

Avramit (ex-BJ Queen, ex-Jupiter Charm, ex-Chap Bulker, ex-Cosmoway, ex-Ace Accord). IMO 8403143. Bulk carrier. Length 167 m, 5,613 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Ak Gemi Tasimacilik (Turkey). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.

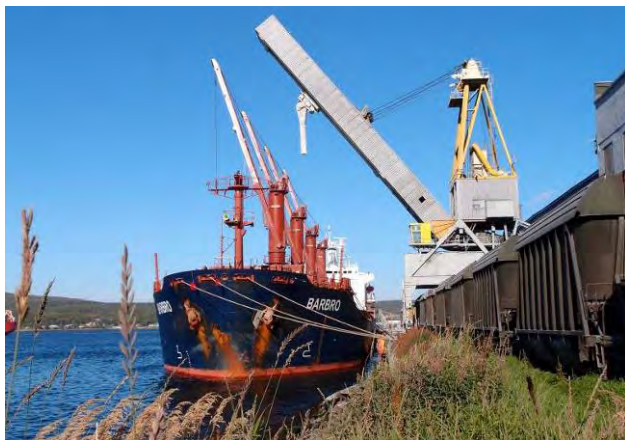


Avramit ready to leave Saint Petersburg (Russia)
© Bengt-Rune Inberg

Bao Chang Hai (ex-Castillon de San Juan, ex-Doceserra). IMO 8510922. Bulk carrier. Length 290 m, 23,571 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Oita (Japan) and in 2002 in Dampier (Australia). Sold for demolition in Bangladesh. 430 \$ per ton.



Bao Jing Hai (ex-Castillo de San Jorge, ex-Docerio). IMO 8510910. Bulk carrier. Length 290 m, 23,888 t. Panamanian flag. Classification society RINA. Built in 1989 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Glasgow (United Kingdom) and in 2006 in Gijon (Spain) and Hamburg (Germany). Sold for demolition in Bangladesh. 428 \$ per ton.



Barbro (ex-Alam Sejahtera, ex-Olympic Dignity). IMO 8307686.

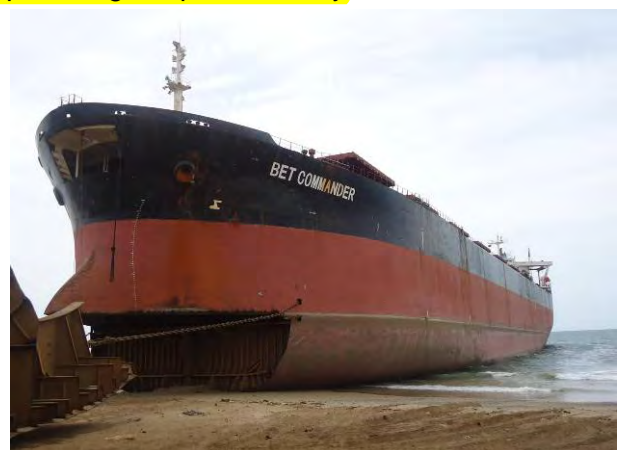


Bulk carrier. Length 183 m, 6,575 t. Maltese flag. Classification society American Bureau Of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Franco Naviera (Greece). Detained in 2002 in Vancouver (Canada) and in 2008 in Rotterdam (Netherlands). Sold for demolition in India. 408 \$ per ton.

Barbro loading in bulk mineral fertilizers on the specialized terminal at Murmansk (Russia)

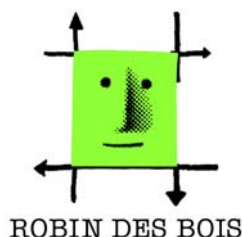
© Nikolay Fokin

Bet Commander (ex-Celigny, ex-Donau Ore, ex-Wah, Shan). IMO 9006186. Bulk carrier. Length 270 m, 18,456 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Universal Overseas Shipmanagement (Singapore). Detained in 2007 in Aabenraa (Denmark), in 2009 in Newcastle (Australia) and in 2011 in Tarragona (Spain). Sold for demolition in Pakistan. 425 \$ per ton.



