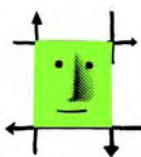


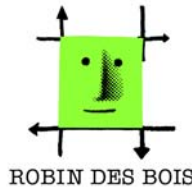
# Ship-breaking.com

Information bulletins on ship demolition, # 8 - 11  
from January 1, to December 31, 2007



ROBIN DES BOIS

**Robin des Bois  
2008**



## Global Statement 2007 of Shipping Vessels Sent to Demolition

For the 2nd consecutive year, Robin des Bois has been studying in detail the reality of the ship breaking market. The mobilisation and the analysis of about thirty diverse and specialised bibliographical sources made it possible to establish an inventory of the vessels sent to be demolished in 2007. In 2006, Robin des Bois tallied 293 vessels sold for demolition. In 2007, we listed 288 of them. If this decline in demolished vessels is modest (-2%), it is a little more significant with regard to the total weight of recycled metals: 1.7 million ton in 2007 against 1.9 million in 2006 (-10%). The situation differs however according to the category of ships considered: the number of tankers (oil tankers, chemical tankers, gas carriers) dismantled in 2007 increased by almost 30 % compared with 2006 whereas that of the bulk carriers and other general cargo ships decreased by almost 40 %; the average age of the tankers sent to demolition is 29 years, the average age for all the vessels is 31 years, the average age of bulk carriers 34 years.

Of the 288 vessels, 95 (33 %) were under a European flag or belonged to ship-owners established in the European Union or members of the European Association of Free Exchange (EFTA) or members of the principalities like Monaco. Not one of the international exchanges linking these European ship-owners to non-European demolition sites were preceded by any asbestos removal. The Secretariat of the Bale Convention did not answer our letter on December, 4th 2007 asking them to inform us about the number and the name of the ships subject to notifications relating to the export of waste as the framework of the Convention requires. The legal status of waste attached to a vessel at the end of its lifetime remains a theory. India wants to position itself as the new destination of "responsibly dismantling vessels at an interesting price" with the Supreme Court decision taken this autumn to require a preliminary cleaning of the vessels before dismantling. This new rule of the game has not slowed down the "flow" of arrivals but the procedures to get the authorisation to demolish are longer to obtain. After a period of adaptation by the ship-owners, people in charge of the ship-breaking yards and State Agencies, ship-breaking has restarted. A delegation of the IMO at Alang in January 2008 approved this possible adjustment of dismantling practices. According to the Supreme Court directives, there should be an immediate ban on the burning of any material, hazardous or non-hazardous, on the beach.

The prices proposed by Indian and especially Bangladeshi ship-breakers continued to rise until autumn. The record sale of the year was reached by the chemical tankers *Acrux* and *Pradera* bought by India for 1,250\$ per ton because of the presence of stainless steel. Other factors such as the presence of large quantities of fuel in the tanks of the vessels could be contributing factors to a higher average price. The selling price reached 600\$ per ton this autumn in Bangladesh which led to the creation of a cartel of ship-breakers wishing to impose a decrease in prices. The creation of the cartel blocked all purchases of ships in Bangladesh up until the end of the year. This action translated into a significant drop in prices at the end of the year (less than 500 \$ per ton).

In 2007, India and Bangladesh received 81% of the vessels to be demolished. Because of the absence for 3 months of Bangladesh, India with 129 vessels (45%) was the first destination in front of Bangladesh with 105 vessels (36%), in the percentage of metal per ton to recycle the ranking is the complete opposite with 720,000t for Bangladesh and 630,000t for India. The other vessels finished their life in Pakistan (23), China (6), Turkey (6), Latvia (5), The United States (4) and Canada (1) with 9 destinations left unknown.

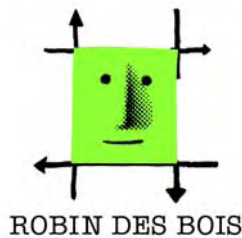
The ages range from 18 to 63 years. The size of the vessels demolished in 2007 is inferior to that of 2006 : 164 were less than 150m in length, 89 measured between 150 and 199 m in length and 35 more than 200m in length. The largest ship sent to be scrapped this year was the *Magnolia*, an old VLCC (Very Large Crude Carrier) Mobil 340m in length.

In 2007, the category of oil tankers, chemical tankers and gas carriers sent to be demolished is the largest with 136 vessels (i.e. 47% against 37 % in 2006) followed by bulk carriers, general cargo ships (65 vessels i.e. 32 %). 26 reefers or fish factory ships were scrapped including 6 which were caught with illegal catches and so were 19 passengers ships of which 17 were more than 31 years old.

Of the 288 vessels sent to be broken in 2007, 118 were detained with their crew in previous years in ports world-wide and in particular in Europe for not conforming to International maritime security regulations, of which 16 tankers listed by the European Maritime Safety Agency as single hull ships banned from transporting heavy fuel since 2005 under the framework from the Erika 1 Package.

**In Europe, positive changes have been observed in 2007: the green light for the dismantling of the US Navy "ghost ships" docked in 2003 in Hartlepool, Northern England; the scrapping of the bow of the *MSC Napoli* in Belfast, Northern Ireland; the planned dismantling of the old Landing Platform Dock *Fearless* at the Galloo ship-breaking yard in Ghent, Belgium, with an exceptional agreement between the two countries in the frame of the Basel Convention. Endly, the floating dock of Le Havre port has been presented for sale by the National Management of Domanial Interventions on December, 13<sup>th</sup>, 2007 ; the final result of the consultation is not yet known, French industrials could have made an offer with the intention to use this rare and providential equipment to demolish ships.**

# # 11



October 5<sup>th</sup> to December 31<sup>st</sup> 2007

From October, 5th to December, 31st 2007, 60 vessels have been removed from shipping activities to be demolished. Ships sold before the starting up in autumn of the Cartel of Bangladeshi ship breakers have reached Bangladesh. This coalition aimed to get a drop in demolition values. Bangladesh reappeared in the market at the end of the year. Therefore India received the largest number of ships to be demolished, 39 vessels (65%) ahead of Bangladesh 10 vessels (17%) and Pakistan 9 vessels (15%), 2 vessels which were originally designated for Pakistan were eventually sent to India.

On September, 6<sup>th</sup> 2007, The Indian Supreme Court voiced their opinion concerning the improvement of conditions of ship dismantling in India and asked the government to elaborate on the code of practice to safeguard the workers and the environment. In principle, it consists in imposing an inventory of the dangerous materials on board the vessels, the pre-cleaning before the demolition, and a survey of the vessels on arrival, in verifying the information provided and in sending back any vessels which do not comply with the requirements.

While waiting for the clearance of these new regulations, the applicants for dismantling have continued to flow towards Alang Bay yet they must wait for final authorisation from the authorities. After some weeks of fine tuning the procedures have been established by the governmental agencies (Pollution Control Dpt, Explosives Dpt, Agency for Radioactive Materials...) in order to verify the declarations of hazardous materials on board and to ensure their treatment on land.

*Beni Ansar* (ex-*Wisteria*, ex-*Prinses Maria Esmeralda*) was announced to be sold as is in the Moroccan / Spanish area. (See Ship-breaking.com #10). Under pressure from ecologists who were opposed to her demolition in India without her undergoing any pre-cleaning she was detained by the Spanish authorities and finally freed with the promise from the owner that the *Beni Ansar* renamed *Aquaba Express* would be repaired in Romania and that she would continue her career in shipping. The reality is that she was beached in Alang under the name *Al Arabia* in October.

Of the 60 ships to be demolished from October, 5<sup>th</sup> to December, 31<sup>st</sup> 2007, 22 (37%) were tankers (oil tankers, chemical tanker, gas carriers) among them features *BW LPG FPSO1*, liquefied gas carrier built in 1977 by Les Ateliers et Chantiers de La Ciotat and converted into a Floating Production, Storage and Offloading unit. MSC sent to be scrapped four of their oldest vessels, for example the big container ship *MSC Sonia* (261m in length). 10 trawlers or factory ships and one reefer caught by the North East Atlantic Fisheries Commission for transporting an illegal catch have been sent to be scrapped. Of these 60 ships 31, (52%) have been detained in harbours worldwide for technical or human deficiencies by Port State Authorities. With regards to the bulk carriers, general cargo carriers and container ships sent to be scrapped, their rate is as high as 100%. 15 ships were under a European flag or belonged to European ship-owners and / or member states The European Free Trade Association (EFTA). These ships range from 21 to 43 years old with an average of 31 years. 43 were less that 150m in length, 10 between 150 and 199 m in length and 7 between 200 and 261 m in length. The total of these demolitions permits the recycling of 285,000 tons of metals.



Vessel and crew detained in a port for deficiencies



Single hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.





Vessel built in France




Vessel caught fishing illegally and banned from fishing or docking in a Member State of the North East Atlantic Fisheries Commission.

## Tanker


*Adriatik* (ex-*Adriatiki*, ex-*Petrobulk Rover*, ex-*Regal Voyager*, ex-*Northern Ocelot*, ex-*Randina*). Tanker. 174 m in length, 6,708 t. Saint-Kitts-and-Nevis flag. Classification society Det Norske Veritas. Built in 1980 in Usuki (Japan) by Minami Nippon Zosen KK. Detained in 2005 à  Trieste (Italy). Owned by Pelmar Shipping (India). Sold as is in Piraeus (Greece) for demolition in Bangladesh at 460 \$ per ton.

*Bandondari* (ex-*Zoras*, ex-*Enalios Skiron*, ex-*Kaohsiung*, ex-*Eso Kaohsiung*). Tanker. 245 m in length, 19,709 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1983 à Kaohsiung (China) by China Shipbuilding Corporation. Owned by Brotojoyo Maritime (Indonesian). Detained in 2001 in Rijeka (Croatia) and in 2002 in Trieste (Italy). Sold as is in Singapore to a broker for resale et demolition intended in Pakistan at 535 \$ per ton, including bunkers for the last trip. She finally arrived 3 months later renamed *Don* and under the Mongolian flag in Bangladesh after the decision of Pakistani scrapyards not to continue their increase of prices. 

*Belicia* (ex-*Koki Maru*). Tanker. 92 m in length, 1,388 t. Panamanian flag. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Hakata (Japan) by Hakata Zosen. Owned by Alicia Shipping (Singapore). Detained in 2004 in Singapore, in 2005 in Guangzhou (China) and in 2007 in Prachuap Khirikhan (Thailand). Sold for demolition in Bangladesh. 

*Cynthia* (ex-*Olinda*, ex-*Camporrioja*). Tanker. 139 m in length, 3,420 t. Sierra Leone flag. Unknown classification society. Built in 1971 in San Fernando (Spain) by Ampreza Nacional Bazan de CNM. Owned by Gulf Energy Ltd Co (United Arab Emirates). Sold for demolition in Pakistan at 495 \$ per ton.


*Dwi Samudra* (ex-*Thita Titan*, ex-*Keishin Maru n°12*). Tanker. 82 m in length, 898 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1978 in Takuma (Japan) by Sanuki Zosen Tekkosho KK. Owned by Humpuss Intermoda (Indonesia). Sold for demolition in Pakistan at 510 \$ per ton.

*Lucky Star* (ex-*UB-29*, ex-*Noor*, ex-*Doha Star*, ex-*Sea Leader B*, ex-*Crystal*, ex-*Sun Voyage*, ex-*Bum Han*). Chemical tanker. 115 m in length, 2,400 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1982 in Pusan (South Korea) by Daedong Shipbuilding Co. Detained in 2002 and in 2003 in Hong Kong. Sold for demolition in Pakistan. 




*MR-1 (ex-Antares V)*. Tanker. 106 m in length, 2,196 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1970 in Rauma (Finland) by Rauma Repola Oy. Owned by Harapan Bahtera Internusa (Indonesia). Used as vegetable oil tanker. Sold and towed for demolition in Bangladesh.


*Orient Diamond (ex-Core Diamond, ex-Tomohon, ex-Bunga Bangsa, ex-Keiwa Maru, ex-Eiwa Maru)*. Tanker. 84 m in length, 1,200 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1971 in Chofu (Japan) by Kyokuyo Zosen Tekko KK. Owned by Orient Oil Co LLC (United Arab Emirates). Sold for demolition in Pakistan.

*Tabriz*. Tanker. 216 m in length, 13,458 t. Iranian flag. Classification society Det Norske Veritas. Built in 1980 in Yokohama (Japan) by Mitsubishi Heavy Industries. Owned by National Iranian Tanker Co (Iran). On the European Maritime Security Agency list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition in Pakistan at 560 \$ per ton. 

*Taylor (ex-San Terenzo, ex-Agip Napoli)*. Tanker. 159 m in length, 6,988 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1982 in Genova (Italy) by Italcantieri. Owned by Makro Denizcilik (Turkey). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan at 535 \$ per ton.

*Tirta Niaga I (ex-Lisa, ex-Christos, ex-Golden Galaxy, ex-Eagle Blance, ex-Komei Maru)*. Tanker. 104 m in length, 1,820 t. Singapore flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Kagoshima (Japan) by Kagoshima Docks &IW Co Ltd. Owned by Tirta Arung Inti Niaga (Indonesia). Detained in 2005 in Guanzhou (China) and in 2007 in Penang (Malaysia). Sold and towed for demolition in Bangladesh. 


### Gas carrier


*BW LPG FPSO1 (ex-Andean Gas, ex-Darwin, ex-Gas Enterprise, ex-Razi)*. Gas carrier. 231 m in length, 19,800 t. Bermuda flag. Classification society Bureau Veritas. VLGC (Very Large Gas Carrier) Built in 1977 in La Ciotat (France) by les Ateliers et Chantiers de La Ciotat and converted to LPG Floating Production, Storage and Offloading unit. Owned by BW Offshore (Norway). Sold for « probable demolition in Pakistan » but arrived in India on december 26, at 485 \$ per ton. 



*BW LPG FPSO1, as Andean Gas, May 2006 (c) Reinier Meuleman*

*Escorpio Gas (ex-Haugvik, ex-Sigurd Jorsalfar)*. Gas carrier. 79 m in length. Panamanian flag. Unknown classification society. Built in 1973 in Waterhuizen (Netherlands) by Scheepswerf NVJ Pattje. Owned by Transgas Shipping Line (Peru). Demolition destination unknown.


*Gas Tiger (ex-Jupiter Gas)*. Gas carrier. 93 m in length, 1,889 t. Thai flag. Unknown classification society. Built in 1976 in Usuki (Japan) by Usuki Tekkosho. Owned by World Wide Transport Co Ltd (Thailand). Detained in 2000 in Ulsan (Korea), in 2005 in Haikou (China), in 2006 in Zhuhai (China) and in 2007 in Yeosu (Corée). Sold for demolition in India. 


*Vlora (ex-Capo Elena, ex-Serena Gas, ex-Pink Star, ex-Anna Schulte)*. Gas carrier. 78 m in length, 1,385 t. Panamanian flag. Classification society Maritime Bureau of Shipping. Built in 1973 à Oldenburg (Germany) by Heinrich Brand Schiffswerft BmbH & Co. Owned by Alemar SRL ( Italy). Detained in 2005 in Rijeka (Croatia), in 2007 in Brindisi (Italy) and in 2007 in Midia (Romania). Sold for demolition in India. 

### **Chemical tanker**

*Chem Princess (ex-Multitank Arcadia)*. Chemical tanker. 102 m in length, 1,799 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1980 en Germany by JJ Sietas KG Schiffswerft GmbH. Owned by Eylem Denizcilik (Turkey). Sold for demolition in India at 575 \$ per ton.

*Eta Beta (ex-Betacrux, ex-Roberta Foresi, ex-Tol Pacer, ex-Chemica, ex-Marta Z, ex-Stena Carbolica, ex-Stena Gothica, ex-Alchemist Bremen, ex-Thoralbe)*. Chemical tanker. 129 m in length, 2,939 t. Cuban flag. Built in 1973 in Sarpsborg (Norway) by Langvik Sarpsborg MV. Owned by Walfi Navegacio (Cuba). Sold for demolition in India.

*K Bilgin (ex-Ubin, ex-Rubino)*. Chemical tanker. 63 m in length, 678 t. Turkish flag. Classification society RINA. Built in 1970 in Pietra Ligure (Italy). Owned by Tanker Denizcilik As (Turkey). Detained in 1998 in Rijeka (Croatia). Sold for demolition in India at 780 \$ per ton because of stainless steel tanks. 

*Mercur (ex-Bow Orion, ex-Bow Sky)*. Chemical tanker. 170 m in length, 8,866 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1977 in Szczecin (Poland) by A Warskiego. Owned by Salhus Shipping AS (Norway). Detained in 2000 in Rotterdam (Netherlands), in 2001 in Port Botany (Australia) and in 2005 in Genova (Italy). Sold for demolition in India at 935 \$ per ton. 

*Romeo (ex-Kesaria, ex-Cataumet, ex-Crystalventure, ex-Crystalventure L, ex-Fort Garry)*. Chemical tanker. 169 m in length, 8,271 t. Georgian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Mizushima (Japan) by Sanoyasu Dockyards. Owned by Chrystal Shipping (Singapore). Sold for demolition in Bangladesh.

*Stolt Avenir*. Chemical tanker. 170 m in length, 7,614 t. Liberian flag. Classification society Det Norske Veritas. Built in 1978 in Viana do Castelo (Portugal) by Estalaios Navais de Viana do Castelo. Owned by Stolt Nielsen Transportation (Netherlands). Sold for demolition in India.

*Viscaya (ex-Jo Breid, ex-Lake Anina)*. Tanker. 173 m in length, 7,500 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1982 in Split (Croatia ex-Yugoslavia) by Brodogradiliste Split. Owned by HDS, ex-Halfdan Ditlev Simonsen (Norway). Sold for demolition in Bangladesh.

## Push tug and barge

*Seabulk Magnachem* et SCC 3902. Push tug and barge. 36 m in length, 8,724 t (including barge). United States flag. Classification society American Bureau of Shipping. Built in 1977 in Galveston (United States) by Kelso Marine Inc. Owned by Seabulk Tankers Inc (United States). Sold as is in Jeddah for demolition in Pakistan, but they finally arrived in Alang en India on January 17.



*Seabulk Magnachem* and SC 3902, New York City, USA. May 2005. ©Tom Turner

## (Fish) Factory ship

*Aleksey Generalov*. Factory ship 111 m in length, 4,815 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev (Ukraine, ex-Soviet Union) by Okean Shipyard. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

*Flipper II* (Ex-Maret). Factory ship. 62 m in length, 1,780 t. Comoros Flag. Classification society Russian Maritime Register Of Shipping. Built in 1984 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Sold for demolition in India.



