

SEA FORTUNE I

IMO No: 9293741 TANKER 2003 / 159730 GT

COMPANY:

Epic Ship Management Pte. Ltd.,
Singapore

YARD INFORMATION:

Nantong COSCO KHI Ship
Engineering Co Ltd (NACKS)
(China) 013

DEMOLITION:



Malacca Straits (Singapore) 03/07/2011 © S. Wiedner

2018: Renamed DS VIDA (DS Tankers GmbH & Co KG / private equity company Dr. Peters, Germany).

Sold to N.G. Moundreas (NGM Energy), Greece. **Renamed VIDA.**

2019: Sold to Dubai-based interests. Renamed DALTON.

2020: Renamed LUBOV / ETHAN (vessel was suspected to be involved to illegal Iranian oil transport).

2022: Renamed TITAN (vessel belongs to the so-called dark/shadow tanker fleet).

BASIC DATA:

Crude Oil Tanker
Double Hull
GT: 159730
DWT: 299097
Loa: 333.04
Bmd: 60.00
Draft: 18.68
Engine: 1x oil B&W 7S80MC
Power: 22648 kW
Speed: 15.7 kn

OWNER & FLAG HISTORY:

TITAN since 01/08/2022
ETHAN since 01/09/2020
LUBOV since 01/01/2020
DALTON since 01/06/2019
VIDA since 01/11/2018
DS VIDA since 01/05/2018
SEA FORTUNE 1 since 01/02/2006
SEA FORTUNE since 01/12/2003
Flag Date of record Source
Not Known since 01/09/2022
Cameroon since 01/08/2022
Samoa FALSE since 01/03/2021
Cook islands since 01/09/2020
Not Known since 01/01/2020
Panama since 01/06/2019
Liberia since 01/05/2018
Singapore since 01/02/2006
Liberia since 01/06/2005
Hong Kong, China since 01/01/2004
Germany since 01/12/2003
Registered owner Date of record Source
SEAPALM SHIPPING LTD since 03/08/2022
INGAWELL INC since 08/09/2020
FELIX MARITIME LTD since 06/06/2019

PYRAMIS MARITIME LTD since 15/11/2018
 SEA FORTUNE GMBH & CO since 01/02/2006
 SEA FORTUNE HK SHIPPING LTD since 03/12/2003
 SEA FORTUNE GMBH & CO since 02/12/2003
 Ship manager Date of record Source
 SEAPALM SHIPPING LTD since 03/08/2022
 PROSPECT SHIP MANAGEMENT PVT since 21/11/2020
 INGAWELL INC since 08/09/2020
 GRAND MARITIME SERVICES PVT since 14/11/2019
 ROYAL EXPRESS SHIP MANAGEMENT since 14/06/2019
 FELIX MARITIME LTD since 06/06/2019
 PYRAMIS MARITIME LTD since 15/11/2018
 DS TANKERS GMBH & CO KG since 31/05/2018
 SEA FORTUNE SHIPPING CO LTD since 02/02/2006
 EPIC KOSAN MARITIME PTE LTD since 15/07/2004
 PB MARITIME SERVICES LTD during 2004
 SEA FORTUNE SHIPPING S PTE LTD during 2004

NAME HISTORY:

SEA FORTUNE	2003-06	
SEA FORTUNE I	2006-18	DS-Rendite-Fonds Nr.100 VLCC "SEA FORTUNE" GmbH & Co. Tankschiff KG, Singapore
DS VIDA	2018-18	DS-Rendite-Fonds Nr.100 VLCC "SEA FORTUNE" GmbH & Co. Tankschiff KG, Liberia
VIDA	2018-19	Pyramis Maritime Ltd, Liberia
DALTON	2019-20	Felix Maritime Ltd, Panama
LUBOV	2020-20	Ingawell Inc., Not known / Cook Islands
ETHAN	2020-21	Ingawell Inc., Cook Islands
ETHAN	2021-22	Ingawell Inc., Samoa (FALSE)
TITAN	2022-	Seapalm Shipping Ltd, Cameroon / not known

GENERAL VESSEL INFORMATION:

2003:



Sea Fortune returning to Nacks for third VLCC

27 November 2003 23:00 GMT *UPDATED 27 November 2003 23:00 GMT*

Privately-held Chinese company Sea Fortune Tankers is back at Nantong Cosco KHI Ship Engineering (Nacks) for another VLCC newbuilding.

According to market sources, the Dalian-based owner is set to order its third 300,000-dwt tanker newbuilding on 2 December.

A source close to the deal says the ship is scheduled for delivery in the second half of 2006.

No price has been disclosed but newbuilding brokers say a Chinese-built VLCC will cost slightly more than \$70m.