March 26, 2013 in Gadani © Shahid

31



ROBIN DES BOIS

From January 1st to April 30th, 2013

Ship-breaking.com

Content

Overview January 1 to April 30	1	Miscellaneous : cable layer, offshore, dredger, research	11	Gas tanker	39
<i>MSC Flaminia</i>	2			Combinated carrier / OBO	40
<i>Baco-Liner</i>	4	Passenger ship -	13	Ro Ro	41
Marseille, the waiting room for scrapping in Asia	4	Ferry	14	Bulk carrier	44
The scandalous export of the <i>Lyubov Orlova</i>	5	(Fish) Factory ship	16	General cargo	70
Welcome to Chennai Port, the Nightmare before Scrapping	7	Barge carrier	18	Car carrier	87
Letters to the Editor	9	Container ship	18	The END : no answer from	88
		Reefer	30	France Telecom cable layer	
		Oil tanker	31	<i>Chamarel</i>	
		Chemical tanker	38	Sources	90



Overview January 1st to April 30th 2013

416 vessels left for demolition during the first four months of the year. The cumulative scrapping will permit **3.5 millions tonnes** of metal to be recycled. **392** (94%) went to Asia; **149** vessels (36%) were built in Europe, **158** (38%) were owned by European companies. The Asian market continues to be the principal destination for European ship-owners. It is the best destination to make one last profit of an aging fleet which is not adapted to new international commercial maritime standards. To be noted is the percentage of container ships which continues to increase and reached 19% of the vessels to be demolished. India is the country which benefits from this flow. 55% of this category of vessels are 20 years old or less. Over 3/4 belong to ship-owners based in the European Union or members of the European Union Free Trade Association (EFTA); 100% were demolished in Asia. The scrap metal is bought by India at around 400 \$ per tonne. The ship-yard workers, of these far off destinations, are responsible at their own risk for the removal and handling of dangers wastes such as asbestos, PCBs, hydrocarbons, neon lights with mercury and radioactive substances, with as little money spent as possible. Ship-breaking.com # 31 highlights the methods used by European ship-owners to hide the final destination of ships at the end of their lives. This is the case of the German owners of the *MSC Flaminia* which for the moment has left Germany to be "repaired" in Romania and with the Baco-Liners starting their trips towards the Alang cemetery from the port of Rouen in the valley of the Seine River. It is also the case of some old passenger ships where the take off point for demolition is based in Marseille. The scandalous and mysterious demolition of the passenger ship the *Lyubov Orlova* and her exportation from Canada towards the high seas are also discussed in this edition # 31, as well as the practices carried out in the port of Chennai in India where sub-standard ships destined to be demolished are pushed out to the high seas and left to the mercy of cyclones. The Chennai port deserves well the Seafarers Alcatraz Award attributed by Robin des Bois in October 2012.

The rhythm of vessels leaving to be scrapped remains high (**24** vessels per week compared to 25 per week in 2012) but in March-April, the rhythm reduced notably compared to earlier months.

By unit

1 India, **140** (34%)
2 China, **110** (26%)
3 Bangladesh, **72** (17%)
4 Pakistan, **35** (8%)
5 Turkey, **35** (8%),
6 Denmark, **9** (2%)

By tonnage of recycled metal

1 India, 1.201.000 t (34%)
2 China, 832.000 t (24%)
3 Bangladesh, 808.000 t (23%)
4 Pakistan, 430.000 t (12%)
5 Turkey, 162.000 t (5%)

By category

1 : bulk carrier, 157 (38%)
2 : general cargo, 82 (20%).
3 : container ship, 77 (19%)
4 : tanker, 50 (12%)

India remains in first position with 140 vessels scrapped (34%) but her proportion is crumbling: India tallied 40% of all vessels scrapped in 2012. India is in front of China 118 vessels (26%) and Bangladesh 72 vessels (17%), well in front of Pakistan and Turkey.