*Fliper II*, Las Palmas © Angel Luis Godar Moreira



*Mys Svobodny*. Factory ship. 83 m in length, 2,635 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in the Soviet Union. Owned by Fishing collective Imeni Bekereva (Russia). Sold for demolition in India.

*Rybak Ivashki (ex-Pollux)*. Factory ship. 88 m in length, 2,635 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Fishing collective Imeni Bekereva (Russia). Sold for demolition in India.

### **Fishing vessel**

*Klimovsk*. Fishing vessel. 59 m in length, 1,379 t. Russian flag. Unknown classification society. Built in 1978 in Klaipeda (Lithuania) by Baltiya Shipyard. Owned by Murmansk Trawl Fleet Co (Russia). Sold for demolition in India.

*Kosatka I (ex-Dukstas, ex-Osipovich)*. Fishing vessel. 62 m in length, 1,780 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Owned by Sia Firma Baltkraft (Latvia). Sold for demolition in India.

*Kosatka II (ex-Semyonovsk)* Fishing vessel. 62 m in length, 1,736 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Owned by Sia Firma Baltkraft (Latvia). Sold for demolition in India.

*Mozdok*. Fishing vessel. 59 m in length, 1,482 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Klaipeda (Lithuania, ex- Soviet Union) by Baltiya Shipyard. Owned by Namibian Coastal Enterprises CC (Namibia). Sold for demolition in India.

*Vazhgorsk*. Fishing vessel. 53 m in length, 870 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in the ex-Soviet Union. Owned by Magadan Fishing Fleet Co Ltd (Russia). Sold for demolition in China at 280 \$ per ton.

*Zemlyansk*. Fishing vessel. 85 m in length, 1,452 t. Russian flag. Unknown classification society. Built in 1980 in Gdansk (Poland) by Stocznia Polnocna im. Bohasterow Westerplatte. Tuna seiner. Sold as is in Walvis Bay (Namibia) for demolition in India at 400.000\$.

### **Reefer**

*Albert I (ex-Northern Ice, ex- Tropical Reefer, ex- Orion Reefer, ex- Golfo De Guacanayabo)*. Reefer. 163 m in length, 7,381 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Kure (Japan) by Kanda. Owned by Nordstrand Maritime & Trading (Grèce). Detained in 1998 in Saint-John (Canada), in 2000 in Antwerpen (Belgium), in 2001 in Hamburg (Germany) and Gdynia (Poland), and in 2005 in Novorossiysk (Russia). Sold for demolition in India at 495 \$ per ton, whereas the shipowner had previously received an offer at 540 \$ per ton but delayed the sale in the hope of a rise in prices.



*Arctic Ice (ex-Arctic Goose, ex-Tunisian Reefer)*. Reefer. 164 m in length (originally 144 m). Cayman Islands flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Aalborg (Denmark) by Aalborg Vaerft A/S. Jumboized in 1988 in Singapore by Jurong Shipyard Ltd. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in Bangladesh.



*Cefey (ex-Briz, ex-Turicia)*. Reefer. 78 m in length, 1,320 t. Russian flag. Classification society Germannischer Lloyd. Built in 1978 in Büsum (Germany) by Büsumer Werft GmbH. Owned by Rybprom-3 (Russia). Detained in Portugal in 2004 in Setubal and in 2007 in Aveiro. Vessel caught fishing illegally and banned from fishing or docking in a Member State of the North East Atlantic Fisheries Commission. Sold for demolition in India.



*Rock (ex-Sea Ranger, ex-Sea Pride, ex-Talnik)*. Reefer used for fish carriage. 124 m in length, 3,282 t. Sierra Leone flag. Classification society Korea Classification Society. Built in 1980 in Szczecin (Poland) by A Warskiego. Owned by Gulf Energy Ltd (United Arab Emirates). Detained in 2001 in Lisbon (Portugal). Sold for demolition in Pakistan.



### Container ship

*Aqaba (ex-Aqaba Express, ex-Nour, ex-Great Beauty, ex-Clipper Ace)*. Container ship. 122 m in length, 3,182 t. Jordanian flag. Unknown Classification society. Built in 1976 in Yokkaichi (Japan) by Mie Shipyard Company Ltd. Owned by Arab Ship Management Ltd (Syria). Sold for demolition in India.



*Lilium (ex-Swan Reefer, ex-Strider Fearless, ex-Coni Andino, ex-Turquoise Bounty)*. Container ship. 119 m in length, 3.709 t. Tuvalu flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kinoo (Japan) by Setouchi Zosen KK. Detained in Singapore twice in 2001, in 2002 and in 2006. Sold for demolition in India.



*MSC Camille, ex-MSC Diego, ex-Diego, ex-San Francisco)*. Container ship. 174 m in length, 9,229 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1970 in Turku (Finland) by Wartsila Oy. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2005 in Durban (South Africa). Sold for demolition in India where she arrived as *Vanilla*.



*MSC Camille*, June 2007 (c) Reinier Meuleman

*MSC Samia* (ex-*Maersk Kobe*, ex-*Verrazano Bridge*, ex-*Arabian Sea*). Container ship. 249 m in length, 23,713 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1973 in Kobe (Japan) by Kawasaki Heavy Ind Ltd. Owned by Mediterranean Shipping Co (Switzerland). Detained in 1999 in Great Yarmouth (United Kingdom), in 2001 in Anvers (Belgium), en 2002 in Fremantle (Australia), in 2003 in Port Botany (Australia) and in 2005 in Naples (Italy). Sold for demolition in Bangladesh where she arrived as *Sami*.



*MSC Sonia* (ex-*Sea Dominance*, ex-*Double Haven*, ex-*Rhine Maru*). Container ship. 261 m in length, 23,538 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1972 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2000 et 2001 in Port Botany (Australia). Sold for demolition in India where she arrived as *Ansovy*.



## Ferry

*Egnatia* (ex-*Egnatia III*, ex-*Medina Star*, ex-*Saint Killian II*, ex-*Saint Killian*, ex-*Stena Scandinavica*). Ferry. 124 m in length, 7,233 t. Panamanian flag. Classification society Det Norske Veritas ; class withdrawn in February 2006. Built in 1973 in Kraljevica (Croatia ex-Yugoslavia) by Titovo Brodogradiliste. Admiral vessel of Irish Continental Lines on the Cherbourg-Ireland and Le Havre-Ireland routes for twenty years. Resold to Greece in 1998. Chartered to Algerie Ferries in 2004 on the Bejaia - Marseille, Alger/Oran - Marseille, Oran – Alicante lines but then laid up at Eleusis Bay since January 2005. Owned by Hellenic Mediterranean Lines (Greece). Sold for demolition in India.



*Egnatia III*, Eleusis Bay, June 2007 © Aleksí Lindström



*Saint Killian II*, Le Havre © John Jones

## Ro-Ro (passengers)

*Hormuz* (ex-*Iran Hormuz 24*). Ro-Ro. 73 m in length, 1,407 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Inchon (South Korea) by Inchon Engineering & Shipbuilding Corp. Owned by Valfajre (Iran). Sold for demolition in India.

## Ro-Ro (cargo)

*Lee* (ex-*Sea Eagle II*, ex-*Alexanderhaven*, ex-*Karina*, ex-*Ivan Skuridin*). Ro-Ro. 139 m in length, 6,030 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Leningrad (Russia, ex- Soviet Union) by A. Zhdanov Shipbuilding Yard. Owned by IT Maritime Engineering (Ukraine). Detained for 65 days with 58 deficiencies in spring 2007 in Zeebrugge (Belgium) where she came to load second hand vehicles for Africa in replacement of her sistership *Sea Albatross* that had been under detention for 3 months but is still in service today. Sold for demolition in India.



*X-Press Makalu* (ex-Orient Success, ex- X-Press Christopher, ex-Peljasper, ex-CGM St.Laurent, ex-Maersk Asia Tertio, Ex-Maersk Tauro, ex-Levante Express). Ro-Ro. 137 m in length, 5,785 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1978 in Kure (Japan) by Kanda Zosensho KK. Owned by ASP Ship management (Singapore). Detained in 2003 in Leghorn (Italy). Sold for demolition in India.



### General cargo

*Cesca* (ex-*MSC Francesca*, ex-*Francesca*, ex-*Stokenfels*). General cargo. 153 m in length, 5,917 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Lübecker Flender Werke AG. Owned by Mediterranean Shipping Company SA. Detained in 1998 in Piraeus (Greece). Sold for demolition in India.



*East Carrier* (ex-*Kodino*). General cargo. 102 m in length, 1,990 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1966 in Rauma (Finlande). Owned by Pacific Shipping & Trading (United States). Detained in Vostochny (Russia) in 2006, in 2005 and twice in 2003. Sold for demolition in India at 490 \$ per ton.



*Haj Mahmoud* (ex-*Aradosh*, ex-*Hikka*). General cargo. 83 m in length, 1,380 t. Syrian flag. Classification society International Naval Surveys Bureau. Built in 1964 in Ostende (Belgium) by Beliard Murdoch SA. Owned by Ismail Shipping Agency (Syrie). Detained in 2000 in Eleusis (Greece), in 2004 in Constantza (Romania) and in 2007 in Odessa (Ukraine). Sold for demolition in India.



*Ilnsk* (ex-*Ilyinsk*). General cargo. 102 m in length, 1,929 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1967 in Uusikaupunki (Finlande) by Nystads Varv Ab. Owned by Trans Line Co Ltd (Russia). Detained in 2000 in Nakhodka (Russia), in 2001 in Vostochny (Russia), in 2002 in Niigata (Japan), in 2003 in Vostochny (Russsie), in 2004 in Niigata and Fushiki (Japan) and in Vladivostok (Russia), in 2005 in Vladivostok (Russia) and in 2007 in Niigata (Japan). Sold for demolition in India



*Mariam VI* (ex-*Mariam III*, ex-*Lady Franklin*, ex-*Baltic Valiant*). General cargo. 103 m in length, 2,438 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1970 in Rendsburg (Germany) by Kroegerwerft GmbH & Co. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 2003 in Montréal (Canada) for 129 days with 65 deficiencies and in 2004 in Kandla (India). Sold for demolition in India.



*Nanking* (ex-*Erodios*, ex-*Maximo Gomez*, ex-*Australind*). General cargo. 141 m in length, 3,749 t. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1978 in Sunderland (United Kingdom) by Austin & Pickersgill Ltd. Detained in 2000 in Saint-Malo (France). Sold for demolition in India at 518 \$ per ton.



*Vaga*. General cargo. 102 m in length, 1,842 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1967 in Uusikaupunki/Nystad (Finlande) by Nystad Varv AB. Owned by Oceaninterbusiness (Russia). Detained in 2001 in Niigata (Japan), in 2005 in Nakhodka (Russia) and in 2007 in Russia in Vladivostock and Nakhodka and in China in Taicang and Yantai. Sold for demolition in India at 490 \$ per ton.





*Zina Portnova*. General cargo. 105 m in length, 2,572 t. Mongolian flag. Classification society International Ship Classification. Built in 1968 in Rostock (Germany, ex-Democratic Republic). Owned by Erico Shipping Co Ltd (Russia). Detained in 2001 in Magadan (Russia), in 2003 in Nakhodka (Russia) and in Niigata (Japan) in 2001, 2002, three times in 2003 and in 2007. Sold for demolition in India at 468 \$ per ton.



### **Car Carrier**

*Raja* (ex-*MMM Byana*, ex *Able Pilot*, ex-*Setia Lima*, ex-*Volans*, ex-*Toyofuji Maru n°3*). Car carrier. 112 m in length. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Innoshima (Japan). Owned by Malaysian Merchant Marine (Malaisie). Detained in 2006 in Bandar Abbas (Iran). Change her Malaysian flag for the Tuvalu flag for her last trip. Sold for demolition in Bangladesh.



### **Heavy load carrier**

*Zhen Hua 2* (ex-*Bulk Topaz*, ex-*Topaz*, ex-*Norman Venture*, ex-*Jaguar*). Heavy load carrier. 225 m in length, 16,598 t. Saint-Vincent-and-the-Grenadines flag. Classification society China Classification Society. Built in 1971 in Maizuru (Japan) by Hitachi Zosen. Owned by Shanghai Zhenhua Shipping (China). Sold for demolition in India at 502 \$ per ton.



*Zhen Hua 2* © Wang

### **Bulk carrier**

*Balkan* (ex-*Bulkazores*, ex-*NL Trader*, ex-*Bergitta*, ex-*Continental Trader*). Bulk carrier. 225 m in length, 11,693 t. Panamanian flag. Unknown classification society. Built in 1977 in Sakai (Japan) by Hitachi Zosen KK. Owned by Stanships Inc (Greece). Detained in 2003 in Charleston (United States) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Pakistan.



*Silver Wave* (ex-*Lujin 1*, ex-*Kaddour 1*, ex-*Khaldoun*, ex-*Redwood*, ex-*Red Stone*, ex-*Arctic*, ex-*Margit Gorthon*). Bulk carrier. 102 m in length, 2,372 t. Cambodian flag. Classification society International Naval Surveys. Built in 1967 in Turku (Finland) by Oy Wartsila Ab. Owned by Akram Shipping Co (Cambodia). Detained in 2000 in La Spezia (Italy), in 2003 in Rijeka (Croatia), twice in 2004 in Constantza (Romania), in 2007 in Novorossiisk (Russia) and Kherson (Ukraine). Sold for demolition in India at 475 \$ per ton.





### **Cement carrier.**

*Phoenix Sun* (ex-*Takuyo Maru*). Cement carrier. 110 m in length. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Toyama (Japan) by Nipponkai Heavy Industry Co Ltd. Owned by Taiwan Maritime Transport. Detained in 2001 in Okgye (Korea), in 2002 in Kobe (Japan) and Incheon (Korea) and in 2005 in Nagoya (Japan). Sold for demolition in Bangladesh.



### **Research vessel**

*Akademik Aleksandr Sidorenko*. Research vessel. 104 m in length, 3,756 t. Saint-Kitts-and-Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Nikolayev (Ukraine) by Chernomorskiy. Owned by Pelmar Shipping (India). Sold for demolition in India.

### *Sources*

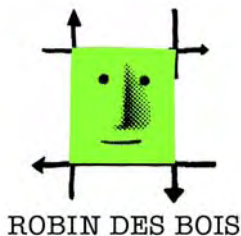
*Agence Européenne de Sécurité Maritime ; Allied Shipbrokers ; American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson ; Compass Maritime Services ; Det Norske Veritas ; Equasis ; Exim India ; Germanischer Lloyd ; GMS ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Miramar Ship Indiax ; North East Atlantic Fisheries Commission ; Optima Shipbrokers ; Robin des Bois sources personnelles et archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; Trade Winds ; United States Coast Guards ; United States Maritime Administration.*

**Director of publication** : Jacky Bonnemains.

**Redaction** : Christine Bossard

**Documentation** : Christine Bossard, Charlotte Nithart

**Translation** : Miriam Potter, Jacky Bonnemains, Christine Bossard



# Ship-breaking.com

## Complementary information on aircraft carriers

**April 2004.** Whilst the *Clemenceau* is in Toulon waiting for asbestos removal and negotiations are taking place between France and India concerning her demolition, the aircraft carrier *NAeL Minas Gerais* arrived at Alang Bay to be dismantled.



*NAeL Minas Gerais*, ex-*HMS Vengeance*, ex-*HMAS Vengeance*. Built at Wallsend-on-Tyne by the Swan Hunter & Wigham Richardson Ltd shipyard, this aircraft carrier from the English Royal Navy is one of 10 in the class « *Colossus* ». Built in 1944, 211 m, in length. Lent to the Australian Navy in 1954 then re-sold in 1956 to the Brazilian Navy, she was modernised in the Rotterdam shipyard to become the *NAeL Minas Gerais*. She was later replaced in 2000 by the *NAeL Sao Paulo*, ex-*Foch*, and was decommissioned in October 2001. After various projects

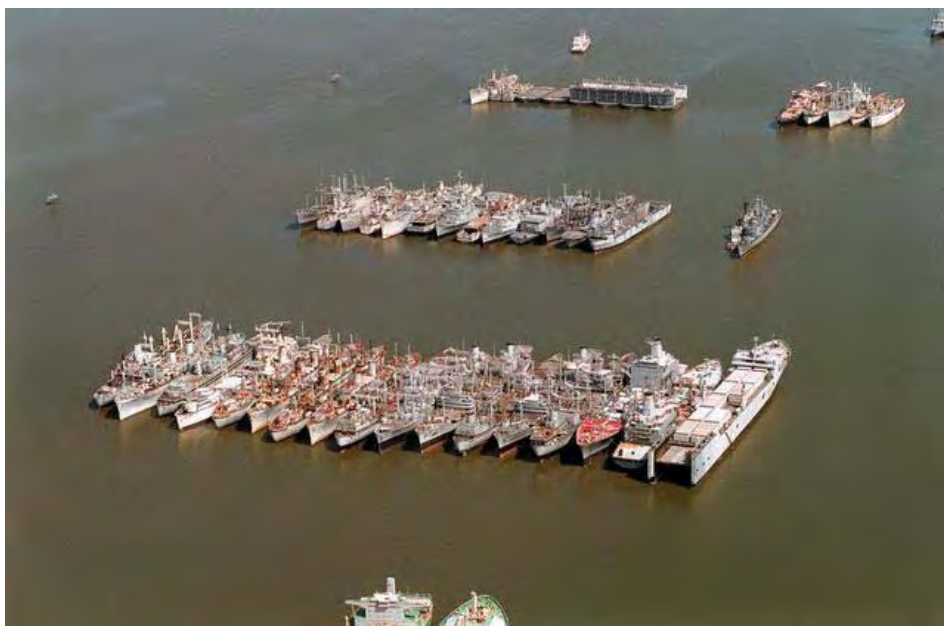
around the concept ship-museum-shop in Hong-Kong and an attempt to sell her on the internet and in spite of the « Save the *Vengeance* » campaign by British Veterans who wished her return to Great Britain to be transformed into a museum, she was towed without undergoing any pre-removal of asbestos in February 2004 from Brazil to India to be dismantled without raising any public interest in the same way her sister-ship had been in 1999, which was decommissioned in 1997 the Argentine aircraft carrier *Veinticinco de Mayo*, ex-*Venerable*.

The French State announced on June 23<sup>rd</sup> 2004 both the signing of a contract for the asbestos removal with the collaboration of SDI and the demolition of the *Clemenceau* in the Indian shipyard Shree Ram Vessels Ltd in Alang. The asbestos removal took place in Toulon starting in November 2004, at the time *NAeL Minas Gerais* was demolished in India. In February 2006, the *Clemenceau*, under towage, was forbidden to enter the Indian Exclusive Economic Zone and she is now waiting in Brest for a decision on her demolition destination.

