Ship-breaking.com
Information bulletins on ship demolition, # 19 - 22
from January 1st to December 31st, 2010

Robin des Bois
2011
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Between January 1st and April 4th 2010, 233 ships were sent to be demolished. The rhythm remains elevated, with 18 ships per week. In number of ships to be demolished as well as tonnage, India, with 120 ships (42%), remains destination number 1 before Bangladesh with 55 (24%), Pakistan with 25 (11%), and China with 23 (9%). The accumulated demolition will permit the recycling of nearly 2 million tons of metal.

The crisis is over!
The prices offered by the demolition yards have significantly increased and continue to increase in the yards of the Indian subcontinent, but also in China; they have reached $400, even $500 for oil tankers and more for ships containing stainless steel. The record of the trimester was obtained by the Norwegian chemical tanker *Spirit*, bought for $780 per ton by an Indian yard, a price rarely reached even in 2008.

The twilight of tankers
There has been a great return of tankers, which began in the last trimester. While in 2009 they represented less than 20% of demolished ships, oil, chemical and gas tankers constituted the largest category of ships going to the breaking yards this trimester with 95 ships (41%). Despite announcements of an alleged boom in their demolition, only 37 were single-hull tankers. Their median age is 26.6 years while it is only 24.3 years for double-hull, double-bottom or double-wall ships, perhaps a sign that the difficulty of their upkeep shortens their careers. General cargo ships, with 53 (23%) as well as container ships with 27 (12%) and bulk carriers with 23 (10%) are marking time. In volume, the tankers together represent more than 1 million tons, or 55%, of recycled metal. 11 VLCC (Very Large Crude Carrier) were sent to the breaking yards. A number of ancient oil tankers, used for years as floating storage and without self propulsion, arrived at the end of their lives. For example, the case of the fifty year old Brazilian *Presidente Floriano*, the demolition of which was announced in 2003, but which continued acting as floating storage in the Amazon. The ship, towed from Manaus, was received at Alang as a “dead vessel.”(see p 9).

*A rudderless Europe*
Unlike Japan, which has just financially contributed to the experimental dismantling of the car carrier *New York Highway* in the local breaking yard of Muroran (see p 31), the European Union delays putting into reality its potentially good and compassionate resolutions concerning the dismantling of ships. Despite the proposals and consultation of the Environmental Directorate of the European Commission,
the regulatory advances are frozen. The shipping industry opposes the creation of a fund supplied by ships entering European ports, the establishment of a list of ships ready for demolition, and more generally any potential constraint on maritime transport activities.

European owners therefore continue to export their scrap with hardly any restrictions. The Margaret Hill was detained in summer 2009 by the British authorities, who suspected its demolition in Asia, then let it leave to continue its operations. In reality, the ship had passed a warm but idle winter in Dubai. It was just rechristened Chill and took on the flag of the Comoros, one of the worst flags of convenience on the blacklist of the Paris Memorandum. She may be in the Indian Ocean en route for demolition in a Chinese breaking yard. If one uses as a reference the French ship (formerly) Descartes destroyed in Bangladesh, there is at least 1,500 tons of asbestos aboard the Margaret Hill.

The MSC Nikita collided with the Nirint Pride on August 30, 2009 20 nautical miles off the Dutch coast, while she was returning to Anvers from Klaipeda (Lithuania). The ship was towed to Rotterdam and relieved of its cargo; this container ship built in 1980 has since been declared “lost” in light of the damage to its engine room. Despite the proximity of the breaking yards in Hartlepool, Belfast or Ghent, and contrary to what had happened for the MSC Napoli (property of the British company Zodiac Maritime) which was dismantled in Belfast by Harland & Wolff, the Swiss owner Mediterranean Shipping Company just sold the MSC Nikita (renamed Niki) for demolition in China. The Niki left in tow from Vlissingen for Shanghai on April 2. All identification marks of MSC have been erased, including on the chimney.

Onyx, the worst, Tor Anglia, the best

The symbol of the European Union’s willful blindness is the ferry Onyx, which departed from Vaasa (Finland), was immobilized in Brest (France), took refuge in Lisbon (Portugal), and toured the Mediterranean around Malta and Cyprus. After having crossed the Suez Canal, she is currently sailing in the Indian Ocean. She is expected soon by the ship breaking yards where her Indian owner sends its ships. (Cf. Rose S, p 29).
EU member countries pretend to believe in the continued operation of old and useless ships and let them leave for demolition in Asia. Rare are the European owners who assume their responsibilities concerning the demolition of their discarded ships.

The Danish owner DFDS, despite it all, has just sold its ro-ro Tor Anglia for demolition in a Chinese breaking yard while adding to the contract a clause according to which it reserves the right to approve the yard. Some of the pollutants were removed from the ship before its departure and its bilge waters will be pumped and then sent back for treatment in Europe. At the appeal of Robin des Bois, a commitment in this direction was made in France: “Support that the European Union require proof that the dismantling country has adequate capacity for the treatment or storage of dangerous waste or that it impose, as a transitional measure, the return to Europe of dangerous waste in the framework of the Basel Convention.”

Old ferries and passenger ships built in Europe consistently supply the Asian ship breaking yards and particularly the Indian ones, with toxic materials. The flow is persistent of these old ships originating from Germany, Denmark, France, Italy or the United Kingdom. They were used for a time for the risky transport of pilgrims to Mecca like the Mogador (formerly Pride of Cherbourg) or directly scrapped by their European owners like the Greek cruise ship Ivory, renamed Winner 5.

A failure in the United States
In the United States, the Maritime Administration continues the destocking of its old ships. The last two Victory Ships of the reserve fleet of California as well as an old oil tanker built in 1943 were the object of demolition contracts. An agreement was made between the federal government, the regional authorities of San Francisco Bay, and environmental associations in order to eliminate the sources of pollution due to the positioning of this old fleet in Suisun Bay. The Administration promised to assure the maintenance and cleaning of the ships. The ship decks should be cleared of paint flakes in under 4 months, the hulls cleaned within 2 years, the 28 ships in the worst state (there are 52 total) sent to be demolished before September 30, 2012 and the other waiting ships before September 30, 2017. All these veterans will undergo a preliminary cleaning of their hull in dry dock before leaving for the demolition yards of Texas via the Panama Canal.
But on the opposite side of recycling, which shows its respect for the environment and federal and state laws, US MARAD is renewing the old and economical method of reefing. One remembers that the day after the return of the Clemenceau to Brest in May 2006, the American Navy sank the aircraft carrier Oriskany without drawing reproach from ecologists. This practice, which is contrary to international legislation, has since been virtually abandoned. The American Administration has revived the practice: it is going make a “gift” to the Cayman Islands of another old ship built in 1945, the submarine support ship Kittiwake. The Kittiwake will be sunk the next 4th of July and will become an artificial reef for an exotic diving site after a cursory cleaning and the cutting of openings to permit divers to easily visit the ship; it will join the Cuban frigate of Russian origin 356, renamed Captain Keith Tibbets before its submersion in 1996. This “gift” permits the United States to save $170,000, the cost of demolition in an American breaking yard, at the rate of $96 per ton requested for the dismantling of the Escape, another support ship, in August 2009.

After the bars, the breaking yard
The substandard ships are prioritized for breaking, but they were not demolished in the countries, notably European, which detained them: at least 108 ships (47%) were the object of prior detention(s) in world ports, with a detention rate of more than 80% for bulk carriers; 67 (29%) were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or were without classification.

Years and meters
The age at the end of life for ships leaving the fleet during the period from January 1st to April 4, 2010 ranges from 16 years for the tanker Eco Africa, victim of a fire in October 2009 while offloading its cargo of crude oil (see p. x) and 65 years for the Victory Ships of the American Administration; the median age is 30 years; it is 26 years for tankers, 27 years for container ships and 39 years for ferries and passenger ships. 79 ships have a length of less than 150 m, 99 measure between 150 and 199 m and 55 between 200 and 336 m.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under a 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), or without a known classification

Vessel and crew detained in port for deficiencies.

**Ships leaving for demolition**:

- Tanker (p 5)
- Chemical tanker (p 11)
- Gas carrier (p 15)
- Passenger ship (p 15)
- Ferry (p 16)
- General cargo (p 17)
- Ro Ro (p 23)
- Container ship (p 24)
- Reefer (p 27)
- Bulk carrier (p 27)
- Cement carrier (p 30)
- Car carrier (p 30)


**Tanker**


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*Barge Baltimore and her pusher, Longview, Washington State © Vesseltracker*


Al Tahreer © Vesseltracker


**Eco Africa.** IMO 9030929. Tanker. 275 m long, 25,000 t. Italian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1994 in Marghera (Italy) by Fincantieri. Owned by Carbofin Energia Trasporti (Italy). In October 2009, a fire occurred onboard the Eco Africa during the unloading of its cargo of crude oil in a terminal in the Gulf of Suez. The ship was towed to Dubai then sold for demolition in Pakistan.


**Flying Officer Nirmal Jit Singh Sekhon.** IMO 8311170. Tanker. 193 m long, 10,206 t. Indian flag. Classification Society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd -SCI (India). Sold as is in India for demolition in Bangladesh. $355 per ton.


**Hesnes.** IMO 8907187. Tanker. 242 m long, 16,350 t. Maltese flag. Classification Society Bureau Veritas. Double-hull ship built in 1976 in Kerch (Russia) by Zaliv. Owned by Tsakos (Greece). Detained in 1999 in Montréal (Canada), in 2000 in Trieste (Italy) and in 2002 in Göteborg (Sweden). Sold as is in Singapore for demolition in Bangladesh. $465 per ton.

**Hida Maru (ex-Hua San, ex-Apollo Sun).** IMO 7376965. Tanker. 336 m long, 37,216 t. Singaporean flag. Classification Society American Bureau of Shipping. Built in 1976 in Nagasaki (Japan) by Mitsubishi. Owned by Ocean Tankers Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. $420 per ton.


**Mission Santa Ynez**. IMO 8450627. Tanker. 159 m long, 5,532 t. United States flag. Without a Classification Society; retired from the naval registry on November 1, 1990. Single-hull ship built in 1943 in Sausalito (United States) by Marinship Corp. Owned by US MARAD (United States). The recycling of the three Californian ships Rider Victory, Winthrop Victory, and Mission Santa Inez will cost a total of $3.4 million for the American government.

**Modec Venture 1** (ex-Skua Venture, ex-Olympiad, ex-Juan A Lavalleja, ex-Solfonn). IMO 7373212. Tanker. 273 m long, 24,000 t. Singaporean flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1975 in Kobe (Japan) by Kawasaki; converted into a floating storage and production unit in 1991. Owned by Elang EPS Pte Ltd (Singapore). Sold as is in Indonesia for demolition in Bangladesh. $346 per ton.


Presidente Floriano (Dead Vessel) IMO 5284194. Tanker. 241 m long, 12,250 t. Brazilian flag. Classification Society Bureau Veritas. Built in 1960 in Tsurumi (Japan) by Nippon Kokan; jumboized in 1968. Announced as sold for demolition in Brazil in 2003, the ship disappeared from all official databases. She was since used as floating storage on the Amazon near Manaus (Brazil) and has arrived in Alang in tow as a « dead vessel ». Sold for demolition in India.


Tiheroula (ex-La Roux, ex-United Peace). IMO 8316194. Tanker. 177 m long, 9,176 t. Liberian flag. Classification Society Lloyd's Register of Shipping. Double-wall ship built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Worldwide Green Tankers Ltd (Greece). She was chartered as La Roux by Trafigura simultaneously to the Probo Koala affair in 2006. Sold for demolition in Bangladesh.


Vera Cruz A (ex-Vera Cruz 1, ex-Vera Cruz, ex-Alpha Intelligence, ex-Anangel Intelligence, ex-Award, ex-Crown Award, ex-World Award). IMO 7932575. Tanker. 177 m long, 9,179 t. Panamanian flag. Classification Society unknown. Single-hull ship built in 1982 in Toyohashi (Japan) by Kanasashi. Owned by Worldwide Green Tankers Ltd (Greece). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.

Chemical tanker
Addarraq. IMO 7925716. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 at Dunkirk (France). Owned by Maroc Phosphor Océan (Morocco). Detained in 1999 in Genoa (Italy), in 2001 in Barcelona (Spain), in 2006 in Rotterdam (Netherlands) and in 2008 in Bremen (Germany). Sold for demolition to India at US$ 575 per ton. This ex phosphoric acid tanker is likely to contain some scales of radium and other progenies of uranium in tanks, valves and pumps.

Al Farabi. IMO 8000123. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 in Dunkirk (France). Owner Maroc Phosphor Océan (Morocco). Detained in 2001 in Lisbon (Portugal). In September 2006, the Al Farabi which was transporting molasses from Karachi (Pakistan) to Bristol (United Kingdom) was found with a 19 km hydrocarbon pollution in its wake. Diverted to Brest, she returned to the sea after a deposit of € 250,000 ($340,000). In December 2007, the owner, who denied the gas spill and blamed an accidental spill of cooking oil, was fined € 400,000 ($544,000). Sold for demolition in India. The same observation about radioactivity for the Addarraq can be made for the Al Farabi.

