Ship-breaking.com
Information bulletins on ship demolition, # 15 - 18
from January 1st to December 31st, 2009

Robin des Bois
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Summary

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Global statement 2009 of vessels sent to demolition:

The threshold of 1,000 vessels is reached

For four years, Robin des Bois has been studying the demolition market via the mobilisation and the analysis of over thirty different bibliographical sources. Robin des Bois counted 293 vessels sold for demolition in 2006, 288 in 2007 and 456 in 2008. In 2009, 1,006 vessels have left the waters, representing more than twice the 2008 total and three times the 2006 total. The total weight of recycled metal reached more than 8.2 million tons, five times the total amount of 2006.

During this record year the pace of vessels leaving the oceans during the summer months has barely slowed down. The worldwide financial crisis weighed considerably on trade exchange; big ship owners have massively sent for demolition their oldest ships to adapt to the dropping of freight rates and to draw benefits from their recent ships. At the end of the year, idle container ships were still numbering around 700. The ship owner associations believe it would be better to eliminate 25% of the world fleet. Regardless the boom in the number of vessels proposed to demolition, the prices offered by Asian shipyards have noticeably progressed, from 200 $ US per ton in the beginning of the year to almost 300 $ US in December.

In 2009 India is, for the second consecutive year the number one destination for demolition with a total of 435 vessels (43%). Bangladesh comes second with 214 vessels (21%) yet closely followed by China with 173 vessels (17%). China ends up as the year’s winner with a record influx of vessels originating from Chinese as well as Japanese and European ship owners sensitive to the call of “green dismantling”. The demolition prices proposed by the Chinese shipyards were pulled up by the picking up of steel demand in China. Other vessels ended their lives in Pakistan (87) and in Turkey (42). The American Maritime Administration has dismantled 15 vessels from their reserve fleet this year in Texan and Virginian shipyards and the demolition of the oldest among them ended up costing the government up to 409 $ US per ton.

Out of the 1,006 vessels, 409 (41%) were under a European flag or belonged to ship owners established in the European Union or in the European Free Trade Association (EFTA).

The world’s largest tanker and vessel ULCC (Ultra Large Crude Carrier) the Knock Nevis was sent to be scrapped as well as about twenty VLCC (Very Large Crude Carrier). Among the vessels demolished in 2009, 173 (38%) were less than 150 m in length, 161 (35%) measure between 150 and 199 m, and 122 (27%) were longer than 200 m. The ages range between 17 and 105 years. The average age is 30.

In 2009, the category of tankers, including chemical tankers and gas tankers, is no longer the first one; they downgraded to fourth place and this year they only represent 18% of the vessels totalling 180 units, compared to 33% in 2008 and 50% during the previous years. 63% of the vessels demolished are bulk carriers (22%), general cargo carriers (22%), or container ships (19%). 73 car carriers (7%) were also scrapped.

Good news: The number of sub-standard vessels sent to be demolished is still increasing. Out of 1,006 vessels, 576 (58%) were detained with their crew in previous years in ports worldwide particularly in Europe for not conforming to International security rules. Port State controls are pushing vessels in bad condition to be withdrawn.
A three month record
From September 25th to December 31st 2009, 315 vessels have left to be demolished; a total which is superior to the number of vessels be demolished in 2006, or in 2007. The rhythm has considerably increased, with an average of 22 vessels sent weekly to demolition. The number one destination, whether in terms of number of ships or total tonnage, is India with 110 (35%), ahead of China 78 (25%) and Bangladesh 58 (18%). Pakistan and Turkey are still present in this booming market. Europe and to a lesser extent the United States and Canada have sent to local shipyards auxiliary vessels from their Navy, seized vessels such as the Winner or sensitive vessels such as the nuclear waste transporter the European Shearwater. The cumulative total of the demolitions will allow the recycling of more than 2.4 million tons of metal.

The flea market
The Russian nuclear powered icebreaker Sibir, the nuclear waste transporter European Shearwater and the only European nuclear powered commercial vessel Madre, ex-Otto Hahn, were all sold in different contexts. If Russia should assume the dismantling of the Sibir in Murmansk like they have already done with the other (nuclear powered) icebreakers Lenin and Arktika and if the United Kingdom has sent the European Shearwater to The Netherlands the ex-Otto Hahn has been transformed into a Greek transporter the Madre which was beached in an unscrupulous way in India. We can include in this nuclear clearance sale the American passenger ship Platinum II, ex-Oceanic (please see Ship-breaking # 12) arriving amidst a hot debate in Alang with the radioactive sources of her smoke detectors and her asbestos, PCBs and forged Kiribati papers. The Gujarat Maritime Board has after several months authorised the demolishing of the Platinum II after hull damages damaged following grounding on rocky banks off Alang.
Europe: when there is a will there is a way

Among the vessels leaving the waters, 122 (39%) were under a European flag or had owners from the European Union or the EFTA (European Free Trade Association), of which 56 (18%) were Greek. 118 (37%) were built in the European Union and in Norway. Notwithstanding all the arguing about the feasibility of carrying out ship-breaking in European countries, it has to be underlined that ship yards in the United Kingdom, The Netherlands, Belgium and France, have already been selected to dismantle vessels belonging to European States or which were commissioned by them during their period activity. Thus The Netherlands seems to be specializing in dismantling nuclear waste transport ships such as European Shearwater. Following Hartlepool and the former Clemenceau the United Kingdom has opened a second front in Liverpool where the Grey Rover and the Sir Percivale two former auxiliary vessels of the Royal Navy will be dismantled. The Royal Navy has also entrusted the Van Heygen shipyard in Ghent Belgium the dismantling of the Brambleleaf. In France the Winner on old carrier seized by the French Navy for drug trafficking should finally be demolished in Brest by the end of summer but continuous delays have postponed the start of this operation.

China

China confirms their position in the market. Since their debut in the 60s their activity has varied it was in hibernation or in a period of experimentation in 2005-2007, demolishing less than 10 vessels per year. The demolition market has regularly increased throughout 2009. The shipyards were full and from September 25th to December 31st China is positioned just behind the Indian shipyards. In the future China will be a leader in the field. The Serepca 1 a tanker used by Total as a floating storage dock off the coast of Cameroon was demolished in China after the removal of pollutants were carried out by a French company (see page 10).

Car ferries: hesitating between continuing activities and ending their life

Fifteen old ferries and passenger ships have been sent to demolition. Their average age is 47 years. The ship owners extend the life of these vessels beyond reason. They often swing rapidly from Northern countries where they were built towards Southern countries where they end up as shipwrecks. Recently, the cases of the Onyx and the Pentalina B towed to Brest, in a beaten up state once again alerted Robin des Bois on the practicalities of the reselling and the vessels' end of life. The association has asked passenger ships unfit for navigation in Europe not be exported and in the cases of the Onyx and the Pentalina B that they be towed back to their country of origin to the cost of the Finnish and Scottish owners. They could also be towed towards in a nearby ship breaking yards.

The profile of the outgoing ships

General cargo carriers, 75 vessels (24%), represent the first category sent to be scrapped in terms of numbers; they are followed by container ships totalling 60 (19%). In volume, the container ships total approximately 700,000 t (28%) they precede tankers which are back into the market totalling 625,000 t (26%). Several VLCC (Very Large Crude Carrier) were sent to be scrapped including the world's largest ship the Knock Nevis. After exploring options to demolish her in China the Norwegian ship owner has preferred the Indian option for financial reasons.

Sub-standard vessels are fated in priority, but they are not demolished in the countries, notably Europe, where they have been detained: 160 vessels (51%) were previously detained in harbours worldwide with a rate of 70% for the bulk carriers, general cargo carriers and reefers; 91 (29%) were controlled by a Classification Society which does not belong to the International Association of Classification Societies (IACS). The average age of these end-of life ships leaving the waters from September 25th to December 31st 2009 range between 17 years for the tanker Braveheart and 105 for the Great Lakes cement carrier J.B. Ford; the average age is 30, the container carriers and car carriers are 25 years on average. Tankers are 27 years, passenger ships 47 years. 125 were less than 150 m in length, 188 measured between 150 and 199 m and 72 between 200 and 458.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.

Nuclear powered ship or nuclear material carrier.

Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.

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.

**Vessels leaving for demolition**: Ferry (p 3) / Passenger ships (p 5) / Tanker. Focus: Bangladesh, Tankers’ Hell (p 5). / Chemical tanker (p 11) / Gas carrier (p 14) / Ore / Bulk / Oil carrier (p 14) / General cargo. Focus: Destination Alang, is the Otto Hahn a radioactive waste? (p 15) / Container ship (p 24) / Bulk carrier (p 30) / Cement carrier (p 34) / Ro-Ro (cargo) (p 35) / Reefer (p 37) / Car carrier (p 38) / Diverse (p 39).

**Ferry**


*Mercator II (ex-Lucaya, ex-Wappen von Hamburg).* IMO 6510887. Ferry. 109 m in length. Panamean flag. Unknown classification society. Built in 1965 in Hamburg (Germany) by Howaldtswerke. Owned by Mercator Shipping (Germany). Sold as is in Germany. Demolition destination unknown.


Passenger ship

Flying Cloud (ex-Tuxtla, ex-Ave, ex-Oiseau des îles). IMO 5409665. Passenger ship. 63 m in length. Grenadian flag. Unknown classification society. The last three-masted ship built in 1935 in Nantes-Chantenay (France) by Dubigeon (the Belém’s shipyard) equipped with an auxiliary engine. She sailed in the South Pacific up until the end of the 50s. The Compagnie Française des Phosphates de l’Océanie used her to transport supplies and workers to the mines. In 1941 Oiseau des îles was requisitioned by the Tahiti naval forces, and was returned to her ship owners in 1947. In 1957, she left for the west coast of Mexico. The Mexican career of the Oiseau des îles renamed Tuxtla is not clear but her state degraded. In 1968 she was bought by the Windjammer Barefoot Cruises in Miami who used her as a luxury passenger ship in the Caribbean. After her restoration she could transport 66 passengers and 28 crew members. Sold as is in Trinidad. Demolition destination unknown.

The Flying Cloud, ex-Oiseaux des îles, sailing on a British Virgin Islands stamp

See also the following internet site http://www.grand-voilier.com/cinqmats/projet/flyingcloud/index.html

Glory (ex-Salamis Glory, ex-Regent Spirit, ex-Morning Star, ex-Constellation, ex-Danaos, ex-Anna Nery. IMO 5018698. Passenger ship. 150 m in length, 6,936 t. Cyprus flag dropped for the Saint-Kitts-and-Nevis flag for her last trip. Classification society Lloyd’s Register of Shipping. Built in 1962 in Pula (Croatia, ex Yugoslavia) by Uljanik. Owned by Salamis Lines Ltd (Greece). Sold as is in Limassol (Cyprus) for demolition in India.

Tanker

Focus: Bangladesh, Tankers’ Hell

In Ship-breaking.com # 17, the arrival for demolition of the tanker Agate was mentioned. The Agate belonged to a Singaporean company. On September 26th, an explosion and a fire shoot out from the back of the vessel. Seven men died instantly or from severe burns. They were using a blowtorch to cut out a tank. The rules concerning the emptying and cleaning of tanks prior to dismantling in Bangladeshi ship breaking yards are not high. The preliminary gas-free certificate is not required from the ship owner. The standard precaution is to control the potential risk of explosion on site before proceeding with heat related works. Careless shipowners or unaware of current practices in Chittagong take the opportunity to beach tankers which have not been cleaned and still contain gas. Bangladeshi shipyards offered the highest prices per ton that can be found on the world market. During ship breaking operations, twenty-six people officially died in 2009. Other casualties include women suffering from lung and skin cancer. At a later stage in the ship-breaking process women are employed to sift recuperated asbestos. Bangladesh scrapped 60% of oil tankers in 2009.