**Following a previous suggestion Robin des Bois sent a letter to the Brazilian Embassy in France, so that Brazil could benefit from the polluting materials' cartography carried out on the *Clemenceau* to facilitate the dismantling in Brazil or elsewhere of the aircraft carrier *NAeL Sao Paulo*, ex-*Foch*, the *Clemenceau* sister-ship.** Another aircraft carrier of the Royal Navy, the *Invincible* was decommissioned on the 3<sup>rd</sup> of August 2005. The decision to demolish, to sell or to transform her into a museum will be taken in .....2010.

### The United States

The American Maritime Administration (US MARAD) has, on 3 sites, James River (Virginia), Beaumont (Texas) and Seisun Bay (California) a reserve of vessels to be used for defence or for national emergency purposes. Totalling over 250, only around 60 have been serviced to keep them operational. Most of these bulk carriers, tankers and veteran military auxiliary vessels which served during the Vietnam and Korea Wars or during the 2<sup>nd</sup> World War have been rusting without any maintenance for decades. By order of Congress the US MARAD should have demolished all vessels which were no longer considered as serviceable before the end of 2006.



James River Reserve Fleet – Virginia © US MARAD

Following a strict interpretation of the federal regulations against invasive species, the Coast Guards have stated that before any displacement or demolition, the submerged part of the vessels should be cleaned of all fouling organisms. The underwater divers responsible for the cleaning in Seisun Bay noticed the dispersion of toxic paint in the sea bottom. According to the report asked by the American administration the analysis of the sediments in Seisun Bay showed high levels of lead, zinc, barium, copper and other polluting metals. A fourth of the paint from this "ghost fleet" has flaked which represents 21 tons of polluting metals menacing human and aquatic life in the bay. These vessels which are in a bad state, some showing a list or taking in water also contain asbestos, PCBs mercury and oil residues. There are no ship-breaking yards on the West Coast of the United States; the vessels abandoned in California



should be towed to Texas via the Panama Canal. A permit to construct a shipyard in Newport (California) was refused to Bay Bridge Enterprises LLC who is now looking for a site in the state of Washington or in Oregon. In 2007 Texas, accepted the cleaning up of the hulls in its waters thus enabling the restart of the ships dismantling.



The *Cape Clear* arriving at Esco Marine shipyard in Brownsville, 1<sup>st</sup> August 2007 © Michael Martin

### India - Bangladesh

Having abandoned the dismantling of aircraft carriers, India is taking in more and more passenger ships. Since the beginning of the year 12 of them constructed in the 70's, 60's or even as early as the 50's have arrived for demolition. On the 11<sup>th</sup> of September 2007 the big news was announced by the Indian Supreme Court which finally authorised the dismantlement of the *Blue Lady*, ex-*France*, in India, a year after she was beached in the bay, with a late controversial decision on the presence of Americium 241 a radioactive source present in all fire detectors on board all passenger ships. See the Robin des Bois press release « *Allemagne-Malaisie: zéro partout* », on the 3<sup>rd</sup> of May 2005

<http://www.robindesbois.org/communiqués/mer/fortune/2005/030505.html>

Other vessels allegedly or officially sent to be broken up have turned up WHERE they were not expected or WHEN they were not expected. One would think risk in terms of navigation was prolonged. The reefer *Reef Zanzibar* arrived in Alang (India) one year after her sale was announced for demolition in the Ship-breaking.com # 3 information bulletin (see page number 35, <http://www.robindesbois.org/english/shipbreaking.pdf>). The Tanker *Norwave*, was announced for demolition in Pakistan (see on page 5 of the bulletin of Ship-breaking.com number # 8, <http://www.robindesbois.org/english/shipbreaking8.pdf>) she arrived at Chittagong (Bangladesh) on the 2<sup>nd</sup> of August 2007. The Turkish bulk carrier *B Sea*, initially intended to be broken up (see bulletin # 8, page 11) became the *Woqoof E Mujdalefa* and left Chittagong on the 31<sup>st</sup> of August under a Georgian flag, after many months of repair and a long wait in Bangladesh. She no longer has the status of a vessel on the Equasis database as of July 2007 yet is still in service. She returned to Chittagong on the 23<sup>rd</sup> of September, under a Panamanian flag, loaded with 21,000 tons of rice, heading to Kakinada on the East Coast of India.

From the 29<sup>th</sup> of June to the 4<sup>th</sup> of October 2007, the vessels up for demolition have been scarce. As a result the price offered by the ship-breakers in Bangladesh has continued to increase to more than 500 \$ per tonne, and close to 600 \$ in the case of tankers, which allows Bangladesh to reap in 29 (53 %) of the 57 vessels sent to be demolished against 14 (25%) to India. India cannot match Bangladesh's price, therefore it has to take vessels of a lower tonnage (the average size of vessels dismantled is 102 m in length in India compared to 152 m in length in Bangladesh) the record price has been beaten by chemical tankers with cargo especially



those containing materials of high added value: 920 \$ per ton for the *Alamo*, 1,250 \$ per ton for the *Pradera* and the *Acrux*. 4 vessels have an unknown demolition destination.

Of the 57 vessels to be broken up between the end of June and the beginning of October, 24 of them were either oil tankers, chemical tankers or gas carriers (totalling 42 %). 6 were passenger ships, including the veteran *State*, 55 years old and the *Anastasis*, 54 years old, they left for Indian, Bangladeshi, or American demolition shipyards. 6 factory fishing vessels which had been caught fishing illegally in 2006 went for demolition 5 of them belonged to a Cyprus owner. 19 vessels are under European flagship or have European owners (or are part of the European Free Trade Association), 7 of them are Greek. Their age ranges between 18 and 55 years old the average is 32. 36 are shorter than 150 m in length, 17 measure between 150 and 199 m and 5 measure 200 m and up to 340 m in length for the tanker VLCC *Magnolia*. The total demolition will enable the recycling of more than 300,000 tons of metal, of which 185,000 tons in Bangladesh alone.

Since the 1<sup>st</sup> of January 2007, 228 vessels were sold for dismantling, which means an increase of 20 % compared to figures from earlier years. The activity has slowed down this summer. The market's perspectives are blurry. The « boom » announced by some forecasters has not been confirmed. The association of ship-breakers in Bangladesh has just announced a stand still on the buying of vessels until the beginning of November with the intention to lower the prices. In India, the Supreme Court intends to create new rules for the vessels coming to ship-breaking yards notably "Green passport". During the period covered by this bulletin Ship-breaking number # 10 many of these vessels about to be scrapped have been detained in World ports with their crew (25 vessels, representing 43% but that percentage increases to 65 % for bulk carriers and various cargo ships). Apart from US MARAD ships which were sold to American ship-breaking yards and which underwent preliminary de-pollution, none of the other ships were subject to a pre-depollution process.



Vessel and crew detained in a port for deficiencies



Single hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.



Vessel built in France



Vessel caught fishing illegally and banned from fishing or docking in a Member State of the North East Atlantic Fisheries Commission.

### Ferry – Passenger ship

*Anastasis (ex-Victoria)*. Passenger ship. 159 m in length, 8,600 tons. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1953 in Trieste (Italy) by CDR Adriatico. Former Italian liner, she was bought in 1978 and converted into a floating hospital by the NGO's Mercy Ships for its health charity activities. She was the largest non-governmental floating hospital in the world, with three operating rooms, a dental clinic, a laboratory and a radiology room, running with 350 voluntary crew members. Sold for demolition in India.

*Beni Ansar* (ex-*Wisteria*, ex-*Prinses Maria Esmeralda*). Ferry. 118 m in length, 5,975 tons. Moroccan flag. Classification society Bureau Veritas, class withheld as of 2005. Built in 1975 in Anvers (Belgium) by NV Cockerill Yards Hoboken. Owned by Limadet (Morocco). Sold as is in Morocco for demolition in India at 351 \$ per ton.

*Casino Express* (ex-*Fennia*). Ferry. 128 m in length, 5,407 tons. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1966 in Landskrona (Sweden) by Öresundswarvet AB. Owned by RG Line Oy (Finland). Grounded in November 2004 at Hilskar (Sweden). Sold as is in Finland for demolition in India at 360 \$ per ton.

*Mary Queen of Peace*. Ferry. 148 m in length, 7,439 tons. Philippino flag. Classification society American Bureau of Shipping. Built in 1973 in Japan by Naikai Zosen Corporation. Owned by Negros Navigation (Philippines). Sold for demolition in Bangladesh at 460 \$ per ton.

*San Lorenzo Ruiz* (ex-*Sweet Faith*, ex *Hakodate Maru n° 11*). Ferry. 82 m in length, 5,700 tons. Philippino flag. Classification society American Bureau of Shipping. Built in 1972 in Murorai (Japan) by Narasaki Zosen KK. Owned by Negros Navigation (Philippines). Sold for demolition in Bangladesh at 460 \$ per ton.

*State* (ex-*Empire State*, ex-*Empire State V*, ex-*Barrett*, ex-*President Jackson*). Passenger ship. 152 m in length, 9,550 tons. American flag. Classification society American Bureau of Shipping. Built in 1952 in Camden (United States) by New York Shipbuilding Corp. Owned by United States MARAD. Passenger ship "with an innovative design" at the time of her launch, she was bought by the American administration in 1973 for 935,246 \$ and was used as a troop transport then as a platform for exercises by the army. Sold for demolition to Bay Bridge Enterprises shipyard in Chesapeake (United States) for 851,194 \$, 89 \$ per ton.



The *Empire State* - downbound on the St.Lawrence River off Varennes, Quebec 25th of June 1986  
© Marc Piché

## Ro / Ro

*Valmont Express* (ex-*Atlantiar*, ex-*Fleur de Lys*, ex-*Lux Expressway*, ex-*Roll Galicia*). Ro / Ro. 128 m in length, 4,975 tons. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Vigo (Spain) by Enrique Lorenzo y Cia SA. Owned by V Ships (Switzerland). Detained in 2005 in Santander (Spain) and in 2006 in Santa Cruz (Spain). Sold as is in Greece for demolition in India at 362 \$ per ton, including 350 tons of fuel.



## Tanker



*Aegean Trader*, New York – May 2007. © Tom Turner

*Aegean Trader* (ex-*Lampedusa*, ex-*Ebalina*). Tanker. 170 m in length, 7,676 tons. Norwegian flag (International Register). Classification society Lloyd's Register of Shipping. Built in 1980 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding Co Ltd. Former Shell tanker for Asian - Pacific trips. Owned by Genoa Maritime (Greece). Detained in 2003 in The Netherlands in Vlaardingen and in 2006 in Rotterdam. On the European Maritime Safety Agency list of single hull tankers banned from transporting heavy fuel since 2005. Since, used for the transport of fertilisers. Her pedigree and the aspect of her hull do not keep her out of New York on one of her last trips. Sold for demolition in Bangladesh at 540 \$ per ton.



*Bang Fu* (ex-*Victoria Cob*). Tanker. 130 m in length, 3,047 tons. Panamanian flag. Classification society Isthmus Bureau of Shipping though the class was transferred in 2006 from Nippon Kaiji Kyokai to an « IACS member society » (International Association of Classification Societies, which consists in the "largest" classification societies). Built in 1975 in Kyokuyo (Japan). Owned by Bang Fu Shipping (Hong-Kong). Sold for demolition in Bangladesh.

*Bitumen Glory* (ex-*Ampurias*, ex-*Proas Dos*). 106 m in length. Singaporean flag. Classification society Germanischer Lloyd (class suspended in 2007 by the request of the owner). Built in 1985 in Valence (Spain) by Union Naval the Levante SA. Detained in 2002 in Guangzhou (China). Grounded in Japan in 2003 and in 2006. In January 2007 this ship transporting 4,300 tons of bitumen suffered from a fire in the engine room off the coast of Thailand; its crew was rescued by a bulk carrier she was towed to Penang (Malaysia) by Smit Salvage then onwards to Chittagong (Bangladesh) where she arrived for demolition August 25<sup>th</sup>.



*Gornopravdinsk*. Tanker. 160 m in length, 7,445 tons. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in (Rauma) Finland by Rauma Repola Oy. Owned by Primorsk Shipping Corp (Russian). Sold for demolition in Bangladesh at 575 \$ per ton.

*Libra* (ex-*Mys Sarych*). Tanker. 115 m in length, 3,040 tons. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma Repola Oy. Owned by Laskaridis Shipping Co Ltd (Greece). Detained in 1998 in Cardiff (United Kingdom) and in 2002 in Las Palmas (Spain). Sold for demolition in Bangladesh at 512 \$ per ton.





*Magnolia* (ex-*Mobil Petrel*, ex-*Yanbu Star*, ex-*Al Bilad*, ex-*Mobil Magnolia*). Tanker. 340 m in length, 44,499 tons. Marshall Islands flag. Built in 1973 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by International Marine Trans Ltd (United Kingdom). Former Mobil vessel, considered in her time as the largest double bottomed oil tanker in the world and nicknamed « *Maggie* ». Sold for demolition in China at 290 \$ per ton.



*Magnolia* © Steve Woodward

*Nand Kishore*. Tanker. 148 m in length, 5,305 ton. Indian flag. Classification society unknown. Built in 1981 in Koje (South Korea) by Samsung Shipbuilding. Owned by Essar Shipping (India). Sold for demolition in Bangladesh at 563 \$ per ton.

*Petrocom* (ex-*Seaborn*, ex-*William E Mussman*). Tanker. 232 m in length, 15,100 tons. Marshall Islands flag, replaced by the Tuvalu flag for its last journey. Classification society Det Norske Veritas. Built in 1979 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Thome Offshore Management (Singapore). Former tanker for Chevron. Sold as is in Singapore for demolition in Bangladesh at 535 \$ per ton.

*Pride A* (ex-*Stavanger Pride*, ex-*Hillard*, ex-*Petragen Two*). Tanker. 183 m in length, 8,293 tons. Maltese flag. Classification society American Bureau of Shipping. Built in 1982 in Pusan (Korea) by Korean Shipbuilding. Owned by Ancora Investment Trust (Greece). Sold for demolition in Bangladesh.

*Putri Sakti* (ex-*Tirta Niaga II*, ex-*Melissa*). Tanker. 106 m in length. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1979 in Japan by Myoshi Shipbuilding Co Ltd. Owned by Tirta Cipta Mulya Persada (Indonesia). Detained in 2004 in Kolkata (India), in 2005 in Madras (India) and in 2006 Xiamen and Shantou, (China). Sold for demolition in Bangladesh.



*Reforma*. Tanker. 170 m, in length 6,318 tons. Mexican flag. Classification society unknown. Built in 1974 in Krimpen (The Netherlands) by Van der Giessen de Noord BV. Owned by Pemex (Mexico). Sold for demolition as is in Mexico at 283 \$ per ton. Demolition destination unknown.

*Revolucion*. Tanker. 170 m in length, 6,313 tons. Mexican flag. Classification society unknown. Built in 1975 in Lobith (The Netherlands) by Scheepsw. De Hoop BV. Owned by Pemex (Mexico). Sold for demolition as is in Mexico at 283 \$ per ton. Demolition destination unknown.

*Riza* (ex-*Rizal*, ex-*Gorgona G*, ex-*Gorgona*, ex-*Turmoil*, ex-*Ocean Rainbow*). Tanker. 180 m in length, 7,751 tons. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Toyohashi (Japan) by Kanasashi Co Ltd. Owned by Delfi SA (Greece). Sold for demolition in Bangladesh at 590 \$ per ton.



*Sedra* (ex-*Sedra I*, ex-*Neptank I*, ex-*Tamaei Maru*). Tanker. 81 m in length, 1,092 tons. Kuwaiti flag. Classification society unknown. Built in 1977 in Nandan (Japan) by Teraoka Shipyard Co Ltd. Owned by Kuwait Oil Tanker Co (Kuwait). Sold as is in Kuwait. Demolition destination unknown.

*United Endurance* (ex-*Antarctica*, ex-*Tomis Integrity*, ex-*Ploiesti*). Tanker. 228 m in length, 20,794 tons. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Constantza (Romania) by Intreprindera Constr Navale. Owned by Marine Management (Greece). Detained in 2003 at St Croix (United States). Sold for demolition in Bangladesh at 563 \$ per ton.



*Winoto Udang Natuna* (ex-*CSI Endeavour*, ex-*Asean Promoter*, ex-*Livi*, ex-*Livingstone*, ex-*Ida Helene*, ex-*Ardmore*). Tanker. 168 m in length, 6,959 tons. Mongolian flag. Mongolia is the last trip's flag; it is represented along with the Tuvalu flag and the Kiribati flag by Maritime Chain Ltd in Singapore (re: the collision on the *Sokalique* with the *Ocean Jasper* which carried the Kiribati flag. [http://www.robindesbois.org/communiqués/mer/fortune/2007/ocean\\_jasper1.html](http://www.robindesbois.org/communiqués/mer/fortune/2007/ocean_jasper1.html)).



Classification society Lloyd's Register of Shipping but the status of this ship has been suspended since June 2006. Built in 1975 in Horten (Norway) by AS Horten Verft. Owned by Bumi Hastamukti Pte Ltd (Indonesia). On the European Maritime Safety Agency list of single hull tankers banned for transporting heavy fuel since 2005. Detained in 2003 in Ningbo (China). Sold as is in Indonesia for demolition in Bangladesh at 472 \$ per ton.

The state of the ship in 1984 makes one think it should be in more than a deplorable state in 2007



© Marc Piché

*Winoto Udang Natuna*(*Ida Helene*), downbound on the St.Lawrence River off Verchères-December 1984

### Chemical tanker

*Acrux*. Chemical tanker. 95 m in length, 1,378 tons. Italian flag. Classification society RINA. Built in 1970 in Marina di Carara (Italy) by Cantieri Navale Apunia. Owned by Pietro Foraci (Italy). Detained in Portugal in 2003 in Aveiro and in 2006 in Lisbon. Sold for demolition in India at 1,250 \$ per ton, including 200 tons of stainless steel.



*Al Barakat 1* (ex-*Vadim S*, ex-*Leticia*). Chemical tanker. 108 m in length, 2,169 tons. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Excluded from the register in 2007. Built in 1978 in Vigo (Spain) by Enrique Lorenzo SA. Owned by Seatime Shipping. (Singapore). Sold for demolition in Bangladesh.

