

MOSCOW UNIVERSITY

IMO No: 9166417 TANKER 1999 / 56076 GT

COMPANY:

Novorossiysk Shipping Co
(Novoship), Russia

YARD INFORMATION:

Nippon Kokan KK (NKK Corp)
(Japan) 185

DEMOLITION:

Pakistan, 13/10/2023 failed



Rotterdam 14/5/2001 © S. Wiedner

2018: Renamed UNIVERSITY.

2019: Renamed PSD SEDOWA.

2020: Renamed SEAGER.

2021: Renamed BRADLEY (accused to be part of the Russian tanker shadow fleet).

2023: Reportedly demolished in Pakistan 13/10/2023 but the deal failed.

2024: Reportedly to be demolished in Pakistan 2024.

BASIC DATA:

Crude Oil / Products Tanker
Double Hull
GT: 56076
DWT: 106474
Loa: 243.00
Bmd: 42.00
Draft: 14.75
Engine: 1x oil Sulzer 6RTA58T
Power: 12000 kW
Speed: 15.1 kn

OWNER & FLAG HISTORY:

BRADLEY since 01/08/2021
SEAGER since 01/03/2020
PSD SEDOWA since 01/01/2019
UNIVERSITY since 01/12/2018
MOSCOW UNIVERSITY 12-05-2000 LRF
Flag Date of record Source
Panama since 01/01/2019
Liberia 12-05-2000 LRF
Registered owner Date of record Source
HALLBAR LTD since 16/08/2021
SEAGER SHIPPING INC since 23/03/2020
NAUTICAL WONDER LTD since 18/01/2019
FANCY MARITIME 01-03-1999 LRF
Ship manager Date of record Source
HALLBAR LTD since **24/01/2024**
GLOBAL TECH MARINE SERVICES since 16/08/2021
SEAGER SHIPPING INC since 12/01/2021
JANELLE SHIP MANAGEMENT PVT since 23/03/2020
BASTILA SHIP MANAGEMENT PVT since 04/02/2019
SHAN SHIP MANAGEMENT PVT LTD since 18/01/2019
FANCY MARITIME SA since 18/12/2018
SUN SHIP MANAGEMENT since 04/05/2016
SCF MANAGEMENT SERV-CYP since 09/08/2010
SCF NOVOSHIP JSC since 15/01/2010
NOVOSHIP UK 01-03-1999 LRF

NAME HISTORY:

MOSCOW UNIVERSITY	1999-18	Fancy Maritime SA, Liberia
UNIVERSITY	2018-19	Fancy Maritime SA, Liberia
PSD SEDOWA	2019-20	Nautical Wonder Ltd, Panama
SEAGER	2020-21	Seager Shipping Inc, Panama
BRADLEY	2021-24	Hallbar Ltd, Panama

GENERAL VESSEL INFORMATION:

2024:



Shadow fleet faces tricky path to the breaker's torch



Sam Chambers · February 7, 2024

🔥 12,816 📖 2 minutes read

With the numbers of the so-called shadow tanker fleet peaking 10 months ago, there's now evidence that many of the oldest vessels are being primed for scrap, though getting a good demo price for these sanctions-busting ships is proving hard.

The 25-year-old *Bradley* Aframax is now headed on its final voyage to Pakistan to meet the breaker's torch. The ship was first mooted for demolition last October when sold to a cash buyer for \$500 per ldt, a deal that failed when it was accused of hauling Russian crude. The ship then remained anchored in the South China Sea with brokers BRS reporting recently it has now been sold for scrap at a cut price of \$450 per ldt.

Shadow tankers will face challenges in the secondhand and demolition markets



Accused shadow fleet Aframax sold for recycling for the second time

As tanker *Bradley* heads to Pakistan for scrapping, two bulkers and a boxship set to meet same fate in Bangladesh

5 February 2024 6:07 GMT *UPDATED* 5 February 2024 11:32 GMT

By **Jonathan Boonzaier** 📍 in **Singapore**

The reported sale of an elderly Aframax tanker to a ship recycling facility in Pakistan this week highlights the scrapping challenge faced by owners with vessels accused of being part of the shadow fleet.

TradeWinds first reported the sale of the 106,000-dwt crude carrier *Bradley* (built 1999) in October.

The vessel, which at the time of its sale was managed by Global Tech Marine Services of Dubai, was reported back then to have been sold on an "as is" basis in Singapore for \$500 per ldt, or \$8.2m.