Ship-breaking.com # 12 addressed the subject of the ex tanker Serepca 1 reconverted into a floating storage unit off Cameroon by the oil company Total. Brokers offered the Serepca 1 for sale to Bangladesh. Total denied that their vessel could be dismantled in Bangladesh. This precision was presented in the ship-breaking bulletin n°13. At a later date Total chose an innovative preliminary decontamination and deconstruction process in a Chinese shipyard. However this final destination clearly lacks transparency but maximum precautions have been taken and Chinese yards are closely working with European experts and first tier maritime companies. It is rather remarkable that the Serepca 1 hull was towed from Cameroon to China within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal. See Serepca 1 page 10.


Captain Gurbachan Singh Salaria PVC. IMO 8224157. Tanker. 228 m in length, 13,116 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping House (India). Sold for demolition in Bangladesh. 292 $ US per ton.


Grey Rover. IMO 6923163. Tanker. 140 m in length, 2,345 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Hebburn (United Kingdom) by Swan Hunter. auxiliary vessel for the Royal Navy. Sold for demolition in the United Kingdom and towed from Portsmouth to Canada Graving Dock in Liverpool where it will be dismantled along with the Sir Percivale, another Royal Navy auxiliary ship.

Grey Rover departing from Portsmouth October 14th 2009 © John H. Luxton & Ian Collard


Keystone Texas (ex-Sierra Madre). IMO 7908196. Tanker. 200 m in length, 10,532 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1981 in San Diego (United States) by National Steel. Sold for demolition in India. 375 $ US per ton including 1,000 t of bunkers.

Knock Nevis (ex-Jahre Viking, ex-Happy Giant, ex-Seawise Giant, ex-Porthos, ex-Oppama). IMO 7381154. Tanker. 458 m in length, 81,899 t. Singapore flag changed to a Sierra Leone flag for her last trip. Unknown classification society. Built in 1976 in Oppama (Japan) by Sumitomo. Owned by Fred Olsen Marine Services (Norway). The world’s largest vessel. Used as a floating storage unit by Maersk Oil in Qatar up until August 2009. At the end of her chartering the Norwegian ship owner renounced to selling the vessel to a Chinese shipyard for financial reasons. The shipowner then declared that she would continue to be a floating storage dock for a Malaysian company and finally he settled for a ship breaking yard in line with the IMO recommendations which enables him to gain a couple of million dollars. The vessel has a green passport including a list of hazardous substances on board. After deflagging and without classification; the Knock Nevis finally arrived in India under the name of Mont at the Priya Blue Industries shipyard were the Blue Lady ex-France has been demolished.


Naik Jadunath Singh PVC. Tanker. 228 m in length, 13,200 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI (India). Sold for demolition in Bangladesh. 300 $ US per ton.


Serepca 1 (ex-Kasprowy Wierch). IMO 7361257. Tanker. 284 m in length, 21,380 t. Cameroonian flag. Classification society Bureau Veritas. Built in 1974 in Ross (Germany) by Howaldtswerke-DW. Owned by Total (France). After reconstruction in 1983-1984, the vessel was used as Floating Storage Offshore (FSO) off the coast of Kole (Cameroon). In 2008, Robin des Bois inquired about the possible demolition of the Serepca 1 in the Bangladeshi shipyards which was denied by the company Total. The vessel was finally towed to China to the Jiang Yin shipyards situated near Shangai. Robin des Bois received the following information from Total about the practical details concerning the demolition of the Serepca 1:

The Serepca 1 was an FSO with the following characteristics L: 284 m, l: 43.4 m, Depth: 20.6 m, Light weight: 21,380 t anchored off Cameroon.

After her withdrawal and on the basis of the FSO "Green Passport", the French company Sita removed the main pollutants (liquid PCBs, transformers, oils, neon, mercury, hazardous waste in dispersed quantities) and carried them towards Europe. The export of the waste to Belgium and France was carried within the framework of the Basel Convention. Firstly, the tanks of the FSO were cleaned and the sediments treated in a local Group Lafarge cement factory. Lastly after selecting the breaking site on a technical, HSE and financial basis, the FSO was finally dismantled in China in the Jianyin demolition shipyard. The transfer of the FSO was carried out under the framework of the Basel Convention between China and Cameroon authorities. The strengths of this yard are 1) technical bases and experience concerning the dismantling of similar size ships, wet dock dismantling, large size infrastructures, neighbouring steel works, considerable experience, numerous past references (Maersk, Shell, Exxon), 2) HSE competences, ISO14001, OSHAS 18001 and 3) the capability of teams to follow European rules on removal of pollutant such as asbestos. Asbestos was concentrated on the passageway panels and in certain joints. There was no asbestos spraying. Therefore, the removal was done by teams trained by Dutch specialists. Conditioning was finally performed under good practices and waste was stored in the Wuxi storage site which is overlooked by Chinese authorities. The steel from the ship was reused.

Upstream, preliminary studies (Green passport, analyses...), the removal of pollutants carried out in Cameroon and the monitoring of operations in China have all enabled to respect HSE standards throughout the dismantling.


Chemical tanker


Gas carrier


Cora Island, Antwerp, May 2004 © Shipspotting


Ore / Bulk / Oil carrier

General cargo

Madre (ex-Tal, ex-Anais, ex-Hua Kang He, ex-Carmen, ex-Norasia Helga, ex-Norasia Susan, ex-Trophy, ex-Otto Hahn) IMO 6416770. 172 m in length, 8,106 t. Liberian flag. Classification society China Classification Society. Built in 1968 in Kiel (Germany) by Kieler Howaldt. Ex ore carrier converted into a container carrier in 1983 then retransformed into a general cargo carrier in 1998. It is one of the four nuclear powered merchant ships in the world, named after the German radio chemist Otto Hahn, Nobel Prize winner in 1944 for his work on uranium fission. Owned by Alon Maritime Corp (Greece). Detained in 2003 in Mumbai (India) and in 2008 in Rotterdam (The Netherlands). Sold for demolition in India.

FOCUS : Destination Alang, is the Otto Hahn a radioactive waste ?

The project of the atomic ship Otto Hahn was studied and built in the experimental centre Geesthacht, next to Hamburg. It was launched in 1956 with co-financing from Euratom, the German Federal Government, 4 coastal landers in West Germany and 36 industrial companies. The invoice added up to 50 million German marks. The hull was built in Kiel and launched in 1964. Three years were necessary to finalise and install the uranium enriched reactor. Preliminary trials on a rolling bench installed in the Geesthacht centre enabled to adapt the reactor and peripherals to sea operating conditions. The participation of Euratom in the Otto Hahn project enabled the diffusion of all the experience to the 6 countries which at the time were part of the European Community. The program originated directly from the concept of Atoms for Peace and contributed to the development of the future nuclear submarines of the French Marine Nationale. 172 m in length, with 73 crew members and nuclear technicians. With her 3.5 tons of enriched uranium per year, her 18 knots in speed, her sleek design, the Otto Hahn became the first nuclear nightmare of West Germany. She was denied access in all the large commercial ports, the nuclear cargo ship would never fulfil the function of an ore carrying merchant ship; The Otto Hahn was simply a laboratory wandering in the North Sea and the Baltic Sea. Laid up in 1980, she was cut into three parts, following the original plan. The nuclear boiler was removed and the vessel was reconstructed with a conventional engine. Last owned by a Greek company, the ex Otto Hahn has just very discreetly been beached in Alang under the name of Madre and without any traceability. India was not informed of the specific characteristics of this new demolition candidate. Did Germany carry out a reliable protocol of decontamination of the vessel and how can one be convinced that the internal structures in the stern of the vessel are not radioactive or dangerous for the uninformed and unprotected manual workers?

At the same time an English cargo the European Sherwater is on her way to be demolished in The Netherlands. This old transporter of irradiated spent fuel will therefore be dismantled with precaution unlike the Otto Hahn.


Beriks. IMO 8897148. Fish trawler converted in 1990 into a cargo carrier. 54 m in length, 429 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Yaroslav (Russia) by Yaroslavskiy SZ. Sold for demolition in Turkey.


Captain Ali (ex-Hasan S, ex-Lenro, ex-Zeulenroda). IMO 6619920. General cargo. 92 m in length, 2,000t. Syrian flag. Classification society Turkish Lloyd. Built in 1966 in Rostock (Germany ex GDR) by Neptun VEB. Owned by Fahel & Partners (Syria). Detained in 2008 in Koper (Slovenia) and Rijeka (Croatia) and in 2009 in Marseille (France). Sold for demolition in India.


Earlham Victory. IMO 5095816. General cargo. 138 m in length, 4,426 t. United States flag. Unknown classification society. One of the 531 Victory Ships built in the United States during the second World War to compensate for the loss of vessels caused by German submarines. Built in 1945 in Richmond (United States) by Permanente Metals. Owned by US MARAD (United States). Veteran of the Vietnam and Korean wars, she was decommissioned in July 1970 and is rusting away ever since in Suisun Bay, California with fifty other vessels. Following a strict interpretation of federal regulations concerning the prevention of invasive species, coast guards now demand that prior to any moving or dismantling submerged ship parts should be cleaned of all existing organisms. There are no ship-breaking yards on the West Coast of the United States. The ship-breaking of old vessels has to be stopped in California. However there is an emergency: in a report ordered by the American Administration in 2007, test results showed that the sediments of the bay were polluted by mercury, lead zinc, barium and copper and other metal pollutants. A quarter of the paint of this ghost fleet has flaked off, representing 21 tons of metal pollutants which threaten aquatic life in the bay and human health. These rundown vessels, some showing a list or letting in water, also contain asbestos, PCBs, mercury and oily residues. The American administration has decided to resume the elimination of the vessels
which present the greatest risk to the environment, The vessels hulls should be cleaned at a drydock before being towed to a demolition shipyard in Texas via the Panama canal. The cleaning of the hulls will be taken out by BAE Systems in San Francisco and the demolition by the shipyard All Star Metals in Brownsville (Texas) with a total cost of 3.6 million dollars to the American government for both ships. ie. 409 $ US per ton.

The deck of the *Earlham Victory* covered with paint chips

*Eylul* (ex-*Kaukas*, ex-*Sea Wind*, ex-*Martynas*, ex-*Gaga*). IMO 8874328. General cargo. 84 m in length. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Komarno (Slovakia) by Slovenske Lodenie. Owned by E&S Ltd Corporation (Turkey). Detained in 2004 in Samsun (Turkey) and in 2008 in Batumi (Georgia) and Rostov (Russia). Sold for demolition in Turkey.


Green Island (ex-Queen Island, ex-Geringswalde). IMO 7706744. General cargo. 120 m in length, 1,789 t. Sierra Leone flag. Classification society Horizon International Naval Surveying And Inspection Bureau. Built in 1977 in Rostock (Germany ex GDR) by Neptun VEB. Sold for demolition in India.


Legend II (ex-Celtic Star, ex-Lydia Flag, ex-Krios I, ex-Agellii K, ex-Pella, ex-Celtic Venture, ex-Monkchester, ex-Waynegate). IMO 7024500. General cargo. 84 m in length, 2,950 t. Comonian flag. Classification society Hellenic Register of Shipping. Built in 1971 in Meira (Spain) by Construcciones. Detained in 1998 in Bremen (Germany), in 1999 in Alicante (Spain), in 2001 in Huelva (Spain), in 2002 in Marina di Carrara (Italy) and Alicante and in 2003 in Almeria (Spain) in Leghorn (Italy) and in 2004 in Eleusis and twice in Piraeus (Greece), in 2005 in Kdzergli (Turkey), in 2006 in Koper (Slovenia) and Drepanon (Greece) and in 2007 in Brindisi (Italy). Sold for demolition in Turkey.