*Alamo*. Chemical tanker. 136 m in length, 2,873 tons. Brazilian flag. Classification society Bureau Veritas. Built in 1978 in Frederikstad (Norway) by Ankerlokken Verft Glommen A/S. Owned by Global transporte Oceanico (Brazil). Sold for demolition in India with her cargo at 920 \$ per ton.

*Polyxeni I* (ex-*Polyxeni*, ex-*Lelevoise*, ex-*Patricia*, ex-*New Vanguard*). Chemical tanker. 174 m in length, 6,965 tons. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Usuki (Japan) by Minami Nippon Zosen KK. Owned by Aegean Shipping Management, the sprawling European Greek company especially active in exporting and prolonging the life of petrol carriers. (*Aegean V* and *Aegean IX*, ex-*Gatteville* and *Goury* aged 32 to 26 years old, *Byzantio*, 26 years old). Detained in 1999 in Montréal (Canada). Sold as is in Jamaica for demolition in Bangladesh at 410 \$ per ton.



*Pradera* (ex-*Stolt Pradera*, ex-*La Pradera*). Chemical tanker. 96 m in length, 1,339 tons. Italian flag. Classification society RINA. Built in 1976 in Mandal (Norway) by Baatserviceverft A/S. Owned by Siciliana di Navigazione (Italy). Detained in 2000 Rotterdam (The Netherlands), in 2003 in Barcelona (Spain) and in 2006 in Cadiz (Spain). Chemical tanker reconverted into wine tanker. Sold for demolition in India at 1,250 \$ per ton, including 140 tons of stainless steel.



*Santos C* (ex-*Santos*, ex-*Can Deniz*, ex-*Baltica T*, ex-*Ambiorix*, ex-*Chiara Cortella*, ex-*Inger Wonsild*, ex-*Silwon*, ex-*Stainless Duke*). Chemical tanker. 86m in length, 1,281 tons. Panamanian flag. Classification society International Register of Shipping. Built in 1972 in Lowestoft (United Kingdom) by Richards Shipbuilders. Owned by Chemtrans International SRL (Romania). Detained in 2003 in Sevilla (Spain) and Eleusis (Greece), twice in 2004 in Genoa (Italy), and in Séville (Spain). Sold for demolition in India.



### Gas Carrier

*Gas Al Ahmadi*. Gas Carrier. 231m in length, 20,327 tons. Kuwaiti flag. Classification society, American Bureau of Shipping. Built in 1980 in La Ciotat (France) by les Ateliers et Chantiers de La Ciotat. Owned by Kuwait Oil Tanker Co. Sold as is in Dubai for demolition in Bangladesh at 470 \$ per ton.



*Gas Al Minagish* (ex-*Gas Prince*). Gas Carrier. 231m in length, 20,327 tons. Kuwaiti flag. Classification society, American Bureau of Shipping. Built in 1980 in La Ciotat (France) by the Ateliers et Chantiers de La Ciotat. Owned by Kuwait Oil Tanker Co. Sold as is in Dubai for demolition in Bangladesh at 470 \$ per ton.



**Missing : the *Descartes*. Built in 1971 and initially intended to be withdrawn from shipping by its owner Gaz de France, the LNG carrier was finally sold to Taiwan Maritime Transport, already owners of the *Cinderella* ex-*Jules Verne*. The *Descartes* has become the *Prince Charming*.**

### General cargo

*Almis I* (ex-*Ardenburgh*). General cargo. 72 m in length, 876 tons. Djibouti flag. Classification society unknown. Built in 1966 in Makkum (The Netherlands) by Firma C. Amels & Zoon Schpswf & Mfbk « Welgelegen ». Owned by Almis Shipping Line (Djibouti). Sold for demolition in India.

*Cape Clear* (ex-*Mayo Lykes*). General cargo. 150 m in length, 5,876 tons. United States flag. Classification society American Bureau of Shipping. Built in 1963 in Sparrows Point (United States) by Bethlehem Steel. Owned by United States MARAD. Bought on 1984 by the American administration for 1,411,000 US \$. Sold for demolition to the Brownsville ESCO Marine shipyard (United States) for 537,726 \$, at 91 \$ per ton. See photo p. 3.

*Evra*. General cargo. 105 m in length, 2,533 tons. Cambodian flag. Classification society Global Marine Bureau. Built in 1971 in Germany (former Democratic Republic). Detained in 2000 in Korsakov (Russia), in 2001 in Fushiki and in Kinki (Japan) and 3 times in Vostochny (Russia), in 2002 in Niigata (Japan), in 2003 twice in Niigata (Japan) and Nakhodka (Russia), in 2005 and in 2006 in Niigata (Japan), and in 2007 in Nakhodka (Russia). Sold for demolition in Bangladesh at 435 \$ per ton.



*Iceberg (ex-Artem, ex-Sasha Kondratyev)*. General cargo. 105 m in length, 2,582 tons. Cambodian flag. Classification society Global Marine Bureau. Built in 1969 in Rostock (Germany) by VEB Schiffswerft Neptun. Owned by Erico Shipping (Russia). Detained in 2001 in Vladivostok, in 2003 in Nakhodka (Russia) and twice in Niigata (Japan), in 2005 and 2006 in Niigata (Japan), and in 2007 in Guangzhou (China). Sold for demolition in Bangladesh at 435 \$ per ton.



*Lady Sama*. General cargo. 2,017 tons. Panamanian flag. Built in 1971. Sold per ton as is in Sharjah for demolition originally in Pakistan at 385 \$. Arrived finally in India.

*Samarga (ex-Givs, ex-Gvis, ex-Cristy, ex-Challenger, ex-Sovietskaya Yakutiya)*. General cargo. 124 m in length, 2,136 tons. Mongolian flag. (Cf. *Winoto Udang Natuna*, « tanker », category noted under the Mongolian flag) Classification society Russian Maritime Register of Shipping. Built in 1972 in Navashino (Russia, ex-USSR) by Navashinskiy Shipyard. Owned by Ardis Co Ltd (Russia). Detained in 2000 in Gdynia (Poland), in 2002 in Gibraltar and in 2004 in Kolkata (India). Sold for demolition in Bangladesh.



*Samer N (ex-Mohamed S, ex-Oelsa)*. General cargo. 92 m in length, 1,623 tons. Syrian flag. Classification society Germanischer Lloyd. Built in 1967 in Rostock (Germany) by VEB Schiffswerft Neptun. Owned by Najem / Bahlwan (Syrie). Detained in 1997 in Rotterdam (The Netherlands), in 1998 in Ravena (Italy), in 2004 in Constantza (Romania) and in 2007 in Novorossiisk (Russia). Sold for demolition in India.



*Uliss (ex-Merkine, ex-Nikolay Yaroshenko)*. General cargo. 97 m in length, 2,300 tons. Cambodian flag. Classification society International Register of Shipping. Built in 1973 in Turku (Finland) by Valmet Oy Pansion Tehdas. Owned by Daltramp Shipping Co Ltd (Russia). Detained in Eleusis (Greece), in 2000 in Saint-Malo (France), in 2001 and in 2002 in Vanino (Russia), in 2002 in Korsakov (Russia) and in 2005 in Shimizu (Japan). Sold for demolition in India.



*Yana*. General cargo. 106 m in length. Cambodian flag. Classification society Inclamar. Built in 1966 in Russia. Owned by Selet Marine Ltd (Russia). Detained in Japan in 2002 in Niigata and in 2007 in Ishinomaki. Sold for demolition in Bangladesh.



### **Bulk carrier**

*Baron (ex-Gypsum Baron)*. Bulk carrier. 150 m in length, 5,550 tons. Bermudas flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Collingwood (Canada) by Canadian Shipbuilding and Engineering Ltd. Bulk ore carrier used to transport sand. Owned by Beltship Management Ltd. Sold for demolition in India at 497 \$ per ton.

*Pavel Rybin 2 (ex-Pavel Rybin)*. Bulk carrier. 164 m in length, 6,982 tons. Cambodian flag. Classification society International Register of Shipping. Built in 1975 in Mukaishima (Japan) by Hitachi Zosen. Owned by Parkroad Corp (Korea). Detained in 2006 in Yeosu (Korea) and in 2007 in Rizhao (China). Sold as is in Lanshan for demolition in Bangladesh at 509 \$ per ton.



*Rak Won* (ex-*Rok Wan*, ex-*Bongsan 1*, ex-*Kota Ratu*, ex-*Dorit Skou*). Bulk carrier. 156 m in length, 5,273 tons. North Korean flag. Classification society Joson Register of Shipping. Built in 1973 in Helsingor (Denmark) by Helsingor Skibsværft og Maskinbyggeri. Owned by Sohae Sonbak Ltd (North Korea). Detained in 2002 in Kolkata (India). Sold for demolition in Bangladesh at 517 \$ per ton.



*Trust 1* (ex-*Gencer 1*). Bulk carrier. 62 m in length, 436 tons. Georgian flag. Classification society Inclamar. Built in 1966 in Turkey. Owned by Gultur Marine Ltd (Turkey). Detained in 1998 and in 2003 in Eleusis (Greece), in 2004 in Venice (Italy) and in 2007 in Nikolayev (Ukraine). Sold for demolition in Turkey at 225 \$ per ton.



### **Container ship carrier**

*Argonaut*. Container ship. 185 m in length, 10,698 tons. United States flag. Classification society American Bureau of Shipping. Built in 1979 in Bath (United States) by Bath Iron Works Corporation. Owned by E-Ships (United States). Demolition destination unknown.

*Kota Mutiara* (ex-*Pacific Eagle*, ex-*Maersk Clementine*, ex-*Maersk Tempo*). Container ship. 128 m in length, 4,466 tons. Singaporean flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Akitsu (Japan) by KK Taihei Kogyo. Owned by Pacific International Lines (Singapore). Sold for demolition in Bangladesh at 494 \$ per ton.

*Tama* (ex-*Mekhanik Zheltovskiy*). Container ship. 130m in length, 4,457 tons. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborg Shipyard. Owned by Sea Management Ltd (United Kingdom). Detained in Italy in 2001 in Gioia Tauro and in 2007 in Catania. Sold for demolition in Bangladesh.



*Xing Shun* (ex-*Min Feng*). Container ship. 3,316 tons. Panamanian flag. Classification society Inter maritime Certification Services S.A. Built in 1977 in Japan. Owned by Granding Shipping (Hong-Kong, China). Detained in China in 2004 in Shanghai and in 2005 and 2007 in Taicang. Sold as is in Taicang for demolition in Bangladesh at 500 \$ per ton.



### **Reefer**

*Arctic Night* (ex-*Arctic Swan*, ex-*Samoan Reefer*). Reefer. 164 m in length. Cayman islands flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Aalborg (Denmark) by Aalborg Værft A/S, extended in 1988 in Singapore by Jurong Shipyard. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in Bangladesh.

*Lampetia* (ex-*Nissos Hydra*, ex- *Seki Rex*). Reefer. 143 m in length, 6,067 tons. Maltese flag. Classification society Bureau Veritas. Built in 1979 in Shimonoseki (Japan) by Hayashikane Shipbuilding. Owned by Fairport shipping (Greece). Detained in 2000 in Gdansk (Poland) and in 2003 in Koper (Slovenia). Sold for demolition in Bangladesh at 500 \$ per ton.





*Rizhskiy Zaliv*. Reefer. 164 m in length, 7,080 tons. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1970 in Nantes (France) by Dubigeon-Normandie SA. Owned by Laskaridis Shipping Co Ltd (Greece). Detained in 2002 in Coronel (Chilli). Sold for demolition in Bangladesh at 512 \$ per ton.



The Nantes built *Rizhskiy Zaliv* - Berkeley Sound, Falkland Islands © Alan Henry

### Factory ship

*Carmen* (ex-*Ostrovets*). Factory ship. 62 m in length, 1,780 tons. Georgian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, former Democratic Republic) by VEB Volkswerft Stralsund. Caught in the act illegally fishing and banned from fishing or docking in a member state port of North East Atlantic Fisheries Commission (NEAFC). The same as 4 other ships belonging to her Cypris armater AB Bocyp Fishing Ltd the *Eva*, the *Isabella*, the *Juanita*, and the *Rosita*, she was sold for demolition in Latvia.



*Eva* (ex-*Oyra*). Factory ship. 62 m in length, 1,780 tons. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, former Democratic Republic) by VEB Volkswerft Stralsund.) Caught in the act illegally fishing and banned from fishing or docking in a member state port of North East Atlantic Fisheries Commission (NEAFC). Owned by AB Bocyp Fishing Ltd (Cyprus). Sold for demolition in Latvia.



*Isabella* (ex-*Olchan*). Factory ship. 62 m In length, 1,780 tons. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Stralsund (Germany, former Democratic Republic) by VEB Volkswerft Stralsund. Caught in the act illegally fishing and banned from fishing or docking in a member state port of North East Atlantic Fisheries Commission (NEAFC). Owned by AB Bocyp Fishing Ltd (Cyprus). Sold for demolition in Latvia.



*Juanita* (ex-*Ostroye*). Factory ship. 62 m in length, 1,780 tons. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, former Democratic Republic) by VEB Volkswerft Stralsund. Caught in the act illegally fishing and banned from fishing or docking in a member state port of North East Atlantic Fisheries Commission (NEAFC). Owned by AB Bocyp Fishing Ltd (Cyprus). Sold for demolition in Latvia.



*Rosita* (ex-*Okhotino*). Factory ship. 62 m in length, 1,780 tons. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, former Democratic Republic) by VEB Volkswerft Stralsund. Caught in the act illegally fishing and banned from fishing or docking in a member state port of North



East Atlantic Fisheries Commission (NEAFC). Owned by AB Bocyp Fishing Ltd (Cyprus). Sold for demolition in Latvia.

*Ulla (ex-Lisa, ex Kadri)*. Factory ship. 62 m in length, 1,713 tons. Georgian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Germany (Germany, former Democratic Republic). Owned by Global Investment Ltd (Russia). On the 23<sup>rd</sup> of July 2006, she was spotted fishing illegally by the inspectors of the North East Atlantic Fisheries Commission (NEAFC) following a lack of valid explanations she was put on the B list of ships banned from fishing or entering any harbour under jurisdiction of a member state. Sold for demolition in India.



# WANTED

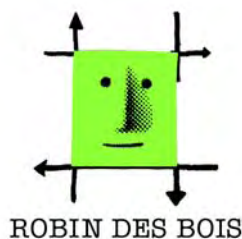


Stolen on the 15<sup>th</sup> of May 2007 in Liberia, the *Tahoma Reefer*, Reefer initially scheduled for demolition (see <http://www.robindesbois.org/english/shipbreaking.pdf> the ship-breaking.com bulletin 2006, page 15) she probably joined the herd of specialised reefer ships operating off the African Coast, for transhipments. In their majority they carry flags of China, Liberia, Cambodia, Belize and Italy in the framework – shall we say – of the IUU (Illegal, Unregulated and Unreported fishing).

**In case of information on this ship please contact :**  
**Robin des Bois** [contact@robindesbois.org](mailto:contact@robindesbois.org)  
**International Maritime Organisation** [info@imo.org](mailto:info@imo.org)

**Sources :** *European Agency of Maritime Security, Allied Shipbrokers, American Bureau of Shipping, Black Sea Memorandum of Understanding, Bureau Veritas, Chittagong Port Authority (the), Compass Maritime Services, Det Norske Veritas, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board (the), Indian Ocean Memorandum of Understanding, Lloyd's List, Lloyd's Register of Ships, North East Atlantic Fisheries Commission, Optima Shipbrokers, Paul Mason Market Report, Robin des Bois personal sources and archives, Russian Maritime Register of Shipping, Shipspotting, Smit Salvage, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards, United States Maritime Administration.*

**Director of publication:** Jacky Bonnemains.  
**Redaction :** Christine Bossard  
**Documentation :** Christine Bossard, Charlotte Nithart  
**Translation :** Miriam Potter



# Ship-Breaking.com

## Escaped from breaking

**Tahoma Reefer.** The Estonian reefer immobilized since August 2006 after a fire in Monrovia had been sold for demolition in September 2006 to India for \$283/ton. Anchored outside of the port, at the request of the local port authorities, she has been resold in March 2007 to a Bulgarian owner but then was stolen by pirates in mid-May. Her fate today is unknown. (see the press release of Robin des Bois "To-be-scrapped vessel stolen in Liberia" » <http://www.robindesbois.org/english/sea/tahoma.html>, May 21<sup>st</sup> 2007 and the global statement 2006 on Ship-breaking , p. 15, <http://www.robindesbois.org/english/shipbreaking.pdf>.

*Tahoma Reefer*, Monrovia (Liberia), August 2006

© Benny Olsen



**B Sea.** The Turkish bulker under the Georgian flag *B. Sea* (ex- *Manyas 1*, ex-*Superior*, ex-*Transocean Progress*, ex-*Sea Glory*) built in Japan in 1976 and regularly detained for deficiencies, has been sold for demolition to Bangladesh (details in the #8 bulletin, page 11, [http://www.robindesbois.org/dossiers/a\\_la\\_casse\\_10703.pdf](http://www.robindesbois.org/dossiers/a_la_casse_10703.pdf) ). She arrived on site in Chittagong (Bangladesh) on March 15, 2007. The ship has since become the *Woqoof-E-Mujdalefa*, and is currently in repair for a continuation of her career. The departure from Bangladesh initially predicted for June 30 has been pushed back to July 15.



## Follow-up

**Majori.** In bulletin #8 of Ship-Breaking.com and according to a picture of the *Majori* tanker under the bridge of Saint-Nazaire, we put forth the assumption that this tanker of the Erika generation, in her poor conditions, proceeding after the Loire estuary towards Bangladesh for demolition, had brought raw materials to the Total Donges refinery (see page 3, <http://www.robindesbois.org/english/shipbreaking8.pdf> ). The director of the Donges refinery informed us that the *Majori* had in fact unloaded molasses. Indeed in Montoir, the *Majori* unloaded 10, 000 T of this thick and viscous sugar by-product used as food for the animals for the Soufflet firm. An explosion destroyed a molasses tank on October 7, 2002 in the Soufflet's storage. Collateral damages, broken panes and roofs affected the neighboring factory, subjected to the Seveso directive, Norsk Hydro. To avoid the leak of waste in the Loire, prompt asphyxiation, limed fishes, or the obstruction of the gills, a lagoon with geomembrane had to be dug very quickly close to the place of the accident. Molasses in the sea is not regarded as a toxic event, but molasses in an inland water body constitutes an ecotoxicological risk "To fall into the molasses", in the French words, is not good for the eels and salmons. In February 2001, the tanker *Kristal*, Erika generation, and like Erika under the Maltese flag and classified by RINA, broke into two and sunk in the Bay of Biscay; it was transporting 28,000 T of molasses, 11 men from the crew died in the shipwreck. The use of a tanker like the *Majori* in the upstream of the Loire estuary is imprudent. In addition, the maritime inspection of Nantes/Saint-Nazaire did not answer our mail on the absence of a safety visit on board the *Majori* during her stopover in the port.