The increase of the Indian rupee, the tense political situation in Bangladesh, the Chinese new year and the announcement of the import tax increase on vessels in Pakistan, have all weighed down the market from March onwards despite a flying start which was at the same rhythm as late 2012.

After the prison bars, scrapping

78 (19%) of the vessels sent to be scrapped were not controlled by a classification society which was a member of IACS (International Association of Classification Societies). Sub-standard ships are still the priority: at least **249** (60%) were previously detained in world ports with a rate of detention of 75 % for general cargo carriers and reefers, 69% for bulk carriers, 67% for car carriers and 56 % for ferries and passengers ships. The gold medal on the podium of sub-standard ships is the general cargo carrier *El Hussain* with a total of **16** detentions between 1997 and 2011, demolished in India at Mumbai (cf. p 75). The other medals are distributed to *St Elisabeth*, with 12 detentions (p 85), the *Marmara M* and the *Mohamad Prince*, 11 detentions for each of them (p 78 and 79).

Years and meters

The average age of vessels leaving fleets range from **10 years** for the Turkish bulk carrier *Taskent* and **52** for the British *Kommandor Jack*, a former fishing trawler converted into a geophysical survey vessel. The average age is **27**; and the average age for tankers is **25**, for container ships **22**. 112 vessels are less than 150 m in length, 172 vessels measure between 150 and 199 m and 132 over 200 m. 9 ships measure over 300 m.

MSC Flaminia

“One should always look at things from the top down” a photo of the *MSC Flaminia* leaving the Jade-Weser-Port in Wilhelmshaven, Germany to be ‘repaired’ in a Romanian shipyard before going back to work confirms this relevant expression.

Hundreds of damaged and burnt containers remain onboard. The hull and melted metal of the containers have welded together. The containers cannot be cut out without jeopardising the buoyancy and the integrity of the ship. Only the undamaged containers and the extinguishing waters – 37,000m³ –were removed.

March 2013, the *MSC Flaminia* leaving
“under repair”...© NSB

This repair job in Romania is a clever manoeuvre. It permits Northern Europe and Germany, the flag state of the *MSC Flaminia*, to get rid of an unprecedented health and safety challenge in the world of ship-breaking. The German ship-owner estimates that by the end of September, “the entire mid section” of the damaged container



ship will be replaced. By mid section one must interpret the sides, the bottom of the ship and the holds where the fire raged, the damaged containers and the residue from the fire containing numerous dangerous materials including PCBs. The mid section is the area which was greatly impacted.

It is amazing to note that the ship-owner NSB (Niederelbe Schiffahrtsgesellschaft mbH & Co KG) is bending over backwards, at all costs, to keep the *MSC Flaminia* active while they just sold around a dozen container ships to be demolished in Alang.

In this context of “repair” works, Romania and the Mangalia ship-yard workers become the holders, the responsible party and victims of millions of tonnes of contaminated scrap metals. The Mangalia ship-yard is run by Daewoo, the *MSC Flaminia* was built by Daewoo in South Korea. Not long after the “repair works” will be the demolition, which will take place in India where NSBs end-of-life container ships are regularly sent, which undoubtedly will instigate protests and blockages. Romania is without doubt a media red herring for the decontamination of the *MSC Flaminia* before heading to Alang or another ship-yard outside of the European Union.



July 17th 2012 © Smit Salvage

- July 14: fire and explosion in hold 4. The *MSC Flaminia* is located 1850km away from the European coast, the crew is evacuated. Three sailors were reported dead or missing at sea.
- July 17: The first salvage and fire fighting vessel arrives.
- July 18: 2nd explosion
- July 23: According to MSC “the fire is under control”. The beginning of salvage and towing operations towards an unconfirmed destination in European waters. The convoy is situated at 1000km from Britain and Brittany; it approaches 70 km from the Cornwall coastlines.
- July 30: The ship is denied access to French and British ports therefore she takes the direction south-south-west in the Atlantic.
- July 31: a smouldering fire spreads to compartments 7 and 3.
- August 16: The *MSC Flaminia* is situated at 867 km from Cornwall and 1000 km from Brest.
- August 20: The German authorities permit the ship to enter into a German port and take into hand the salvage operation.
- August 21: The French and British maritime authorities decide to send experts onboard before authorising the container ship transit through their waters.
- August 28: The *MSC Flaminia* starts her transit through the Channel.
- August 29: Robin des Bois published a list of dangerous materials onboard.
- September 9: The salvage party arrives in Germany at the new container port Wilhelmshaven.
- September 29: Unloading of containers starts.
- December 10: End of unloading is officially announced.
- From February 20 to March 1, 2013: The extinguishing waters are pumped out and transported via tankers to be disposed of in Denmark.
- March 15: The *MSC Flaminia* leaves Germany to be ‘repaired’ in Romania.