OBS Swathy (ex-Reef Mahe, ex-Seven Stars, ex-Pecine, ex-Boniface). IMO 7521479. General cargo. 115 m in length, Panamanian flag. Classification society. Built in 1979 in Rio de Janeiro (Brazil) by EMAQ. Owned by Ocean Bulk Shipping LLC (United Arab Emirates). Detained in 1999 in Antwerp (Belgium), in 2001 in Setubal (Portugal), in 2005 in Mumbai (India) and in 2009 in Bandar Abbas (Iran). Demolition destination unknown.

Pan American Victory. IMO 5269467. 138 m in length 4,400 t. United States flag. No classification society. Built in 1945 in Richmond (United States) by Permanente Metals. Owned by US MARAD (United States One of the 531 Victory Ships built in the United States during the second World War to compensate for the loss of vessels caused by German submarines. See Earlham Victory (pages 18-19) The cleaning of the hulls of the Earlham Victory and the Panamerican Victory will be taken out by BAE Systems in San Francisco and the demolition by the All Star Metals shipyard in Brownsville (Texas) with a total cost of 3.6 million dollars to the American government for both ships. ie. 409 $ US per ton.


Toronto (ex-San Vito, ex-Oksana D, ex-Petsa Shitkov). IMO 7630373. General cargo. 88 m in length, 1,345 t. Sierra Leone flag dropped for a Tanzanian flag for her last trip. Classification society Dromon Bureau Of Shipping. Built in 1976 in Oltenita (Romania) by Oltenita SN. Detained in 2004 in Gaeta (Italy), in 2006 in Burnham (United Kingdom) in 2007 in Figueira da Foz (Portugal) and Ceuta (Spain) and in 2008 in Koper (Slovenia). Sold for demolition in Turkey.


Winner (ex-Amir 1, ex-Spica, ex-Samsun Partner, ex-Keoyang Topaz, ex-Bo Churn, ex-Calamus, ex-Gulf Gallant, ex-Kobe Maru n°7). IMO 7031577. General cargo. 101 m in length, 2,000 t. No flag. No classification society. Built in 1970 in Hashihama (Japan) by Hashihama Zosen. Detained in 1998 in Novorossiysk (Russia) and in 2001 in Sevilla (Spain). On June 13th 2002 Winner was intercepted off the coast of the Canary Islands by the Marine Nationale during an anti drug operation against cocaine trafficking. She was towed to Brest (France) where she has been rusting away in the military port waiting for the end of the legal processes. A demolition contract has finally been signed for her scrapping by Le Gall in the Penfeld basin n°4.


Zaven (ex-Iran Takhti, ex-Sargodha). IMO 7602194. General cargo. 159 m in length, 7,750 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Nakskov (Denmark) by Nakskov SV. Owned by Iran Shipping Lines (Iran). Detained in 2002 in Kobe (Japan), in 2004 in Lianyungang and in Rizhao (China) and in 2005 in Port Alma (Australia). Sold for demolition in India.

Container ship


**Bulk carrier**


Hebei Express (ex-Sea Ace, ex-Baia de Aries). IMO 8422591. Bulk carrier. 254 m in length, 17,421 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Constantza (Romania) by Constanza SN. Owned by HOSCO (China). Sold for demolition in Bangladesh. 325 $ US per ton.


Pine Trader (ex-Grain Trader, ex-Ellie, ex-Jablanica). IMO 7636781. Bulk carrier. 189 m in length 7,456 t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Split (Croatia, ex-Yugoslavia) by Brodospilt. Owned by Split Ship Management Ltd (Croatia). Detained in 1999 in Port-Cartier, Montreal, Quebec (Canada) and New Orleans (United States), in 2003 in Dartmouth (United kingdom), Quebec (Canada), Santander (Spain) and Trieste (Italy), in 2004 in Piraeus (Greece) and in 2007 in New Orleans (United States). Sold for demolition in India where she was towed to. 270 $ US per ton.


**Cement carrier**


*J.B. Ford © Boardnet.com*

**Ro-Ro (cargo)**


**Daewoo Frontier** (ex-**Repubblica di Genova**). IMO 8521206. Ro-Ro (cargo). 216 m in length, 15,796 t. Panamean flag. Classification society RINA. Built in 1988 in Castellammare (Italy) by Fincantieri; jumboized in 1990. After capsizing in the port of Antwerp, she went courageously back to service. Owned by Daewoo Logistics (South Korea). Detained in 2000 in Hamburg (Germany). Arrived and detained in Durban (South Africa) in July, she was auctionned as is for demolition in India. 245 $ US per ton.

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*Daewoo Frontier, ex-Repubblica di Genova, port of Antwerp, May 9th 2007 © Dusan Putnik*


Equine (ex-Eva Oden, ex-Tor Belgia). IMO 7800760. Ro-Ro (cargo). 170 m in length, 6,754 t. Belgium flag. Classification society Det Norske Veritas. Built in 1979 in Landskrona (Sweden) by Oresundsvarvet. Owned by Cobelfret Ferries NV (Belgium). Sold as is in Durban (South Africa) for demolition in India. 258 $ US per ton.


Reefers


![Cadiz Carrier](image.jpg)


Car carrier


Diverse

Irradiated spent fuel carrier

Research ship


Tugboat


Landing Ship Logistic (LSL)


Icebreaker

Sibir. IMO 7604491. Icebreaker. 148 m in length. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Saint Petersburg (Russia) by Baltiyskiy Zavod. Owned by Murmansk Shipping (Russia). One of the ten nuclear powered icebreakers built by the Russians. The Sibir, class-Arktika ship equipped with two reactors totalling 54 MW, was built to break ice 2.80m thick. During 1989-90 she was used for the three weeks Arctic cruises taking tourists right up to the North Pole for 25,000 $ US. The Sibir returned to service after more than 10 years of immobilization for technical reasons from 1992 on. However the idea of extending her service to more than 30-35 years was given up. It will most probably be dismantled in Russia in Murmansk or in another port in Siberia.
Sources
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In February 2009, « because of the restricted visibility due to foggy conditions » the chemical tanker *Kashmir* loaded with 30,000 t of oil condensates used by the petrochemical industry collided with the container-ship *Sima Saman* 13 km off Dubai. The fire which broke out was only brought under control late at night. The plume of smoke darkened the industrial zone and the port of Jebel Ali, south of Dubai all day long. Five months later the *Kashmir* was sold for scrapping and towed to India. Soots, residual liquids, melted materials, released asbestos and PCB, dioxins, the working conditions are particularly dangerous for labourers while breaking up damaged ships.

Inconsistency in the United States

The US MARAD carries on with the destocking of its old troop and cargo carriers and other auxiliary ships. Eight of them have left the Reserve Fleets of James River (Virginia) and Beaumont (Texas). Taking into account the metal market prices and the bad condition of a number of hulls, the dismantling in the United States of these more or less vintage and more or less rusted ships has cost this time to the US MARAD between 42 and 96 $ US per ton. However four ships have been sold between 2 and 25 $ US per ton.
The US MARAD shows off honorable and self-governing intentions regarding the scrapping of her old ships (each press release announcing the recycling of an obsolete reserve ship ends up with a notice stressing upon the « environmentally sensitive manner » and « the recycling and disposal of materials in accordance with state and federal law. ») but it seems that some ships are getting away with it.

Two veterans, the Chattahoochee and the Nodaway, respectively 52 and 66 years of age, have been clearly scrapped through another path, exportation. These vintage oil transporters which have been supplying the American Pacific fleet were sold in December 2006 to Teraoka Co Ltd, a Japanese shipbuilding and repair yard. Deflagged from the United States to Mongolia, they were then classified by International Ship Classification, established in Singapore along with the Mongolian, Tuvalu and Kiribati maritime registers. According to the memorandum of Tokyo they are afflicted with 110 and 163 target factors and consequently subjected to « very high risk ». At the end of the game they have been sold to a Japanese scrapping yard.

The fate of two other ships which have been serving the US Navy for 25 years, the PFC James Anderson Jr and the 1st Lt. Alex Bonnyman suggest more queries as to the robustness of the US dismantling process of national ships and the enforcement of the US moratorium on exportation in effect since 1998.
These two ships built in Denmark in 1979 and 1980 as Emilie Maersk and Emma Maersk have been operated under long term charters since 1984 by the US Navy, then jumboized and converted in Sparrows Point by Bethlehem Steel. Placed in service under the direction of the Military Sealift Command in the Maritime Prepositioning Ship Squadron at the Diego Garcia Base in the Indian Ocean, they have been carrying equipment to support the United States fleet. These ships are not property of the American Authorities but belong to Wilmington Trust Co. Bank. On July 15th 2009, the shipping press announced that the two ships have been sold for demolition in India; deflagged to Saint-Kitts-and-Nevis and renamed Anders and Bonny. The American environmentalist NGOs asked the EPA (Environment Protection Agency) to prevent the sailing from Norfolk of these two ships suspected to contain asbestos, PCBs and other toxic materials in spite of the reassuring statement of Denmark. The new owner Star Maritime Corp maintains that the two auxiliary ships equipped with an helicopter platform will be assigned to a sugar traffic between Brazil and India. At the end of August, the EPA has « no reason to retain the ships », they say, while Anders has already left Norfolk Harbour heading for Santos (Brazil) according to the official statement. Will she be loaded with sugar bound for India and then be scrapped ?

Meanwhile, the US merchant ships continue to be beached in Asia without too much soul searching from their American owners. The Hari Bhum and the Perla II have just arrived in Alang as for the Global Patriot beached in Bangladesh under her new Mongolian flag, preceded in the same deflagging process by the ex-Overseas Washington and ex-Perseverance (see the bulletins Ship-breaking.com # 6 and #9).

Global Patriot, born in France, ex-CGM Monet, grown in the United States, naturalized Mongolian before her scrapping in Bangladesh. In Durban (South Africa), June 28th 2009.
**A good intention in the United Kingdom**

Simultaneously in Europe, the United Kingdom is launching a frontal attack and is retaining since August, 5th the *Margaret Hill* planned to be dismantled in India. This LNG Carrier, built in 1974 in Norway, has been laid up in Southampton since November 2008. Though she is flying the Marshall Islands flag, the *Margaret Hill* is owned by V Ships UK and is on that account according to the European Commission terminology « a ship with a strong link to the European Union ». Therefore the rules prescribed by the European Commission through its Green Paper are likely to be applied to this ship. The British Environment Agency brings up the European regulation forbidding the exportation of toxic wastes towards non OECD countries and emphasises that the permission for this ship to sail will only be given if the dismantling country has the necessary agreements and technical means in place. LNG carriers built in the seventies – like the *Margaret Hill* – are riddled with asbestos.

It remains to be seen whether the commercial realities will not be stronger than the best intentions. As a matter of fact, at the same time the general cargo carriers *Boularibank*, *Tikeibank* and *Gazellebank*, the bulk carrier *Alinda*, the reefer *Alcazar Carrier* and the container ship *Hyundai Admiral*, all owned by British companies and likewise the container-ship *ANL Explorer* flying the Union Jack are to be scrapped in India, Bangladesh or China, all of them being non-OECD countries.

**The destocking continues**

The crisis continues to weigh on the freight charges. In order to enable their rise, the world ship-owners would plan to get rid of 20 to 25% of the merchant fleet. In the same trend, several members of the ECSA (European Community Ship owners’ Association) propose to destroy 20% of the ships taking the age as criterion.

Concerning the container ships, 59 ships (26%), they constitute the first of the categories sent to breakage. This is the annual stock sale. The average age of container ships for their death sentence is
of 26 and a half years. If one adds the 42 general cargo carriers and the 26 bulk carriers, one obtains 55% of the ships to be demolished. Speculation and consequently the use of floating storage became less attractive with the increase of the oil price, thus supporting a return on the market of demolition of tankers, 51 (23% against 14% in the preceding bulletin), that is to say 28% in tonnage due to the sale of five VLCC (Very Large Crude Carrier), all left for Bangladesh.