Anitra (ex-Martha A). IMO 8513364. Chemical tanker. 132 m in length, 4,105 t. Liberian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1986 in Chofu (Japan) by Kyokuyo. Owned by Prime Marine Management (Greece) which is also the ship manager of the Gulf Jash, ex Probo Koala. Detained in 2007 in Amsterdam (Netherlands). Sold for demolition in India where she arrived under the name of Itra. $375 per ton.


**Spirit** (ex-*Bow Arar*). IMO 7926291. Chemical tanker. 159 m in length, 8,339 t. Bahamian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in (South Korea) by Daewoo. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. $780 per ton including 1,700 t of stainless steel and fuel.


**Transport** (ex-*Bow Transporter*, ex-*Owl Transporter*, ex-*Atlas Transporter*). IMO 7923574. Chemical tanker. 173 m in length, 10,504 t. Liberian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in Rijeka (Croatia) by 3 Maj. Owned by Delfi SA (Greece). Detained in 2006 in Rijeka (Croatia) and in 2009 in Belfast (United Kingdom and Bremen (Germany). Sold for demolition in Bangladesh. $420 per ton.


**Gas carrier**


Passenger ship

Winner 5 (ex-Ivory, ex-Aegean Two, ex-The Ausonia, ex-Ausonia). IMO 5031078. Passenger ship. 159 m long, t. Greek flag abandoned for that of Saint Kitts and Nevis for its last voyage under its new name of Winner 5. Classification Society RINA. Built in 1957 in Monfalcone (Italy) by Riuniti Adriatico. Owned by Core Marine Ltd (Greece). Detained in 2001 in Messina (Italy). Sold for demolition in India.
Ferry


Mogador (ex-Nador, ex-Pride of Al Salam 1, ex-Pride of Cherbourg A, ex-Pride of Cherbourg, ex-Pride of Le Havre, ex-Viking Valiant). IMO 7358298. Ferry 128 m in length, 7,280 t. Sierra Leone flag. Classification Society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft. Sold for demolition in India. $352 per ton.

Oujda (ex-Pride of Al Salam, ex-Pride of Hampshire, ex-Viking Venturer). IMO 7358286. Ferry. 146 m in length, 5,766 t. Sierra Leone flag. Classification society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft; extended in 1986. Owned by Arab Ship Management (Syria). Sold for demolition in India.


General Cargo


Anna K (ex-Safmarine Lobito, ex-Pritzwalk, ex-Katina). IMO 7818456. General cargo. 150 m long, 6,160 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1978 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 1998 in Saint-Petersburg (Russia) and in 2002 in Anvers (Belgium). Sold for demolition in India.


Boris Babochkin (ex-Vast Bangalore). IMO 8227264. General cargo. 162 m long, 6,931 t. Ukrainian flag. Without a classification society according to the last inspection of the state of port on March 13, 2009 in Pohang (South Korea.) Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Commercial Fleet of Donbass Ltd (Ukraine). Detained in 2004 in Contanta (Romania), in 2006 in Lisbon (Portugal) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India. $355 per ton.

Detained in 2009 in Mormugao (India). Sold for demolition in India. $430 per ton.

Calemex Enterprise (ex-Elf, ex-Sibir, ex-Seacombe Trader). IMO 7343372. General cargo. 42 m long. British flag. Classification Society unknown. Built in 1974 in Hull (United Kingdom) by Yorkshire DD. Owned by Big Ditch Shipping Co Ltd (United Kingdom). Detained in 1998 in Middlesbrough (United Kingdom), in 1999 in Göteborg (Sweden), in 2000 in Mariager (Denmark) in 2001 in Kolding (Denmark) and in 2002 in Nykobing Falstar (Denmark) and Wismar (Germany). Sold for demolition in India. $350 per ton.


Global Prosperity (ex-Bandama, ex-Ile de la Réunion, ex-Degas). IMO 7504603. General cargo. 164 m long, 10,713 t. Bahamian flag. Classification Society Bureau Veritas. Built in 1977 in Saint-Nazaire (France) by the Building yards of the Atlantic. Owned by Gulf Liner Shipping Agencies LLC (United Arab Emirates). Sold as is in Kandla (India) for demolition in India.


Irini Trader (ex-Nerint Trader, ex-Tolteca, ex-Angeliki D, ex-Pasewalk). IMO 7906980. General cargo. 150 m long, 6,150 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Detained in 2003 in Iquique (Chile) and in 2007 in Odessa (Ukraine). Sold for demolition to Bangladesh.


Maribel (ex-Baltic Stone, ex-Finnoak, ex-Tuira). IMO 7224966. General cargo. 118 m long, 3,716 t. Saint Vincent and Grenadines flag. Classification Society RINA. Built in 1972 in Turku (Finland) by Wartsila. Owned by AlfaMarine Shipping Co Ltd (Syria). Detained in 2006 in Turku (Finland) and Larvik (Norway) and in 2007 in Pasalay (Spain) and Kotka (Finland). Sold for demolition in India. $350 per ton.


Sea Jay (ex-Donbass, ex-Manley Havant, ex-Saturn, ex-Las Coloradas, ex-Alvaro Perez). IMO 7602352. General cargo. 149 m long, 4,326 t. Saint Kitts and Nevis flag. Classification Society Russian Maritime Register of Shipping. Built in 1979 in El Ferrol (Spain) by SN Bazan. Owned by IT Maritime Engineering (Cyprus). Detained in 2000 in Cardiff (United Kingdom) and in 2002 in Lisbon (Portugal). Sold as is in Durban (South Africa) for demolition in India. $282 per ton.


Roll on/roll off
Danoosh (ex-Iran Bagheri, ex-Altenbels, ex-Statheks). IMO 7428811. Ro-ro. 169 m long, 7,760 t. Iranian flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Gdansk (Poland) by Lénine Shipyards. Owned by IRISL (Iran). Detained in 2001 in Incheon (South Korea), in 2007 in Koper (Slovenia) and in 2008 in Algeiras (Spain). In April 2009, the Danoosh collided with the Indonesian container ship Lagun Mas in the strait of Singapore. Damaged, it was grounded for the repair of the cargo combytment. Sold for demolition in India. $250 per ton.


Garibaldi. IMO 8020848. Ro-ro. 146 m long, 5,392 t. Italian flag. Classification Society RINA. Built in 1982 in Palermo (Italy) by Riuniti. Owned by Rete Ferroviaria (Italy). Sold as id in Italy for demolition in India. $180 per ton.


Container ships


Formosa Container n° 1 (ex-Flame, ex-Niver Flame, ex-Penelope II, ex-Union Endeavour, ex-Dagmar Reeckmann, ex-Norasia Dagmar). IMO 8115631. Container ship. 176 m long, 9,140 t. Liberian flag. Classification Society Bureau Veritas. Built in 1982 in Wismar (Germany, former Democratic Republic) by Mathias Thesen. Owned by Formosa Plastics Marine Corp (Taiwan). Sold for demolition in India. $380 per ton.


Niki (ex-MSC Nikita, ex-Sea-Land Indiapendence). IMO 7820942. Container ship. 257 m long, 17,286 t. Panamanian flag. Classification Society Germanischer Lloyd. Built in 1980 in Nagasaki (Japan) by Mitsubishi; extended in 1985. Owned by MSC - Mediterranean Shipping Company (Switzerland). In August 2009, the MSC Nikita collided with the cargo ship Nirint Pride off the Dutch coast. It was towed to Rotterdam with a leak near its engine room, emptied of its cargo, and judged irreparable. Sold as is in the Netherlands for demolition in a Chinese ship-breaking yard. Towed by the Salvage Leader, it is expected in Shanghai in mid-June. $240 per ton.


Refrigerated cargo


Snow Land (ex-Kyma, ex-Chiquita Tower, ex-Silver Tower, ex-South Fountain, ex-Malayan King), IMO 7203223. Refrigerated cargo. 173 m long, 9,220 t. Cook Islands flag. Classification Society Lloyd's Register of Shipping. Built in 1972 in La Ciotat (France) by the Workshops and Shipyards of La Ciotat. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India. $360 per ton.

Bulk carrier
Alexander K (ex-Calliope, ex-Federal Calliope, ex-Federal Saguenay). IMO 7703584. Bulk carrier. 188 m long, 8,208 t. Lebanese flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Chekka Shipping SA (Greece). Detained in 2002 in Eleusina (Greece) and in 2003 in Venice (Italy). Sold for demolition in India. $370 per ton.


Kyla (ex-Bulktiger, ex-Gallant Ti, ex-ger, ex-Juanita II, ex-Onstad Trader). IMO 8000460. Bulk Carrier. 270 m long, 19,200 t. Liberian flag. Classification Society RINA. Built in 1982 in Kobe (Japan) by Kawasaki Heavy Inds. Owned by Kyla Shipping (Greece). Detained in 2005 in Port Kembla (Australia). Sold as is in Brazil for demolition in India. $205 per ton.


Milos (ex-Atlanticway, ex-China Progress, ex-Benhope). IMO 7356630. Bulk carrier. 228 m long, 11,703 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Deptford (United Kingdom) by Sunderland SB Ltd. Owned by Polembrs Shipping Ltd (Greece). Detained in 1999 in Fredericia (Denmark) and in New Orleans (United States), in 2000 in Incheon (South Korea) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. $395 per ton.


Rose S (ex-Rose Star, ex-Glory Dalian, ex-Fantom, ex-Salud Ace, ex-Colorado Highway, ex-Toyota n°24). IMO 7525530. Bulk carrier. 194 m long, 9,121 t. Panamanian flag. Classification Society Intermaritime Certification Services. Built in 1976 in Marugame (Japan) by Imabari. Owned by Prayati Shipping Pvt LtD (India). This owner specializes in beating old ships already sent to the breaking yards: the tanker Presidente in summer 2009; its next case should be the old Finnish ferry Onyx which was in the newx throughout Europe since its start in Vaasa (Finland) in October 2009. Detained in 2002 in Liverpool (United Kingdom), in 2005 in Québec (Canada), and in 2007 in Mangalore (India). Sold for demolition in India. $345 per ton.


Cement Tanker


Car carrier


Sources
American Bureau of Shipping; BEA Mer; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Clarkson’s; Cotzias; Det Norske Veritas; Equasis; European Maritime Security Agency; Exim India; Financial Time (the); Germanischer Lloyd; Global Marketing Systems; Gujarat Maritime Board (the); Indian Ocean Memorandum of Understanding; Journal of Commerce (the); Lloyd’s List; Lloyd’s Register of Ships; Optima Shipbrokers; 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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Ship-breaking in Mauritania

It is the largest natural shelter of the Atlantic coast between Tanger and Dakar. For the last hundred years, the Nouadhibou bay has been a sanctuary for disabled and abandoned ships. The Méduse was also shipwrecked there before Géricault painted The Raft of the Medusa in 1819. Just over 100 wrecks are recorded. Some estimates mention up to 400 sunken wrecks.

Mainland Mauritania is desertic, maritime Mauritania was a natural aquarium overflowing with fish, shrimps, cephalopods and whales. Over and over again, the waters under Mauritanian control have been exploited in the framework of intergovernmental agreements by France since 1961, Greece since 1966, Egypt and Spain since 1964, Bulgaria in 1971, Algeria and Russia in 1973, Romania in 1974, Poland in 1975, Libya in 1977, Irak in 1979 and Ivory Coast, Ghana, Morocco, Nigeria, and Senegal. Moreover, shipowners from Bermuda, Kuwait, Norway, Panama, Sweden, the former German Democratic Republic, the Netherlands, and Japan, have signed protocols with Mauritania. The whole world has been fishing there, which explains the diversity of shipyards for vessels now turned irreversibly
into wrecks. Among them, two whaling vessels have been mentioned, the *Tekane* and the *Boulenouar*. Despite extensive research by a friend of “A la casse.com”, an expert in maritime genealogy, it was impossible to track down the original owners using the names of the ships at the time of their abandon. Yet, according to the international whaling ship registry held by the International Whaling Commission, two Russian units, the *Skromnyy* and the *Solidarnyy*, built in 1960, ended their career under Mauritian flag yet they are larger than the *Tekane* and the *Boulenouar*. Another wreck, the *Idini*, a patrol boat for the military of Mauritania was a former Russian whaling vessel. In 1979, Mauritania conditioned the delivery of fishing permits to the founding of joint venture companies financed by foreign partners and imposing that a large portion of fishing products be brought ashore in Mauritania. But after a few years, the lack of land-based refrigeration and transformation equipment, as well as unfulfilled promises in terms of investment, led to the failure of that attempt in reappropriating halieutic resources. Being unfair players, Mauritania’s international partners had sent out fishing vessels that were exhausted and technically out-of-date. These were left behind, and during the 1980s, the ship graveyard of Nouadhibou Bay flourished.

In 2001, the European Union committed itself to clearing this collection of wrecks. This environmental resolution was attached to an agreement with the Mauritian government authorizing a 5-year access to the Mauritian economic zone for European fleets. In 2006, when time came to renew this agreement, the European Union had not yet done anything in that respect, and the commitment was reaffirmed. The Fishing Commissioner then underlined the fact that “this new protocol marks a change with the former ones and respects the mutual interests of both parties, as well as the environment”.

