

# SEA FORTUNE I

IMO No: 9293741 TANKER 2003 / 159730 GT

## COMPANY:

Sea Fortune Tankers.,  
(Dalian) China

## 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 (Felix Maritime Ltd.), Renamed DALTON** (Panama flag).

**DALTON** (Royal Express Ship Management, Dubai UAE; Panama flag)

**DALTON** (Grand Maritime Services Pvt, India; Panama flag)

**2020: Renamed LUBOV** (Ingawell Inc, Seychelles; flag not known).

**Renamed ETHAN** (Prospect Ship Mangement Pvt, India; Cook Islands flag / Samoa false flag (2021)).

Sanctioned by the US for transportation of Iranian oil.

**2022: Renamed TITAN** (Seapalm Shipping Ltd, Seychelles; Cameroon flag / flag not known).

## 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 1<sup>st</sup>, 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>- 6<sup>th</sup> 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.

© 2023 Bloomberg L.P.

2025:



## U.S. Treasury Sanctions Chinese 'Teapot' Refinery and Shadow Fleet in Major Iranian Oil Crackdown

March 20, 2025

The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) has launched a sweeping enforcement action targeting a Chinese "teapot" refinery and multiple shipping companies involved in Iranian oil trades, marking a significant escalation in [maritime sanctions enforcement against Iran](#). The sanctions also target eight tankers, including five VLCCs and three Aframaxes.

In a significant maritime component of the action, OFAC targeted eight vessels identified as part of Iran's "shadow fleet" – ships that regularly engage in deceptive practices including AIS manipulation. The designated vessels include the Comoros-flagged *NATALINA 7*, Panama-flagged vessels *CATALINA 7*, *AURORA RILEY*, and *VIOLA*, San Marino-flagged *MONTROSE*, Barbados-flagged *VOLANS* and *BRAVA LAKE*, and the unflagged vessel *TITAN*.

Last update: 3/5/2025