Among the ships leaving the fleet, 100 (44%) were operating under European flag or had ship-owners of the European Union or the EFTA (European Free Trade Association) including 37 (16%) Greek; 89 (39%) were built in the European Union or in Norway.

Sub-standards ships are departing in priority, but they are not demolished in the countries, in particular European countries, where they were under detention(s): 128 ships (56%) have been previously detained in harbours worldwide with close to 80% for bulk carriers, general cargo carriers and reefers; 44 (19%) were controlled by a non IACS classification society (International Association of Classification Societies).

The age of end of life vessels leaving the waters during the period of June 27th to September 24th, 2009 ranged between 17 years for the container ships Hyundai Admiral and 67 years for the US MARAD rescue ship Escape; the average age continues to decrease; in 2008 it was 32 years, today it is 29 years, and even less if excluding the American veterans. 54 were less than 150 m, 121 measured between 150 and 199 m and 54 between 200 and up to 324 m in length.

From June 27th to September 24th, 2009, 229 ships departed for demolition. The summer rhythm accelerated again, with an average of 18 ships leaving each week. In number of ships to be demolished as well as in tonnage, India with 95 ships (41%) remains the number 1 destination, ahead of Bangladesh 50 (22%) and China 47 (21%). With 9 ships each, Pakistan marks time but Turkey makes its return. The accumulated demolition will allow the recycling of more than 1.8 million tons of metals. Since the beginning of the year, 686 ships left the world fleet representing 5.8 million tons of metals. The number of ships to be demolished in 2009 will be close to 1,000 units.

The ships to be broken up : tanker, chemical tanker, gas carrier, passenger ship, ferry, container ship, general cargo, bulk carrier, cement carrier, reefer, cattle carrier, car carrier, ro-ro, others.

**Tanker**


Chattahoochee. IMO 8450615. Tanker. 92 m in length, 2,367 t. Mongolian flag. Classification society International Ship Classification. Built in 1957 in San Francisco (United States) by Bethlehem Steel. Former replenishment oil tanker for the US Pacific fleet. Based in Tsuneishi (Japan) since 1997. Sold in december 2006 by the US MARAD to Teroaka Co (Japan) with her sistership Alatna and another vintage tanker, the Nodaway. Deflagged from United States to Panama, and then Mongolia. Sold for demolition to a local Japanese ship-breaking yard.


Geilo, 320 m, one of the 5 VLCC sold for demolition to Bangladesh © Vesseltracker

**Integrity (ex-Prodicos).** IMO 7907740. Tanker. 192 m in length, 12,768 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Gdansk (Poland) by Gdanska Lenina. Owned by Sea Pioneer Shipping Corp (Greece). Sold for demolition to Bangladesh.


**Lyra (ex-Jersbek, ex-Cape Island).** IMO 8200292. Tanker. 92 m in length, 1,668 t. Togolese flag. Classification society International Register of Shipping. Double hull ship built in 1982 in Büsum (Germany) by Büsumer. Owned by Soysay Shipping (Turkey). Detained in 2008 in Setubal (Portugal) and Antwerp (Belgium) and in 2009 in Bandar Khomeini (Iran). Sold for demolition to India. 265 $ US per ton.


**New Ambition (ex-Amblition).** IMO 8312538. Tanker. 243 m in length, 15,946 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Mihara (Japan) by Koyo. Owned by Associated Maritime Co (Hong Kong, China). Sold as is in Singapore for demolition in Bangladesh.

**Nodaway (ex-Belridge).** IMO 8450603. Tanker. 99 m in length, 2,100 t. Panamanian flag. Unknown classification society. Built in 1943 in Los Angeles (United States) by Todd Shipbuilding. Former replenishment oil tanker for the US Pacific fleet. Based in Tsuneishi (Japan) since 1997. Sold in December 2006 by the US MARAD to Teroaka Co (Japan) with her sistership Alatna and another vintage tanker, the Chattahoochee. Deflagged from United States to Panama, and then Mongolia. Sold for demolition to a local Japanese ship-breaking yard.


Voo Shee II. IMO 8500874. Tanker. 247 m in length, 18,773 t. Taiwanese flag. Classification society American Bureau of Shipping. Single hull ship built in 1986 in Keelung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Kaohsiung (Taiwan) for demolition in China. 325 $ US per ton.

Chemical tanker


Global Rio. IMO 8220589. Chemical tanker. 146 m in length, 5,773 t. Brazilian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Viana do Castelo (Portugal) by ENVC. Owned by Global Transporte Oceanico (Brazil). Sold as is in Rio de Janeiro (Brazil), for demolition in India. 300 $ US per ton, including 530 t of stainless steel.

Kashmir (ex-Cape Horn). IMO 8800248. Chemical tanker. 180 m in length, 8,771 t. Maltese flag. Classification society RINA. Double hull ship built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Martinoli Consulting Srl (Italy). In February 2009, the Kashmir loaded with 30.000 t of oil condensates collided with the container ship Sima Saman off the port of Jebel Ali south of Dubai and took fire. Sold as is in Fujairah (United Arab Emirates) and towed for demolition to India. 240 $ US per ton.


Gas carrier


Margaret Hill (ex-Hoegh Galleon, ex-Mystic River, ex-Asake Maru, ex-Pollenger, ex-LNG Challenger). IMO 7368841. Gas carrier. 261 m in length, 23,400 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Stavanger (Norway) by Moss. Owned by V Ships UK (United Kingdom). Sold for demolition to India. 365 $ US per ton including 3.600 t of stainless steel. On August, 5th the British Environment Agency retains the ship in Southampton on the suspicion she was heading overseas for illegal dismantling and breaking the rules of exportation of wastes. This is the first time the Agency stops a ship from being sent for demolition in an Asian country where there is « no authorized recycling site ». (see p 4)

Passenger ship
Gage. APA 168. Attack transport ship. 138 m in length, 6,720 t. United States flag. No classification society. Built in 1944 in the United States by Oregon Shipbuilding Co. Owned by US MARAD (United States). During World War II she was assigned to the Asiatic-Pacific Theater. Decommissioned in 1947, struck from the naval register in October 1958, and transferred to the US MARAD Reserve Fleet ; she has since been rusting in James River (Virginia) where nesting peregrines prevents any recycling operations. Finally in July 2009 a contract for demolition is concluded with ESCO Marine, Brownsville, Texas (the United States) at a cost for the US MARAD of 564.910 $, i.e. 84 $ US per ton.

Golden Princess (ex-Joy Wave, ex-Oriental Pearl, ex-Costa Playa, ex-Pearl, ex-Ocean Pearl, ex-Pearl of Scandinavia, ex-Innstar, ex-Finnstar, ex-Finlandia). IMO 6622458. Passenger ship. 156 m in length, 7,869 t. Bahamian flag. Classification society Bureau Veritas. Built in 1967 in Helsinki (Finland) by Wartsila. Ferry rebuilt in 1982 and converted to passenger ship, then into a floating casino. Owned by Island Ship Management Ltd (Hong Kong, China). Sold as is in Hong Kong for demolition in China. 220 $ US per ton.

Ferry

Sara 3 (ex-Santa Catherine I, ex-Scirocco, ex-Rozel, ex-Keren, ex-St Edmund). IMO 7340710. Ferry. 130 m in length. Panamean flag. Classification society RINA. Built in 1974 in Birkenhead (United Kingdom) by Cammell Laird. Former Sealink ferry. Owned by Arab Ship Management Ltd (Syria). Sold for demolition to India.


Container ship


275 m, 17 years of age, the youngest of the 59 container ships left for breakage. © Willem Van Maanen


City of Glasgow (ex-Express, ex-Choyang Express, ex-MSC Laura, ex-Zim Guan, ex-Durga Osaka, ex-Nedlloyd Express, ex-TFL Express, ex-Alltrans Express). IMO 7705427. Container ship. 157 m in length, 6,899 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Mukaishima (Japan) by Hitachi Zosen. Owned by Costamare Shipping (Greece). Unknown destination of demolition.


**MSC Anastasia** (ex-Pol Baltic, ex-Leverkusen Express, ex-CGM Lorraine, ex-Leverkusen). IMO 7020542. Container ship. 181 m in length, 8,600 t. Panamanian flag. Classification society Germanischer Lloyd. Reefer built in 1976 in Ross (Germany) by Howaldtswerke Düsseldorf; jumboized in 1978 and converted to container ship. Owned by MSC - Mediterranean Shipping Co (Switzerland). Detained in 2002 in Trieste (Italy), en 2004 et 2005 in Koper (Slovenia) and in 2007 in Constanza (Romania). Sold for demolition to India. 262 $ US per ton.


Unknown classification society. Built in 1982 in Szczecin (Poland) by A Warskiego shipyards. Owned by Boluda Lines Sa (Spain). Detained in 2007 in Leghorn (Italy). Sold as is in Alicante (Spain) for demolition in India. 176 $ US per ton.


General cargo


Cape Cod (ex-Sheldon Lykes). IMO 5322037. General cargo. 150 m in length, 7,800 t. United States flag. No classification society. Built in 1962 in Sparrows Point (Maryland, United States) by Bethlehem Steel. Owned by US MARAD (United States) ; acquired from Lykes Lines in 1984 for 1,643,000 $ US. She has been serving as a cargo carrier under the direction the Military Sealift Command until 2001. Laid up int the James River River Fleet (Virginia). A demolition contract is concluded in August 2009 with All Star Metals LLC, Brownsville, Texas (the United States) at a cost for the US MARAD of 328,122 $, i.e. 42 $ per ton.

Captain P (ex-Jason Venture, ex-Patrick Delmas, ex-Ville de Dakar, ex-Thesees). IMO 8031093. General cargo. 150 m in length, 6,150 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1980 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 2000 in New York (United States), in 2001 in Antwerp (Belgium), in 2006 in Houston (United States) and in 2008 in Venice (Italy) and Houston (United States). Sold for demolition to India.


Global Patriot (ex-Buffalo Soldier, ex-CGM Monet, ex-Monet). IMO 7504627. General cargo. 204 m in length, 14,203 t. United States flag dropped for the Tuvaluan flag for her last trip. Classification society American Bureau of Shipping. Built in 1978 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Jumboized in 1987. Owned by Global Containerlines (United States). Sold as is in Durban (South Africa) for demolition in India but she is finally beached in Bangladesh. 2,65 millions $ US, i.e. 187 $ US per ton.


Gulf Shipper. IMO 6411536. General cargo. 150 m in length, 5,842 t. United States flag. No classification society. Built in 1964 in New Orleans (United States) by Avondale Industries. Owned by US MARAD (United States). She leaves the Beaumont Reserve Fleet, Texas in July 2009 after a demolition contract was signed with ESCO Marine, Brownsville, Texas (United States) at a cost for the US MARAD of 145.726 $ US, i.e. 25 $ US per ton.

Hummer (ex-Dilay, ex-Tucan, ex-Gorgova). IMO 7942439. General cargo. 131 m in length, 3,231 t. Togolese flag. Classification society Turk Loydu. Built in 1980 in Galati (Romania) by Galati SN. Owned by Seashore Maritime Ltd (Greece). Detained in 1999 in Castellon de la Plana (Spain) and Novorossiysk (Russia), in 2000 in Barcelona (Spain), in 2001 in Las Palmas (Spain), in 2002 in Aveiro (Portugal) and in 2004 in Setubal (Portugal). Sold for demolition to India.