In 2008, the Islamic Republic of Mauritania launched a call for « the removal of 57 wrecks from the Nouadhibou Bay ». In fact, 58 vessels which are not accessible from the coast line are listed. All the wrecks which are accessible by foot and at low tide are excluded from the tender. The tenderers have until August 17th to file their proposals. The European Union will pay for this operation. The EU representative in Mauritania will act as a delegate for the Nouadhibou Port Authority, which will be the project owner. The EU will be de facto in charge of controlling the progress of the operation it finances. The problem is that the modalities of waste management and wreck “clearing” are extremely vague. They are based on the need to improve “safety” but none of the options are satisfactory and environmental protection only comes second. The wrecks may be submerged or regrouped in a designated location as near to the shore as possible. The possibility of sinking the wrecks within the framework of a European financed project in Africa is unacceptable. This would open the door to other “oceanisation” of floating wrecks abandoned for exemple in the ports of Dakar or Abidjan. Pollutants that may be technically extracted, and within the limits permitted by the Mauritanian regulations, would be stored in containers and left afterwards under the responsibility of the Nouhadibou Port Authority. It is distressing to note that the partnership offered by the EU to one of the most deprived African countries is so unambitious and recommends negligent and derisory practices that it would not dare to promote in Brittany or in the Mediterranean Sea. To leave Mauritania deal with the dangerous waste at the end of operations is particularly inelegant. It is true that the European Union has no longer a strategy for demolishing vessels. The new Commission and the new Parliament do not care. Welcome to pirates and offshore platforms. The wheel is turning. The sailing route towards Asia for European vessels at the end of their life will remain crowded. *(See the complete list of wrecks page 40 to 44)*
Ship-breaking across the globe

Records beaten for 2010
Between April 5th to July 1st 2010, 290 vessels were sent to be demolished. The pace has accelerated compared with the first quarter to 22 ships per week. The number one destination, whether in terms of number of ships or total tonnage, is India with 117 vessels (40%). Turkey, which acquired 51 small sized ships primarily ferries and general cargo ships (18%), made a remarkable return, the combined steel industries/demolition of vessels is working well. The wrecks are no longer demolished on beaches. The principle is to carry out dry demolition. If the rear of the wreck remains in the water, the potential pollutants are caught in containment booms. Demolition is carried out on solid surfaces and liquid waste can be collected. In the hit parade of ship-breaking, Turkey takes second place ahead of China with 43 vessels (15%), Bangladesh with 24 (8%) and Pakistan with 22 (8%). The cumulative total of the demolitions will allow the recycling of more than 1.7 million tons of metal. The tankers, -oil and chemical tankers, including gas carriers-, constituted the largest category of ships going to the ship breaking yards this trimester with 95 ships (29%). In weight, this group of tankers represents 650,000 tons, or almost 40%, of recycled metal. Only 35 were single hulled ships with a mean age of 32 years while the average for double hull, double bottom or double sided ships was only 26; a sign perhaps that the difficulty of maintenance the aforementioned shortens their lifespan. 25 container ships (9%), 20 bulk containers (7%), 17 car carriers (6%) continue pass time as well as 73 general cargo ships that are also left to float, amongst which 30% are more than 40 years old.

The prices offered by the Asian demolition yards have significantly increased and continued until May, when a slight decline brought prices back to the rates recorded in January. This ebb has been the mildest in China which permits its demolition yards to propose very interesting prices to the owners of old hulls, of around 400 $ per ton. China is selling a green image for demolition. Of the 75 shipyards, a handful would supposedly carry out good work, considering the available infrastructure; Jiangyin shipyard, where the Serepca 1 owned by Total was broken up (see shipbreaking.com #13,15,18 and Round Robin n°11) is at the forefront. The picture is not as pretty as it looks. The demolition is carried out on the quays. There are no dry docks in China.

Activites suspended in Bangladesh
In Bangladesh, the Supreme Court suspended the authorizations of beaching following a new action by the NGO Bangladesh Environmental Lawyers Association (BELA) who demand respect for environmental and social standards. In consequence, no ships have been beached at Chittagong since the second fortnight of May but the ships which arrived before the court’s decision continue to be dismantled in the shipyards. In the meantime one can remember that last year the same court menaced

1 http://www.robindesbois.org/english/english.html
the closure of all the shipyards which do not guarantee environmental standards and baned the importation of vessels which have not undergone prior extraction of pollutants. After some hesitations, business resumed.

Asbestos aboard old and new ships
On the downside: shipyards in Turkey still use asbestos in new ships. This is what a ship-owner from The Netherlands discovered in 2009 when his chemical tanker was delivered. According to Lloyd’s List, this is not an isolated case; even though an amendment to the Safety Of Life At Sea convention (SOLAS) bans asbestos since 2002, many shipbuilding and repair yards in Asia and across the globe are still using asbestos.

The car ferry scandal
Ferries and passenger ships have an average age of 44 years. The fate of these veterans riddled with asbestos and dangerous for maritime safety varies. The Finnish Onyx which merits a red card after its fraudulent departure from Europe and ultimate slight of hand by those in Dubai, where it was renamed “Kaptain Boris”, before its beaching for demolition in Pakistan (see the bulletin shipbreaking.com #19 and the group of stories “Hunting down the Onyx” on Robin des Bois’s website). Prayati Shipping, the owner of the Onyx, have since confirmed their status as a locator of old hulls and as the owners of end of ships last trips with the sales in this quarter of the ferry Sara I, Ro-Ro Bodrum, general cargo ship Bulk Express (each renamed respectively Winner 10, Winner II, and Winner 7), and of the chemical tanker Antisana. This cunning ship-owner takes the precaution to register it’s vessels for their last trip to countries which have not signed the Basel Convention or it’s Ban Amendment. Three ferries from the Isle of Wight Caedmon, Cenred and Cenwulf retired from service in 2008; the various attempts to resell in order for them to continue services have failed, notably to South America or to Sierra Leone where vessels provide a shuttling service between the Lungi-International Airport and Freetown. They have finally been towed all the way to Harlingen (The Netherlands) then to the Smedegaarden demolition yards in Esbjerg (Denmark). The Pentalina B, which was judged unfit for navigation in European waters, she left Scotland then France without much hassle, in spite of Robin des Bois and Mor-glaz’s warnings (a Brittany based association). She will be used for transport at the risk of passengers and freight in the Cape Verde archipelago. It is to be noted and it is most regrettable that following the French intergovernmental environmental round table “Grenelle de la Mer”, implementation of a working group on the renewal of southern countries fleets is not yet operational. As for the old American troop transporters they continue to be cleaned, and then towed to the demolition yards in Texas.

Caedmon, March 5, 2010, towed out of Southampton for the Danish demolition yards

3 http://www.robindesbois.org/english/english.html
After detention, the scrapping
The substandard vessels were the first to leave, but they are not demolished in the countries, notably European, that they were detained in. At least 126 ships (43%) were previously detained in harbours worldwide with a rate of 60% for bulk containers, reefers, and general cargo ships; 104 (36%) were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification.

Years and Meters
The average age of these end-of-life ships between April 5th and July 1st ranged between 13 years for the bulk carrier *Bright Century*, victim of a collision, and 67 years for the American troop transporter *General John Pope*. The average age was 31 years old; it is 23 years average for the car carriers, 28 years average for the tankers and container ships, 12 years average for the bulk carriers, 35 years average for the general cargo ships and as mentioned earlier 44 years average for ferries and passenger ships. 171 ships were less than 150m in length, 85 measured between 150 and 199m, and 34 between 200 and 336m.

| 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) 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. |

**Ferry**


*Athen* (ex-*Athens Express*, ex-*Brisbane Trader*). IMO 6909624. Ferry. Length 136 m, 6,095 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1969 in Brisbane (Australia) by Evans Deakin. Owned by Wavelord Navigation Co Ltd (Greece). Sold for demolition to India where she arrived under the name *Winner 11*.

*Atlantic* (ex-*Old Point Comfort*, ex-*Albany*, ex-*LST 970*). IMO 5262081. Ferry. Length 93 m, 1,575 t. Uruguayan flag. Built in 1945 in Hingham, Massachusetts (United States) by Bethlehem Hingham Shipyard Inc. Finally bought in 1958 by the Virginia Ferry Corporation, she was converted into a passenger and car ferry for the Chesapeake Bay until the opening of Chesapeake Bay Bridge Tunnel in 1964. Owned by Antlantida Navegacion (Uruguay). Sold as is in Argentina. Unknown destination of demolition.


© The Eastern Shore of Virginia
Cenred. IMO 7324091. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by Smedegaarden: a demolition yard.

Cenwulf. IMO 7320021. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by the demolition shipyard Smedegaarden.


Kilmore (ex-Chong Ming Dao, ex-Graip, ex-N & T 700, ex-Stena Shipper, ex-Constellation Enterprise, ex-Merzario Ionia, ex-Stena Shipper, ex-Norsky) IMO 7528582. Ferry. Length 151 m, 7,924 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Ulsan (South Korea) by Hyundai; jumboized in 1987. Owned by Gotech Fibre Ltd (Ireland). Detained in 2007 in Lubeck (Germany), in 2008 in Marseille (France), and three times in Castellon de la Plana (Spain). Sold for demolition to Turkey.


Onyx (ex-C Express, ex-Casino Express, ex-Fennia). IMO 6600462. Ferry. Length 128 m, 6,000 t. Sierra Leonean flag. Classification society International Register of Shipping in October 2009. Built in 1966 in Landskrona (Sweden) by Oresundsvapet. Detained in Brest (France) for 79 days following a breakdown. Sold by its Finnish owner RG Lines to Prayati Shipping (India) The Onyx left the harbor at Brest on February 10th 2010 despite warnings by Robin des Bois about its actual destination. Somehow arriving in Dubai, it was renamed « Kaptain Boris » by its new owner officially based in the Marshal Islands, and it was finally beached for demolition in Gadani, Pakistan on May 8th 2010. On Robin des Bois’s website see the entire Onyx series “Hunting down the Onyx” n°°°°° 1 to 6.

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4 http://www.robindesbois.org/english/sea/onyx.html


Passenger ship.


General John Pope. IMO 6115257. Troop transporter. Length 189 m, 12,833 t. United States flag. Without classification society. Built in 1943 in Kearny (United States) by Federal Shipbuilding and Dry Dock Co. Withdrawn from the naval registry 26th October 1990. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.
**Tanker**

*Siempre Adorado (ex-Aristos II, ex-World Spring)*. IMO 8316209. Tanker. Length 177 m, 9,190 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Capital Ship Management (Greece). Detained in 2001 in Guangzhou (China). Sold for demolition to Bangladesh. In 2006, she was chartered by Trafigura. In spring 2006 she was responsible for an oil slick in the Abidjan bay. The Aristos II was almost used as a floating refinery instead of the Probo Koala as one can read in the following two internal messages from Trafigura. 1 “Does it make sense to take on t/c a vessel that is about to be scrapped for something like $5k/day in order to carry some of the caustic washings over there?” 2. “We have the La Roux, we could also try to extend the Aristos which is expiring after this voyage”. The La Roux was already sent to be demolished early in 2010. It is the Aristos II’s turn, again in Bangladesh. Since 2007 the Aristos II, a natural candidate for demolition since 2006 as the La Roux belonged to the Greek ship-owner Worldwide Green Tankers. During her last trips she was often chartered by the Finnish company G.T. Trading, a petrol broker and a commercial partner of Trafigura.


Voir bunkergibraltar.com


**Gettysburg (ex-Exxon Gettysburg, ex-Esso Gettysburg).** IMO 5107463. Tanker. Length 217 m, 9,861 t. United States flag. Without classification society. Single hull ship built in 1957 in Newport News (United States) by Newport News SB. Owned by US MARAD (United States). It left the reserve fleet of Suisun Bay in California for the demolition yards ESCO Marine shipyard of Brownsville, Texas (United States) via the Panama canal.

![Esso Gettysburg © William C. Daugherty](image1)


![Grigoroussa I](image2)


![Hsien Yuan II](image3)


![Inga](image4)
Isola di Ustica (ex-Eton, ex-Gilam, ex-Virginia, ex-Valentina Napoileone, ex-Laurana)

Isola di Ustica, water tanker, Ponza, August 2005. © Giulio Rispoli


Jag Pavitra (ex-Olivia Maersk, ex-Evelyn Maersk). IMO 8321400. Tanker. Length 182 m, 10,137 t. Indian flag abandoned for that of Tuvalu for her last journey. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Fujairah (United Arab Emirates) for demolition to India. 390 $ US per ton.


Lance Naik Albert Ekka PVC. IMO 8311209. Tanker. Length 193 m, 10,839 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India (India). Sold for demolition to India. 363 $ US per ton.

Mar. IMO 8819110. Tanker. Length 178 m, 9,361 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Ship Management SIA (Latvia). Sold for demolition to Pakistan, Mar arrived in India May 8 without an inventory of the dangerous materials on board while according to well informed sources the Mar contained 3,400 t of material containing asbestos and 1,200 t of material polluted by PCB; so her authorisation for demolition was delayed by the Indian government. 512 $ US per ton.

© Roman Gubernskov


OPA (ex-Gopa, ex-Al Dhibyaniyyah). IMO 8113528. Tanker. Length 231 m, 15,000 t. Liberian flag. Classification society Lloyd's Register. Doubled-sided ship built in 1984 in Pusan (South Korea) by Korea SB. Owned by Colisa International Ventures (Greece). Sold for demolition to Pakistan. 508 $ US per ton.