**Descartes.** In the previous bulletin, issue #8 of Ship-breaking.com, it was mentioned that the gas carrier *Descartes* was disarmed in Marseille and that it should possibly be demolished there if the plan of naval deconstruction in the form #10 is carried out in Marseille. (see <http://www.robindesbois.org/english/shipbreaking8.pdf> , page 1, In response to our letter, Gaz de France said that « considering the marks of interest received for the ship presently charter-free, the enterprise comes to present it for market sale." If failing, the ship will be dismantled scrupulously respecting the regulations in force, particularly relating to asbestos". Of the 10 liquefied gas carriers which left for breakage between March 16 and June 29, 9 ships were built after the *Descartes*, including 3 ships in French shipyards: *Maharshi Vishwamitra* in 1974 in the Chantiers de France, Dunkerque, *Gas Al Burgan* in 1979 in the Chantiers Navals de La Ciotat, and *Al Bida* in 1979 in the Chantiers de l'Atlantique, Saint-Nazaire. Concerning a methane tanker generating important risks and exposed to sloshing (internal waves of liquefied gas) it seems reasonable to withdraw from the fleet the *Descartes* which was launched in 1971, including as floating storage. It would remain on this assumption to define and locate the methods of the extraction of asbestos. The letter from Gaz de France specifies that "asbestos are catalogued, charted and confined". To note - a problem always ignored in the demolition of ships transporting natural gas - is that of the technologically enhanced natural occurring radioactivity presently by the form and traces of radium and its remnants.

## On standby

**Otapan.** The *Otapan* arrived in Rotterdam on February 23, 2007, after being towed back from Turkey where her dismantling had been finally refused by the Turkish authorities for environmental, medical and political reasons (see in the bulletin 2006, page 18, <http://www.robindesbois.org/english/shipbreaking.pdf> ). This has not prevented the same authorities from accepting 5 ships since the beginning of the year which are not asbestos-free nor purged of other pollutants, in particular *Orestes*, a ferry laid up for several years in Bari (Italy) and *Slops X*, a Greek tanker victim of a fire. The extraction of asbestos was to be completed at the end of June, without knowing in which shipyard the *Otapan* would be scrapped thereafter. On June 23, there was a fire in the engine room. The causes of the fire are not known to date.

**Colbert.** A vessel with a history and a bidet fixed especially for Mrs. de Gaulle while accompanying her husband in a transatlantic voyage towards Quebec in 1967, *Colbert* was towed towards Brittany after having been exhibited and visited on the quays of the Gironde in Bordeaux from June 1993 to June 2007. Immediately after the departure of *Colbert*, other colourful ships with a history or passengers, like the *Belem* and the *Arctic Sunrise* of the Greenpeace ship-owner came to decorate the quays of the city of the brief State Minister of Ecology, Sustainable Development and Spatial Planning. Ex-seal hunter and conveyor of heavy material bound in the Antarctic for Terre-Adelie under the name *Polar Bjorn*, the *Arctic Sunrise* is under the threat of demolition. Robin des Bois hopes that the ship-owner will not give up the inclination to value its ex-ships in artificial reef. There is not much time, in September 2006 in Tallinn, the *Arctic Sunrise* was inspected by the Estonian harbor authorities which detected 4 infringements, one of which to appendix I of MARPOL on the prevention of pollution by hydrocarbons. With respect to *Colbert*, it is today in Landevennec bay near sighted Brest. The mayor is very pleased. The demolition is planned for 2010 after carrying out a cartography of pollutants and after using the ship as spare parts storage for vessels of the same generation fated for the tomb, like the frigates *Tourville* and *de Grasse* and the helicopter carrier *Jeanne d'Arc* whose final fate without a doubt will be one of the most controversial of the topicality 2010-2020.

**Blue Lady (ex-Norway, ex-France).** Pure symbol of the double language of Europe and India in regards to the demolition of the ships, full of binded and dispersed asbestos, started from Bremerhaven right under the nose of NGO clouded by the *Clemenceau* and finally with complicity of all (see the press release of Robin Des Bois "The Love Boat", [http://www.robindesbois.org/english/sea/Love\\_boat\\_06.html](http://www.robindesbois.org/english/sea/Love_boat_06.html) , January 13, 2006), the steamer was beached in the bay of Alang in mid - August 2006. May 16, 2007, the Indian Supreme Court authorized the demolition site Priya Blue to empty the residual oil of the tanks but not yet the demolition.

### **Left to breakage**

From March 16 to June 30, 2007, 92 ships left for the demolition, 41 to India (45%), 31 to Bangladesh (34%), 8 to Pakistan (9%) and 5 to Turkey (6%). India precedes Bangladesh in the number of ships to be demolished and in tonnage with nearly 240.000 T of metals compared to 234.00 T. Pakistan and Turkey are modestly present on the market. For bid prices by the demolition contractors, Bangladesh remains highest, especially with regard to the tankers which regularly reach \$500/ton. India continues to buy ships with a large added value and established a new record with the chemical tanker *Jo Rogn* by paying \$1,000/ton. By way of comparison, 2 ships belonging to the US MARAD (Maritime Administration of the United States), one of which the replenishment tanker *Maumee* built in 1956, were sold for about \$400,000 to the demolition site ESCO Marine of Brownsville, Texas, at \$50/ton. Of the 92 ships left to breakage, 45 are oil tankers, chemical tankers, gas carriers (that is to say 50 %). 9 passenger ships left for the Indian, Bangladeshi, Turkish or even Canadian demolition sites, often after a more or less long period of abandonment. 29 ships are under European flag or have European ship-owners (or the European Free Trade Association). The age of these ships at the end of their lifetime is between 18 years and 51 years; the average age is 32 years. 51 has a length lower than 150 m, 25 measure between 150 and 199 m and 15 between 200 and 290 m. The cumulative demolition will allow for the recycling of more than 570,000 tons of metals.

**Since January 1, 2007, 171 ships were sold for demolition, a 30% increase compared to the figures from the previous year. To note- the emergence of the Tuvalu flag adopted as the flag for the last journey. From the period of March 16 to June 28, 2007, many of the ships leaving for breakage were held up beforehand with their crews in world ports (32 ships, 35%, the rate going up 72% for the bulk carriers and general cargo ships). The clean up continues for tankers: 45 ships (against 21 for the same period the year before). None of these ships were subjected to preliminary extraction of hazardous materials.**



Ship and crew detained in a port for deficiencies



single hull tanker banned from transporting heavy fuel in European waters or deviated from European Exclusive Economic Zone (EEZ)





Ship built in France

## Tanker

*Al Mahad (ex-World Crane)*. Tanker. 177 m long, 9.236 t. Saudi Arabian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Toyohashi (Japan) by Kanasashi Co Ltd. Owned by Vela International Marine Ltd (United Arab Emirates). Sold for demolition to India. \$480/ton.

*Al Safaniya (ex-World Athenian)*. Tanker. 177 m long, 9.183 t. Saudi Arabian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Toyohashi (Japan) by Kanasashi Co Ltd. Owned by Vela International Marine Ltd (United Arab Emirates). Sold for demolition to India. \$480/ton.

*Allegiance (ex-New York Sun)*. Tanker. 186 m long, 9.188 t. United States flag. Classification society, American Bureau of Shipping. Built in 1980 in Chester (United States) by Sun Shipbuilding Co. Owned by Maritans Corp (United States). In the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$520/ton. 

*Athenian Freedom*. Tanker. 174 m long, 9.453 t. Marshall Islands flag. Classification society, Det Norske Veritas. Built in 1981 in Japan by Imabari Marugame. Owned by Athenian Sea Carriers (Greece). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Pakistan. \$465/ton. 



*Athenian Freedom*, Megara, Greece. January 27, 2007

© Shipspotting



*Clerville*. Tanker. 91 m long. Italian flag. Classification society, Registro Italiano Navale. Built in 1975 in La Rochelle (France) by Société Nouvelle des Ateliers et Chantiers of La Rochelle. Used for the transport of wine. Owned by Vinicoli Trasporti (Italy). Detained in 2003 and in 2004 in Aveiro (Portugal). Sold for demolition to Turkey.



*Denali (ex B.T. San Diego)*. 290 m long, 29.457 t. Tanker. Built in 1978 in San Diego (United States) by NASSCO. United States flag. Classification society, American Bureau of Shipping. Owned by Shipco (United States). Sold as is in Singapore for demolition in Bangladesh. \$487/ton.

*Divnogorsk*. Tanker. 71 m long, 1.147 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1962 in Gdynia (Poland) by Stocznia Im Komuny Paryskiej. Owned by Aquainvest (Russia). Sold for demolition to Bangladesh.

*Fouad 1*. Tanker. 702 t. flag unknown. Unknown classification society. Built in 1969 in Japan. Sold for demolition to India.

*Fouad II (ex-Maria 3)*. Tanker. 702 t. Belize flag. Unknown classification society. Built in 1969 in Japan. Sold for demolition to India.

*Fu Yu (ex-Ning Hua 404, ex-Astro, ex-Deltadue, ex-Pass of Brander)*. Tanker. 97 m long. 1710 t. Chinese flag. Unknown classification society. Built in 1976 in Hessle (Great Britain) by R. Dunston. Owned by China Government Nanjing Petroleum. Sold for demolition to China. \$280/ton.

*Georgiy Kononovitch (ex-Nizhnevartovsk)*. Tanker. 160 m long, 7.445 t. Tuvalu Islands flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Rauma (Finland) by Rauma Repola Oy. Owned by Mourmansk Shipping (Russia). Sold for demolition as is in Singapore. Passed from the Russian flag to the flag of Tuvalu and arrived under the name of Kono in Bangladesh. \$420/ ton.

*Kirkuk*. Tanker. 201 m long, 8.770 t. Iraq flag. Unknown classification society. Built in 1972 in Cadiz (Spain) by Astilleros Españoles SA. Owned by Iraqi Oil Tanker (Iraq). Laid up for several years. Sold for demolition to Pakistan. \$400/ton.

*Lady (ex-Bow Lady, ex-Golar Petrosun)*. Tanker. 170 m long, 7.678 t. Norwegian flag (registered International). Classification society, Det Norske Veritas. Built in 1978 in Stavanger (Norway) by Moss Rosenberg Verft A/S. Owned by Salhus Shipping AS (Norway). Sold for demolition to India.

*Laertis (ex- Emerald Star, ex-Conus)*. Tanker. 177 m long, 10.039 t. Marshall Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by Capital Ship Management (Greece). Former Shell vessel. Sold for demolition to Pakistan with 500 t of bunkers. \$477/ ton.

*Marivic (ex-Ocean Victor, ex-Kenyo Maru)*. Tanker. 231 m long, 15.020 t. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Pyramid Navigation (Egypt). Sold for demolition to Bangladesh with 500 t of fuel and 100 t of gas oil. \$503/ton.

*Maryland (ex-Texaco Maryland)*. Tanker. 184 m long, 7.626 t. United States flag. Unknown classification society, formerly American Bureau of Shipping. Built in 1963 in Sparrows Point (United States) by Bethlehem Steel Co. Owned by US Marad (United States). Sold for demolition to the United States to the shipyard ESCO Marine. \$400,000, or \$52/ton.

*Maumee*. Tanker. 184 m long, 8.008 t. United States flag. Unknown classification society, formerly American Bureau of Shipping. Built in 1956 in Chester (United States) by Sun Shipbuilding and Drydock Co. Owned by US Marad (United States). Sold for demolition to the United States to the shipyard ESCO Marine de Brownsville, Texas. \$405,726, or \$50/ton.



*Maumee*, Buffalo, 23 mai 2005

© Shipnostalgia

*Miguel I*. Tanker. 135 m long, 3.859 t. Comoro Island flag. Classification society, Polski Rejestr Statkow. Built in 1967 in Kudamatsu (Japan) by Kasado Docks, the shipyard which built *Erika*. Owned by International Maritime Cargo (Nigeria). Sold for demolition to India.

*Nand Hari* (ex-*Scandic Venture*). Tanker. 148 m long, 5.305 t. Indian flag. Unknown classification society. Built in 1981 in Koje (Korea) by Samsung Shipbuilding Co Ltd. Owned by Essar Shipping (India). Sold as is in Vigaz (India) for demolition to Bangladesh. \$510/ ton.

*Orestis* (ex-*Wapello*, ex-*Mobil Vanguard*). Tanker. 243 m long, 16.444 t. Marshall Islands flag. Classification society, Det Norske Veritas. Built in 1982 in Yokosuka (Japan) by Sumimoto Heavy Industries Ltd. Owned by Liquimar Tankers Management (Greece). Sold for demolition to Bangladesh. \$525/ ton.

*Persada Bakti* (ex-*Sekar Laut*, ex-*Permina XIX*, ex-*Bruce Sally*). Tanker. 100 m long, 1.719 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1971 in Brême (Germany) by HB Vegesack. Owned by Samudera Intan Permata (Indonesia). Sold for demolition to Bangladesh.

*Perseverance* (ex-*Philadelphia Sun*). Tanker. 196 m long, 9.946 t. Tuvalu Islands flag. Classification society, American Bureau of Shipping. Built in 1981 in Chester (United States) by Sun Shipbuilding Inc. Owned by Maritrans Operating Company (United States). Detained in 2007 in Marsaxlokk (Malta). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh she arrived under the name of *France* after passing from the flag of the United States to Tuvalu.



*Rana R*. Tanker. 650 t. Panamanian flag. Classification society, Phoenix Register of Shipping. Built in 1970 in the Netherlands. Owned by Cyrus Shipping services (United Arab Emirates). Detained in 2003 and in 2006 in Bandar Abbas (Iran). Sold for demolition to Pakistan. \$350/ton.



*Rico (ex-Australe, ex-Enrico Berlingieri)*. Tanker. 89 m long, 982 t. Classification society, Korea Classification Society. North Korean flag. Built in 1968 in Venice (Italy) by Cantieri Navale Breda Spa. Owned by Oceanis Maritime Ltd (North Korea). Detained in 1997 in Rijeka (Croatia). Sold for demolition to Pakistan.



*Shalamar (ex-Ideal, ex-New Ideal)*. Tanker. 259 m long, 18.076 t. Pakistan flag. Classification society, American Bureau of Shipping. Built in 1981 Mizushima (Japan) by Sanoyasu Dockyard Co Ltd. Owned by Pakistan National Shipping (Pakistan). Sold for demolition to Bangladesh. \$480/ ton.

*Sky Star (ex-Niaga Energi I, ex-Golden Navigator II, ex-Sunny Emblem, ex-Hassho, ex-Hassho Maru)*. Tanker. 101 m long, 2.032 t. Sierra Leone flag. Classification society, Biro Klasifikasi Indonesia. Built in 1979 in Akitsu (Japan) by KK Taihei Kogyo. Owned by Pann Multi Finance (Indonesia). Sold as is in Dubai for demolition in Pakistan. \$415/ ton.

*Slops X (ex-Quebec, ex-Dagrund, ex-Dakila, ex-Lucerna, ex-Baraka, ex-Alrai, ex-Athelmonarch, ex-TN Topaz)*. Tanker. 182 m long, 10.642 t. Greek flag. Built in 1975 in Lauzon (Canada) by Davies Shipbuilders Ltd. Owned by Ikologiki Naftiki (Greece). This company and Hellenic Slops (the ship manager) belong to the Gerry Ventouris maritime galaxy (*Byzantio, Kifangondo, Junior M, Gatteville, Goury, Han...*). Hellenic Slops bought the *Gatteville* in Cherbourg in 2002 to replace the floating storage *Slops*, who had been victim of a fire (see the press release « SOS Gatteville », <http://www.robindesbois.org/communiqués/mer/fortune/2002/040302.html> ). Today, the *Slops X*, also damaged following a fire, was sold as is in Piraeus for demolition under consideration in India then finally to Turkey. \$240/ton.

*Tora (ex-Maria Theresa, ex-Alice Langli)*. Tanker. 68 m long, 3.671 t. Faroe Islands flag. Classification society, Bureau Veritas. Built in 1977 in Esbjerg (Denmark) by Hoffmann. Owned by Simonsen MH (Denmark). Sold for demolition to India.

*Westocean (ex-Global Star, ex-Quiri, ex-Quiriquire, ex-Lagoven Quiriquire)*. Tanker. 170 m long, 7.300 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter Shipbuilders Ltd. Owned by Atlantic Oil Maritime (Greece). Renamed *Ocean* and passed from the Panamanian flag to the flag of Saint-Vincent and the Grenadines for its last voyage. Sold as is in Nigeria for demolition in Bangladesh.

### **Chemical tanker**

*Champion Ventura (ex-Marietta C, ex-St Petri, ex-Danisa)*. Chemical tanker. 183 m long, 10.398 t. Norwegian flag (registered international). Classification society, Lloyd's register of Shipping. Built in 1981 in Breme (Germany) by AG Weser. Owned by Ditlev Simonsen H (Norway). Detained in 2006 in Rotterdam and Vlaardingen (Netherlands). Sold as is in Singapore. Sold for demolition to India. \$400/ton.



*Eos (ex-Teoatl)*. Chemical tanker. 165 m long, 8.887 t. Tuvalu Islands flag. Classification society, American Bureau of Shipping. Built in 1989 in Guaymas (Mexico) by AUGUSA. Owned by Navimin (Mexico). Detained in 2001 in Tampa (USA). Sold for demolition to Bangladesh.



*Jo Rogn (ex-Johnson Chemsun)*. Chemical tanker. 175 m long, 10.890 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1980 in Malmö (Sweden) by Kockums Varv AB. Owned by Hassel (Norway). Former ship of Odfjell Shipping A/S. Detained in 2006 in Vlaardingen (Netherlands). Victim of a fire on March 7, 2007 while on a voyage to the Far East / Scandinavia. Sold for demolition to India, it came to Alang on May 14, 2007. \$1,000/ ton.








*Jo Rogn*, Anvers, le 10 septembre 2006

© Shipspotting


*Napht Al Yemen 9* (ex-*Sophos*, ex-*Sipea*, ex-*Ancon*). Chemical tanker. 119 m long, 2,502 t. Cambodian flag. Unknown classification society. Built in 1973 in Fukuoka (Japan) by Fukuoka Zosen KK. Owned by Yemen Islamic Bank (Yemen). Sold as is in Aden. Destination of demolition unknown. \$350.


