess, Vladivostok (Russia), July 2016.
© Sergei Skriabin

Grandeur of the Seas. IMO 9102978. 24 years old. Bahamian flag.

Veendam. IMO 9102992. 24 years old. Dutch flag.

Enchantment of the Seas. IMO 9111802. 23 years old. Bahamian flag.

Rhapsody of the Seas. IMO 9116864. 23 years old. Bahamian flag.

Carnival Elation. IMO 9118721. 22 years old. Panamanian flag.

Sea Princess. IMO 9150913. 22 years old. Bermuda flag.

Vision of the Seas. IMO 9116876. 22 years old. Bahamian flag.



Vision of the Seas, Skagen (Denmark), August 2017
© Carsten Köhne

Pacific Princess. IMO 9187887. 21 years old. Bermuda flag.

Celebrity Infinity. IMO 9189421. 19 years old. Maltese flag.



Celebrity Infinity, Panama Canal, September 2016.
© Folof/Vesseltracker

Celebrity Summit. IMO 9192387. 19 years old. Maltese flag.

MSC Armonia. IMO 9210141. 19 years old. Panamanian flag.

Radiance of the Seas. IMO 9195195. 19 years old. Bahamian flag.

Brilliance of the Seas. IMO 9195200. 18 years old. Bahamian flag.



Brilliance of the Seas, August 2019, Saint Petersburg (Russia).
© Bernd U

Celebrity Constellation. IMO 9192399. 18 years old. Maltese flag.

MSC Sinfonia. IMO 9210141. 18 years old. Panamanian flag.

Costa Mediterranea. IMO 9237345. 17 years old. Italian flag.

MSC Lirica. IMO 9246102. 17 years old. Panamanian flag.

Serenade of the Seas. IMO 9228344. 17 years old. Bahamian flag.

Jewel of the Seas. IMO 9228356. 16 years old. Bahamian flag.

MSC Opera. IMO 9250464. 16 years old. Panamanian flag.



MSC Opera, Guernsey, August 2012. © Tony Victor Rive



"Shipbreaking" identified some 20 other ones, all over 25 years of age. They no longer meet the expectations of the 2020 clientele. They are riddled with asbestos and would require major investments to meet new standards with regard reducing air pollution, water pollution and domestic waste management. The *Astoria*, ex-*Stockholm* is elegant and mythical. She would deserve to escape scrapping. See "[Arctic Alarm](#)", July 25, 2012.

Astoria. IMO 5383304. 72 years old. Portuguese flag.



Astoria, Amsterdam (Netherlands), March 2017. © Rian Rotterdam

Marco Polo. IMO 8217881. 55 years old. Bahamian flag.

Magellan. IMO 8217881. 35 years old. Bahamian flag.



Magellan, Tilbury (United Kingdom), March 2020. © John Pitcher

Astor. IMO 8506373. 33 years old. Bahamian flag.



Astor, sur la Weser (Germany), April 2020. © Leif Pape

Colombus. IMO 8611398. 31 years old. Bahamian flag.

Karnika. IMO 8521220. 30 years old. Bahamian flag.

Asuka II. IMO 8806204. 30 years old. Japanese flag.



Asuka II, Hamburg (Germany), May 2018.

© M Winter

Grand Classica. IMO 8716502. 29 years old. Portuguese flag.

Carnival Ecstasy. IMO 8711344. 29 years old. Panamanian flag.



Carnival Ecstasy, off Western Cape Province (South Africa), mai 2020. © Francois de Bruyn

Superstar Gemini. IMO 9008419. 28 years old. Bahamian flag.

The Zenith. IMO 8918136. 28 years old. Panamanian flag.

Carnival Sensation. IMO 8711356. 27 years old. Bahamian flag.

Superstar Aquarius. IMO 9008421. 27 years old. Bahamian flag.



Superstar Aquarius, Keelung (Taiwan), January 2014. © Chun-Hsi

Vasco de Gama. IMO 8919245. 27 years old. Bahamian flag.

Carnival Fascination. IMO 9041253. 26 years old. Bahamian flag.

Carnival Imagination. IMO 9053878. 25 years old. Bahamian flag.

Crystal Symphony. IMO 9066667. 25 years old. Bahamian flag.



Crystal Symphony, Valparaíso (Chile), January 2010.
© J Carlos

Piano Land. IMO 9050137. 25 years old. Bermuda flag.

Marella Discovery 2. IMO 9070620. 25 years old. Maltese flag.

Marella Explorer 2. IMO 9072446. 25 years old. Maltese flag.

Sources:

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