Shinyo Mariner, 338 m, the largest vessel in the section, Tokyo bay, January 2008. © Ivan Meshkov


Chemical tanker


Forth Sea (ex-Monte Chiara, ex-Valdarno, ex- Jo Alder). IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Island flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Starfish Navigation Ltd (Finland). Sold for demolition to India. 750 $ US per ton. 900-1,000 tons of stainless steel. On June 1st, the Equasis database announced the ship “to be demolished”; on June 29th, the status of the ship, renamed Royal Pride belonging to Royal Marine Shipmanagement of...
Singapore, changed to “in service”; her class was suspended by Buereau Veritas for exceeding regulatory survey delays, most notably the annual visit to the dry dock.


**Jose Breeze (ex-Senyo Glory).** IMO 8125739. Chemical tanker. Length 143 m, 9,087 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Yawatahama (Japan) by Kurinoura. Owned by Kokuka Sangoyo Co Ltd (Japan). Detained in 2007 in Rotterdam (The Netherlands) and in 2009 in Rotterdam (The Netherlands) and in 2009 Houston, Texas (United States). Sold for demolition to India.


Gas carriers


Ore / Bulk / Oil carrier (OBO)
General Cargo


**Alfadl (ex-Pegy, ex-Nazir, ex-Tod Head).** IMO 7109415. General cargo. Length 87 m, 1,000 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1971 in Foxhol (The Netherlands) by Vooruitgang. Owned by Seawave Maritime (Greece). Detained in 2004 in Mangalia (Romania) and in 2007 in Novorossiisk (Russia) in 2008 in Novorossiisk (Russia) and in 2009 in Mangalia (Romania). Sold for demolition to Turkey.


**Ermina.** IMO 6620228. General cargo. Length 63 m. Greek flag. Classification society unknown. Built in 1966 in Elmshorn (Germany) by Dw Kremer Sohn. Owned by Avlon Shipping (Greece). Sold for demolition to Turkey.


**Formosa Container n°3 (ex-Safmarine Bioko, ex-Aquitanian, ex-Torn Africa, ex-Binta Yar’ Adua).** IMO 8407187. General cargo. Length 159 m, 7,295 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 1999 in Lisbonne (Portugal) and Hamborg (Germany), 2002 in Savannah (United States), and 2003 in Setubal (Portugal). Sold for demolition to Turkey. 182 $ US per ton.


**Ha Na (ex-So Na Mu, ex-Pine Tree, ex-Gu An, ex-Katerina L., ex-Potsdam).** IMO 7803944. General cargo. Length 156 m, 6,715 t. South Korean flag. Classification society Korea Classification Society. Built in 1978 in Warnemunde (Germany) by Warnowwerft. Owned by Hana Shipping Co Ltd (South Korea). Detained in 2001 in Bangkok (Thailand), Vladivostok (Russia), and Aomori (Japan), in 2002 in Chennai (India), in 2004 in Guangzhou (China) and Kandla (India), and in 2009 in Lianyungang (China). Sold for demolition to India.

**Haci Husnu Kaptan (ex-Esra Canbaz, ex-Sevincler, ex-Haydar Dilmac, ex-Askin).** IMO 5026920. General cargo. Length 63 m, 678 t. Turkish flag. Classification society unknown. Built in 1951 in Walsum (The Netherlands) by Gutehoffnungshutte;
jumboized in 1971 and lengthened from 31 to 40 m then rebuilt in 2003 and lengthened to 63 m. Owned by Can Insaat (Turkey). Sold for demolition to Turkey.


**Ispat Sagar (ex-Mina, ex-Omskiy-23) IMO 8858063.** General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Garuda Carriers & Shipping (India). Sold for demolition to India.


**Khaled (ex-Lagada, ex-Lady I, ex-Eurolady, ex-Chiaretta, ex-Berkborg, ex-Carebeka VI, ex-Lionel), IMO 6808715.** General cargo. Length 74 m, 1,000 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1968 in Gdansk (Poland) by Lenin shipyards. Owned by Trusting Shipping Line Inc (Egypt). Sold for demolition to Turkey.

**Khaled Junior (ex-All Rround, ex-Leo Tempest), IMO 7501352.** General cargo. Length 117,0 m, 2,603 t. Cambodian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Kagoshima (Japan) by Kagoshima Dock. Owned by Judi Muhieddine Shipping Co (Syria). Detained in 2004 in Bourgas (Bulgaria) and in 2007 in Novorossiisk (Russia). Sold for demolition to India.


**Lady Noura (ex-Hamze J., ex-Rafka, ex-Mia Mare, ex-Whestgate, ex-Helena Husmann), IMO 6606090.** General cargo. Length 72 m, 1,691 t. South Korean flag. Classification society Korea Classification Society. Built in 1966 in Papenburg (Germany) by Meyer, J.L. Owned by Khafaji M (Syria). Sold for demolition to Turkey. 175 US per ton.


Sona (ex-Gusto, ex-Sea Sun, ex-Wondrous, ex-Ocean Prosperity, ex-Jin Hai I, ex-Rising Tide No.3) IMO 8113932. General cargo. Length 96 m, 1,566 t. Panamanian flag. Classification society China Classification Society. Built in 1981 in Imabari (Japan) by Higaki. Owned by UVM Shipping Services (India). Detained in 2003 in Kawasaki (Japan) and in 2005 in Bandar Khomeini (Iran) and in 2006 in Mumbai (India) and in 2007 in Bandar Khomeini (Iran) and in 2008 in Chennai (India) and in 2009 in Kolkata (India). Sold for demolition to India.


**Container ships**


Ro-Ro


**Fast Independence** (ex-Tango, ex-CFF Solent, ex-Tango, ex-Octogon 3, ex-Tutova, ex-Ritzberg) IMO 8306589. Ro-Ro. Length 140 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1984 in Wismar (Germany) by Mathias-Theseon. Owned by Demline Egypt Maritime Transport (Egypt). Sold for demolition to Turkey. In May 2005, the **Fast Independence** was diverted to Brest for an oil slick. Her owner had to pay a caution of 400,000 Euros to raise the seizure on the vessel. Following this he asked that the case to be transferred to be heard in Malta.


Tor Belgia (ex-Tor Britannia, ex-Maersk Kent, ex-Kamina, ex-Ville du Havre, ex-Foss Havre). IMO 7624063. Ro-Ro. Length 193 m, 10,543 t. Swedish flag. Classification society Bureau Veritas. Built in 1978 in Dunkerque (France) by Dunkerque-Normandie; jumboized in 1994 and lengthened from 170 to 193 m. Owned by Norbulk Shipping AB (Sweden). Detained in 2004 in Porgrunn (Norway). After a final change in name and flag on June 1st 2010, Tor Belgia, coming to Dubai Gate under the Panamanian flag, was finally sold for demolition to India.

Ursine (ex-Britta Oden, ex-Tor Scandia). IMO 7800746. Ro-Ro. Length 170 m, 6,754 t. Belgium flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Det Norske Veritas. Built in 1978 in Landskrona (Sweden) by Gotaverken Oresunds; jumboized in 1988 and lengthened from 143 to 170 m. Owned by Euro Ship Services (United Kingdom). Sold for demolition to India where she arrived under the name Winner 2.


Bulk carrier


Bright Century. IMO 9138977. Bulk ore carrier. Length 289 m, 30,000 t. Hong Kong flag (China). Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Bernhard Schulte Shipmanagement (Germany). In May 2010, Bright Century had a collision with Liberian bulk carrier Success. Sold for demolition to China. 420 $ US per ton.


Novigrad C. IMO 7705518. Bulk carrier. Length 164 m, 5,677 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Canbaz Denizcilikve Nakliyat (Turkey). Detained in 1997 in Rotterdam (The Netherlands), in 2001 in Chesapeake (United States) and Fredericia (Denmark), in 2003 in Trieste (Italy) and once again in Fredericia, in 2004 in Houston (Texas), in 2008 in Nikolaev (Ukraine) in 2009 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition to India. 378 $ US per ton.


Cement Carrier


Heavy load Carrier


Car carrier


City of Berytus on fire in Antwerp, December 3rd 2009 © Remy Catoi

© Ghis v d Vijver - Marinetraffic


Reefer


Sun Emerald (ex-Alma, ex-Dalmacija Frigo). IMO 8012310. Reefer. Length 151 m, 5,689 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Split (Croatia) by Brodogradilist. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2004 in Koper (Slovenia) and Las Palmas (Spain) and in 2006 in Koper (Slovenia) and Brest (France). Sold for demolition to India. 475 $ US per ton.

Factory Ship

Various


Wrecks in Mauritania

[Image]

http://www.artificialowl.net/2008/12/probably-one-of-largest-boat-graveyard.html

Fishing vessels


Al Mafran. Trawler. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Ana Carmen. Trawler. Length 33 m. Unknown flag. Classification society unknown. Abandoned in the bay of Nouadhibou date unknown.


Dae 117. Trawler. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.


J.Reif. Trawler. Length 33 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.


Lekseir I. Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.


Reina Del Sol. Length 25 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou date unknown.

Seguela. Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, fire damage. Abandoned in the bay of Nouadhibou date unknown.


Sopecche IV. Length 50 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.


Tamagout. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.


Veth Elkheir 906. Length 43 m. Unknown flag. Classification society unknown. Owned by Cofrima (Mauritania). Wreck considered a hazard to navigation. Abandoned in the bay of Nouadhibou date unknown.


Whaling vessel


General Cargo

Clepea. General Cargo. Length 80 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation. Abandoned in the northern zone of the bay of Nouadhibou in 1946.
**Patrol Boats**


*Z'Bar.* Patrol boat S.V.C. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

**Barge**

*Chaland Samma.* Lighter (barge). Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

**Various**

*Sipeche III.* Abandoned in the bay of Nouadhibou date unknown. *Soma 12.* Abandoned in the bay of Nouadhibou date unknown. *Rimbal 3.* Abandoned in the bay of Nouadhibou date unknown.

![Shipwrecks in the bay of Nouadhibou © Jan Smith](image-url)
Letters to the editor
From Simon Smith. Received May 19th

"In your excellent ship breaking report (n° 19) you have included the Calemex Enterprise (IMO 7343372). I noticed this sale on a number of broker reports myself but I can confirm that the vessel is very much alive and has not been sold to Indian ship breakers. She is currently trading on the Manchester Ship Canal between Manchester and Liverpool.».

From Mr Riedel. Received April 22nd

« Just red Your shipbreaking 19. Could you please explain the reason of radium and uranium contamination in tanks, valves and pump of chemcarriers Addarraq and Al Farrabi.

Answer from Robin des Bois

« These vessels transported phosphoric acid which is a sub product of phosphate. This ore is naturally containing uranium, the industrial process enhances and concentrates the radioactivity in the phosphoric acid. This is called TENORM (Technologically Enhanced Naturally Occurring Radioactive Materials Naturally Occurring Radioactive). Studies made by many researchers in the European Union, United States and also by other countries producing phosphoric acid show unanimously that some terrestrial equipments are contaminated with radium which is a progeny of uranium so that when plants are dismantled, radiological precautions have to be taken and some equipments (such as pumps, bottom of tanks and pipes) must be considered as radioactive wastes because of the presence of scales of radium which is highly toxic. To our knowledge and in spite of many recommendations to the ship owners from Robin des Bois, the presence of radioactivity in some parts of discarded phosphoric acid tankers has never been checked though it is very credible.»

Sources
American Bureau of Shipping ; BEA Mer ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson’s ; Cotzias ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Financial Time (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Lloyd’s List ; Lloyd’s Register of Ships ; Optima Shipbrokers ; 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 ; Vessel Tracker.

Sources for Mauritania

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Ship-breaking.com #20 - Robin des Bois / July 2010 - 44/44
On August 22nd, the Supreme Court of Bangladesh confirmed the judgement of the High Court in May 2010 which requires all vessels imported for demolition in Bangladesh to bear, prior to importation, a certificate confirming that all pollutants have been extracted. The certificate must be issued by the authorities of the exporting country; this strictly enforced ruling has since the middle of May hindered the beaching of vessels for demolition in Bangladesh. Attempts by shipyards to alleviate the Court’s decision have proven unsuccessful for the time being. On the contrary, Rahim Steel Co ship-breaking yard has indeed been sentenced for non-compliance with safety and environmental laws: in December 2009 four workers were killed while they were cutting out an oil tanker whose tanks were not gas free. The High Court has declared illegal the construction of four new ship-breaking yards in Chittagong at the edge of the Sonaichhari forest reserve. Some see these legal restrictions as a chance for Bangladesh to become a leader in “green dismantling” respecting workers and the environment. However, there is some way to go as in the last 16 months, 24 workers have been killed in ship-breaking yards. In the beginning of September, a yard considered as reliable received the authorisation to dismantle vessels. The Greek *Athens Bo* and the Indian *Badri Prasad* were therefore beached on September 9th. Were they provided with pre-cleaning certificates?

The *Kriti Filoxenia* in 2008 at Ijmuiden (The Netherlands); unwanted in French and Spanish waters in 2002 (see p15), she just arrived in Chittagong. © Willem Oldenburg

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© Willem Oldenburg
Brokers have announced other vessels had been sold for demolition in Bangladesh, some are "awaiting instructions" such as the Norsul Sobral, the Ocean Power, the Kriti Filoxenia and even the Pheaton, the latter being initially destined for demolition in India. The implementation of a new policy in Bangladesh should be closely monitored: the authorisation given to five other shipyards was suspended following an appeal by BELA (Bangladesh Environmental Lawyers Association).