*Valetta* (ex-*Bryggen*, ex-*Jo Elm*, ex-*Lake Anne*). Chemical tanker. 166 m long, 7,500 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Split (Croatia, ex-Yugoslavia) by Brodogradiliste Split. Owned by Ditlev Simonsen H (Norway). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition to Bangladesh. 

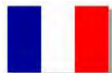
*Victory* (ex-*Stainless Bird*, ex-*Shuo Maru*). Chemical tanker. 57 m long, 437 t. Pavillon Vietnam. Classification society, Vietnam Register of Shipping. Owned by Falcon Shipping (Vietnam). Built in 1975 in Honai (Japan) by Shirahama Zosen KK. Sold for demolition to India.

### Gas carrier

*Berge Arrow* (ex-*Northern Arrow*). Gas carrier. 229 m long, 21,758 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Gdynia (Poland) by Stocznia Im Komuny Paryskiej. Owned by BW Gas (Norway). Sold for demolition to India. \$455/ton.

*Al Bida*. Gas carrier. 227 m long, 21.027 t. Panamanian flag. Classification society, Det Norske Veritas. Built in 1979 in Saint-Nazaire (France) by les Chantiers de l'Atlantique. Owned by Benelux Overseas (Greece). Sold for demolition to Pakistan. \$435/ ton. 

*Gas Aguila* (ex-*Gas Libra*). Gas carrier. 228 m long, 20.573 t. Mongolian flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Yokohama (Japan) by Mitsubishi Heavy Industries. Owned by Eagle Maritime Co Ltd (Japan). Detained in 2004 in Shenzhen (China). Left the Panamanian flag for the Mongolian flag for its last journey towards Aguila. Sold as is in Singapore for demolition in Bangladesh with more than 1,000 t of fuel. \$440/ ton. 

*Gas Al Burgan* (ex-*Gas King*). Gas carrier. 231 m long, 19.870 t. Kuwait flag. Classification society, American Bureau of Shipping. Built in 1979 in La Ciotat (France) by the Chantiers Navals de La Ciotat. Owned by Kuwait Oil Tanker Co (Kuwait). Sold as is in Fujairah. Sold for demolition to India. \$404/ton. 

*Havdrott (ex-Galpara)*. Gas carrier. 219 m long, 15.010 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Emden (Germany) by Thyssen Nordseewerke GmbH. Owned by BW Gas (Norway). Sold for demolition to Bangladesh. \$446/ton.

*Havfru (ex-Vanda, ex-Venator)*. Gas carrier. 181 m long, 11.192 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1973 in Moss (Norway) by Moss Rosenberg Verft A/S. Owned by BW Gas (Norway). Sold for demolition to India, including 600 t of aluminum. \$550/ton.



*Havfru*, Taman River (Tasmania) 2005

© George Brzezina

*Havpil (ex-Havlom, ex-Maersk Captain, ex-Sofie Maersk)*. Gas carrier. 138 m long, 5.459 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1977 in Kristiansand (Norway). Owned by BW Gas (Norway). Sold for demolition to India. \$403/ton.

*Kornilia (ex-Petrogaz II, ex-Nippo Maru n°70)*. Gas carrier. 54 m long, 440 t. Greek flag. Classification society, Nippon Kaiji Kyokai. Built in 1965 in Osaka (Japan) by Mitsui Engineering & Shipbuilding Co Ltd. Owned by Stefanous Shipping (Greece). Sold for demolition to Turkey.

*Maharshi Vishwamitra (ex-Hemera)*. Gas carrier. 207 m long, 14.338 t. Indian flag. Classification society, Lloyd's Register of Shipping. Built in 1974 in Dunkerque (France) by les Chantiers de France - Dunkerque. Owned by Varun Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. \$458/ton.



*Norgas Pilot (ex-Magellan)*. Gas carrier. 112 m long. Hong Kong flag. Classification society, Germanischer Lloyd. Built in 1977 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania Spa. Owned by Norgas Carriers AS (Norway). Detained in 1999 in Algeiras (Spain) and in 2005 in Anvers (Belgium). Sold for demolition to India.



### **Cement carrier**

*Seabulk I (ex-Alkazar, ex-Seament XII, ex-Horyu Maru)*. Cement carrier. Unknown classification society. Panamanian flag. 149 m long. Built in 1965 in Aioi (Japan) by Ishikawajima Harima Heavy Industries. Owned by Seabulk Shipping (Greece). Sold for demolition to Turkey.

*Agamemnon* (ex- *Andreas N. Hadjikyriakos*). Cement carrier. 111 m long, 2.450 t. Greek flag. Classification society, Hellenic Register of Shipping. Built in 1969 in Nantes (France) by Dubigeon-Normandie. Owned by Melissa Naftiki Eteria (Greece). Sold for demolition to India.



## Ferry

*Al Judi* (ex-*Moby Will*, ex-*Malta Express*, ex-*Gedser*). Ferry. 114 m long, 3.880 t. Saudi Arabian flag. Unknown classification society. Built in 1968 in Bremerhaven (Germany) by Schiffbau Ges Unterweser AG. Capacity 1,200 passengers. Sailed from 1976 to 1993 in the Mediterranean under the classification RINA. Sold in 1993 to Dallah Marine Transport (Saudi Arabia) then in 1998 to Sudan Shipping Line (Sudan). Detained in 2002 in Port Sudan (Sudan). Class suspended by RINA I on July 1, 2002, then withdrawn on January 1, 2003. Sold for demolition to India.



*Cleopatra I* (ex-*Cleopatra*, ex-*El-Djazair*, ex-*Central n°3*). ferry. 130 m long, 6.800 t. Panamanian flag. Unknown classification society. Built in 1971 in Shimizu (Japan) by Kanasashi Zosen. Owned by Mansomar Navigation (Egypt). Detained in 2003 in Naples for 43 deficiencies. Sold as is in Port Safaga (Egypt) for demolition in India. \$405/ton.



*Nindawayma* (ex-*Ontario n° 1*, ex-*Skudenes*, ex-*Manx*, ex-*Manx Viking*, ex-*Monte Castillo*). Ferry. 101 m long. Canadian flag. Unknown classification society. Built in 1976 in Gijon (Spain) by SA Juliana Constructor Gijonesa. Owned by Ontario Northland Marine (Canada). Laid up for several years in Montréal before being sold for demolition to Canada.

*Orestes* (ex-*Igoumenitsa Express*, ex- *Sifnos Express*, ex- *Sifnos*, ex- *Atlas I*, ex- *Cerdic Ferry*). Ferry. 110 m long. Panamanian flag. Classification society, Hellenic Register of Shipping. Built in 1961 in Troon (United Kingdom) by Ailsa SB Co Ltd. Laid up in Bari (Italy), it was finally sold for demolition to Turkey.

*Pallada* (ex-*Athina I*, ex-*Brindisi*, ex- *Rafaello*, ex-*Ierapetra*, ex-*Ariane 1*, ex-*Sunboat*, Ex-*Ferry Hankyu*). Ferry. 127 m long, 4.326 t. Ukraine flag. Classification society, Shipping Register of Ukraine. Built in 1968 in Japan. Owned by Vival Marine Ltd (Ukraine). Detained in 1998 in Pirée (Greece), in 1999 in Brindisi (Italy), and in 2001 in Patras (Greece) and Brindisi (Italy). Sold for demolition to India.



*Princess of Negros*. Ferry. 107 m long, 4.853 t. Philippines flag. Classification society, American Bureau of Shipping. Owned by Negros Navigation (Philippines). Built in 1973 in Japan by Kochi Jukogyo KK. Sold for demolition to Bangladesh.

*Racha I* (ex-*Raja I*, ex-*Nordfriesland*). Ferry. 67 m long. Thailand flag. Built in 1978 in Husum (Germany) by Husumer Schiffswerft. Owned by Racha Ferry Co Ltd (Thailand). Destination of demolition unknown.

*Super Shuttle Ferry 8* (ex-*Sta Ana*, ex-*Santa Ana*, ex-*Ferry Muroto*, ex-*Nichinana Maru*). Ferry. 117 m long, 4.727 t. Philippines flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Hashihama Zosen. Owned by Jensen Shipping (Philippines). Sold for demolition to India.

*St. Ezekiel Moreno*. Ferry. 140 m long, 6.486 t. Philippines. Classification society, American Bureau of Shipping. Built in 1973 in Japan by Hayashikane Shipbuilding & Engineering Co. Owned by Negros Navigation (Philippines). Sold and towed for demolition to Bangladesh.



### RoRo vessel

*X-press Alexander* (ex-Pelamber, ex-CGM St Georges, ex-Maersk Asia Primo, ex-Maersk Fiero, ex-Fenicia Express). RoRo vessel. 137 m long, 5.587 t. Vanuatu flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Japan by Kanda Zosensho KK. Owned by Doris Maritime Services (Switzerland). Detained in 2000 in Barcelona (Spain). Sold for demolition to India. \$451/ton.



### Car carrier

*Olive Ace*. Car carrier. 176 m long, 11.965 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 in Tamano (Japan) by Mitsui Engineering & Shipbuilding. Owned by MMS Co Ltd (Japan). Sold for demolition to Bangladesh.

### Container ship

*Feeder 3* (ex-MSC Black Sea, ex-Sea Feeder, ex-Carrybox, ex-Eagle, ex-Manchester Eagle, ex-Atlantic Eagle, ex-Black Eagle). Container ship. 116 m long, 2.050 t. Cambodian flag. Unknown classification society, Germanischer Lloyd until 2006. Built in 1972 in Imabari (Japan) by Hashihama Zosen. Owned by Doris Maritime Services (Switzerland). Detained in 1998 in Pirée (Greece). Sold for demolition to India. \$420/ton.

*Frankfurt Express*. Container ship. 287 m long, 24.875 t. German flag. Classification society, Germanischer Lloyd. Built in 1981 in Kiel (Germany) by Howaldtswerke Deutsche Werft AG. Owned by Hapag Lloyd AG (Germany). Sold for demolition to India. \$425/ton.

*Mega 1*. Container ship. 11.236 t. Pakistan flag. Built in 1980 in Canada. Sold initially for demolition to Pakistan but arrived in Alang, India, May 5, 2007. \$430/ton.

*Oel Patriot* (ex-Orient Patriot, ex-Ocean Centurus, ex-Elbe Express, ex-Toledo, ex-Lanka Aruna). Container ship. 184 m long, 10.693 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1983 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Owned by Shreyas Shipping (India). Sold for demolition to India one year before its next survey.

*Phong Chau* (ex-Kapitan V. Trush). Container ship. 173 m, 8.877 t. Vietnamese flag. Classification society, Germanischer Lloyd. Built in 1983 in Warnemuende (Germany, ex-Democratic Republic) by VEB Warnowwerft Warnemuende. Owned by Van Lang Shipping (Vietnam). Detained in 2005 and in 2006 in Singapore. Sold as is in Vietnam for demolition in Bangladesh. \$405/ ton.



*Quan* (ex-Le Yu Quan, ex-Yong He, ex-Onto Star, ex-Jin Zhan, ex-Host Country, ex-OOCL Ambition, ex-Xiang Shan). Container ship. 104 m long, 2.193 t. Tuvalu flag. Classification society, China Classification Society. Built in 1979 in the United Kingdom by Swan Hunter Shipbuilding Ltd. Owned by SITC Ship management (China). Detained in 2002 in Kobe (Japan), in 2004 in Incheon (Korea) and in 2007 in Hong Kong. Sold for demolition to Bangladesh, the flag passed from Panama to Tuvalu.



*S.Queen* (ex-HS Hongkong, ex-Fangcheng, ex-Fang Cheng, ex-Ryfjell, ex-Ouarzazate). Container ship. 93 m long, 1.300 t. Cambodian flag. Classification society, Bureau Veritas. Built in 1975 in Hambourg (Germany) by JJ Sietas Schiffswerft. Owned by Hongzhou Shipping Co Ltd. Detained in 2002 in Hambourg (Germany) and in 2003 in Avonmouth (United Kingdom). Sold for demolition to India.



### **Barge carrier.**

*Atlantic Forest*. Barge carrier. 232 m long, 21.120 t. United States flag. Classification society, American Bureau of Shipping. Built in 1984 in Kherson (Ukraine, ex-USSR) by Kherson Shipyard. Owned by Waterman Steamship (United States). Detained in 1999 in Morehead City (United States). Sold for demolition to India. \$440/ton, including 6,000 t of barges.



*Atlantic Forest*, Rotterdam, July 28, 2004

© Frans Sanderse

### **Fish factory ship**

*Atom* (ex-*Akebono Maru n° 73*). Fish factory ship. 107 m long 3.446 t. Sierra Leone flag. Classification society, Russian Maritime Register of Shipping. Built in 1973 in Fukuoka (Japan) by Fukuoka Zosen KK. Owned by Moryak Rybolov Co (Russia). Sold for demolition to Bangladesh.

*Kronshtadt*. Fish factory ship. 83 m long, 2.697 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1974 in Russia. Owned by fishing cooperative Sever (Russia). Sold for demolition to India.

*Tsimlyansk*. Fish factory ship. 83 m long, 2.819 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Russia Owned by Murmanseld 2 Ltd (Russia). Sold for demolition to India.

### **Fishing ship**

*Rybak Amura*. Fishing ship. 54 m long, 818 t. Russian flag. Built in 1987 in Germany (ex Democratic Republic). Owned by Eko Fish Ltd (Russia). Sold for demolition to India.

*Tayga*. Fishing ship. 82 m long, 1.886 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Poland. Owned by Dalnevostochny Briz Co Ltd (Russia). Sold for demolition to India.

### **Reefer**

*Dragon* (ex-*Win King*, ex-*Win Feng Ching*). Reefer. 100 m long, 1.700 t. Classification society, China Corporation Register of Shipping. Built in 1973 in Japan. Panamanian flag. Owned by Win Master Line Ltd (Chine). Detained in 2005 in Xiamen (China). Renamed *Dragon* for its last voyage. Sold for demolition to Bangladesh.



*Grifas (ex-Bata)*. Reefer. 55 m long, 583 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1974 in Russia. Fish factory ship converted to reefer for the transport of fish. Owned by Fishery Industrial Association Murmanrybprom Co (Russia). Sold for demolition to India.

*Rokishkis (ex-Rokiskis)*. Reefer. 65 m long, 1.069 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1970 in Wismar (Germany, ex- Democratic Republic) by VEB Mathias Thesen Werft. Fish factory ship converted to reefer for the transport of fish. Owned by Fishery Industrial Association Murmanrybprom Co (Russia). Sold for demolition to India.

### General Cargo

*Alteza*. General cargo. 1.295 t. Cambodian flag. Classification society, Global Marine Bureau. Built in 1969 in the USSR. Owned by Sahmar Shipping Co Ltd (Cyprus). Detained in 1999 in Arkhangelsk et in Vyborg (Russia), in 2000 in Rumoi (Japan), in 2001 and in 2004 in Vanino (Russia). Sold for demolition to China. \$250/ton.



*Danu Mas (ex-Derajat, ex-Tanto Mutiarat, ex-Primrose, ex-Cardhu, ex-Bounty IV, ex-Hilaire Maurel, ex-Sinoe)*. General cargo. 118 m long, 3.261 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1977 in Kagoshima (Japan) by Kagoshima Docks. Owned by Tempura Emas (Indonesia). Detained in 2006 in Singapore. Sold as is in Jakarta for demolition in Bangladesh. \$430/ton.



*Dubai Palm (ex-Emirates Star, ex-Altair)*. General cargo. 129 m long, 1.551 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Finland. Owned by Oasis Maritime Ltd (United Arab Emirates). Detained in 2004 and in 2006 in Bandar Khomeini (Iran) and in 2007 in Khorramshar (Iran). Sold for demolition to India.



*Iran Adalat (ex-Arya Sepehr, ex-Iran Sepehr)*. General cargo. 166 m long, 8.170 t. Iranian flag. Classification society, Germanischer Lloyd. Built in 1977 in Yokosuka (Japan) by Sumimoto Heavy Industries. Owned by Islamic Republic of Iran Shipping Lines (Iran). Sold for demolition to India. \$455/ton.

*Kalimantan Pacific (ex-Melina II, ex-Rezeki, ex-City of Ankara, ex-Sangro)* General cargo. 93 m long, 1.756 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1968 in Leith (United Kingdom) by Henry Robb Ltd. Owned by Sejahtera Bahtera Agung (Indonesia). Detained in 2000 in Bangkok (Thailand). Sold and towed for demolition to Bangladesh.



*Mariam Trans (ex-Lady Nuhad, ex-Salem, ex-Carebeca, ex-Carabeka I, ex-Hanseatic)*. General cargo. 78 m long, 853 t. Sierra Leone flag. Unknown classification society. Built in 1966 in Rostok (Germany) by VEB Schiffswerft Neptun. Owned by Fadhel MA (United Arab Emirates). Detained in 1999 in Thessalonique (Greece). With the drift on May 21, 2007, it transported scrap from Iraq towards India. The crew was saved and the ship towed for demolition in India where it arrived on May 24.



*Oka (ex-Sea Wind, ex-Yasha Gordiyenko)*. General cargo. 88 m long, 1.766 t. Georgian flag. Classification society, Russian Maritime Register of Shipping, banned from registration May 3, 2007. Built in 1975 in Turnu-Severin (Romania). Owned by Cotris Ltd (Cyprus). Detained in 2000 in La Spezia (Italy). Sold for demolition to Bangladesh.





*Rana M (ex-Soanka, ex-Krka, ex-Matthias Reder)*. General cargo. 92 m long, 1.360 t. Comoros flag. Classification society, Asian Naval Bureau. Built in 1968 in Kiel (Germany) by Schiffswerft Paul Lindenau GmbH. Owned by Moussa DN (Lebanon). Detained in 2001 in Patras (Greece) and in 2004 in India. Sold for demolition to India.



*Shi Ji (ex-Hong Ning 3)*. General cargo. 106 m long, 3.000 t. St Kitts-and-Nevis flag. Unknown classification society. Built in 1975 in Japan. Sold for demolition to Bangladesh.

*Solo Sun (ex-Solid Sun, ex-Mabuhai, ex-Unique, ex-Band Aid Trader, ex-Thor Staerke, ex-Lindinger Unique)*. General cargo. 91 m long, 1.400 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1977 in Husum (Germany by Husumer Schiffswerft). Owned by Manalagi (Indonesia). Sold and towed for demolition to Bangladesh.