Find here further information on the *MSC Flaminia* accident on [Robin des Bois’ internet site](#) as well as in [Ship-breaking.com bulletin # 29](#) of October 2012, p. 6-7..

Baco-Liner

Baco-Liner 1 and *Baco-Liner 2* owned by Seerederei Baco Liner GmbH based in Duisburg, Germany are about to leave for demolition on Alang beaches at 450\$ per ton. The *Baco-Liner 1* is waiting in Rouen. The Baco-Liners were specially designed for trade between Northern Europe and Africa. They carried barges in their hulls, which could load and unload on the outskirts of African ports. Therefore in the early 80s the Baco-Liners by-passed the waiting period, which could be up to a couple of weeks, to enter into hectic ports. The Baco-Liners were also able to carry up to 600 containers on deck. They are named in accordance to their function which is an abbreviation of BArge and COntainers. Today the Baco-Liners are no longer adapted to Western African ports. After 30 years of intensive service life the ships are tired, rusty and show countless deficiencies.



Baco-Liner 1 in Rouen, 17 May 2013 © Robin des Bois

The *Baco-Liner 3* was demolished in Alang during the summer of 2012 (See Ship-breaking.com # 28, p 9).

The Baco Family had an eventful life.

See on this subject the press release : "[The eventful life of a family](#)", March 10th, 2010

Marseille, the waiting room for scrapping in Asia

1- The passenger ships *Princess Danae* and *Athena* which have been detained and immobilized in Marseille since September 2012 have just been bought by Rui Alegre, a 42 year old who is setting his sights on the passenger ship business. The vessels were renamed *Lisboa* and *Azores*. The new Portuguese passenger ship company has allegedly purchased another two passenger ships from the former -CIC – Classic International Cruises – also based in Portugal and now bankrupt. Mr Alegre intends to put them back in circulation after carrying out important renovation works and ensuring their compliance with international standards. All four passenger ships are old, their reputations are tarnished. Once again, Marseille is letting vessels leave, which are below international operating standards, will supposedly undergo important repair works and therefore continue to operate. A couple of months of inactivity in Lisbon before demolition in Alang or in Turkey seems to be more likely.

Please read the following press releases :

[Arctic Alarm](#), July 25, 2012

[Deux paquebots en préretraité à Marseille](#), September 19th, 2012 (in French only).

2- Atlantic Star The *Atlantic Star* remained inactive in Marseille for more than 2 years. Construction of the *Atlantic Star* at La Seyne-sur-Mer in 1984 had mobilized, as in all passenger ships, significant amounts of asbestos.

The ship belonged to the Spanish shipowner Pullmantur, a subsidiary of the American company Royal Caribbean Cruise Line. Her operation became too expensive; replacing her steam turbines with diesel propulsion was impossible. The *Atlantic Star*, still in the hands of Spanish interests, remained under the European flag of Malta until March 1, 2013.

The Belinda Shipholding Corp. based in the Marshall Islands then became the owner of the *Atlantic Star*, and under the flag of Togo she was renamed *Antic*. This exotic company serves only as a platform of resale for the demolition of old European passenger ships. In 2009, the company acquired from her Greek shipowner the *Kapetan Alexandros A*, an old ferry built in the United Kingdom in 1962, and flying the Maltese flag. The Belinda Shipholding Corp. immediately renamed the ship *Alexandros* and reflagged her to Sierra Leone before sending her to Turkey for demolition.

