

OLYMPIC SPIRIT II

IMO No: 9133587 TANKER 1997 / 52197 GT

COMPANY:

Springfield Shipping Co, Panama
(Olympic Shipping & Management
SA, Greece)

YARD INFORMATION:

Sumitomo Heavy Industries Ltd
(Japan) 1213

DEMOLITION:



Singapore 22/6/2011 © S. Wiedner

2018: Reported sale to cash buyers for demolition (**renamed S SPIRIT**, Palau flag) did not materialize.

2018: To Prayati Shipping Pvt Ltd, India. **Renamed HUDARA.**

2019: To Janelle Ship Management Pvt Ltd, India. **Renamed SIRO 1.**

2020: **Renamed ADISA** (Cameroun flag registry).

2021: **Renamed HELIOS** (Global Marine Tech Services LLC, Dubai, UAE / Cook Islands flag registry).

2022: **Renamed MOCKINGBIRD** (Minako Marine Services LLC, Dubai, UAE / Tanzania flag registry).

2023: **Renamed PABLO** (Pablo Union Shipping Inc, Marshall Islands / Gabon flag registry).

Caught fire and suffered a huge blaze / explosion of its deck off Malaysia 2/5/2023.

(Presumably, the tanker was part of the so-called dark/shadow fleet transporting sanctions-busting oil from Russia / Iran etc.)

2024: Reportedly to be scrapped in Indonesia.

BASIC DATA:

Crude Oil/Products Tanker
Double Hull
GT: 52197
DWT: 96773
Loa: 232.04
Bext: 42.00
Draft: 14.23
Engine: 1x oil Sulzer 6RTA62
Power: 13328 kW
Speed: 14.5 kn

OWNER & FLAG HISTORY:

PABLO since 01/04/2023
MOCKINGBIRD since 01/07/2022
HELIOS since 01/06/2021
ADISA since 01/05/2020
SIRO 1 since 01/06/2019
HUDARA since 01/10/2018
S SPIRIT since 01/08/2018
Flag Date of record Source
Gabon since 01/04/2023
Not Known since 01/11/2022
Tanzania since 01/07/2022
Cook islands since 01/06/2021
Cameroun since 01/05/2020
Not Known since 01/03/2020
Panama since 01/10/2018
Palau (Republic of) since 01/08/2018
Greece during 2001
Registered owner Date of record Source
PABLO UNION SHIPPING INC since 06/04/2023
MOCKINGBIRD SHIPPING CORP since 15/07/2022
ION1 MARITIME INC since 02/07/2021

SIROSEA LTD since 25/06/2019
 NAUTICAL WONDER LTD since 03/10/2018
 PRIORITY SHIPPING PTE LTD since 16/08/2018
 SIMBEL ENE since 10/08/2018
 Ship manager Date of record Source
 PABLO UNION SHIPPING INC since 06/04/2023
 MINAKO MARINE SERVICES LLC since 15/07/2022
 GLOBAL TECH MARINE SERVICES since 17/02/2021
 JANELLE SHIP MANAGEMENT PVT since 25/06/2019
 NAUTICAL WONDER LTD since 03/10/2018
 PRAYATI SHIPPING PVT LTD since 16/08/2018
 SIMBEL ENE since 10/08/2018
 SPRINGFIELD SHIPPING CO since 05/09/2001

NAME HISTORY:

OLYMPIC SPIRIT II	1997-18	Simbel Special Maritime Enterprise (ENE), Greece
S SPIRIT	2018-18	Priority Shipping Pte Ltd, Palau
HUDARA	2018-19	Nautical Wonder Ltd, Panama
SIRO 1	2019-20	Sirosea Ltd, Panama
ADISA	2020-21	Sirosea Ltd, Cameroon
HELIOS	2021-22	Ion1 Maritime Inc, Cook Islands
MOCKINGBIRD	2022-23	Mockingbird Shipping Corp, Tanzania
PABLO	2023-	Pablo Union Shipping Inc, Gabon

GENERAL VESSEL INFORMATION:

2018:



Harry Papachristou

📍 Greece
 📰 Reporter — TradeWinds
 🇬🇧 United Kingdom
 As seen in: TradeWinds, Reuters
 📧 Is this you? Contact us to edit this page

Former Onassis tanker linked to scrap sale

By [Harry Papachristou](#), [Trond Lillestolen](#), [Andy Pierce](#), [Jonathan Boonzaier](#)

[tradewindsnews.com](#) — A 21-year-old aframax tanker formerly in the Onassis fleet is said to be heading towards the scrapyard. The 96,800-dwt Olympic Spirit II (built 1997) is being sold for demolition, London- and Athens-based brokers report, without revealing the transaction price or the exact location at which the vessel will be scrapped.

(<https://muckrack.com/harry-papachristou/articles>)



Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers
OLYMPIC SPIRIT II	96,773	15,287	1997	SUMITOMO, Japan	TANKER	undisclosed	undisclosed

(Weekly Market Report - 28th August 2018)

Reported demolition sale did not materialize.

2023:

Splash
247.com

Tanker with history of moving Iranian oil catches fire off Malaysia



Sam Chambers · May 2, 2023

27,895 1 minute read

The risk of casualties from the growing so-called dark fleet has manifested in Southeast Asia again where an Aframax tanker caught fire in Malaysian waters with three crewmembers missing.

The 1997-built [Pablo](#), a ship which has changed hands three times in the last couple of years, issued a distress call yesterday afternoon after a blaze was detected. Malaysian authorities were able to rescue 25 of the 28 crew.

The ship, registered in Gabon, a popular flag of choice for sanctions-busting companies, is listed as being owned by Marshall Islands-based Pablo Union Shipping, a single ship shell company.


The ship was in ballast from China to the United Arab Emirates when the blaze broke out.