**The United States**

The Florikan, rusting away in Suisun Bay, California before leaving to be demolished in Texas. © US MARAD

The U.S. MARAD continue the programme of “cleaning” its reserve fleet in American shipyards. Two historical vessels laid up in Suisun Bay California, the submarine rescue ship Florikan and the oil tanker Taluga are under dismantling contracts with companies located in Texas. However, remaining within the reserve fleet and for some time to come is the Sturgis and the rarely addressed nuclear waste problem. The Sturgis ex liberty ship Charles H Cugle, the first vessel to be converted into a Floating Nuclear Power Plant used to supply energy to American bases (see press release, “Nuclear Power Plant floating around the world”, September 10th 2010) is still anchored and in the James River fleet, with a radioactive waste bin onboard.

The spent fuel tank of the Sturgis, used as a garbage bin for a radioactive waste issued from the cleaning of the ship © US Army

Contrarily to the contracts established by the US MARAD, vessels flying an American flag, which were used by the US Military Sealift Command as support vessels to the US Navy sailed off to be scrapped on Asian beaches. In 2009 the PFC James Anderson Junior and the 1st Lt Alex Bonnyman having been sold for pseudo “continuation of service” but eventually arriving in India for demolition incognito. A similar vessel the CPL Louis J.Hauge Jr, which was still in service not long ago and was transporting containers of food goods and military equipment for the US military command (cf. Puket Gazette April 23rd 2008) has also been beached in India under the name of Abby G.

A tank below deck on the CPL Louis J.Hauge Jr

The Abby G, ex-CPL Louis J Hauge on a stopover in Thailand in 2008 she will be demolished in India in 2010 © Phuket Gazette
The example is coming from above, the American ship-owners continue to sell, commercial vessels and in particular old tankers struck by the age limit, such as the single hull vessels S/R Baytown (China) Philadelphia and Overseas Philadelphia (India) to the highest bidders from Asia. The owner of the Overseas Philadelphia even took the legal precautionary measure of dropping her American flag for that of Tuvalu. An exception, the old Colorado Voyager double hull built in 1975 and owned by Chevron will be sold for demolition in the United States by All Star Metals in Brownsville. This was also the case of the Horizon Crusader which was announced as sold for demolition destination unknown in the Ship-Breaking bulletin N°20, she is finally being scrapped by Southern Recycling LLC in Louisiana (Cf. letters to the editor, Polly Parks).

Africa
Togo has a maritime border of 45 km. However but made a remarkable entrance on the Memorandum of Paris black list of flags, under the category of “very high risk”. The flag has also become fashionable for vessels to be demolished: five of them opted for the Togolese flag before being scrapped in Asian ship-breaking yards.

The tanker flying the Cambodian flag Seven Seas, built in 1972 in Japan, had been detained for financial reasons off Tema (Ghana) since November 15th 2008; three men were in charge of the onboard maintenance. On August 12th 2010 she was hit by the German container carrier Hanjin Salerno. The port authorities towed and ran aground the vessel which had suffered from a leak in the engine room. She was listing, all her lights had been turned off and she represented a danger for the access lane to the port of Tema. Was it also a manoeuvre to demolish her on the spot at the smallest expense? Hundreds of people surrounded the vessel to salvage metal, mechanical parts and petrol. According to the authorities, when the police arrived, the plunderers set her on fire. Four people were killed and more than 70 were injured in the explosion. The Greek owner Atlantic Oil Maritime claims to have been robbed of the contemplated sale of the vessel to a Chinese ship-owner. Atlantic Oil Maritime is claiming damages for the loss of her petrol cargo.

Other ships in a bad state are immobilized or abandoned by their owners off the coast of African ports and one wonders about their future. Will they also undergo risky unsupervised scrapping like the Seven Seas? What will become of the Swift Split, for example, a Panamanian flagged Croatian bulk carrier, which transported cement to Cameroon? Built in 1982 by the Dalian (China) shipyards, the vessel was detained in 2000 in Rotterdam (The Netherlands), in 2002 in Gibraltar (United Kingdom), in 2004 in Castellon de la Plana (Spain), in 2005 in Santander (Spain), in 2006 in Tilbury (United Kingdom), in 2008 in Huston (Texas) and finally in 2009 in Fangcheng (China), Bureau Veritas withdrew her classification certificates. The vessel broke down off the coast of Gabon in May 2010, when the vessel was banned from leaving the port of Owendo. The crewmembers of Croatia, Ukraine and Myanmar origins were abandoned in deplorable sanitary and moral conditions. Several crewmembers from Croatia went home throughout the month of August, what happened to the others? Will the other sailors also be inflicted degrading conditions aboard the Swift Split, will the vessel be butchered locally or will she be sent to an operating ship-breaking yard? Or perhaps she will be scuttled...

West Africa is facing a new fast growing danger for workers and for the environment, that of makeshift shipyards carrying out dangerous looting dismantling practices when vessels are scrapped illegally along the beaches, a sad remake of Nouadibhou. (See letters to the editor).
India and Turkey in the spotlight

Between July 2 and October 15, 2010, 231 ships left for demolition. The suspension of imports in Bangladesh, monsoon and Ramadan have significantly slowed the pace compared to the previous trimester with 16 ships per week, but the flow remains strong. India with 107 ships (46%) consolidates its position as number 1 of the ship-demolition. In tonnage, the reign is even more significant: 825,000 tons of metals (54% of the total volume) will be recycled in Indian yards. Vessels containing high value metals remain India’s preserve but all types of ships are welcome, from ferry to container ship, reefer to Ro-Ro, and more and more large tankers traditionally sent to Pakistan and Bangladesh. The Gateway and the OPA, which had been announced as sold for demolition in Pakistan in the previous bulletin Ship-breaking.com # 20 have finally been beached in Alang in early October. At the second place with 46 vessels (20%), Turkey confirms its return and positioning on the market of small vessels: 60% of ships demolished in Turkish yards measure less than 100 m. The largest one is the former replenishment tanker of the Royal Navy Oakleaf, 173 m in length: she was towed to Aliaga while in 2009 another tanker of the Royal Navy, the Brambleleaf had been dismantled in Ghent (Belgium). China ranks third with 26 vessels (11%), followed by Pakistan, 18 (8%).

In terms of tonnage of scrap to recycle, India is ahead of China, Pakistan and then Turkey. The cumulated demolition will allow the recycling of over 1.5 million tons of metals. Tankers – oil tankers, chemical tankers and gas carriers – are still the first category of ships sold to breakers with 77 units (33%). In volume, tankers represent over 640,000 tons (42%) of the recycled metal. General cargo ships, 54 (23%), follow, ahead of bulk carriers, 23 (10%). Container ships, 14 (6%), and car carriers, 8 (3%) seem to be back to work and become more rare in ship-breaking yards. Thus, the car carrier Saracen Star, which was announced as sent to demolition in the previous bulletin, goes on sailing (see letters to the editor, Alan Calvert) while the Ducky Sovereign, expected in Bangladesh, has not yet be seen there.

The prices proposed by the demolition yards remain steady, particularly in India and Pakistan. Their appetite for metals with a high added value has led the Indian yards to offer up to $ 985 per ton for the two Italian chemical tankers Bice A and Lady Marialaura.

Among the 231 ships sent to demolition, 87 (38%) were operating under European flag or had ship-owners of the European Union or the European Free Trade Association (EFTA). 98 (42%) were built in these same countries, including 11 in France in Dunkirk, La Ciotat, La Seyne-sur-Mer, La Rochelle, Nantes and Saint-Nazaire.

After detention, the scrapping
86 (38%) of the 231 vessels were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification. The substandard ships are still the first to leave: at least 97 (42%) were previously detained in ports worldwide with a rate of nearly 80% for bulk carriers and 70% for reefers and general cargo ships. Good news for the Mediterranean Sea: Turkey has bought a large number of these substandard ships carrying all kinds of cargo; at least 60% of the ships demolished in Turkey were detained in the recent years.

Years and Meters
The average age of these end-of life ships leaving the waters from 2 July to 15 October 2010 ranged between 15 years for the tanker Star 8 and 68 years for the US submarine rescue ship Florikan. The average age was 31 years old; it was 27 years for the double hull tankers and container ships, 30 years for bulk carriers and single hull tankers, 35 years for general cargo, 39 years for ferries and passengers ships and 41 years for fishing vessels, converted or not, and factory ships. 111 vessels were less than 150 m in length, 77 measured between 150 and 199 m and 43 between 200 and 315.
Call on Witnesses
It is to be noted that the destination of 25 vessels (11%) is unclear. Hypothesis n°1: Is Robin des Bois’ alert work is pushing ship owners to be discrete? Hypothesis n°2: More and more often vessels are being sold to cash buyers; a cash buyer is specialised in buying ships at the end of their before sending them to lives to ship-breaking yards; they are therefore the last owners of the vessels, of which they decide the names and the flag of the vessels last trip. For economical reasons the shipyards are chosen at the last minute which often means ambiguity around the final destination. Undeniably, we are missing information on ship-breaking yards on the South American continent.

Robin des Robin is asking all its readers to help track down the vessels which final destination remains ambiguous (listed below). All information, documents or photos concerning these vessels are valuable to us and can be sent to contact@robindesbois.org. Thank you in advance.

Alhambra Carrier – IMO 8313219; Baltic Eager – IMO 7804065; Capri – IMO 6519077; Captain G Koval – IMO 8131829; Chi Lang – IMO 7389077; Ducky Sovereign – IMO 7927465; Green Cypress – IMO 8505161; Inaara – IMO 7950357; Inlaco Spring – IMO 8302935; Ken – IMO 7627950; Laurel – IMO 8316352; Maximos – IMO 8501725; Nam Dinh – IMO 7429762; Ninh Binh – IMO 7429750; Oriental Hope – IMO 8315308; Razino – IMO 7418684; Rhein Bridge – IMO 8808446; Sidonia Carrier – IMO 8223385; Star 8 – IMO 9114854; Taiyo – IMO 8514409; Talara – IMO 7406289; Tetra I – IMO 7920807; Ukhta – IMO 6503688; Van Phong – IMO 8012889; Victory JL – IMO 7801506.

Who will break up the Talara, floating storage of the Peruvian navy, seen here off Callao? © Shipspotting

Letters to the editor

From Sharol S., received Septembre 15th
I own the first mortgage on the chemical tanker, the Sarinaz, IMO 7368968. I saw on your site that it has been sold for scrap sometime between January and April 4th of this year. Onal Shipping says that this is incorrect but I need an outside verification of this as I am not sure they are telling me the truth. They owe me much more than the amount they received. If you can, tell me the name of the business that purchased the ship for scrap and a contact number for them in India. I am a 66 year old woman and this money is very important to me. I can see now that I should never have let myself get involved with Onal Shipping.

Robin des Bois’ Answer
Dear Madam,
We had informations from several shipping sources that the Sarinaz IMO 7368968 was sold for scrapping in late March this year. The ship was still sailing in the Mediterranean sea area in July. She was deflagged from Turkish to Tanzanian flag this summer and renamed Sarina.
Chemical tanker *Sarina* was beached for scrapping in Alang, India on 4th September 2010. Indian ship-breaking yard are the main recyclers for chemical tankers because of their stainless steel tanks. Apparently *Sarinaz* was bought for a good price in terms of market, around 850,000 $. The beaching plot is n°33 normally used by Madhav Steel (S.B.D). Best regards. Faithfully.

June 2009, the *Sarinaz* anchored in Kartal (Turkey) © Utku Kurulay

From Sharol, received Septembre 17th
Sir,
I purchased the mortgage for the Sarinaz in 2007. No payments were ever made. I renegotiated the contract in June of 2009 and that mortgage is still on the books in Turkey. The Onal Shipping people falsified the records to reflect that no mortgage existed. Up until I saw your site on line this week, I was told by the Vice President of Onal Shipping on a weekly basis that they were doing all they could to get a cargo for the ship and pay off the holds placed on the ship. At no time did he say they had sold the ship for scrap. I just got off the phone after speaking to Mr. Ozgur, and he said that they had received the money for the sale of the ship for scrap. He knows that I am strongly considering criminal charges. Thank you for your information on the deflagging - another indication of what they are capable of doing.
Sincerely

From Alan Calvert, New Zealand, received September 7th
Good evening,
Have just read your latest excellent report and must advise of a change. Vehicle Carrier Saracen Star widely reported as sold to breakers arrived in the Port of Lyttelton, New Zealand today to discharge second hand vehicles from Japan. I took a photo of her arriving and will send it to you in a few days. Kind Regards.

The *Saracen Star* in Lyttelton, New Zealand, September 2010 © Alan Calvert
Note from Robin des Bois: In the bulletin ship-breaking # 20, Robin des Bois announced the sale of *Saracen Star* to breakers on the basis of informations from maritime brokers. Since her trip to New Zealand in September, she has been sailing to Japan and Korea but is still considered as « to be broken up » by the Equasis database.

**From Van Heygen**, Ghent, Belgium

The Belgian ship-breaking yard Van Heygen informed us they are in charge of the dismantling of the *City of Berytus*. « We often deal with this kind of old vessels, in a bad state, victims of fires in the Flemish ports ».