On March 19, towed by the Greek *Ionion Pelagos*, the *Antic* left the pier of Marseille for demolition, probably in Turkey. However, on March 22, the convoy announced that it was headed towards Port Said, gateway to the Suez Canal, to eventually be demolished on the beaches of Alang, in India. Authorities and Indian associations have been alerted by Robin des Bois. In early April, the tide turned again, and the convoy is now heading to Aliaga, Turkey.

Whether it is towards India or Turkey, *Atlantic Star's* final trip is unlawful. Spain, Malta and France managed to avoid their responsibilities according to European regulations on the export of hazardous waste. The departure of the *Atlantic Star* has not been subject to a notification and application under the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal.

In this case, France has a dual responsibility. On the one hand, the *Atlantic Star* departed from Marseille, so France was the last port State; on the other hand, in December 2012, STX France of Saint-Nazaire's order for a cruise ship from Royal Caribbean Cruise Line was accompanied by a very special annex clause: the "recovery" of the *Atlantic Star*. Instead of dismantling the *Atlantic Star* in Europe, with all the financial and technical constraints of a strict asbestos removal and disposal of other hazardous wastes, STX France sold the old ship to Skandinor, a subsidiary of STX Europe headquartered in Norway. At the end of the line is Belinda Shipholding Corp. of the Marshall Islands, the now legal owner of the *Atlantic Star* in charge of her hazardous demolition.

Leaving French territory was accepted without any problem by the port of Marseille. According to the French Ministry of Transport and the Sea, the local Maritime Authorities have not put in question the official version that following a transit in the Suez Canal, the *Atlantic Star* will be converted into a floating hotel in the Middle East.

This picture illustrates the tendency of European ship-owners to evade their responsibilities when it comes to a vessel's final trip: sales to bogus companies and transfers under funereal flags such as Togo, Saint Kitts and Nevis, Moldova, Tuvalu, Sierra Leone or the Comoros, and finally demolition in India, Turkey, Pakistan or Bangladesh.

Robin des Bois has filed a complaint to the Prosecutor at the Paris Court for this illegal export of waste.

The scandalous export of *Lyubov Orlova*

The former ship *Lyubov Orlova*, honoring the name of a Soviet movie star, became a Canadian resident. During her last years she was operated by an Inuit travel agency that organized Arctic cruises. In very poor condition, the *Lyubov Orlova* was finally expelled from the port of St. John, Newfoundland (Canada) to the relief of the port community. The ship was towed by a very old tug built in 1962, with a handful of crewmen on board, but not really sailors. This foolish convoy's winter journey in the North Atlantic should have ended 3300 kilometers south in a pseudo demolition site of Santo Domingo.

The *Charlene Hunt*, the only tug of a bankrupt U.S. ship-owner, was undoubtedly also destined for demolition in Santo Domingo.

The ship broke away from the tug quickly, only a few hours after leaving Newfoundland. The towing cable broke. The *Charlene Hunt* returned to St. John's Newfoundland under the instructions of Canadian authorities, who finally woke up. And the *Lyubov Orlova* went to sea without lights, without a living soul and without a locator beacon. When she approached the oil platforms off Newfoundland, the wreck was recovered, diverted, driven further out to sea and abandoned.

One month after her departure, the emergency beacon went off and the ship was spotted by Halifax Joint Rescue Coordination Centre. A shock, a leak, a lifeboat falling into the sea, a faulty beacon? All assumptions could be considered.