Kijea (ex-Iran Baghaei, ex-Ydra, ex-Almas, ex-Tannenbels, ex-Stratherrol). IMO 7502734. General cargo. 169 m in length, 7,638 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Gdansk (Poland) by Gdanska Lenina. Owned by Iran Shipping Lines (Iran). Detained in 1998 in Alicante (Spain), in 2002 in Eleusis (Greece), in 2007 in Antwerp (Belgium) and Cartagena (Spain) and in 2009 in Monfalcone (Italy). Sold for demolition to India. 292 $ US per ton.


**Makran.** IMO 7602235. General cargo. 159 m in length, 7,980 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nakskov (Denmark) by Nakskov SV. Owned by Pakistan National Shipping (Pakistan). Detained in 2006 in Bandar Abbas (Iran) and in 2007 in Mangalore (India). Sold for demolition to Pakistan. 315 $ US per ton.

**Nipa (ex-Ocean Rouge, ex-Amana, ex-Laine, ex-Adriana, ex-Navigator I, ex-Hastings, ex-Kremenschug).** IMO 8314615. General cargo. 173 m in length, 8,920 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Warnemünde (Germany) by Warnowerft. Owned by Marti Denizcilik (Turkey). Detained in 1998 in Hamburg (Germany), in 2001 in Baltimore (United States) and Antwerp (Belgium), in 2002 in Valencia (Spain), in 2003 in Antwerp (Belgium), in 2006 in Yokohama (Japan) and Shanghai (China) and in 2007 in Singapore. Sold for demolition to Bangladesh.


**Bulk carrier**

![Bulk carrier Fitzoy River](image)

Fitzoy River, off Queensland (Australia). Tropical storm up ahead with water spouts. © Vesseltracker


Five Stars Global (ex-Beta I, ex-Beta, ex-Seawhisper, ex-Federal Fraser). IMO 7404607. Bulk carrier. 183 m in length, 8,542 t. Panamean flag. Classification society Panama Shipping Register Inc. Built in 1977 in Mizushima (Japan) by Sanoyasu. Owned by Fuzhou Hanxing Shipmanagement (China). Detained in 2002 in Guangzhou (China), in 2006 in Ulsan (South Korea), and in 2007 in Pohang (South Korea) and Tianjin (China). Sold for demolition to China. 265 $ US per ton.


Iran Akhavan (ex-Philippine Success). IMO 8113009. Bulk carrier. 197 m in length, 7,711 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sevilla (Spain) by AESA. Owned by Iran Shipping Lines (Iran). Sold for demolition to India. 292 $ US per ton.


**Cement carrier.**


**Reefer**


Crimmitschau. IMO 7932719. Reefer. 150 m in length, 6,150 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 2001 in Antwerp (Belgium). Sold for demolition to India.


Cattle carrier


![Merino Express](image1)

Merino Express, Napier (New Zealand), March 2005 © Brent Hanson

Car carrier


![Australian Highway](image2)


Ro-ro
1st LT. Alex Bonnyman (ex-Emilie Maersk). IMO 7702059. Ro-ro (cargo). 230 m in length, 19,070 t. Deflagged from United States to Saint-Kitts-and-Nevis. Classification society American Bureau of Shipping. Built in 1980 in Lindo (Denmark) by Odense Staalskibsvaerft. This former commercial ship is bought from Maersk in 1984 and converted for the US Navy in Sparrows Point (Maryland, United States) by Bethlehem Steel. Assigned to squadron 2 maritime prepositioning force at Diego Garcia in the Indian Ocean under the Military Sealift Command of the US Navy. She served during the Iraq War in 2003 carrying equipment and supplies for the marine brigades and during the Tsunami relief operations in January 2005. Owned by Wilmington Trust Co (United States). Sold as is in Norfolk (United States) for demolition to India. In the center of a polemic between the American NGOs and the Environment Protection Agency along with her sistership PFC James Anderson. (see p 2-3).


PFC. James Anderson Jr (ex-Emma Maersk). IMO 7702035. Ro-ro (cargo). 230 m in length, 19,070 t. Deflagged from United States to Saint-Kitts-and-Nevis. Classification society American Bureau of Shipping. Built in 1979 in Lindo (Denmark) by Odense Staalskibsvaerft. This former commercial ship is bought from Maersk in 1984 and converted for the US Navy in Sparrows Point (Maryland, United States) by Bethlehem Steel. Assigned to squadron 2 maritime prepositioning force at Diego Garcia in the Indian Ocean under the Military Sealift Command of the US Navy. She served during the Iraq War in 2003 carrying equipment and supplies for the marine brigades and during the Tsunami relief operations in January 2005. Owned by Wilmington Trust Co (United States). Sold as is in Norfolk (United States) for demolition to India. In the center of a polemic between the American NGOs and the Environment Protection Agency along with her sistership 1st LT Alex Bonnyman (see p 2-3).


Divers
Escape. ARS 6 Rescue and salvage ship. 64 m in length, 1,200 t. United States flag. No classification society. Built in 1942 in Napa (California, United States) by Basalt Rock Co. Owned by US MARAD (United States). This rescue ship of the US Navy supported the Mercury spaceflight program. Transferred to the US Coast Guard in 1978. Decommissioned and struck from the naval register in 1995. In August 2009 a demolition contract is signed with Bay Bridges Enterprises de Chesapeake, Virginia (United States) at a cost for th US MARAD of 115,000 $ US, i.e. 95 $ US per ton.

Ortolan. ASR 22. Class Pigeon submarine rescue ship. 76 m in length, 3,518 t. United States flag. No classification society. Built in 1969 in Mobile (Alabama, United States) by Alabama Ship Building and Dry-dock. Decommissioned on March 30th 1995 and struck from the naval register. Transferred to the US MARAD in 1999. She leaves the James River Reserve Fleet (Virginia) in July 2009 after a demolition contract was signed with ESCO Marine, Brownsville, Texas (United States) at a cost for th US MARAD of 325,090 $ US, i.e. 92 $ US per ton.
**Suribachi.** Ammunition ship. 155 m in length, 9,758 t. United States flag. No classification society. Built in 1956 in Sparrows Point, (Maryland, United States) by Bethlehem Steel Shipyard. She served during the Vietnam war. Decommissioned on December 2\(^{nd}\), 1994, struck from the naval register in 1996 and transferred to the US MARAD in 2000. Sold for demolition to International Shipbreaking Ltd, Brownsville, Texas (United States). 20.001 $ US, i.e. 2 $ US per ton.

Vietnam veteran **Suribachi**, AE 21, crossing Suez canal, August 1990. © US Naval Historical Center

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The shame remains but the crime scene has disappeared.

In October 1992, the Renata (then named MC Ruby) was owned by MC Shipping Company, a subsidiary of the Vlassov Group based in Monaco; her ship manager was V Ships, another subsidiary company of the group. The ship was loaded with cocoa in Ghana and was bound for Le Havre, Amsterdam and Hamburg. During the trip, nine stowaways were discovered, stripped of their money and confined in the forecastle; they were brought up on the deck by night, then struck and thrown on the high seas between Takoradi and Le Havre. The only survivor alerted officials in Le Havre. On December 9th 1995, at the end of a four week trial, the master and the chief-mate were condemned to a life sentence and three other members of the Ukrainian crew to 20 years of detention. Neither the Vlassov group, nor their
subsidiary companies (MC Shipping and V. Ships) have been sued, in spite of the degraded conditions imposed on the crew and the many additional traffics on the ship which were highlighted and known to all. The significant bond between the ship management and the crew was not retained. See “Coke en stock”, La Flèche, winter 1996 and « Le désert des Barbares », press release of Robin des Bois, 9th December 1995.

Renata (ex-African Star, ex-Runner, ex-CMBT Eagle, ex-MC Ruby, ex-Ville de Damas, ex-Medips Tide, ex-Arko Glory, ex-Lloyd Texas, ex-Bamenda Palm). IMO 7725843. General cargo. 149 m in length, 6,366 t. Bahamian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai Heavy Industries. Owned by Oceanstar Management Inc. (Greece). Detained in 2000 in Lisbon (Portugal), in 2001 in Lisbon and Leixoes (Portugal) and in Antwerp (Belgium), in 2007 in Sorel (Canada) and in 2008 in Antwerp (Belgium). The MC Ruby renamed Renata after several changes of owners is sold for demolition to India at 240 $ per ton. She was beached in Alang on May 2nd, 2009.

Another ship which made the headlines on a positive note – saved by a careful rescue operation – has left for breakage: the MSC Rosa M (see p 6).

From April 4th to June 26th, 2009, 190 ships departed for demolition. The rhythm hardly slowed down compared to the rush noted at the time of the previous Ship-breaking.com # 15, with 16 ships per week versus 21. The accumulated demolition will allow more than 1.6 million tons of metals to be recycled. Since the beginning of the year, 462 ships left the world fleet representing 3.8 million tons of metals. Over the period, India with 92 ships (48%) remains the number 1 destination of demolition ahead of Pakistan 31 (16%), China 29 (15%) and Bangladesh 28 (15%); with regard to the tonnage of the ships to be recycled, India is at the forefront, followed by China, Bangladesh and then Pakistan.

114 ships (60%) leaving to breakage have been previously detained in harbours worldwide with close to 80% for bulk carriers; 27 (14%) were controlled by a non IACS society (International Association of Societies Classification). 59 (33%) were built in the European Union or in Norway; 81 (43%) were operating under a European flag or had ship-owners from the European Union or the European Association of Free Exchange (EFTA) of which 34 (18%) Greek. The following proposal expressed during the « Grenelle de la Mer » in France is all the more relevant: « Support that the European Union require proof that the demolition country dispose of adequate capacities for the processing and the storage of hazardous waste or impose on a transitory basis the return to Europe of hazardous waste from demolition in the framework of the Basel Convention».

The age of the end-of-life vessels leaving the waters during the period of April 4th to June 26th ranged from 15 for the chemical tanker Sichem Malaga to 51 for the US MARAD tanker American Osprey; the
average age is 29 years; it is decreasing, in 2008 it was 32 years. 37 ships were less than 150 m, 107 measured between 150 and 199 m and 46 between 200 and 324 m.

The world economic crisis continues to hinder the maritime trade. In May, more than 700 ships were laid up off Singapore awaiting a possible cargo. There were 300 off Rotterdam and 150 off Gibraltar. The vast majority are bulk carriers, container ships and general cargo carriers of which the oldest are in the breakage waiting room. Moreover, these three categories to which 25 car carriers must be added, represent three quarters of the ships to be demolished during the 2nd trimester 2009. On the contrary, tankers are still rare on the demolition market (24 ships, i.e.14%). Uncertainties on the oil market and speculation led to the storage of hydrocarbon stocks at sea : 10% of the VLCC (Very Large Crude Carrier) would be used as floating storage units of hydrocarbon. Among the dozen oil tankers leaving the water are four double hull ships. Their average age is 22 years compared to 24 years for single hull tankers. It seems those double-hull ships which require regular and detailed maintainance ultimately have a lower life expectancy than single hull ships.

The shaky policy of Bangladesh concerning the practices of local ship-breaking yards was not cleared up. The prospects remain precarious with difficult economic conditions, an economized request for steel and the summer decline due to climatic conditions. Ship-breaking yards continue buying ships but not a single ship was "beached" from the last week of May to the second fortnight of June. Ships which arrived in April at Chittagong, like the Clio or the Plodder, were beached only at the end of June. Their tariffs continued to drop regularly and are now at the level of those of the Chinese scrapyards, the only ones to have known a rise. Uncertainty on the authorizations of dismantling and on tariffs lead to last minute renegotiations. A number of ships announced as sold to Bangladesh in the bulletin # 15 were finally diverted towards India, China and Pakistan. Over this period, Pakistani ship-breaking yards also gained ships that were destined to India, like Agia Sofia, Akti, Cleanthes, BW Sund, Dorothea, Knock Taggart, and Pietari Glory. Its the return of Pakistan. Bangladesh, leader of the market for several years, occupies nothing more than fourth place, behind China.