**From Polly Parks** - Southern Recycling EMR (Etats-Unis) received August 12th 2010


Horizon Crusader was bought by Southern Recycling LLC in November 2009 and is undergoing demolition in Louisiana, United States. Polly Parks - Southern Recycling-EMR USA

**From the European Commission**, received October 21st 2010

Sir,

I thank you for your letter concerning the call for tenders on the occasion of the project to remove the wrecks from the bay of Nouadhibou in Mauritania, financed by The European Development Fund.

The principle objective of the project is to improve navigation by the extraction of pollutants, remediation and removal of the hazardous wrecks piled up in the Nouadhibou bay. The designated budget does not enable, with due regard to environmental standards, the removal of the 109 wrecks listed, so the project has concentrated on the 57 judged the most dangerous. The Mauritanian State has committed to remove the other 52, in accordance with the Framework of Mutual Obligations which governs the utilization of finances for this project. Some of the 52 wrecks are situated on the northern beach of Nouadhibou.

The call for tender is being allocated. To remove the wrecks, the agreed option by the companies is to cut metal in accordance with the environmental plan and recycle it in an another country only after technical approval is given by the control mission including approval by a Health Safety and Environment inspector. The remediation of each wreck will be carried out under the most restrictive environmental regulations, to avoid any contamination to the water column and the sea bottom in the bay. Throughout operations, liquid and solid waste will remain the responsibility of the company, which should ensure of their proper management.

We are well aware that any interventions on these wrecks will have an environmental impact and our objective is to minimize it, keeping in mind that this impact will be much less than the consequences on the marine environment if the wrecks were left to decompose.

Yours Sincerely,

**Note from Robin des Bois**: We will talk again on this issue in a forthcoming edition.

- 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) 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.
Fishing ship


Anchored at St. Helena Island, April 2006, served by a crew of various origins including, on the picture, Asian sailors flying the Guinean flag © Bruce Salt


June 2006, the ex-whale catcher is rusting in Eleusis (Greece) © Aleksi Lindström

Factory ship

Criscilla (ex-Lady Hammond, ex-Hammond Innes). IMO 7214844. Fishery patrol vessel. Length 53 m. Unknown flag. Unknown classification society. Built in 1973 in Beverley (United Kingdom) by Holmes. Former factory ship used from 1977 on as oceanographic research vessel. Resold in 1998 to MVM J Marr (United Kingdom) and converted to fishery patrol vessel in the Falkland Islands. Laid up in Italy for sale with a one million € price tag (1.4 M US $). Sold for demolition in Turkey.
**Passenger ship**


©Vladimir Knyaz


**Saga Rose** (ex-*Gripsholm*, ex-*Sagafjord*). IMO 6416043. Passenger ship. Length 188 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1965 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Saga Cruises (United Kingdom). After her retirement from the Saga Cruises fleet, the *Saga Rose* made three calls in South Africa in May 2010, then sailed eastward to Asia before being back in the South African waters. The silence of the British shipowner still leaves room for much speculation about the future of the ship. The *Saga Rose*, ultimately, was sold for demolition in China with an utmost discretion. See also p 42, The END.

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©Dedge - Shipspotting
**Ferry**


![Capri](image1)


Tanker


Al Maqwa (ex-West Kirby, ex-Umm Al Jathathel). IMO 8006438. Tanker. Length 241 m, 16,046 t. Tanzanian flag. Classification society Det Norske Veritas. Single hull ship built in 1983 in Kaohsiung (Taiwan) by China SB Corp. Owned by Kuwait Oil Tanker Co (Koweit). Sold for demolition in Pakistan where she arrived as Maq. « Al » and « wa » have vanished.


Athens Bo (ex-Overseas Athens, ex-City University, ex-Ocean Challenger). IMO 8518883. Tanker. Length 192 m, 8,421 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by VAL Enterprises (Greece). Sold for demolition in India, the Athens Bo is finally one of the two vessels beached in Chittagong (Bangladesh) in early september in spite of the ban on importation of ships containing toxic materials. 400 $ per ton.


**Grace Star (ex-Integrity I, ex-Richmond Park, ex-Tamara I, ex-RF Carioca, ex-Mercantil Cabo Frio, ex-Jutahy).** IMO 8128200. Tanker. Length 170 m, 7,533 t. Pavillon Hong Kong. Classification society Det Norske Veritas. Double hull ship built in 1984 in Dunkirk (France) by Normed. Owned by Prime Cosmos Ltd (Hong Kong, China). Sold for demolition in India. 400 $ per ton.

**Hiyo (ex-Oriental Bluebird, ex-Hiyo Maru).** IMO 7818078. Tanker. Length 143 m. Pavillon Tuvalu. Unknown classification society. Reefer built in 1979 in Kochi (Japan) by Kochi Jyuko. In 1992 she was converted to replenishment tanker and used by the Japanese whaling fleet in Antarctica. Very exceptionally, Panama deflagged the Oriental Bluebird in 2008 for transferring and transporting whale meat and violating the Panamanian regulations on maritime safety and protection of the environment. Sold for demolition in China.

January 2008, The Japanese factory-ship Nisshin Maru (right) transfers whale meat and refuels in Antarctic waters from the supply ship Oriental Bluebird (left). In the foreground, the Australian customs officials. © Reuters


Kriti Filoxenia. IMO 8420256. Tanker. Length 194 m, 10,650 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom single hull ship built in 1986 in Split (Croatia) by Brodosplit. On 24th December 2002, the Kriti Filoxenia is ordered out of the 200 miles of the French Exclusive Economic Zone (EEZ) in application of the agreement of Malaga; this bi-lateral decision signed by France and Spain on 26th November 2002 after the sinking of the Prestige and later adopted by Portugal bans single hull tankers more than 15 years old and transporting heavy oil from sailing within the 200 miles of their EEZ. Owned by Avin International SA (Greece). Detained in 2008 in Amsterdam (The Netherlands). Sold for demolition to an unknown destination, the ship just arrived in Chittagong (Bangladesh) and is « waiting for instructions » and a possible authorization to be beached. 465 $ per ton.

Lieutenant Rama Raghoba Rane PVC. IMO 8224121. Tanker. Length 228 m, 13,061 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Company of India (India). Sold for demolition in Pakistan.


Philadelphia. IMO 8641719 et 8001191. Tanker barge and pusher. Length 213 m, 11,437 t. United States flag. Classification society American Bureau of Shipping. The pusher was built in 1984 in Mobile (United States) by Halter Marine and the barge by Bethlehem Steel. Philadelphia is an ITB (Integrated Tug Barge), a tanker barge coupled with a catamaran vessel that locked into the stern of the barge; the US regulations allowed the owners to class their vessels as tug/barge and not tankers. The change of US rules concerning tugs outlawed the ITB and this type of vessel is becoming obsolete. Double bottom single hull ship. Owned by US Shipping Partners (United States). On 18th May 2010, the tug/barge Philadelphia collided with the container ship Rhein Bridge in the Suez canal. The engine room was flooded and the incident caused an oil spill. The ITB, which was mainly used to carry food aid, is declared a total loss and sold for demolition in India.

![Philadelphia, port of Valetta (Malta), February 2008 © Jorn Prestien](image1)


![Selay Challenger, January 2010 © Fehmi – Vesseltracker](image2)

© Andre Le Mens - Marine marchande.net The ex-Mascarin from Saint-Nazaire used to sail on the Persian Gulf / Reunion Island line for “Union Maritime de l’Océan Indien”. 


Taluga. AO 62. Tanker. Length 168 m, 7,236 t. United States flag. No classification society; struck from the naval register on the 21st February 1992. Built in 1943 in Sparrows Point (United States) by Bethlehem Steel. Fleet oiler assigned to the Asiatic-Pacific theater during World War II; she served in the Korean and Vietnam wars. Laid up in the Reserve Fleet in Suisun Bay, California. Owned by US MARAD (United States). She will be towed through the Panama canal and broken up in Brownsville, Texas (United States).


Chemical tanker


**Ange lim**. IMO 8201507. Chemical tanker. Length 133 m, 5,444 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1985 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Owned by Flumar Transportes De Quimicos (Brazil). Sold for demolition in India. 800 $ per ton including 426 t of stainless steel.

**Bice A**. IMO 8903959. Chemical tanker. Length 126 m, 4,067 t. Italian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana SPA (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 $ per ton including 1.169 t of stainless steel.


**Global Maceio**. IMO 8220577. Chemical tanker. Length 147 m, 4,712 t. Deflagged from Brazil to flag Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Double hull ship built in 1986 in Viana do Castelo (Portugal) by ENVC. Owned by DTA Ship Trading (United Arab Emirates). Sold for demolition in India, **Global Maceio** has just left Salvador and is expected late november in Alang.


**Lady Marialaura.** IMO 8903947. Chemical tanker. Length 135 m, 4,461 t. Italian flag. Classification society RINA. Double hull ship built in 1993 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana Spa (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 $ per ton including 1,365 t of stainless steel.


*Pumpuri is ready to leave dry-dock, Sevastopol (Ukraine), November 2005 ©Aleksandr Koz*


Gas tanker


Supreme, ex-Hassi R'Mel, in Huelva (Spain) © Rafael Martinez Bescos

General cargo


Forest Venture in Rio Haina, Domenican Republic, March 2010 © Viktor - Shipspotting


Mineral in Ravenna (Italy), February 2009 © S.Bykov


Oskar (ex-Baltic Star, ex-Tamara, ex-Kinso). IMO 7222279. General cargo. Length 74 m. Sierra Leone flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Trondheim (Norway) by Orens MV. Detained in 2007 in Kdzeregli (Turkey) and in 2010 in Poti (Georgia) and Ordu (Turkey). Sold for demolition in Turkey.

Pheaton (ex-Ever Power, ex-Anhui Hope, ex-Aegis, ex-Lovcen). IMO 8212958. General cargo. Length 158 m, 7,030 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Bureau Veritas. Built in 1982 in Warnemunde (Germany) by VEB Warnowwerft. Owned by Shanghai Vasteast Intl (China). Detained in 2000 in Antwerp (Belgium). Sold for demolition in India, the Pheaton actually arrived on 30th september in Chittagong, Bangladesh, theoretically for bunkering; three weeks later she is still waiting off the beaching plots. 394 $ per ton.


Piya Bhum (ex-Resourceful). IMO 8406975. General cargo. Length 147 m, 5,046 t. Singapore flag Classification society Germanischer Lloyd. Built in 1985 in Pusan (South Korea) by Korea SB. Owned by RCL Shipmanagement (Singapore). Detained in 2005 in Mumbai (India). Sold as is in Singapore for demolition in India.295 $ per ton.


Container ship


MSC Sariska (ex-MSC Alex, ex-Alexa, ex-Carmen Mare, ex-Ville de Zenith, ex-Passero, ex-Ruhr Express, ex-Seatrain Bremen, ex-Seatrain Valley Forge, ex-Atlantica Livorno, ex-Geyerfels). IMO 7107780. Container ship. Length 153 m, 8,500 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Flender. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India.


Rhein Bridge. IMO 8808446. Container ship. Length 276 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by ‘K’ Line (Japan). On 18th May 2010 in the Suez canal, due to either a wrong manoeuvre or steering gear, the container ship which is sailing from Canada towards Singapore collided with the pusher/tug Philadelphia. Both ships are ultimately sold to ship-breakers. Philadelphia arrived in India. The destination of demolition of the Rhein Bridge is still unknown. See also page 17.


Ro-Ro


Atlantis (ex-Niledutch Atlantic, ex-Sangwin, ex-Sassandra, ex-Atlantic Arrow, ex-CGM Ronsard, ex-Ronsard). IMO 7702889. Ro-Ro. Length 213 m, 14,835 t. Netherlands Antilles flag. Classification society RINA. Built in 1980 in La Ciotat (France) by Chantiers Navals de La Ciotat. Ordered by the Compagnie Générale Maritime, the Ronsard had four decks, with two running over the whole length of the ship, a 8,9 m high area for large-sized cargo and a stern quarter ramp 38 m long (cf. plan p 32). Owned by Anglo-Eastern UK (United Kingdom). Detained in 2007 in Lisbon (Portugal). Her sistership, the Niledutch Kwanza, ex-Ang, has just been sold for demolition. They both will meet again in India.

The Ronsard being completed in La Ciotat yards © Courrier de la CGM

Atlantis, ex-CGM Ronsard © Shipspotting


Plan of the Ro-Ro container ships Ango and Ronsard © Michel Thouin- Studio dix neuf / Courrier de la CGM
Oak (ex-Transoak, ex-Ada Gorthon). IMO 8305949. Ro-Ro. Length 156 m, 6,026 t. Gibraltar flag. Classification society Lloyd’s Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Transatlantic Shipping AB (Sweden). Detained in 2005 in Quebec (Canada). Sold as is in Sweden for demolition in India. 1.5 million $ i.e. 249 $ per ton.


Tor Bellona (ex-Massilia, ex-Dart 10, ex-Mont Ventoux, ex-Zhang Jia Kou). IMO 7822213. Ro-Ro. Length 177 m, 9,450 t. Norwegian flag (international register). Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Norbulk Shipping (United Kingdom). Sold as is in Port-Said (Egypt) for demolition in India. 380 $ per ton.


Voyager (ex-Seaboard Voyager, ex-Kintampo, ex-Tor Mercia). IMO 8412869. Ro-Ro. Length 158 m, 6,050 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1985 in Bremerhaven (Germany) by Schichau-Unterweser. Sold for demolition in India. 380 $ per ton.