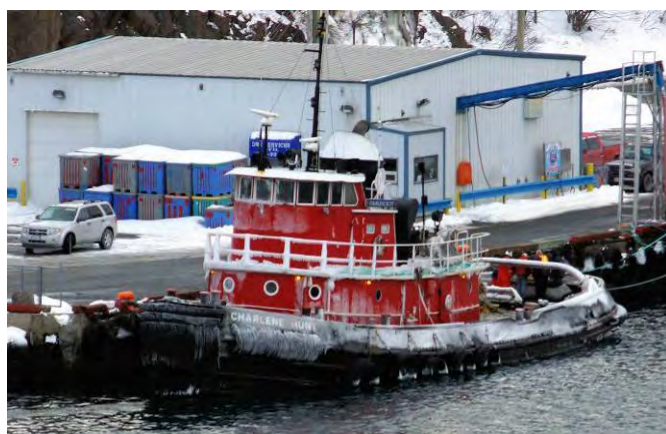
The satellites of the NGA (National Geospatial Intelligence Agency), the United States agency that signals the drift of icebergs and unidentified floating objects in the North Atlantic located the *Lyubov Orlova*. The last reported position (12 March 2013) was 49°49.12 latitude north and 36°15.44 longitude west, 1200 km off the American coast and 1800 km off of Ireland.

Ever since, the ship has shown no signs of life. Did she wreck and sink after two months adrift in currents and storms? Was she torpedoed, to be demolished, "oceanized" in the pits of the Atlantic? Or is she still on the surface, in the process of building her legend? To this day, no one – other than a few insiders – knows where exactly the *Lyubov Orlova* lies.



2007, *Lyubov Orlova* cruising in the Arctic, Hoare Bay (Canada) © J.-Maurice Turgeon

Lyubov Orlova. IMO 7391434. Passenger ship. Length 100 m, 2.695 t. Cook Islands flag. Excluded from the Russian Maritime Register of Shipping on April 5th, 2011. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in St. Petersburg (Russia) and seized on September 25th 2010 in Saint-John's (Newfoundland, Canada) for unpaid salaries and bunkers. Acquired in February 2012 by a British Virgin Island based shell company to be demolished in the Dominican Republic. 275 \$ per ton. In early 2013, she vanished in the Atlantic Ocean after snapping her tow line.



January 28, 2013, the tug *Charlene Hunt*, back from disaster, being inspected © Wes Pretty

Charlene Hunt (ex-Orion, ex-Molly, ex-Anna V Mc Kay, ex-Betty Jean Turecamo, ex-Morania N°24, ex-HR 1, ex-Colonial). IMO 8842208. 3,000 bhp tug (in comparison the rescue tug *Abeille Bourbon* has a power of 21,000). Length 29 m. Deflagged from United States to Bolivia in January 2013, just prior to her departure as *Lyubov Orlova*'s tug. Unknown classification society. Built in Madisonville (Louisiana, United States) by Equitable Equipment Co for the Bronx Towing Line from New York. Owned by Hunt Tugs & Barges Inc (United States).

See [the press releases](#) by Robin des Bois and the bulletins [Ship-breaking.com # 27, p 22](#) and [# 30, p 2](#). Read also the article in [Droit de l'Environnement n°211 – April 2013](#) : (In French language only).

« Le *Lyubov Orlova*, navire fantôme à la dérive... » Marie Bourrel, Centre de droit maritime et océanique, Université de Nantes (pdf – 863 Ko).

Welcome to Chennai Port, The Nightmare Before Scrapping



In South India, the port of Chennai, capital of Tamil Nadu, formerly known as Madras, is definitely not the place to be. The port authority said a few years ago that "with the development of infrastructure, Chennai Port would be able to cope with all the demands of the international maritime brotherhood and accommodate ships in the best possible conditions." Today, the Port of Chennai is without a doubt the cruelest of all ports. A rupee is a rupee. Article 99 of the UN Convention on the Law of the Sea prohibits the transport of slaves in ships, but it does not prevent the treatment of sailors as slaves. The following cases in point - *OSM Arena*, *Pratibha Cauvery* and *Pratibha Warna* - stand as evidence. They are all three in the course of demolition or doomed to imminent demolition.

OSM Arena

In January 2010, *OSM Arena*, a 190 m bulk carrier built in 1985 in Japan, flying the flag of South Korea, arrived in the port of Chennai in southern India, near Pondicherry. Under the Indian court decision, the *OSM Arena* is seized, with all her materials, her hull, 400 tons of fuel and its crew. The South Korean ship-owner is caught up in several trade disputes concerning cargoes and unpaid bills.