*Tungenes (ex-Trans Sea)*. General cargo. 95 m long, 1.870 t. Indonesian flag. Classification society, Det Norske Veritas. Built in 1974 in Christiansund (Norway) by Sterkoder M/V A/S. Owned by Fil Cargo Shipping (Philippines). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition to Bangladesh.



*Yara (ex-Yong Hue n° 6, ex-SITC Osaka, ex-GGE Ranger)*. General cargo. 141 m long, 5.202 t. Mongolian flag. Classification society, Germanischer Lloyd, classification suspended since August 2006. Built in 1979. Owned by Kassab Intershipping LLC (United Arab Emirates). Sold for demolition to India. \$440/ton.

### **Bulk carrier**

*Botsman Moshkov*. Bulk carrier. 151 m long, 5.555 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Far Eastern Shipping CO (Russia). Sold for demolition to India. \$435/ton.

*Golden Trust n°3 (ex-Ganghai 616, ex-Hao Fa, ex-Amos, ex-Continental Carrier, ex-Packing)*. Bulk carrier. 178 m long, 7.300 t. Panamanian flag. Classification society, Panama Shipping Register Inc. Built in 1971 in Osaka (Japan) by Namura Shipbuilding Co Ltd. Owned by JinXin Ocean Shipping (China). Detained in 2006 in Guangzhou (China). Sold as is in China for demolition in Bangladesh. \$400/ ton.



*Histria Sun (ex-Breaza)*. Bulk carrier. 220 m long, 14.144 t. Panamanian flag. Classification society, Germanischer Lloyd. Built in 1979 in Constanza (Romania) by Intreprinderea Const Naval. Owned by Histria Shipmanagement (Romania). Detained in 2004 in Lisbonne (Portugal). Sold for demolition to Bangladesh. \$440/ton.



*Opportunity (ex-Conger, ex-Asian Union, ex-Global Episode, ex-Shoho Maru)*. Bulk carrier. 222 m long, 12.765 t. Panamanian flag. Classification society, Bureau Veritas. Built in 1981 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Oceansmart Shipping Ltd (Cyprus). Detained in 1999 in Lisbonne (Portugal), in 2005 in Vancouver (Canada) and in 2006 in Zhangjiagang (China). Sold as is in Fujairah (United Arab Emirates) for demolition in India. \$408/ton.



*Rila*. Bulk carrier. 185 m long, 7.122 t. Bulgarian flag. Classification society, Bulgarski Koraben Register. Built in 1973 in Varna (Bulgaria) by Varna Shipyard Georgi Dimitrov. Owned by Navibulgar (Bulgaria). Detained in 2001 in Naples (Italy) and in 2006 in Amsterdam (Netherlands). Sold for demolition to Pakistan.



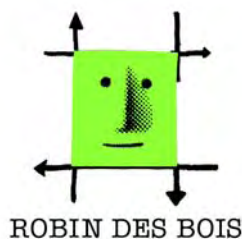
*Salih C* (ex-*Ocean Voyager*, ex-*Anempodistos*, ex-*Akyndinos C*, ex-*Silver Castle*, ex-*Crystal Azalea*). Bulk carrier. 145 m long, 3.985 t. Panamanian flag. Classification society, Turk Loydu. Built in 1973 in Saiki (Japan) by KK Usuki Tekkosho. Owned by Canbaz Denizcilik (Turkey). Detained in 2002 in La Spezia and in Leghorn (Italy) and in 2003 in Ravenna (Italy). In 2003 it on the black list of 66 dangerous ships theoretically banned from European ports published by the European Commission after the shipwreck of the *Prestige*. Sold for demolition to India.



*Salih C*, Bosphorus Strait, June10, 2006

© Gerolf Drebes


**Sources :** *Allied Shipbrokers, American Bureau of Shipping, Biro Klasifikasi Indonesia, Bureau Veritas, China Classification Society, Chittagong Port Authority, Compass Maritime Services, Det Norske Veritas, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board, Indian Ocean Memorandum of Understanding, Lloyd's List, Lloyd's Register of Ships, Maritime Digital Archives, Negros Navigation, Nippon Kaiji Kyokai, Office of Maritime Consultant Co Thaïlande, Optima Shipbrokers, Robin des Bois sources personnelles et archives, Russian Maritime Register of Shipping, Ship Nostalgia, Shipspotting, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards, United States Maritime Administration.*



from January 1 to March 15, 2007

# Ship-Breaking.com

## Scrapping-proof

Benefitting from her exceptional Target Factor of 97, which can be explained by both the vessel's age and the fact that she was rarely inspected, the *Descartes*, a gas carrier of Gaz de France, sits disused at the port of Marseille near dock 10, a potential demolition yard for Mediterranean ships. She was initially intended to be sold for demolition but the owner seeks henceforth to sell her as floating storage. After a diagnosis, the presence of asbestos was confirmed. Built in 1971 in Chantiers de l'Atlantique in Saint-Nazaire, this veteran of LNG must, we believe, be demolished. Robin des Bois sent a letter to Gaz de France urging the importance of this matter. 

The *Tahir Kiran* (ex-*Georgi*, ex-*Corcovado*, ex-*Richmond Hill*, ex-*Chennai Ookkam*, ex-*Porthos*, ex-*Frotacanada*), bulk carrier. 193m long. Turkish flag. Classification society, Turk Loydu but Bureau Veritas carried out the last quinquennial inspection in December 2004 and the last annual in November 2005. Built in 1981 in Rio de Janeiro (Brazil) by Engenharia and Maquinas SA then modified in 1987. Proprietor Kirsped Genizcilik (Turkey), Detained in 2001 in New Orleans (United States), in 2002 in Vlissingen (Netherlands), in Melbourne (Australia), and in Cherbourg (France). In 2003 she was black-listed among the 66 dangerous ships theoretically banned from European Ports by the European Commission after the shipwreck of the *Prestige*. After her arrival under towage following an engine failure at the beginning of February 2007 in Cherbourg, she was detained but left again without mishap five days later.

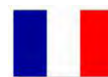


The *Tahir Kiran* in Cherbourg, February 2007

© Robin des Bois



The Indian Supreme court has once again delayed, on the eleventh of March, the demolition of *Blue Lady* beached in the Bay of Alang. The Supreme Court gave regional expert authorities a maximum of three months to establish a plan for extraction and the eventual re-use of the asbestos or asbestos materials stored on board the ex-France. Thus the ex-steamer will finally be dismantled in India, in the summer of 2007, after having left Germany, without any difficulty except the protest of Robin des Bois, in March 2005.



### Scrapped

From the 1<sup>st</sup> of January to the 15<sup>th</sup> of March, 79 ships left to be demolished, 35 in India (44%), 34 in Bangladesh (43%), and 6 in Pakistan (8%). India played as an equal with Bangladesh in the number of ships demolished; Bangladesh maintained the advantage of tonnage, with close to 230,000 tons of metal recycled. Pakistan made its return to the market. The price stabilized around \$450 per ton in Bangladesh. In India and Pakistan, prices around \$430 per ton allowed these two countries back into the demolition market: the meager difference in costs no longer justifies the fuel surcharge to deliver a ship to Bangladesh when it is not coming from the east. India continues to buy ships containing materials with strong added value: it bought the chemical freighter *Jacaranda*, its 340 tons of stainless steel and bunkers, at \$946 a ton.

Of the 79 ships to be broken, 45 are oil tankers, chemical freighters, gas carriers (64%), and 11 general cargo carriers (15%); 25 ships are under European flags or belong to European ship owners (or the European Free Trade Association). The age of these ships at the end of their lives ranges between 22 and 63; the average age is 30 years. 34 measure in length shorter than 150 m, 37 measure between 150 and 199 m, and 8 are between 200 and 280 m. The total of these demolitions will allow for the recycling of close to 470,000 tons of metal.

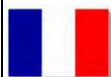
In comparison to the same time last year, the number of ships fated for demolition has doubled. Many of the ships sent to be demolished at the beginning of the year (30 vessels, 38%) have previously been detained with their crew in ports world-wide. The clean up is heightened for tankers: 45 ships, of which 11 are on the list of single hull tankers banned from transporting heavy fuel since 2005 by the European Maritime Safety Agency, have left for wrecking yards (as opposed to 10 last year). None of these ships have been subjected to a preliminary extraction of hazardous materials.



Ship and crew detained in port for deficiencies.



Single hull tankers banned from transporting heavy oil in European waters or diverted from European Exclusive Economic Zone (EZZ).



Ship built en France

## Tanker



© Gilbert Cailler  
*Majori* Passing St Nazaire,  
proceeding to the sea..  
décember 2, 2006.

*Majori* (ex-*Grigoriy Nikolayev*). Tanker. 178 m in length, 8,600 tons. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Kherson (Russia) by Kherson Shipyards. Owned by the Latvia Shipping Company (Latvia). Detained in 1999 in La Corogne (Spain). Sold for demolition to Bangladesh for \$455 per ton. **Is it reasonable to bring into the estuary of the Loire, and doubtless to the oil tanker terminal in Donges, the extremely old *Majori* whose deck and accomodations were consciously repainted and masked ? With a coefficient of 41 by the Sirenac data bank, the *Majori* should have attracted the attention and visits of maritime security inspectors from Nantes/Saint-Nazaire. She never did. All was done in the most extreme discretion for the last commercial voyage of this 26-year-old oil tanker well beyond the theoretical age limits implemented by Total. A letter demanding an explanation of this was sent by Robin des Bois to the Total Donges refinery and to the shipping security center of Nantes/Saint-Nazaire.**




*Aegean Hellas* (ex-*Enalios Hellas*, ex-*Nassau*, ex-*Esso Puerto Rico*). Tanker. 245 m in length, 20,516 tons. Bahamian Flag. Classification society, American Bureau of Shipping. Built in 1982 in Kaohsiung (China) by China Shipbuilding. Owned by Agegean Shipping Management (Greece). Sold as is in Indonesia with its fuel for demolition to Bangladesh at \$455 a ton. Aegean Shipping Management is a Greek European company primarily active in oil tankers at the end of their lives. For example: *Aegean V* and *Aegean IX*, ex-*Gatteville* and *Goury*, 32 and 26 years old, *Byzantio*, 26 year old, a tanker specialized in the transport of heavy fuel, diverted from the European waters at the end of 2002 after the shipwreck of the *Prestige*, and victim to a fatal explosion (leaving one Filipino sailor killed and two others in critical condition) off the shores of Hong Kong in March 2003 during a ship to ship transfer; the *Byzantio* was sent to be broken in 2004.

*Aias* (ex-*Stavanger Oak*, ex-*Seki Oak*, ex-*Crown Seki Oak*). Tanker. 170 m in length, 8,574 tons. Panamanian flag. Unknown classification society. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen. Owned by Capital Ship Management (Greece). Sold for demolition to India or Pakistan.


*Atlantic* (ex-*Pacific Hunter*). Tanker. 173 m in length, 7,501 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Mukaishime (Japan) by Hitachi Zosen. Owned by Glory Ship Management (Singapore). On the list of the



European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$440 per ton.


*Ausonia* (ex-*Sonia*, ex-*Wind Splendor*, ex-*Vega*, ex-*Messiniaki Avgi*). Tanker. 171 m in length. Panamanian flag. Classification society, Registro Italiano Navale. Built in 1978 in Perno (Finland) by Oy Wartsila AB. On the list of the European Maritime Safety Agency of single hull tankers single banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh. 

*Bam*. Tanker. 160 m in length, 7,445 tons. Liberian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Rauma (Finland) by Rauma Repola Oy. Owned by Primorsk Shipping Corp. (Russia). Sold for demolition to Bangladesh.

*Bismarck Wind* (ex-*King A*, ex-*Tbilissi*, ex-*Kriti Mountains*, ex-*Eastern Thistle*). Tanker. 176 m in length, Liberian flag. Classification society, Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Hayashikane Shipbuilding and Engineering. Owned by NT Management SA (Greece). Detained in 1998 in Dartmouth (Canada), in 1999 in Montreal (Canada), in 2005 in Kwinana (Australia) and in 2007 in Guanzhou (China). Sold for demolition to Bangladesh. 


*Champion Vincita* (ex-*St Nikolai*). Tanker. 182 m in length, 10,400 tons. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Bremen (Germany) by AG Weser. Owned by Ditlev Simonsen (Norway). Sold for demolition to Bangladesh at \$450 per ton.


*Christen* (ex-*Gulf Glory*, ex-*Seaoath*, ex-*Global Oath*, ex-*Mikata maru*). Tanker. 179 m in length, 11,412 tons. Bahamian flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Japan by Kanda Zosensho KK. Owned by Emirates Shipping Co. Ltd (United Arab Emirates). Sold in Karachi for demolition on Pakistan at \$425 a ton.

*Creole* (ex-*Meandros*). Tanker. 178 m in length, 9,256 tons. Maltese flag. Classification society, Bureau Veritas. Built in 1982 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Owned by Gemarfin (Italy). Detained in 2001 in Naples (Italy). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh. 

*Da Qing 42*. Tanker. 178 m in length, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at \$296.50 per ton.

*Da Qing 44*. Tanker. 178 m long, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at \$290 per ton.

*Eburna* (ex-*Virgo*). Tanker. 170 m in length, 7,675 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding. Old ship of Shell's converted for vegetable oil transportation. Owned by Glory Ship Management (Singapore). Detained in 2004 in Genes (Italy) for 18 deficiencies. On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$440 per ton. 

*Entalina* (ex-*Amer Power*). Tanker. 169 m in length, 7,260 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in St John (Canada) by St John Shipbuilding Co. Ltd. Old ship of Shell's converted for vegetable oil transportation. On 



the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Owned by Glory Ship Management (Singapore). Sold for demolition to India at \$430 per ton.

*Ilona (ex-Elona, ex-Amer Energy)*. Tanker. 169 m in length, 7,145 tons, Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in St John (Canada) by St John Shipbuilders. Owned by Wallem GMBH and Co. (Germany). Detained in 2003 in Bandar Abbas (Iran) and in 2004 in Baltimore (United States). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$465.50 per ton.



*Jag Padma (ex-Paula Maersk)*. Tanker. 10,100 tons. Indian flag. Unknown classification society. Built in 1982 in Kure (Japan) by Ishikawajima Harima Heavy Industries. Owned by Great Eastern Shipping Co. Ltd. (India). Sold for demolition to India at \$430 per ton.

*Kriti Mountain (ex-Seaoath, ex-Venus V)*. Tanker. 243 m in length, 16,871 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1981 in Ulsan (Korea) by Hyundai Heavy Industries. Owned by Navigator Tankers (Greece). Sold for demolition to Bangladesh at \$440 per ton.

*Madonna (ex-Irving Eskimo)*. Tanker. 191 m in length, 9,035 tons. Liberian flag. Unknown classification society. Built in 1980 in St John (Canada) by St John Shipbuilding Co. Ltd. Owned by Worldwide Services (Greece). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to India at \$440 per ton.



*Maria E (ex-Core Ruby, ex-Andhika Ariadnel, ex-Shoryo Maru)*. Tanker. 100 m in length, 1,780 tons. Built in 1978 in Akitsu (Japan) by Kishigami Zosen KK. Dominican flag. Unknown classification society. Owned by Khor Al Zubair Shipping (United Arab Emirates). Sold for demolition to Pakistan.

*Mauro 1 (ex-Mauro, ex-Mauro d' Alesio, ex-Pegasus, ex-Asahi Marui)*. Tanker. 175 m long, 8,065 tons. Panamanian flag Classification society, Russian Maritime Register of Shipping. Built in 1980 in Kudamatsu (Japan) by Kasado Dock Co. Ltd. Owned by Delfi SA (Greece). Detained in 2000 in Algesiras (Spain), in 2006 and 2007 in Bandar Abbas (Iran). Sold for demolition to Pakistan at \$433 per ton.



*Norsea (ex-Sea Elevi, ex-Vincenzina, ex-Silina, ex-Petrobulk Sterling, ex-Capri Alfa, ex-Fort Kingston, ex-Panama)*. Tanker. 170 m long, 8,000 tons, Maltese flag. Classification society, Det Norske Veritas. Built in 1977 in Nakskov (Denmark) by A/S Nakskov Skibsvaerft. Owned by Teekay Marine Services (Norway). Detained in 2006 in Vancouver (Canada). Originally sold for demolition to Pakistan but arrived in India February 12<sup>th</sup>, sold at \$433 per ton.



*Northsea (ex-Global Spirit III, ex-Global Spirit, ex-Eastman Spirit)*. Tanker. 8,350 tons. Panamanian flag. Unknown classification society. Built in 1976 in United Kingdom. Owned by Atlantic Oil Maritime (Greece). Sold for demolition to India.

*Norwave (ex-Scarlet Star, ex-Pariata, ex-Messiniaki Aktida)*. Tanker. 171 m in length, 7,629 tons. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Turku (Finland) by Oy Wartsila AB. Owned by Teekay Marine Services (Norway). Detained in 2006 in Gdynia (Poland). Sold for demolition to Pakistan at \$435 per ton.



*Oceanida*. Tanker. 243 m in length, 15,923 tons. Panamanian flag. Classification society, Lloyd's register of Shipping. Built in 1980. Owned by Tsakos Shipping and Trading (Greece). Sold for demolition to Bangladesh at \$455 per ton.

*Opal (ex-Ervilia)*. Tanker. 170 m in length, 7,799 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai classification agency. Built in 1979 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding. Owned by Glory Ship Management (Singapore). Sold for demolition to India at \$435 per ton.

*Pablo Neruda (ex-Pols Robinson, ex-Paul Robinson)*. Tanker. 195 m in length, 11,610 tons. Liberian flag. Classification society, Bureau Veritas. Built in 1978 in Rijeka (Croatia, ex-Yugoslavia) by Brodogradiliste "3 Maj". Owned by LSC Ship Management (Lithuania). Detained in 2005 in Québec (Canada). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$435 per ton.



*Sakura (ex-Botany Tradition)*. Tanker. 106 meters in length, 2,544 tons. Singaporean flag. Classification society, China Classification Society. Built in 1980 in Japan by Fukuoka Shipbuilding Co. Ltd. Owned by Golden Unity Maritime (Singapore). Sold for demolition to Bangladesh at \$425 per ton.

*Salindo Patria 8*. Tanker. 79 m in length, 998 tons. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1980 in Japan. Owned by Sumber Kencana (Indonesia). Sold for demolition to Bangladesh.

*Sardegna*. Tanker. 171 m in length, 7,430 tons. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1978. Owned by Sianomar (Madeira). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh.



*Seabrook (ex-Sabine Eagle, ex-Falcon Leader)*. Tanker. 203 m long, 9,004 tons. United States flag. Classification society, American Bureau of Shipping. Built in 1983 in Bath (United States) by Bath Iron Works Corp. Owned by Fairfield Maxwell Services. Sold for demolition to Bangladesh at \$430 per ton.