**Bulk carrier**

**Badri Prasad** (ex-Badri, ex-Iolcos Mariner, ex-Co-Op Marine). IMO . Bulk carrier (ore). Length 240 m, 16,602 t. Deflagged from India to flag Tuvalu for her last journey. Classification society Indian Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Essar Shipping (India). Announced as sold for demolition in China or India, the Badri Prasad, Indian ship, was finally beached in Bangladesh early in September. Is business back in the ex empire of ship-breaking?


---

Govind Prasad, port of Amsterdam, June 2007 © Alf van Beem


Laurel (ex-Sanko Laurel). IMO 8316352. Bulk carrier. Length 167 m, 5,672 t. Chilean flag. Classification society American Bureau of Shipping. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Naviera Chilena del Pacifico (Chile). In February 2010, the ship is in Talcahuano (Chili) dry dock undergoing routine maintenance when an 8.8 magnitude earthquake strikes the country. Two tsunamis lift the Laurel up and out of the dock and thrust her onto the pier. The Laurel is finally sold for demolition as is in Mexico. Unknown destination of demolition. 406$ per ton.


**Swift Resolute** (ex-*Intrepid Resolute*, ex-*Global Peace*, ex-*Primo*, ex-*Coal Star*, ex-*Coal Venture*). IMO 8005082. Bulk carrier. Length 263 m, 17,685 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1982 in Tamano (Japan) by Mitsui. Propriétaire Split Ship (Croatia). Detained in 2004 in Dampier (Australia) and in 2009 in Dangjin (South Korea) and Newcastle (Australia). Sold for demolition in China. 460 $ per ton including 1.600 t de carburant. The *Swift Split*, also owned by Split Ship and forbidden from casting off Gabon, would deserve to leave for demolition (Cf. p 3 – Africa).

**Venturer** (ex-*New Venturer*, ex-*New Luck*, ex-*Clelias Luck*, ex-*Tribulus*). IMO 7917850. Bulk carrier. Length 264 m, 20,016 t. Italian flag. Classification society RINA. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Augustea Atlantica Spa (Italy). Detained in 1997 in Amsterdam (The Netherlands), in 2006 au Havre (France) and in 2008 in Norfolk (United States). Sold for demolition in India. 437 $ per ton including 800 t of bunkers.


**Baltic Meridian** (ex-*Swan Lagoon*, ex-*Isla Plaza*, ex-*Pocahontas*). IMO 7710927. Reefer. Length 151 m, 5,748 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf along with *Potomac and Pocantico* (which have become *Baltic Melody* and *Baltic Mariner* and are still active). Used in the nineties to carry bananas from South America to the US East Coast. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 1998 in Antwerp (Belgium), in 2004 in Savona (Italy) and in 2007 in Gdansk (Poland). Sold for demolition in India. 418 $ per ton.


**Car carrier**


*Ducky Sovereign* (ex-*Prince Maru n°11*). IMO 7927465. Car carrier. Length 111 m, 3,496 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Akitsu (Japan) by Taihei. Owned by TMT Co (Taiwan). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued in May 2010. Chittagong is the official final destination announced by the ship since july but she has not been beached in Bangaladesh yet. 398 $ per ton.


![Tapiola, port of Savannah, Georgia (United States) © JP Byrd](image)

**Livestock carrier**


---

The *Buffalo Express* in Santos (Brazil), July 2007 © Bruno Leonardo Pricoli

**Cement carrier**


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*Caribbean Carrier I* in Muscat (Oman) in November 2008. October 2010, the old cement carrier has just been beached in Alang © John Wilson

**Miscellaneous**


In 1998, the *North East* is towing ships to be demolished ; in 2010 she is beached for scrapping © Zakrochimsy

*Samudrika 7*. IMO 8311754. Tug. Length 55 m, 999 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India (India). Sold for demolition in India. © SCI

The END

Now is the Saga Rose disappearing, with her silhouette of Miss France beached for demolition in Alang in 2006.

With the Saga Rose, a prestigious French-built liner has just been delivered to Chinese breakers in Jiangyin (on the Yangtze) in the 45th year of his age.

The Saga Rose is indeed a creation by the Forges et Chantiers de la Méditerranée, La Seyne. Commissioned by the Norwegian America Line, she was launched on June 13th, 1964 under the name Sagafjord and after the sea trials were over she was christened on September 18th 1965. During the first part of her life, she sailed regularly between Oslo and New York, the original line of her owners, and made as well many around the world cruises.

Purchased but not renamed by the Cunard Line in 1983, she carried on her cruise shipping while she was re-flagged from Norwegian to Bahamian flag. In 1996, she was chartered by the German company Transocean Tours and temporarily renamed Gripsholm in memory of a famous Swedish liner.

She was then sold in 1997 by Cunard to another English company, Saga Holidays (Saga Cruises) of Folkestone, which was acquiring an ocean liner for the first time. She was then renamed Saga Rose but retained the Bahamian flag. The company, which has the originality to accept only passengers of 50 years old and over, succeeded in making her a liner particularly appreciated by the British public for her genuine refinement. A number of her passengers renewed their bookings year after year. Her career came to an end because of her non-compliance with the SOLAS regulations taking effect in 2010.

189 m long, 24.50 m wide, weighing 24,528 gross tonnage, the Saga Rose had a capacity of 587 passengers and 350 crew members. Two Sulzer engines totaling 24,000 hp gave her a speed of 20 knots.

Saga Cruises owns a quite similar vessel, the Saga Ruby, built in 1973 as Vistafjord by Swan Hunter, in Wallsend, on the Tyne river. The Saga Rose was replaced in the Saga Cruises fleet by the Saga Pearl II (ex-Astoria), built in 1981. See page 10.
Sources
AFP ; American Bureau of Shipping ; BEA Mer; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ;Clarkson’s ; Cotzias ; Courrier de la Compagnie Maritime Générale ; Daily Star (the) ; Daylife ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Ghanaian Chronicle (the) ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd’s List ; Lloyd’s Register of Ships ; Marine Traffic ; Marine-Marchande.net ; Maritime Matters Phuket Gazette (the) ; Robin des Bois, personnal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Titan Maritime Ltd; Tokyo Memorandum of Understanding ;Tugfax ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.

This bulletin is exclusively financed by the association Robin des Bois.
To help us to continue our work and improve the bulletin, you can send us funds to our account : Robin des Bois/SG Paris Belleville
IBAN : FR76 3000 3033 7000 0505 1050 963
BIC-ADRESSE SWIFT : SOGEFRPP

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Translation : Jacky Bonnemains, Miriam Potter, Christine Bossard

Many thanks to Gérard Cornier for his contribution

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The agony of the *Azzurra*

In 2006, the Italian Liquid Petroleum Gas carrier *Azzurra Prima* was sailing in the Mediterranean Sea for Finaval SpA, an Italian company specialised in the transport of oil products and vegetable oil. In 2007, she became *Azzurra*, owned by Società Cooperativa Di Navigazione G.Giulietta based in Genoa. In 2008 she was docked in Callao, Peru's main fishing and commercial port, where, after inspection, on October 7th 2008 the classification society RINA issued reservations and suspended the certificate of the unseaworthy vessel. On August 1st 2009, “the causes for the suspension are not removed” and RINA withdrew its classification. The vessel is laid up and progressively plundered at anchorage without any safety and environmental precautions taken to protect the marine environment or the workers. One has
to hope that, as a substitute to “beaching”, the Azzurra is not initiating a new technique of demolishing European vessels: Offshore demolition. This particular case of a European vessel abandoned in a South American port is the reverse of the trend noticed in France consisting in abandoning old vessels flying flags of convenience.

Another vessel at the end of her tether had already been seen in Callao in Shipbreaking.com n°21: the old tanker Talara. Therefore a question is raised about the lack of demolition facilities on the South American continent. To illustrate this concern, at the end of 2010 three Mexican vessels were sent to be broken up in India.

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### Piracy and demolition

Somali pirates take anything that cross their path. As a matter of fact they happen to hijack vessels which are on their way to be broken up or vessels in a bad state already targeted by safety inspectors.

On September 8th 2010, the Olib G, a Greek chemical tanker flying the Maltese flag, was attacked by Somali pirates while passing through the Gulf of Aden where the European Navy, the United States and NATO forces patrol. She was sailing with ballast on her last trip to be broken up in India. The 15 Georgian and 3 Turkish crewmembers were held hostage aboard. The pirates were asking for a ransom of $15 million, the Greek owner proposed 75,000 $ then 150,000 $; taking into account the presence of the stainless steel tanks which are usually present onboard chemical tankers, the sale of the vessel to a demolition shipyard would probably have raised between 2 and 3 million $.

According to the Equasis database the status of the Olib G is “To be broken up” since September 8th 2010, the date that she was hijacked by the pirates. In October the classification society Det Norske Veritas, recommended to carry out a survey of the vessel upon release and before resuming trading.

According to information available in January 2011, the Olib G remains captured.

**Olib G**, southbound on the Bosphorus, on June 11th 2006 © Wil Weijsters

The Irene EM was listed in the category of chemical tankers in “Shipbreaking.com n°21” and towed to Alang in the summer of 2010. Before being sent to demolition, she had been hijacked on April 14th 2009. She was seized in the East of the Gulf of Aden with 23 Filipino crewmembers aboard. She was released on November 14th 2009. The ransom remains unknown.

The Panega, chemical tanker flying the Bulgarian flag with 15 crewmembers of the same origin cruised across the Indian Ocean towards her final destination and was listed in “Shipbreaking.com n°20”. The Promised Land was Alang where stainless steel from chemical tankers is appreciated. The vessel was intercepted and captured on May 11th 2010 at around 100 miles east of Aden (Yemen). The hijackers released the vessel on September 9th 2010, the ransom paid is unknown. Taking into account the presence of stainless steel in the Panega one could assume that her owner may have received a total of around 1.5 million $ from the demolishers.
As for the tanker Theresa VIII (listed in Shipbreaking.com n°20) flying the Kiribati flag, she was also hijacked by Somali pirates on November 16th 2009 Northwest of the Seychelles. She was released on March 16th 2010 with her crew of 28 from North Korea. It is assumed that a 3 million $ ransom was paid. After her release she left immediately for Alang.

The Blue S (ex Blue Star, FCC Glory, Tian Jing Quan, Myrsinidi) flying the Saint Kitts and Nevis flag with an Egyptian crew of 28 was transporting fertilizer from Suez to Mozambique. On January 1st 2009 she was intercepted and captured by 15 pirates 22 miles from the Port of Aden off the Yemen coast. The ship and crew were released March 4th, 2009. A ransom of 1 million $ was paid in cash and dropped in by a helicopter when the vessel was stationed at Eyl, the pirates’ port of refuge in Somalia. The pirates originally requested 6 million $. The crew had to fish in order to eat. At the end of 2009, the old bulk carrier arrived at Alang, under the name Blue S without having her IMO number communicated. She escaped a citation in “Shipbreaking.com” N°18. It could be estimated that she was sold for a total of 1 million $ at the end of 2009.

The Bow Asir was listed in “Shipbreaking.com n°17” in the chemical tanker category and hijacked on March 26th 2009 with a cargo of 20,000 tons of caustic soda. Thanks to her ransom being paid within 15 days, she is among the vessels that were released quickly. The ransom total remains undisclosed. She was put up for sale in the summer of 2009 which raised a total of 6 million $ to her owner.

The Centauri was listed in “Shipbreaking.com n°14” in the bulk carrier category and hijacked with her crew of 26 on September 18th 2008 carrying a cargo of 15,000 tons of salt. The hull was riddled with bullet marks. Even though she had not been subject to a detention in a State Port, she was sent directly to be demolished after her release in November 2008.

The Al Mansourah was listed in “Shipbreaking.com n°14” in the general cargo carrier category and hijacked on September 3rd 2008 in the Gulf of Aden with 25 crewmembers onboard. She was released at the end of September 2008. A couple of weeks later the Al Mansourah was sent to be demolished in Alang.

The Thor Star was listed in “Shipbreaking.com n°15” in the category general cargo carrier and hijacked on August 12th 2008 16 km off the coast of Yemen. The vessel and her crew of 28 were released on October 14th 2008. According to her owner, she was supposed to resume trading immediately but the Thor Star arrived in Bangladesh for demolition early 2009.

Mauritania (follow up)
For some time now Robin des Bois has addressed the project to remove the wrecks in the bay of Nouadhibou, Mauritania; the subject was first mentioned in Shipbreaking.com N°20. The European Delegation in Mauritania encourages Robin des Bois in its letter sent in January 2011 to follow this project closely to ensure its best possible outcome. None of the wrecks or parts of the wrecks shall be dumped at sea. Prevention of pollution will be a priority throughout the entire wreck removal process.

Robin des Bois is satisfied that the option to dump the wrecks which was mentioned in the call for tender is finally abandoned. The Dutch company Mammoet Salvage BV was appointed for the project and they drew our attention to their expertise in the domain of removing wrecks or dangerous cargo from the marine environment. Robin des Bois will keep informed on the progress of operations particularly concerning the waste processing issue.