The ships to be broken up: Container ship / Bulk carrier / General cargo / Car carrier / Ro-Ro / Tanker / Chemical tanker / Gas carrier / other.

**Container ship**


Loretta D (ex-Sigmund Jahn, ex-Fliegerkosmonaut der DDR Sigmund Jahn). IMO 7824039. Container ship. 150 m in length, 6,150 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management (Greece). Detained in 2002 in Lisbon (Portugal) and in 2003 in Nantes (France). Sold for demolition to India.


MSC Mee May (ex-Mee May, ex-Erlangen Express, ex-Incotrans Progress, ex-Erlangen ). IMO 7015274. Reefer jumboized in 1979 and converted to container ship. 181 m in length, 8,533 t. Panamean flag. Classification society Germanischer Lloyd. Built in 1970 in Ross (Germany) by Howaldtswerke-DW. Owned by MSC-Mediterranean Shipping Co (Switzerland). Detained in 2002 in Genoa (Italy) and in 2009 in Bandar Abbas (Iran). Sold for demolition to Pakistan at 290 $ per ton.


In December 1997, the MSC Rosa M, with difficulty in the bay of the Seine, with an overload of cargo in comparison to the declared tonnage and a list of more than 30°, was deliberately stranded on shore east of Cherbourg (France). [see the press releases of Robin des Bois]. Containers filled with lubricants fell in the sea; the pumping and the discharge of her bilge waters polluted the waters of the roadstead for two weeks before the ship was towed to Le Havre. During the operation, the manager of MSC in France had declared to Robin des Bois “that fortunately, the MSC Rosa M had been constructed in 1978, a newer ship would break in two.” Sold for demolition to India at 280 $ per ton.


© Ivan Meshkov

The Mediterranean Shipping Company family has lost 17 units. Through the darkness of her plume, the MSC Wellington, leaving the port of Surabaya (Indonesia) on June 11th 2006, proves the bad quality of some bunkers sent to Asia, rich in sulfur and micropollutants.


Silver Castle (ex-Vigo Stone, ex-Galicia Stone, ex-Pioneer Vyborga). IMO 7320708. Container ship. 130 m in length, 3,785 t. Saint-Vincent-and-the-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Konvoy Maritime Ltd (Turkey). Detained in 2001 in Hamburg (Germany), and in 2004 in Drammen (Norway), Southampton (United Kingdom) et Naples (Italy). Sold for demolition to India. 238 per ton.


YM Prominence (ex-Ming Prominence). IMO 8501438. Container ship. 269 m in length, 16,824 t. Liberian flag. Classification society China Corporation Register of Shipping. Built in 1987 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained twice in 2007 in Hamburg (Germany). Sold as is in Colombo (Sri Lanka) for demolition to India at 245 $ per ton.


Bulk carrier


transferred to a non iACS classification society. Built in 1982 in Olaveaga (Spain) by AESA. Owned by COSCO (China). Detained in 2003 in Montreal (Canada) for 189 days, and in 2008 in Ghent (Belgium). Sold for demolition to Bangladesh where she arrives with an ultimate delivery of wheat.


Mega Fame (ex-Australian Fame II, ex-Australian Fame I, ex-Australian Fame, ex-Cape Equinox, ex-Equinox). IMO 8010477. Bulk carrier. 266 m in length, 20,793 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Parkroad Corp (South Korea). Detained in 2004 in Dampier (Australia). Sold as is in Jisepo for demolition in India at 308 $ per ton.

Mina (ex-Kapitonas Stulpinas, ex-Ustas Palecki's). IMO 7942829. Bulk carrier. 146 m in length, 5,615 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Marti Denizcilik (Turkey). Detained in 2003 in Quebec (Canada), in 2008 in Constanza (Romania) and in 2009 in Monfalcone (Italy), Nikolayev (Ukraine) and Bandar Abbas (Iran). Sold for demolition to India.

**Ocean Crown**. IMO 7509251. Bulk carrier. 175 m in length, 6,537 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition to China at 210 $ per ton.

**Ocean Duke**. IMO 7509249. Bulk carrier. 175 m in length, 6,537 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition to China at 230 $ per ton.


Standard Vigor (ex-Mary G, ex-Litrotis, ex-Guinomar Bastion, ex-Baumare). IMO 7928134. Bulk carrier. 225 m in length, 12,056 t. Maltese flag. Classification society Det Norske Veritas. Built in 1981 in Copenhague (Denmark) by B&W Skibsvaerft. Owned by Standard Bulk Transport (Greece). Detained in 2000 in Hamburg (Germany), in 2002 in New Orleans (United States) and in 2003 in Koper (Slovenia), Ravenna (Italy) and La Place (United States). She was supposedly sold for demolition to Pakistan at 242 $ per ton, but is eventually beached in Alang, India.


General cargo

Altair (ex-Altai, ex-Altai Maru). IMO 7813602. General cargo. 166 m in length, 7,951 t. Panamean flag. Classification society RINA. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by B Navi Ship Management (Italy). Detained in 2006 in Bandar Abbas (Iran), Hong Kong and Xiamen (China) and in 2007 in Koper (Slovenia). Sold for demolition to India at 275 $ per ton.


Ship-breaking.com #16 - Robin des Bois / July 2009 - 13/25
Aquila (ex-Stjerneborg, ex-Deneb, ex-Cam Eyong, ex-Euro Mexico, ex- Capella, ex-World Princess). IMO 7716220. General cargo, 7,780 t in length 160 m. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1979 in Kochi (Japan) by Yamamoto. Owned by B Navi (Italy). Detained in 2001 in Genoa (Italy) and in 2009 in Bandar Abbas (Iran). Sold for demolition to India at 262 $ per ton.


Eaglecrest (ex-Qing Ann, ex-Sanko Scorpio, ex-Regent Scorpio). IMO 7425479. General cargo. 129 m in length, 3,234 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Hashihama (Japan) by Hashihama Zosen. Owned by Pacific King Shipping Pte Ltd (Singapore). Sold as is in Kolkatta (India) for demolition to India at 252 $ per ton.


Kriola (ex-Rakhov). IMO 7506986. General cargo. 117 m in length, 3,412 t. Georgian flag. Classification society Shipping Register of Ukraine. Built in 1975 in Rostock (Germany) by Neptun VEB. Owned by M Shipping Ltd (Ukraine). Detained in 2002 and 2003 in Eleusis (Greece) and in 2005 in Castellon de la Plana (Spain). Sold for demolition to India at 235 $ per ton.


See pp 1-2 « The shame remains but the crime scene has disappeared ».


Silverfjord (ex-Chung Shing). IMO 7115048. General cargo. 179 m in length, 9,990 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1972 in Pula (ex-Yugoslavia) by Uljanik. Owned by Choosan Shipping Pte Ltd (Singapore). She was sold for demolition to Pakistan at 242 $ per ton, but was eventually beached in Alang, India..


Thor Merchant (ex-Pol Iris, ex-Ionian Express, ex-Kriti Amethyst). IMO 7905895. General cargo. 155 m in length, 6,703 t. Thai flag. Classification society Bureau Veritas. Built in 1982 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Thoresen & Co Bangkok Ltd (Thailand). Detained in 1998 in Hamburg (Germany) and Antwerp (Belgium), in 1999 in Newcastle (United Kingdom) and in 2000 in Setubal (Portugal). Sold for demolition to Bangladesh.


Tianjin (ex-Persia, ex-Sea Empress, ex-Rickmers Tianjin, ex-Hoegh Cairn). IMO 7729215. General cargo. 183 m in length, 11,540 t. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1979 in Kobe (Japan) by Kawasaki. Owned by B Navi (Italy). Detained in 2003 in Genoa (Italy), in 2004 in Mokpo (South Korea) in 2005 in Hong Kong, in 2007 in Bandar Abbas (Iran), Tianjin and Xiamen (China) and in 2008 in Guangzhou (China). Sold for demolition to India at 235 $ per ton.


Car carrier


Rio Enco (ex-Bright Ace, ex-Singa Satu). IMO 7806635. Car carrier. 138 m in length, 7,493 t. Chilean flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Oshima (Japan) by Oshima SB. Owned by Southern Shipmanagement Chile (Chile). Sold for demolition to India at 235 $ per ton.


Ro-Ro
Alba (ex-Sea Albatross, ex-Znymya Oktyabrya). IMO 7645500. Ro-Ro. 139 m in length, 6,016 t. Georgian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Saint-Petersburg (Russia) by A. Zhdanov Shipyards. Owned by Donbass Commercial Fleet (Ukraine). Detained in 2007 in Zeebrugge (Belgium) for 86 days. Sold for demolition to India at 250 $ per ton.

Cervantes. Ro-Ro. 141 m in length, 6,669 t. Spanish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in San Fernando (Spain) by Bazan. Owned by Flota Suardiaz (Spain). Sold as is in Canary Islands for demolition in India at 150 $ per ton.


Morning Sonata (ex-Roll Cargo, ex-Karisma). IMO 8214437. Ro-Ro. 149 m in length, 6,352 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in South Bank (United Kingdom) by Smith's Dock. Owned by Korean Register of Shipping (South Korea). Detained in 2005 in Auckland (New Zealand). Sold as is in South Korea for demolition in India at 220 $ per ton, she eventually arrived in June in Bangladesh.


Pishro (ex-Fairlight, ex-Geroro, ex-Sigrid Wehr). IMO 7711804. Ro-Ro. 110 m in length, 2,598 t. Iranian flag. Unknown classification society. Built in 1978 in Elmshorn (Germany) by Kremer Sohn. Owned by Iran Marine Services Co (Iran). Sold for demolition to Pakistan at 228 $ per ton.


Tanker

American Osprey (ex-Gulfprince). IMO 5137860. Tanker. 201 m in length, 10,553 t. United States flag. Classification society American Bureau of Shipping. Built in 1958 in Sparrows Point (United States) by Bethlehem Fairfield. Owned by US MARAD. Sold for demolition in the United States to All Stars Metal shipyard, Brownsville (Texas) for 12.227 $, i.e. around 1 $ per ton..

Anikitos (ex-Amor, ex-World Prodigy). IMO 8007250. Tanker. 170 m in length, 7,353 t. Liberian flag. Classification society American Bureau of Shipping. Single hull tanker built in 1986 in Skaramanga (Greece) by Hellenic Shipyards. Owned by Capital Ship Management (Greece). On June 23rd 1989, the Greek Tanker, World Prodigy, en route from Bulgaria to Providence (United States) ran aground on Brenton Reef off Newport, Rhode Island (United States) and released 1,000 tons of number 2 fuel oil. The oil spill spread over 200 km2. The marine fauna and organisms of the Narragansett bay were severely impacted, including a large number of crustaceans, fish and shellfish in their peak spawning period. In 1991, a 3.9 million US $ settlement was reached by the US Government for response, clean up and injuries to natural resources, of which 567,299 $ is to be used by NOAA for their restoration plan. Sold for demolition to Pakistan.

**Fair Trader** (ex-Fighter, ex-Searose, ex-Maddalena d'Amato, ex-Mare del Nord). IMO 8211318. Tanker. 161 m in length, 6,103 t. Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1984 in Marina di Carrara (Italy) by Nuovi Apuania. Owned by Fairdeal Group (Greece). Sold for demolition to India.


**Li Yun.** Tanker. IMO 8025824. 194 m in length, 9,735 t. Taiwanese flag dropped for the Tuvaluan flag for her last trip. Classification society American Bureau of Shipping. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Petroleum Corp (Taiwan). Single hull tanker banned from transporting heavy fuel in European waters since 2005. Detained in 2002 in Kunsan (South Korea). Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh.