*Seaexplorer (ex-Osco Chief, ex-Pamela, ex-Ottowa, ex-Ogden Ottowa)*. Tanker. 182 m in length, 8,770 tons. Saint-Vincent-et-Grenadines flag. Unknown classification society. Built in 1976 in Lauzon (Canada) by Davins Shipbuilding Ltd. Owned by Prion Shipping and Trading (Egypt) \. Detained in 2000 in New York (United States). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to India.



*Sisoli (ex-North Sea, ex-Natina Sea, ex-Gateway North, ex-New Minerva, ex-Caribbean Courage)*. Tanker. 229 m in length, 14,401 tons. Indian flag. Unknown classification society. Built in 1980 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding Co. Ltd. Owned by Mercator Lined Ltd (India). Sold for demolition to Pakistan with 500 tons of bunkers for \$435 per ton.

*Titan Mars (ex-Corcovado, ex-Camargue)*. Tanker. 280 m in length, 20,516 tons. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Goteborg (Sweden) by Eriksberg MV (stern) and in Lisbonne (Portugal) by Estaleiros Navais de Lisboa (bow). Owned by Titan Ocean Pte. Ltd. (Singapore). Sold for demolition to Bangladesh with 1,000 tons of bunkers at \$448 per ton.

*Ust-Kut*. Tanker. 115 m in length, 3, 040 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma Repola Oy. Owned by Astros (Russia). Sold for demolition to India

*United Triton (ex-OT Daylight, ex-Ragnhild Brovig)*. Tanker. 207 m in length, 11,104 tons. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Horten (Norway) by AS Horten Verft. Owned by Marine Management (Greece). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$450 per ton.



### Chemical tanker

*Delos*. Chemical tanker. 132 m in length, 3,838 tons. Bahamian flag. Unknown classification society. Built in 1983 in Italy. Owned by Nopera Shipping (Greece). Sold for demolition to India.

*Flo (ex-Florida, ex-Harold K. Hudner)*. Chemical tanker. 7,583 tons. Panamanian flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Japan. Detained in 1999 in Montreal (Canada), in 2002 in Hambourg (Germany), and in 2005 in Bandar Khomeini (Iran). Sold for demolition to India.



*Jacaranda*. Chemical Tanker. 136 m in length, 3,215 tons. Brazilian flag. Classification society, Det Norske Veritas. Built in 1978 in Floro (Norway) by Ankerlokken Verft Floro A/S. Owned by Flumar (Brazil). Sold for demolition to India at \$ 947 per ton including 346 tons of stainless steel and bunkers.



© Shipspotting  
Le *Jacaranda* à Santos, Brésil

*Saturn (ex-Bow Satum, ex-Bow Star)*. Chemical tanker. 170 m in length, 8,920 tons. Norwegian flag (International Register). Classification society, Det Norske Veritas. Built in 1976 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Owned by Sahlus Shipping (Norway). Detained in 2004 in Vlaardingen (Netherlands) and in 2005 in Gand (Belgium). Sold for demolition to India.



### Gas Carrier

*Gaz Imperial (ex-Westernport, ex-Esso Westernport)*. Gas carrier. 239 m in length, 24,826 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1977 in La Ciotat (France) by Chantiers de La Ciotat. Owned by Naftomar Shipping (Greece). Sold for demolition to Pakistan at \$425 per ton.



*LPG Grande (ex-Grande, ex-Val Grande, ex-Altollo Verde, ex-Prins Maurits)* Gas carrier. 81 m in length, 1, 741 tons. Italian flag. Classification society, Registro Italiano Navale. Built in 1981



in Capelle (Netherlands) by S&M Ysellwerft BV. Owned by Finaval SpA (Italy). Sold for demolition to India at \$455 per ton.

*LPG Misa (ex-Misa, ex-Val Misa, ex-Atollo Rosso, ex-Prins Frederik Henrik)*. Gas carrier. 81 m in length, 1, 741 tons. Italian flag. Classification society, Registro Italiano Navale. Built in 1981 in Capelle (Netherlands) by S&M Ysellwerft BV. Owned by Finaval SpA (Italy). Sold for demolition to India at \$455 per ton.

*Norgas Navigator (ex-Norgas Wega, ex-Chemtrans Wega, ex-Bavaria Multina)*. Gas carrier, 112 m in length, 3,700 tons. Hong Kong flag. Classification society, Germanischer Lloyd. Built in 1977 in Rendsburg (Germany) by Krogerweft GmbH. Owned by Norgas Carriers (Norway). Sold to Singapore for demolition to India at \$535 per ton including a high tonnage of stainless steel (%5 nickel).

*Norgas Traveler (ex-Chem Olefine, ex-Olefine Gas, ex-Crusader Point, ex-Beate)*. Gas carrier. 130 m in length, 4,519 tons. Singaporean flag. Classification society, Germanischer Lloyd. Built in 1980 in Rostock (Germany, ex-Democratic Republic) by VEB Schiffswerft Neptun. Owned by Norgas Carriers (Norway). Sold for demolition to India at \$420 per ton.

*Parivat 4*. Gas carrier. 55 m long, Thai flag. Unknown classification society. Sold for demolition to Bangladesh.

### **Ferry**

*Golf (ex-Golfinho Azu, ex-Vikingfjord)*. Ferry. 3,359 tons. Panamanian flag. Unknown classification society. Built in 1969 in Germany by Meyer Werft. Detained in 2002 in Piree (Greece), in 2003 in Ponta Delgada (Portugal), in 2005 and in 2006 in Lisbon (Portugal) for 103 days with 28 deficiencies and 30 days with 14 deficiencies respectively. Sold for demolition to India.



*Sydney (ex-Odessa, ex-Copenhagen)*. Ferry. 136 m in length, 7,105 tons. Saint-Vincent-et-Grenadines flag. Unknown classification society. Built in 1974 in Barrows (Great Britain) by Vickers Ltd. Owned by Captain Ltd. (Ukraine). Laid up in Naples for many years, seen again in Odessa while awaiting fittings and then re-baptized *Sydney* for her last voyage. Sold for demolition to India.

### **Ro / Ro**

*Danau Mas (ex-Aichi Maru)*. Ro/ro. 96 m in length, 2,512 tons. Indonesian flag. Classification society, Biro Klisikikasi Indonesia. Built in 1967 in Onomichi (Japan) by Onomichi Zosen KK. Owned by Roro Samudera Putra (Indonesia). Sold for demolition to India.

*St. John*. Ro/ro, 5,299 tons. Maltese flag, Classification society, Registro Italiano Navale. Built in 1975 in India. Owned by Valiant Shipping (Greece). Sold for demolition to India.

### **General cargo**

*Bangkhunnon (ex-Nam-Shin, ex-Hai Lee, ex-Nan Shin)*. General cargo. 114 m in length, 2,136 tons. Thai flag. Unknown classification society. Built in 1969 in Japan. Owned by Phulsawat Shipping Co. Ltd. (Thailand). Detained in Saigon (Vietnam). Sold for demolition to Bangladesh.



*Banglumpoo (ex-Asian Pleiad, ex-Cosmos Star, ex-Bali Bay, ex-Sun Auk)*. General cargo. 97 m in length, 1,728 tons. Thai flag. Unknown classification society. Built in 1966 in Imbari (Japan) by Kurushima Dockyard Co. Ltd. Owned by Phulsawat Shipping Co. Ltd. (Thailand). Detained in 2004 in Tanjung Priok (Indonesia) and in 2005 in Saigon (Vietnam). Sold for demolition to Bangladesh.



*Eridan I*. General cargo. 3,812 tons. Mongolian flag. Classification society, Russian River Register. Built in 1978 in Romania. Owned by Volga Shipping (Russia). Detained in 2001 in Tarente (Italy). Sold for demolition to India.



*Hermes (ex-Hermes III, ex-Caly, ex-Capetan Markos)*. General cargo. 141 m in length, 3,659 tons. Thai flag. Classification society, Bureau Veritas. Built in 1977 in Sunderland (United Kingdom) by Austin and Pickersgill Ltd. Owned by Hermes Shipping (Thailand). Detained in 2005 in Bombay (India) for 18 deficiencies. Sold for demolition to India at \$425 per ton.



*Komsomolets Sakhalina*. General cargo. 121 m in length, 3,293 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Vyborg (Russia) by Vyborg Shipyards. Owned by Sakhalin Shipping (Russia). Sold for demolition to Bangladesh at \$380 per ton.

*Pacific King*. General cargo. 101 m long, 1, 902 tons. Panamanian flag. Classification society, China Corporation Register of Shipping. Built in 1972. Owned by Fujian De Zhong Shipping (China). Detained in Japan in 2002 in Kawasaki and Osaka for 32 and 17 deficiencies respectively, and in 2005 in Moji for 28 deficiencies. Sold for demolition to Bangladesh.



*Rich Ocean (ex-Novelty, ex-Grand Orient)*. General cargo, 249 m in length. Mongolian flag. Unknown classification society. Built in 1977 in Germany. Owned by Rich Ocean Shipping (China). Sold for demolition to Bangladesh.

*Sea Lorry (ex-Borya Tsarikov)*. General cargo. 105 m in length, 2,542 tons. Cambodian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Rostock (Germany, ex-Democratic Republic) by VEB Schiffswerft Neptun. Owned by Ekvator Shipping (Russia). Detained in 2003 in Niigata (Japan), in 2004 in Ishinomaki (Japan) and in 2007 in Lianyungang (China). Sold for demolition to Bangladesh.



*Sin Yi (ex-Amiral, ex-Ismar, ex-Lady Souad, ex-Bibi Star, ex-Ksenia Mercury, ex-Stevens Bulk)*. General cargo. 1,128 tons. Sierra Leone flag. Classification society, Dromon Bureau of Shipping. Built in 1975 in Greece. Detained in 1997 in Esbjerg (Denmark) and in 2006 in Mombasa (Kenya). Sold for demolition to India.



*Star 2*. General cargo, 104 m in length. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1985. Sold for demolition to Bangladesh.

*Transmar III, (ex-Asmaa)*. General cargo. 3,660 tons. Egyptian flag. Unknown classification society. Built in 1977 in Poland. Owned by Transmar Shipping (Egypt). Sold for demolition to India.

### **Factory Ship (fishing)**

*Amarel*. Factory ship. 83 m in length. Russian flag. Unknown classification society. Built in 1977 in Gdansk (Poland) by Stocznia Polnocna im. Bohaterow Westerplatte. Sold for demolition to Bangladesh.


*Bukhta Gaydamak (ex-Oskar Luts, ex-Mys Arkticheskiy)*. Factory ship. 83 m in length, 2,635 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Russia. Sold for demolition to India.

*Kurily (ex-Kalper)*. Factory ship. 101 m in length, 3,250 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1978 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkwerft Stralsund. Owned by Magellan (Russia). Sold for demolition in India where it was towed.

*Sea Alaska (ex-Tipton, ex-Unalga)* Factory ship. 103 m in length, 3,372 tons. United States flag. Unknown classification society. Built in 1944 in Sturgeon Bay (United States) by Leathem D. Smith Shipbuilding Co. Sold for demolition to India.

*Tempest (ex-Tempo)*. Factory ship. 78 m in length, 1,631 tons. United States flag. Unknown classification society. Built in Groningue (Netherlands) by Nieuwe Noord Nederlandse Scheepswerven NV. Sold for demolition to India.


### **Livestock Carrier**


*Mirma M (ex-El Cinco, ex-Tasman Dertien, ex-Capitaine Tasman, ex-Nemours, ex-Martita, ex-Steendiek)*. Livestock carrier, 78 m in length, 1,777 tons. North Korean flag. Classification society, the Korea Classification Society. Built in 1957 in Hambourg (Germany) by Schiffwerft A. Pahl. Detained in 2004 in Trieste (Italy). Sold for demolition to India. 


*Zebu Express*. Livestock carrier. 81 m in length, 2,500 tons. Filipino flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Wivenhoe (Great Britain) by JW Cook & co. Owned by Vroon BV (Netherlands). Sold for demolition to Pakistan.

### **Container ship**

*Colombus Victoria (ex-Oregon Star, ex-Colombus Louisiana)*. Container ship. 183 m in length, 10,400 tons. Cypriot flag. Classification society, Germanischer Lloyd. Built in 1979 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owned by Kotani Shipmanagement (Cyprus). Destination of demolition unknown.

*Khudoznik loganson*. Container ship. 198 m in length, 12,411 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Warnemunde (Germany, ex-Democratic Republic) by VEB Warnowwerft. Owned by Far East Shipping Co. (Russia). Detained in 2004 in Melbourne (Australia). Sold for demolition to India. 

*Khudozhnik Zhukov*. Container ship. 198 m in length, 12,411 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Warnemunde (Germany, ex-Democratic Republic) by VEB Warnowwerft. Owned by Far East Shipping Co. (Russia). Detained in 2003 in Brisbane (Australia) and in 2004 in Hong Kong (China) and Melbourne (Australia). Sold for demolition to India at \$415 a ton. 

*MSC Carmen ex-Nuoava Rosandre, ex-Pancaldo* Container ship. 196 m in length, 11,147 tons. Panamanian flag. Classification society, Germanischer Lloyd. Built in 1979 in Genova (Italy) by Italicantieri SpA. Owned by Mediterranean Shipping Co. (Switzerland). Detained in 2000 in Verdon (France). Sold for demolition to Bangladesh. 

*Sima Karoon (ex-Uni Obtain, ex-Ever Obtain)*. Container ship. 183 m in length, 8,696 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1983 in Japan by Hakodate Docks Ltd. Owned by Simatech Shipping and Forwarding (United Arab Emirates). Sold for demolition to India.



## Reefer

*Abba* (ex-*Abra*, ex-*Southern Ice*, ex-*Maydin Reefer*). Reefer. 7,395 tons. Saint-Kitts-and-Nevis flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Japan. Detained in 1999 and in 2002 in Rotterdam (Netherlands), and in 2000 in Genova (Italy). Sold for demolition to India at \$270.50 per ton.



*Molodyozhnyy*. Reefer. 99 m in length, 2,962 tons. Russian flag. Unknown classification society. Built in Russia in 1967. Owned by Vostock Transservis (Russia). Sold for demolition to India.

## Bulk carrier

*B. Sea* (ex-*Manyas 1*, ex-*Superior*, ex-*Trandocean Progress*, ex-*Sea Glory*). Bulk carrier. 176 m in length, 6,848 tons. Georgian flag. Classification society, Turk Loydu. Built in 1976 in Shimizu (Japan) by Kanasashi Co, Ltd. Owned by Soltrans Denizcilik Sanayi (Turkey). Detained in 1998 in Saint-Petersburg (Russia), in 2001 in Houston (United States), and in 2003 in Carthagene (Spain). Sold for demolition to Bangladesh at \$412.50 per ton.



*General Vladimir Zaimov*. Bulk carrier. 185 m in length, 7,105 tons. Bulgarian flag. Classification society, Bulgarski Koraben Registar. Built in 1973 in Varna (Bulgaria) by Varna Shipyard 'Georgi Dimitrov'. Owned by Navibulgar. Detained in 2004 and 2006 in Castellon de la Plana (Spain), in 2005 in Setubal (Portugal), and in Venice (Italy). Sold as is in Bulgaria for demolition to India at \$298 per ton.



© Shispotting – *Gulsum Ana* at Japan sea under heavy storm, september 2005

*Gulsum Ana* (ex-*Stadion*). Bulk carrier. 182 m in length, 7,797 tons. Turkish flag. Classification society, Turk Loydu. Built in 1975 in Shimizu (Japan) by Kanasashi Co. Ltd. Owned by Kardenizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Belfast (United Kingdom) for 40 deficiencies, and in 2001 in Hong Kong (China) for 31 deficiencies. Sold for demolition to Bangladesh at \$440 per ton.



*Pearl* (ex-*Sea Spirit K*). Bulk carrier. 185 m in length, 7,733 tons. Panamanian flag. Classification society, Polski Regestr Statkow. Built in 1973. Owned by Aurora Shipping SA (Greece). Detained in 2000 in Lisbon (Portugal) and in 2006 in Kandla (India). Sold for demolition to Bangladesh.



© Shipspotting



*Sohret* (ex-*Victor*, ex-*Santa Victor*, ex-*Eastern Ocean*). Bulk carrier. 149 m in length, 4,767 tons. Turkish flag. Unknown classification society. Built in 1972 in Nagasaki (Japan) by Hayashikane Shipbuilding and Engineering Co. Ltd. Owned by Kapatanoğlu Denizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 1998 in Tuapse (Russia), in 2002 in La Spezia (Italy), in 2003 in Ravenna (Italy), and in 2006 in Castellon de la Plana (Spain). On the list of ships forbidden access to European ports in 2003. Sold for demolition to India.



### **Military ships**

5 ships of the Belgian military marine, of which 4 were originally minesweepers of the US Navy, will be dismantled in the yards of Van Heyghen Recycling (Galloo group) in Gand, Belgium. A preliminary extraction of asbestos will be carried out. The Galloo group is interested in the dismantling of the *Clemenceau* whose evaluation in Brest confirmed the residual presence of asbestos and the presence of PCB in the electric cable conduits, paint, rubber joints, linoleum coating, and the electronic board. Other dangerous materials onboard include bags and plastic drums containing paint and hydrocarbon residues, sealed bottles of gas, thermometers and florescent tubes with mercury, fire detectors with micro-radioactive materials, batteries; all these materials were made the object of a localization. As for the ship generated waste found on board the Q 790, were hydrocarbon residues limited to the circuits and the bottom of the machine and boiler rooms, oil drums in the machine room, and in the same place water polluted with asbestos.

*Sources : Agence Européenne de Sécurité Maritime, Allied Shipbroking, American Bureau of Shipping, Baltic Maritime Job Exchange (the), Biro Klasifikasi Indonesia, Bureau Veritas, Chittagong Port Authority, Clarkson Intelligence Weekly, Compass Maritime Services, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board (the), Indian Ocean Memorandum of Understanding, Lloyd's Register of Ships, Ministère de la Défense, Nippon Kaiji Kyokai Register of Ships, OMCC Thaïlande, Optima Shipbrokers, Robin des Bois sources et archives personnelles, Russian Maritime Register of Shipping, Shipspotting, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards,*

**Robin des Bois**

association de protection de l'Homme et de l'environnement [www.robindesbois.org](http://www.robindesbois.org)  
14, rue de l'Atlas 75019 Paris Tel : 01 48 04 09 36 / Fax : 01 48 04 56 41