© Bijoy Ghosh / The Hindu

In December 2010, the Chennai port administration ordered the vessel to anchor off the coast outside the port; the cost of berthing has not been paid, it is raised to up to 93,000 rupees a day (1,800 \$).

In February 2011, the High Court of Madras ordered the sale of the vessel on humanitarian grounds after hearing a complaint from the crew concerning the poor sanitary conditions on board. The court decision was later canceled.

In July 2011, the crew of *OSM Arena* was relieved of service; most of the sailors were in a poor state due to malnutrition and dehydration. The crew was replaced by 12 Burmese sailors.

In December 2011, *OSM Arena* was hit by cyclone Thane, went adrift and stranded off the coast. Two tugs came to tow the ship to safety and she was anchored once again at Chennai outer anchorage, 2 miles off the coast in an improvised and temporary waiting area.

In early October 2012, the new crew, despite the assistance of the ITF (International Transport Workers Federation) was again in a worrying state of health. The ship was meanwhile subject to the risks of hurricanes or other adverse weather conditions. The Chennai port still refused *OSM Arena* access to its infrastructure and its quays, still because the ship was unable to pay port taxes. This ordeal has been going on for fourteen months.

On 9 April 2013, the ship was taking in water, the engine room flooded, the generators have run out of fuel, the pumps no longer functioned and there was a black out on the bulk carrier. The crew abandoned the *OSM Arena* in distress conditions and reached the coast with the help of local fishermen. The Chennai port plans to file a complaint against the Burmese seafarers for violations of immigration laws: the captain, the chief engineer and some crew members were ordered back on board, the other crew members were granted shore passes to be renewed daily. The status of the vessel on the Equasis database is officially "to be demolished", and it should be scrapped in India. A part of the sale will cover port charges demanded by the Chennai port and towing costs after the episode of the cyclone Thane.

Pratibha Cauvery

Since early October 2012, the tanker *Pratibha Cauvery* had been anchored outside the Chennai port, waiting for instructions of Prathiba Shipping, also owner of *Pratibha Warna* (see below); her seaworthiness certificate had expired and the ship should be inspected in dry dock. The crew no longer has sufficient supplies. On October 31, the hurricane Nilam hit, the ship broke her anchor chain, went adrift and ended up 5 km to the south. The captain ordered the evacuation; 22 sailors jumped into a lifeboat, which capsized. Despite the help of fishermen, six of them drowned. The rest of the crew was brought ashore the next day and detained in a hotel in the city without papers or contact while the investigation was being conducted. The tanker remained grounded for two weeks, was then refloated and returned to anchorage with a "new minimal crew." The surviving sailors filed a suit seeking unpaid wages and compensation for mental agony and endangering of their lives.

In March 2013, four directors of Pratibha Shipping were arrested in connection with the investigation into the tragedy; they denied responsibility, as the hurricane was "an act of God." In late April, the Court of Madras ordered the sale of the vessel by open tender. The ship was valued around \$4-6 million, i.e. above the market value of to be scrapped vessels.



© Bijoy Ghosh / The Hindu

Pratibha Warna

The tanker *Pratibha Warna*, which also arrived in early October 2012, unloaded her cargo in late November only. The 29 sailors had gone on strike to demand their 6 months of wages owed by Indian owner Pratibha Shipping. After inspection, the ship was declared not seaworthy by the directorate general of shipping. She was seized and anchored outside the Chennai port, also at the mercy of hurricane; ever since, sailors have got supplies from ITF (International Transport Workers Federation) and the Seafarers Welfare Committee. In March 2013, the *Pratibha Warna* was finally sold to a Hong Kong based company that sent her for demolition under the name of *Tony* and the flag of Saint Kitts and Nevis. The ship underwent another renaming before being beached for demolition in Pakistan as *Asher*.



The ex Indian tanker *Pratibha Warna*, renamed *Asher* has just been beached for demolition in Pakistan © Shahid