**Major Somnath Sharma PVC.** IMO 8224107. Tanker. 228 m in length, 13,271 t. Indian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Sold as is in Bedi Bandar (India) for demolition in Pakistan at 215 $ per ton.


**Chemical tanker**


Gas carrier


Ore/Bulk/Ore carrier
Four Etoiles (ex-Protank Medway, ex-Front Falcon, ex-OBO Falcon, ex-Nor-OBO 4, ex-Philippines OBO 4). IMO 8225034. Ore/Bulk/Ore carrier. 207 m in length, 12,478 t. Italian flag. Classification society RINA. Built in 1984 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Premuda SPA (Italy). Sold for demolition to China at 230 $ per ton.

Reefer


Cement carrier
Aspia. IMO 7361611. Cement carrier. 128 m in length, 2,940 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Neuenfelde (Germany) by Sietas. Owned by Essberger (Germany). Sold for demolition to India at 220 $ per ton.


Ferry

Sources
American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Det Norske Veritas ; Eckardt Marine GmbH ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Marin (le) ; Miramar Ship Index ; New York Times (the) ; Optima Shipbrokers ; Philippines Daily Inquirer (the) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.

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Goodbye Bangladesh, hello Philippines?
On March 18th 2009 the Bangladeshi High Court of Justice ordered the closure within two weeks of all ship-breaking yards operating without environmental clearance. Considering the state of all the ship-breaking yards in the country this would mean completely closing down the field. The decision also prohibits the importation of vessels which have not undergone any preliminary extraction of hazardous materials (asbestos, PCBs, heavy metals, hydrocarbons …) To prepare an appeal against this decision the industries obtained a delay of three weeks. In the meantime, the vessels continue to arrive and are beached in Chittagong. We are left to see how this decision will be followed up, the decisions effects and if it will encourage the Bangladeshi government to put standards in place and follow up the environmental and social conditions of ship-breaking or if the demolition market will move elsewhere: due to the crisis the Japanese ship owners have an influx of vessels to be demolished and are pushing the Filipino government to launch into the demolition business.

Even cars carriers are sent to be demolished
The world economic crisis and the slowing down of exportations continue to decimate the fleets of old container ships, bulk carriers and general cargo ships. Alone these three categories add up to 214 vessels, which represents more than three quarters of the vessels sent to be demolished. In the past few years the tankers represented close to half of the vessels sent to be demolished; this year they tallied only 31 (11%).
Even cars carriers are victims of the crisis. In 2008, only three vessels of this type left the worldwide fleet; during the first three months of 2009 we have already counted fifteen. The Japanese ship-owner MOL Mitsui OSK Lines also announced that they would soon be sending fifteen car carriers more than 25 years old to be demolished they contain asbestos, hydrocarbons and radioactive substances in the smoke detectors.

The rush continues
From January 1st to April 3rd, 272 vessels (against 288 vessels for all of 2007) have left to be demolished representing a cumulative recycling of more than 2.2 million tons of metal. Even though it slowed down at the end of the quarter the pace of vessels leaving the waters has been stable. During this period, India with138 vessels (51 %), was ahead of Bangladesh 78 (29 %). The abundant vessels offer at the end of their lives allows Pakistan with 28 vessels (10%), China 19 (7%), Turkey 5 (2%) to stay present within the market. The United States have gone back to cleaning up their reserve fleet and sent 4 old vessels to be demolished. Concerning the total of metal to be recycled, India confirm their leading place with more than 1 million tons (49%) ahead of Bangladesh with 764,000 t (34%).

177 vessels (65 %) have previously been detained in harbours worldwide with close to 80 % for bulk carriers and general cargo ships; 87 (32%) were controlled by a non IACS society (International Association of Classification Societies). 100 (37%) were built in the European Union or in Norway ; 106 (39%) were operating under a European flag or had owners from the European Union or the European Free Trade Association (EFTA) of which 44 (16%) were Greek. The Tuvaluan and Saint-Kitts-and-Nevis flags are popular for the last trips.
The age of these end-of-life vessels leaving the waters from the period of January 1st to April 3rd 2009 ranged between 21 and 53 ; the average age was 31 years. 51 vessels were less than 150m in length, 159 measured between 150 and 199m and 62 between 200 and 315 m.

The prices offered by the ship-breaking yards have risen regularly around 50 US $ per ton reaching up to 300 US $ on the Indian sub-continent. In the meantime from the month of March, China gave the signal of a notable decrease in the buying price, quickly followed by India, and later by Bangladesh and Pakistan. In the United States, the prices vary from 4 to 43 US $ per ton. The demolition of Hattiesburg Victory a veteran of the last World War used to provision the United States forces, (see page 29), will cost the American Government 1,016,000 US $.

On the demolition shelves, one will notably remark in particular the ex-Vicky, sadly known in the North of France (see page 6). A former crude oil floating storage unit, the Knock Taggart (see page 5), was sent to be demolished in her current state in India. A reminder that a similar vessel owned by Total, the Serepca 1, was recently emptied of 15 tons of PCB before being proposed for demolition.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.

Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS).

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.

**Car carrier**


Tanker


Diyyinah. IMO 8101070. Tanker. 192 m in length, 10,446 t. United Arab Emirates flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB. Owned by ADNATCO (United Arab Emirates). Sold for demolition to Bangladesh.


Knock Taggart (ex-Agamemnon, ex-London Enterprise). IMO 7388932. Tanker converted into a Floating Production, Storage and Offloading unit. 270 m in length, 20,657 t. Singaporean flag. Classification society Det Norske Veritas. Built in 1974 in Gothenburg (Sweden) by Gotaverken Arendal. Owned by Fred Olsen Marine Services AS (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India at 270 US $ per ton.


Milwaukee. Tanker. 200 m in length, 14,210 t. United States flag. No Classification society; struck from the naval register in april 1997. Built in 1969 in Quincy (Massachusetts, United States) by General Dynamics. This replenishment oiler of the Wichita class served during the Vietnam War. She was deactivated in 1994 and her title transferred to the US Marad in 2001. Sold for demolition to Bay Bridge Enterprises, Chesapeake (Virginia). 56.410 US $, i.e. 4 US $ per ton.

Minerali (ex-Pride, ex-Vicky, ex-Bear G, ex-Jarmina). IMO 7922180. Tanker. 243 m in length, 15,986 t. Greek flag. Classification society Det Norske Veritas. Built in 1981 in Frederikskstad (Denmark) by Nye Frederiksstad. Owned by Navitas Maritima (Greece). Detained in 2002 in New York City (United States), and in 2003 in Piombino (Italy) and Kenner (United States). In January 2003, the single hull double bottom tanker Vicky, then flying the Turkish flag, was carrying 66,000 tons of gasoline from Antwerp to New York City; in spite of the safety measures she ran into the wreck Tricolor a car carrier grounded in the eastern Channel, and leaked hydrocarbons from the ruptured tanks at the bow. Sold for demolition to India at 300 US $ per ton with 1,500 t of bunkers.


Savannah. Tanker. 200 m in length, 13,236 t. United States flag. No classification society; struck from the naval register in October 1998. Built in 1970 in Quincy (United States) by General Dynamics. This replenishment oiler of the Wichita class served during the Vietnam War, was deactivated in 1995 and her title transferred to the US MARAD; she was laid up in the James River Reserve Fleet (Virginia). Sold for demolition to the ESCO Marine Shipyards, Brownsville (Texas). 515.726 US $, i.e. 39 US $ per ton.


Gas carrier


Jag Vayu (ex-Herdis, ex-Helios, ex-Lord Kelvin). IMO 7413244. Gas carrier. 192 m in length, 11,880 t. Indian flag. Classification society Det Norske Veritas. Built in 1978 in Marina di Carara (Italy) by Nuovi Apuania. Owned by Great Eastern Shipping Co Ltd (India). Announced sold as is in Colombo (Sri Lanka) for demolition in India at 265 US $ per ton, but she was finally beached in Bangladesh in March.


Chemical tanker


Container ship
Addiriyah. Container ship. 183 m in length, 8,830 t. Saudi Arabian flag. Classification society Lloyd’s Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai HI. Owned by United Arab Shipping Co (Kuwait). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition to Bangladesh at 278 US $ per ton.

Ankara. 18th May 2008, outbound Rotterdam (The Netherlands) © Fred Vloo


Dolores (ex-CSAV Rio Amazonas, ex-P&O Nedlloyd Nina, ex-Kota Sempen, ex-Zim Chicago, ex-City of Haifa, ex-Nelson Bay, ex-Sea Breeze, ex-OOCL Breeze, ex-Scandutch Gallia). IMO 8501555. Container ship. 181 m in length, 9,766 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1987 in Emden (Germany) by Thyssen Nordsee. Owned by Maritime Gesellschaft für Maritime Dienstleistungen Mbh (Germany). Sold as is in Singapore for demolition to Bangladesh at 340 US $ per ton including 500 t of bunker and 1,620 t of iron granulates used as permanent ballast.


Jebel Ali. IMO 7802251. Container ship. 183 m in length, 8,679 t. United Arab Emirates flag. Classification society Lloyd’s Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition to India at 270 US $ per ton.

Louis (ex-Hibiscus, ex-Galatee, ex-Soldrott). IMO 7921253. Container ship. 150 m in length, 6,105 t. Bahamian flag. Classification society Bureau Veritas. Built in 1979 in Rostok (Germany) by Neptun VEB. Owned by Ocean Star Management (Greece). Announced sold for demolition to Bangladesh, she was finally “beached” in India. 305 US $ per ton.


S. Dragon (ex-Asia Summit, ex-Anwei, ex-Ranosen, ex-Ouezzane). IMO 7422166.
Container ship. 93 m in length, 1,606 t. Cambodian flag. Classification society Bureau Veritas. Built in 1975 in Neuenfelde (Germany) by JJ Sietas. Owned by Hongzhou Shipping Co Ltd (South Korea). Detained in 1999 in Arkhangelsk (Russia) and in 2001 in Reykjavik (Iceland). Sold for demolition to China at 190 US $ per ton.


Seven Seas Aurora (ex-Eagle Wind, ex-San Martin 1, ex-San Martin). IMO 8417211.
Container ship. 165 m in length, 6,045 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Lubeck-Siems (Germany) by Flender. Owned by C&KCL Co Ltd (South Korea). Sold for demolition to Bangladesh.

Sinokor Seoul (ex-Sinokor Kwangyang, ex-Sextum, ex-Ercole Lauro). IMO 7822562.

Sinotrans Kaohsiung (ex-Hyundai Opal, ex-Shangai Express, ex-Sea Falcon, ex-Thuringen, ex-Walter Ulbricht). IMO 8705448.


Container ship. 169 m in length, 6,825 t. Thai flag. Classification society Germanischer Lloyd. Built in 1982 in Kiel (Germany) by Howaldtswerke-DW. Owned by Thoresen & Co Bangkok Ltd (Thailand). Sold as is in Hong Kong for demolition in Bangladesh at 273 US $ per ton.


Bulk carrier
Bulk carrier. 197 m in length, 7,612 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sevilla (Spain) by AESA. Owned by Marmaras Navigation (Greece). Sold for demolition to India at 262 US $ per ton.
Agios Gerassimos 1 (ex-Agios Gerassimos, ex-Holly). Bulk carrier. 170 m in length, 6,969 t. Maltese flag. Classification society Polski Regestr Statkow. Built in 1977 in Oppama (Japan) by Sumitomo HI. Owned by Flanmare Shipping Inc (Greece). Detained in 1999 in Brake (Germany) and in 2004 in Montoir (France). Sold for demolition to India at 265 US $ per ton.