London broker Clarkson puts the average price at around \$74.5m.

Sea Fortune Tankers timed the deal with the delivery of its charter-backed, 300,000-dwt VLCC Sea Fortune (built 2003).

2018:



Fearnleys and VesselsValue reported a transaction in which the 2003-built VLCC [DS Vida](#) was sold by German owner DS Tankers and identified Greek owner Nicholas G Moundreas family's NGM Energy as the buyer. The Chinese-built crude tanker has fetched a price of \$22.8m.

(<https://splash247.com>- November 1st, 2018)

2019:



Moundreas makes tidy profit from VLCC asset play

MAY 6TH, 2019



HANS THAULOW



EUROPE, TANKERS

Nicholas G Moundreas's NGM Energy sale and purchase department is busy. Less than two weeks after taking two suezmaxes from Dr Peters Group, NGM has pocketed \$3.2m in profit from the sale of the 15-year-old [Vida](#), a ship the company acquired in October last year for \$22.8m. The ship has been sold to unspecified Middle Eastern interests for a firm \$26m.

(<https://splash247.com>- 6th May, 2019)



The Global Shipping News Source

NGM Energy retains VLCC touted for quick asset-play move

Despite firming asset prices, highly publicised VLCC deal for the 2003-built vessel proves to be misreported

7 May 2019 14:20 GMT *UPDATED* 7 May 2019 14:20 GMT

By [Max Tingyao Lin](#) and [Harry Papachristou](#)

Widely circulated reports of a quick VLCC asset play by NGM Energy have turned out to be incorrect, as the Piraeus-based company remains the owner of the ship.

Brokers recently reported that the Greek shipowner had sold the 299,000-dwt *Vida* (built 2003) to United Arab Emirates-based buyers for \$25.5m to \$26m at a time when asset prices were picking up across the tanker spectrum.



The Global Shipping News Source

Mysterious new Dubai manager takes third ageing VLCC

28 August 2019 20:51 GMT *UPDATED* 11 March 2020 13:21 GMT

Barely three months after it made its debut on the shipping scene, a little-known shipmanager from Dubai has assembled a fleet of at least three ageing VLCCs.

TradeWinds reported earlier this month that Royal Express Ship Management had taken over operation or technical management of two tankers sold by Greece's NGM Energy.

They are the 299,000-dwt Victory I (renamed Dante, built 2001) and 299,100-dwt Vida (renamed Dalton, built 2003).

2021:



TradeWinds

<https://www.tradewindsnews.com> › ... › [Diese Seite übersetzen](#) ⋮

US seeks to seize alleged Iranian oil aboard Marinakis ...

04.02.2021 — The US is looking to confiscate alleged Iranian oil aboard a **VLCC** ... conducting STS transfers with the 299,000-dwt **Lubov** (built **2003**).

2023:



Defects, Names Changes: Here's What a Dark Fleet Tanker Looks Like

Bloomberg

Total Views: 9450 🔥

May 24, 2023

Indeed, the *Titan* — which was built 20 years ago — was stopped in the northeastern port of Qingdao not because it had been carrying about 2 million barrels of oil from Iran, but for the possible danger it presented.

China and other maritime states had a glimpse of those risks earlier this month. About 10 days after departing the nation's shores, another dark-fleet vessel, the *Pablo*, [blew up](#) off the coast of Malaysia. Though the cause of the explosion is unclear, it is thought that vapors from the remains of the oil cargo may have played a part.

Among *Titan's* 23 deficiencies were oil accumulation in its engine room and fire safety issues with its inert gas system — the very equipment that helps prevent vapors exploding. After being detained on April 29, the ship was released on May 2 and was last seen sailing close to Taiwan.

Since 2019, *Titan* has hauled a series of Iranian crude oil shipments, according to data intelligence company Kpler. The vessel carried about 16 million barrels of Iranian oil in 2022, according to data from United Against Nuclear Iran, which tracks the nation's crude exports.

Seapalm Shipping Ltd. is listed on multiple maritime databases as its manager, with no other current owners and only the Seychelles postbox and a generic email address for contact details. A message to the email address didn't immediately receive a reply.

The *Titan* was last known to fly under the flag of Cameroon, the only state listed as "high risk" by Paris MoU, an organization that helps ensure safe shipping. Of the 211 vessels of various types that Clarkson Research Services sees using the country's flag, only seven are less than 10 years old. The youngest large oil tanker is 19 years old.

Unlike the regular merchant fleet, dark tankers often lack industry-standard insurance. *Titan* isn't registered with any members of the International Group of P&I Clubs, which provide such cover.

-With assistance from Alaric Nightingale.

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