Analysis from TankerTrackers.com shows the vessel, whose recent previous owners hail from India and the UAE, has a history of shifting Iranian crude.



(<https://splash247.com> - May 2, 2023)

Deck blasted into air in aframax explosion

 Sam Chambers · May 3, 2023

👤 1 🔥 7,839 📖 1 minute read

Three crew are presumed dead from [Monday's explosion](#) in Malaysian waters on the 1997-built [Pablo](#), an aframax tanker, with a history of transporting Iranian crude.

Dramatic images and videos of the incident have emerged – with almost the entire deck of the ship being blown into the sky.

Malaysian authorities were able to extinguish the fire yesterday and investigations into how the accident happened are underway.

The ship, which has changed hands three times in the last couple of years, as well as jumping from flag to flag, issued a distress call on Monday afternoon after a blaze was detected. Malaysian authorities were able to rescue 25 of the 28 crew.

The ship, registered in Gabon, a popular flag of choice for sanctions-busting companies, is listed as being owned by Marshall Islands-based Pablo Union Shipping, a single ship shell company.

The ship, led by a Russian captain, was in ballast from China to the United Arab Emirates when the blaze broke out.

Footage uploaded to Twitter by maritime analysis firm Tanker Trackers shows the moment the aframax exploded off the coast of southern Malaysia.



TankerTrackers.com, Inc.
@TankerTrackers · [Follow](#)



Filmed from the bridge of the VLCC supertanker ENOLA (9251951) some 1.7 nautical miles away, here are the immediate few seconds following the explosion of the Aframax tanker PABLO (9133587) in Riau archipelago. You can see very large parts of her deck flying off to the sides.



5:36 PM · May 2, 2023





(<https://splash247.com> - May 3, 2023)

Splash
247.com

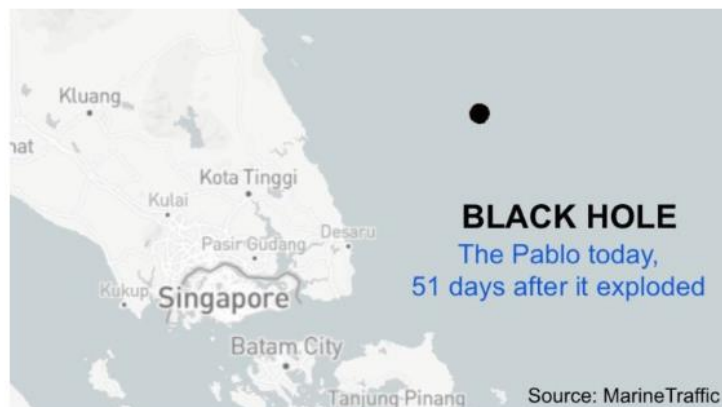
Exclusive satellite images of wrecked Pablo tanker cast dark light over shadow fleet

 Sam Chambers · June 21, 2023

👁️ 1 🔥 4,711 🕒 3 minutes read

Fifty-one days since it exploded in Malaysian waters, killing three crew, the [Pablo](#) tanker remains alone, untended, with the authorities at a loss with what to do with the wreck, a sharp warning of the hugely damaging threat posed by the growth of the so-called dark fleet.

MarineTraffic data shows the ship remains at anchor off the coast of Malaysia today. Exclusive satellite images taken yesterday and sent to *Splash* by Planet Labs (see below) show the vessel and its severely damaged deck all by itself.



James Turner, a maritime lawyer with UK-based Quadrant Chambers, explained that in normal circumstances when a ship has been abandoned beyond economic repair, the hull insurer – once it has paid out – becomes its owner and has at least a financial interest in realising the vessel's scrap value. If a ship has become a proper wreck whether sunk or stranded, then the Nairobi Wreck Removal Convention swings into action, an international convention that provides the basis for states to remove shipwrecks that may have the potential to adversely affect the safety of lives, goods and property at sea, as well as the marine environment.

"Unfortunately this ship is not yet a wreck in the Nairobi sense and there may be no effective hull insurer, or it may have refused to accept that the vessel is a constructive total loss," Turner told *Splash*, adding: "As there is no cargo either, it may simply be that there is no one with an interest in the ship who has enough cash to pay a tug to take it to Alang for demolition."

Mike Salthouse, a sanctions expert and head of external affairs at NorthStandard, a P&I club, told *Splash*: "The fact that the *Pablo* is still sitting there with no activity suggests that the relevant policies / underwriters are not responding. That of course is the point. Vessels engaging in sanctions evasion or operating beyond the reach of EU/G7 sanctions programmes may not have credible insurance coverage."

(<https://splash247.com> - June 21, 2023)

2024:

Splash
247.com

Dark fleet casualty Pablo to be scrapped in Indonesia



Sam Chambers · January 16, 2024



One of last year's most high-profile tanker casualties has been towed to Indonesia where it will be scrapped.

The [Pablo](#) Aframax exploded on May 1 in Malaysian waters, killing three crewmembers.

The charred remains of the 1997-built ship was one of the shipping images of 2023, a stark reminder of the risks associated with the dark tanker fleet. Since 2018, TankerTrackers.com evidenced this vintage ship transfer 16m barrels of Iranian oil on 29 occasions.

Without any confirmed insurance, and with owners impossible to contact, the Malaysian authorities were left in a quandary regarding what to do with the wreck. Multiple shipping databases list the ship's insurance status as 'Withdrawn'.

After seven months, Malaysian authorities finally decided to remove the wreck with analysts at TankerTrackers.com charting the vessel's final voyage last month. The ship is now berthed at a ship scrapping facility to the west of Jakarta, with Planet Labs sending *Splash* a satellite image of the wrecked ship yesterday.





(<https://splash247.com> - January 16, 2024)

Last update: 20/1/2024