Agios Gerassimos 1. September 2008, at Drapetsona repair quay (Greece). © Jukka Koskimies


**Balkan**. IMO 7427374. Bulk carrier. 185 m in length, 7,722 t. Mongolian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 2001 in Taranto (Italy), and in 2005 in Castellón de la Plana (Spain) and Ravenna (Italy). Sold for demolition to India at 235 US $ per ton.

**Bars** (ex-Rhea, ex-Schumy, ex-General Pradzynski). IMO 7358080. Bulk carrier. 201 m in length, 9,875 t. Cambodian flag. Classification society Inclamar. Built in 1976 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Detained in 1999 in Leixoes (Portugal), in 2002 in Pohang (South Korea), in 2005 in Koper (Slovenia) and in 2007 in Tianjin (China). Owned by Bulcom (Cyprus). Sold for demolition to India at 300 US $ per ton including 300 t of bunkers.


Castillo de Belmonte (ex-Castillo de Montearagon). IMO 8026579. Tanker converted to bulk carrier. 273 m in length, 27,063 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Aft section built in 1984 in El Ferrol (Spain) by Bazan and assembled to the fore and midbody from the Castillo de Lopera; rebuilt in 1996 with fore and cargo sections from the Castillo de la Luz, shortened from 287 to 273 m and converted to bulk carrier. Owned by Elcano Naviera (Spain). Sold for demolition to Bangladesh at 270 US $ per ton.

Castillo de Simancas (ex-Castillo de Lorca). IMO 8026581. Tanker converted to bulk carrier. 273 m in length, 27,063 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Aft section built in 1984 in El Ferrol (Spain) by Bazan and assembled to the fore and midbody from the Castillo de Lorca; rebuilt in 1996 with fore and cargo sections from the Castillo de Lopera (rebuilt in 1985), shortened from 287 to 273 m and converted to bulk carrier. Owned by Elcano Naviera (Spain). Detained in 2006 in Gijon (Spain) and Hamburg (Germany). Sold for demolition to Bangladesh at 270 US $ per ton.


Hedwig Oldendorff (ex-Beemoth, ex-Grouper, ex-Algarrobo, ex-Nord Atlantic, ex-Cast Orca). Ore/Bulk/Ore carrier converted to bulk carrier. 281 m in length, 30,368 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Oldendorff Carriers (Germany). Sold as is in Shangai (China) for demolition in Bangladesh at 308 US $ per ton.


Natty (ex-Hebei Progress, ex-Feilong, ex-Corona Light, ex-Bobilna). IMO 8132859. Bulk carrier. 253 m in length, 17,790 t. Panamean flag. Classification society China Classification Society. Built in 1982 in Constanza (Romania) by Constanza SN. Owned by Good Faith Shipping Co SA (Greece). Detained in 2003 in Genova (Italy) and in 2006 in Dangin (South Korea). Sold for demolition to Bangladesh.


Sidratul Muntaha (ex-Pavel Rybin 2, ex-Pavel Rybin). IMO 7372127. Bulk carrier. 169 m in length, 6,450 t. Comorian flag. Unknown classification society. Built in 1975 in Mukaishima (Japan) by Hitachi. Detained in 2004 in Yeosu (South Korea) and in 2007 in Rizhao (China). Sold for demolition to Bangladesh.


Stone Topaz (ex-Tonci Topic). IMO 7432616. Bulk carrier. 223 m in length, 12,600 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Aoi (Japan) by Ishikawajima-Harima. Detained in 2000 in Brindisi (Italy), in 2002 in Lisbon (Portugal) and in 2008 in Hamburg (Germany). Sold for demolition to India at 280 US $ per ton including 200 t of bunkers.


Svyataya Yelizaveta (ex-Mister Michael). Bulk carrier. 224 m in length, 12,812 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Emden (Germany) by Rheinstahl Nordseewerke GmbH. Owned by Fedcomshipping (Russia). Detained in 1997 in Rotterdam (The Netherlands), in 1999 in Newcastle (United Kingdom), in 2002 in Hamburg (Germany), in 2003 in Antwerp (Belgium), in 2004 in Rotterdam (The Netherlands) and Hamburg (Germany) and in 2006 in Kavkaz (Russia). Sold for demolition to India at 275 US $ per ton.

Svyatoy Nikolay (ex-Baska, ex-Budowlany). IMO 7361556. Bulk carrier. 145 m in length, 4,300 t. Panamean flag. Classification society Polski Regestr Statkow. Built in 1976 in Travemünde (Germany) by Schlichting. Owned by Fedcomshipping (Ukraine). Detained in 2002 in Antwerp (Belgium), in 2003 in Bilbao (Spain), Belfasr (United Kingdom) and Arkhangelsk (Russia) and in 2004 in Savona (Italy). Sold for demolition to India at 240 US $ per ton.


Unfair Lady (ex-Fair Lady, ex-Ribera, ex-Unamuno). IMO 7625055. Bulk carrier. 186 m in length, 8,319 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Puerto Real (Spain) by Espanoles. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2002 in Oslo (Norway) and Myrtle Grove (United States), in 2003 in Amsterdam (The Netherlands) and in 2007 in Bordeaux (France). Sold for demolition to India.


Wisdom C (ex-Macedonia Hellas, ex-Docevirgo). IMO 7433464. Bulk carrier. 200 m in length, 9,583 t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Cosmoship Management SA (Greece). Detained in 1999 in Antwerp (Belgium), Rostock (Germany) and New Orleans, in 2000 in Kwinana, (Australia), in 2002 in Bilbao (Spain) and London (United Kingdom), in 2004 in Ravenna (Italy) and in 2007 in Chalkis (Greece). Sold for demolition to India.


General cargo


Al Mansoor I (ex-Jutha Rajpruek, ex-Surin Navee, ex-Maritime Champion). General cargo. 124 m in length, 3,626 t. Saint-Vincent-and-the-Grenadines flag. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Osaka (Japan) by Osaka Zosensho. Owned by Arab Shipping (United Arab Emirates). Detained in 2003 in Masan (South Korea) and Hong Kong (China), in 2006 in Mumbai (India) and Bandar Abbas (Iran) and in 2008 in Mumbai (India). Sold for demolition to India at 261 US $ per ton.


BSLE Prestige (ex-Nasr, ex-Zurbaran, ex-Lavrio, ex-Slavonija, ex-Srbija, ex-Konkar Poseidon). IMO 7717729. General cargo. 193 m in length, 8,598 t. Panamanian flag. Classification society RINA. Built in 1980 in Pula (ex-Yugoslavia) by Uljanik. Owned by Bogazzi & Figli Spa (Italy). Detained in 2004 in Antwerp (Belgium) and Tees (United Kingdom) and in 2006 in Cartagena (Spain) and Savona (Italy). Sold for demolition to India at 250 US $ per ton.


Hattiesburg Victory. IMO 5143869. General cargo. 138 m in length, 4,118 t. Built in 1945 in Los Angeles (United States) by California Shipbuilding. One of the few remaining Victory ships built during World War II to carry cargo needed by U.S. forces all over the world. She served as a commercial steamer for three years for the American Hawai Steamship Co immediately after the war and then returned to the US MARAD and placed in the Beaumont Reserve Fleet. She was reactivated as a troopship during the Korean War and again from 1965 to 1970 during the Vietnam War. Deactivated in 1988 for the last time and laid up in Beaumont. Dismantlement contract awarded to ESCO Marine Inc, Brownsville (Texas) at a cost to the Federal Government of 1.016.000 US $.


Ibn Bassam. IMO 7429009. General cargo. 175 m in length, 7,673 t. Qatari flag. Classification society Lloyd’s Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition to India at 275 US $ per ton.
**Iran Nabuvat** (ex-Aryab Shahat). IMO 7618571. General cargo. 166 m in length, 8,156 t. Iranian flag. Classification society Germanischer Lloyd; class suspended in September 2008 for non-compliance with conditions of class and recommendations. Built in 1977 in Oppama (Japan) by Sumitomo. Owned by Iran Shipping Lines (Iran). Sold for demolition to India at 270 US $ per ton.


**King Carrier** (ex-Oh San Tok). IMO 7738668. General cargo. 160 m in length, 3,676 t. Georgian flag. Classification society Korea Classification Society. Built in 1975 in Huichon (North Korea) by Chongjin SY. Owned by Taedongdonggang Sonbak Co Ltd (North Korea). Renamed King for her last trip. Sold for demolition to India.

**Kranj**. IMO 7507227. General cargo. 147 m in length, 5,950 t. Saint-Vincent-and-the-Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Osaka (Japan) by Mitsui. Owned by Splosna Plovba Doo (Poland). Detained in 2003 in Hong Kong and Qingdao (China), in 2005 in Hong Kong (China), in 2006 in Chennai (India) and in 2007 in Masan (South Korea). Sold for demolition to India at 270 US $ per ton.


**Yantalles (ex-Krasnoyarsk).** IMO 6825414. General cargo. 102 m in length, 1,959 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1968 in Nystads (Finland) by Uusikaupunki. Owned by Oceaninterbusiness (Russia). Detained in 2000 in Vladivostok (Russia) and Yantai (China), in 2002 in Vostochny (Russia) and Ulsan (South Korea), in 2002 in Kushiro and Ishinomaki (Japan) in 2003 in Vostochny (Russia), and in 2009 in Ulsan (South Korea). Sold for demolition to China at 200 US $ per ton.


**Ye Lan (ex-Tai Lung).** IMO 7721823. General cargo. In length 172 m, 8,172 t. Panamean flag. Classification society China Corporation Register of Shipping. Built in 1979 in Keelung (Taiwan) by China Shipbuilding Corp.. Owned by Taiwan Navigation Co Ltd (Taiwan). Sold as is in Kaohsiung for demolition to India. 260 US $ per ton.


**Heavy load carrier**

Ro-Ro (cargo)


*Oniks* (ex-*Glades*, ex-*Rakvere*, ex-*Tallinnhaven*, ex-*Nikolay Vilkov*). IMO 7730018. Ro-Ro. 139 m in length, 6,036 t. Saint-Kitts-and-Nevis flag. Classification society International Ship Classification. Built in 1977 in Leningrad (Russia) by A.Zhdanov. Owned by Natie Shipping Co Ltd (Russia). Detained in 2005 in Hamburg (Germany) and Antwerp (Belgium) and again in 2006 in Hamburg. Sold for demolition to Bangladesh.

*Reefer*


*Pietari Glory* (ex-*Norman Star*, ex-*Humboldt Rex n° 2*, ex-*Ew Andes*, ex-*Humboldt Rex*). IMO 7809314. Reefer. 168 m in length, 7,079 t. Classification Society Russian Maritime Register of Shipping; class suspended for survey overdue. Built in 1979 in Mihara (Japan) by Koyo. Owned by Polaris Maritime Ltd (United Kingdom). Sold as is in Falmouth (United Kingdom) for demolition to India at 165 US $ per ton. The 1985-built *Pietari Cliff*, another ship of this owner, was expected as well for demolition; she was eventually sold to a Latvian owner and is still sailing as the *Tribor*.


Ferry / cruise ship


Regal Empress (ex-Caribe 1, ex-Caribe, ex-Olympia). IMO 5262835. Cruise ship. 186 m in length, 14,297 t. Bahamian flag. Classification society Bureau Veritas. Built in 1953 in Glasgow (United Kingdom) by A Stephens & Sons. Owned by Imperial Majesty Cruise Line (United States). Detained in 2001 and 2002 in Portland (United States) and in 2003 in Port-Everglades (United States). Sold as is in Fort Lauderdale (United States) for demolition in India at 215 US $ per ton.


Sources
American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Miramar Ship Index ; Optima Shipbrokers ; Philippines Daily Inquirer (the) ; Robin des Bois, personnal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; Voix du Nord (la).