France
The 2010 parliamentary report on the dismantling of ships truely buried beneath sarcasms and inaccuracies the industrial and collective attempts arisen after the case of the Clemenceau. Wiping out what it calls "untruths", "myths" and "common places" in one page, it denies the ship dismantling industry to be, as the case may be, complementary with naval repair or construction activities as well as to have the capacity to create jobs and provide the industry with significant quantities of steel scrap.

It recommends as a priority and ideal site of scrapping for ocean-going vessels the river port of Bordeaux, upstream of the Gironde and of a fragile estuary; this option is offbeat and eccentric compared to the usual practise which, in the new projects, puts forward fast and secure access to the
yard. The best decision of the parliamentary mission was to pass the torch to a new interministerial mission.

To move forward, we must get out of this morass of paper and face facts.

For two years, numerous initiatives have been taken in France to demolish fishing boats within a rational administrative framework. They were previously burnt, sunk or abandoned in ports or estuaries. The Winner, 101 m, approximately 2,000 tons, an old cargo carrier seized in 2002 by the Marine Nationale for drug trafficking, is being dismantled in a drydock in the military port of Brest. This is the first of the crippled ships from the Breton port or from Landévennec ship graveyard to open the road to a modern and regulated industrial sector. A call for tender has been issued for the demolition of the Anna in La Rochelle - the general cargo carrier Anna, 87 m in length, sailing under the Comorian flag for Ukrainian interests, has been seized by the court after colliding in July 2008 into the downstream gate of the lock basin at the port of La Rochelle - and the civilian port would therefore rent a ship drydock to demolish the Anna. The Marine Nationale will announce this year which tenderers have been chosen for the demolition of the Saone, the Dives, the Argens and the Bouvet laid up in Toulon and Lorient.

The ports of Saint-Nazaire, Cherbourg, Le Havre and Dunkirk were also cited as potentially interesting demolition sites. The proximity of Ghent is encouraging for the great French Northern port. On the other side of the Belgian border, the Van Heygen recycling yard in Ghent is becoming more active and will treat early this year about twenty Scottish fishing vessels. May it please the French mission decidedly misguided, the Ghent ship-breaking yard contributes to the growth of the Belgian port which, in 2010, has just beaten its highest record of activity.

**Bangladesh**

The situation in Bangladesh remains unclear. During the autumn of 2010, to begin with, business started again: the local ship breaking yards succeeded in diverting a number of vessels from their original destination and have them beached at Chittagong. This was the case for Haina A destined for China but arriving under the name Ina, as well as the Panamanian VLCC Nichiryu listed to be demolished in India in Ship-breaking.com N°19 but arriving in Bangladesh as the Hiryu flying the Saint-Kitts-and-Nevis flag, as well as the Grace N also originally destined for India. Ship owners proved patient by waiting for the reopening of the Bangladesh market to send vessels sold earlier in the year such as the Aegiali listed as sold in the bulletin N°19 yet only beached at her destination in the final days of 2010. Just in time to escape the last request by the High Court suspending all new authorisations while waiting for the creation of an independent committee regrouping scientists, environmentalists and medical doctors who should guarantee that the vessels beached for demolition do not contain any dangerous materials. This new judgement imposed on imports to Bangladesh is pushing ship owners who wish to quickly get rid of their old hulls to send them towards other ship-breaking yards such as India which was the case of Sabine.

Keeping in mind that on August 12th 2010, Robin des Bois, launched an alert on the fate of the Ocean Pearl purchased by the Indian company Prayati Shipping specialised in buying ships to be demolished (Cf. note of information), the vessel arrived in Chittagong, coming from China to unload 4,000 t of urea. She has not left Bangladesh and is currently grounded on a sand bar without any official mentioning of demolition…

November 17th 2010, the Ocean Pearl grounded, twisted and condemned on a sand bar in Chittagong © Hans Rosenkranz
4th Quarter 2010 Statement

India rules, Turkey has ambition and Europe is perhaps waking up …
Between October 16th and December 31st 2010, 202 vessels have left to be demolished, at a rhythm of 18 vessels a week. India with 78 vessels (39%) achieved the Grand Slam this year with their 4th appearance as the number one spot in the tonnage category as well as total number of units to be recycled. With 38 vessels (19%) Turkey stays in second place and reasserts its ambitions with the purchase of three big Canadian bulk carriers in their forties, the Algoisle, the Agawa Canyon and the Canadian Prospector which used to sail on the Great Lakes, in addition to the small general cargo carriers and ferries. China comes in 3rd place with 33 vessels (16%), ahead of Pakistan, 25 (12%) and Bangladesh 14 (7%). 5 vessels were demolished in Europe in Danish and Belgian ship-breaking yards. In Ghent, Van Heygen Recycling just receptioned two large Icelandic fishing vessels, and will demolish another twenty odd Scottish vessels originating from a decommissioning plan. Will Europe convert the try in 2011 and score more points in the fishing and merchant fleets?

In terms of tonnage of scrap to be recycled, India is ahead of China, Pakistan, Bangladesh and Turkey. The accumulated tonnage is close to 1.3 million tons of metal. The oil, chemical and gas tankers represent this time the largest amount of vessels sent to be scrapped with a total of 64 vessels ie. 34%. In volume, the tankers represent more than 510,000 tons ie. 40% of recycled metal. General cargo carriers, 51 (25%), are next, ahead of bulk carriers, 31 (15%). The container ships, 7 (3%), and the car carriers, 4 (2%) have become rarities in ship-breaking yards.

The prices offered by ship-breaking yards have remained stable, at around 475$ per ton for the tankers, 450$ for the dry cargo carriers. The differential has narrowed, the prices offered by Chinese ship-breaking yards are only slightly less than those of the Indian or Pakistani breakers. The prices have gone up in Turkey where vessels have found buyers for more than 300$ per ton.

Of the 202 vessels, 75 (35%) were flying a European flag or belonged to European ship owners or members of the European Free Trade Association (EFTA). 95 (47%) were built in the same countries of which 3 in France namely in Brest, Dieppe and La Ciotat.

After the bar, the scrapping
79 (39%) of the vessels leaving to be broken up were controlled by a classification society which was not a member of IACS (International Association of Classification Societies) or had no classification society. The vessels not up to standards are always the first to leave: at least 89 (44%) were detained in the world’s ports with a total of detention of 71% for the reefers and more than 60% for the bulk carriers and general cargo carriers. The total of detentions was 16% for the oil tankers but 59% for the chemical tankers.

Years and meters
The end of service age of the vessels leaving the waters during the period of October 16th to December 31st 2010 ranges between 15 for the gas carrier Golden Crux n°18 and the container ship Valley, two vessels which were respectively victims of an explosion or a collision, and 71 year old for the Guard Valiant, ex Norwegian whaler Thorgaut (see the saga under the chapter The END, page 37-38) ; the average age is 31 years; and it is 25 for double-hull tankers, 29 for single-hull tankers, 33 for bulk carriers and general cargo carriers, 37 for ferries and passenger ships and lastly 45 for fishing vessels whether converted or not and factory ships. 104 vessels were less than 150 m, 62 measured between 150 and 199 m and 36 were more than 200 m in length. The largest vessel to be scrapped this quarter was the old VLCC (Very Large Crude Carrier) Maxus Widuri, aged 36 years, 347 m in length, used as a Floating Production Storage and Offloading unit.
Ferry


It would have made Napoleon eat his hat. Indeed it was in France, and what more in a naval ship yard, the one in Brest, that the English ship *Senlac* was built in 1973 for British Railways, partners of the French train company SNCF for cross channel traffic under the shared trademark Sealink. At the time, British Railways made a good bargain by ordering for an appealing price three ferries, of which the *Senlac* was third after the *Hengist* and *Horsa*, delivered by the Brest ship yard the previous year and put to sea in the Strait. The latter are still in use in Greece under the names *Agios Georgios* and *Penelope A*. It’s surprisingly the youngest who is first to be sent to scrap in the ship-breaking yard of Aliaga, in Turkey.

With a gross tonnage of 5,590 t, the *Senlac* -named after a site from the Battle of Hastings in 1066- was able to convey 1400 passengers and 210 cars. She enters service on May 2nd 1973 on the Newhaven/
Dieppe line replacing the *Falaise* and teaming with the French ships *Valencay* and *Villandry*. For 12 years, the Senlac fulfills her purpose regularly on this line until the English partner- since then privatized- decides to withdraw from the Dieppe line, leading to strong social disorder on the other side of the Channel of which we still remember the slogan “Save our Senlac”. The ship is finally bought back by the SNCF in February 1985 (who owned already 2/3 despite the fact that she sailed under the British flag) and continued serving under French flag until she was replaced by the *Versailles*. She seems to have known only one remarkable incident: on the night of the 13th to the 14th of January 1986, a strong storm threw her to crash against the East pier while she was entering Dieppe, causing many cracks in the hull.

Her second career in Greece will last much longer than the first. Sold in November 1987 to Ventouris Sealines, she becomes the *Apollo Express* and travels the line between Piraeus and Santorin, by ways of several islands. In 1995 she is passed over to Agapitos Express lines and her name changed to *Express Apollon*, then in 1999 joins the Hellas Ferries fleet within Hellenic Seaways. She will continue to stop in a variety of Islands ending her trail in Santorin. The former Senlac next leaves the Greek flag to be replaced in 2007 by the flag of Saint Vincent and the Grenadines, her named shortened to only *Apollon* within European Seaways. She was at the time on her way to Italy, on the Igoumenitsa/ Brindisi line, then on the Bari / Durres (Albania).
Erotokritos T (ex-Ishikari) IMO 7394747. Ferry. Length 188 m, 11,000 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai Shipbuilding; jumboized in 1980. Owned by Lucky Lines Maritime (Greece). Detained in Italy in 2002 in Monfalcone and in 2003 in Brindisi. Sold as is in Piraeus (Greece) for demolition in India. 367 $ per ton.


**Passenger ship.**


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October 2010, **Caribbean Express** off Capetown (South Africa) before her ultimate journey to India. © Ian Schiffman

Fishing ship
Adalvik (ex-Joi Bjarna, ex-Edda, ex-Pall, ex-Nattfari, ex-Saebjorg, ex-Fylkir, ex-Gyfli, ex-Petur Thorsteinson). IMO 5276733. Fishing ship. Length 38 m, 400 t. Icelandic flag. Unknown classification society. Built in 1959 in Stralsund (Germany) by Volkswerft VEB. Deprived of fishing permits, the Adalvik is immobilized in the port of Njardvik for most of the year 2002. Laid up in Seydisfjördur shipyard since 2008, the ship was towed to Terneuzen (The Netherlands) and then to the Van Heygen ship-breaking yard in Ghent (Belgium).
Alex IV (ex-Flandre). IMO 7039115. Fishing ship. Length 38 m. Greek flag. Unknown classification society. Built in 1970 in Dieppe (France) by les Ateliers and Chantiers de la Manche. The Flandre was quite innovating at the time of her construction. In 1977 she was honored by the visit onboard of the PM at the time Raymond Barre. Her owner under the French flag was the Association Rochelaise de Pêche à Vapeur, from La Rochelle. The ship was sold to a Greek society in 1984 and renamed Alex IV. Owned by Macedonian Fight Fishing Shipping Co (Greece). Sold for demolition in Turkey.

Guard Valiant (ex-M Valiant, ex-Cam Valiant, ex-Striltreff, ex-Manon, ex-Berg Karl, ex-Thorgaut). IMO 5041968. Fishing ship converted to standby safety vessel. Length 47 m. Norwegian flag. Unknown classification society. Built in 1939 in Sandefjord (Norway) by Framnaes. Owned by Tananger Offshore (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking. The Danish yard was founded in 1993 and has, since then, scrapped over 1000 ships. Major part of them has been fishing vessels of various sizes, but also freighters, supply vessels, ferries and a military vessel. They mostly came from Scandinavia, United Kingdom, Germany and The Netherlands. See the chapter THE END, p 37-38, to know more about the adventurous biography of the ex-Thorgaut.

Factory ship


Wiesbaden (ex-West Rumb). IMO 7324912. Factory ship. Length 92 m. Polish flag. Classification society Germanischer Lloyd. Built in 1973 in Bremerhaven (Germany) by Rickmers. Owned by Deutsche Fischfang-Union (Germany). In November, the Wiesbaden was towed from Cuxhaven for demolition in Grenaa (Denmark).

Tanker


Galena (ex-Overseas Galena Bay, ex-S/R Galena Bay, ex-Chesapeake Trader). IMO 8008917. Tanker. Length 200 m, 11,054 t. Deflagged from United States to Panama for her last journey. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by OSG Shipmanagement Inc (United States). On the 25th November, the Overseas Galena Bay left off her owner, her name, her flag and her destination. Announced in Chittagong on the 29th December, the ex American and hidden Galena is beached for demolition in Alang on the 23rd December.


Lance Naik Karam Singh PVC. IMO 8224119. Tanker. Length 228 m, 13,326 t. Deflagged from India to Comoros for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in Bangladesh where she arrives as “Lancer”. When India sent her ships to Bangladesh, it is carried out under hidden flag.


Niki (ex-Giorgos M, ex-Promar, ex-Petrobulk Progress, ex-Perseverance). IMO 8607842. Tanker. Length 182 m, 8,300 t. Liberian flag. Classification society Det Norske Veritas. Double sided ship built in 1988 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by AK Shipping &Trading (Greece). Detained in 2007 in Algesiras (Spain) and in 2008 in Amsterdam (The Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 477 $ per ton.


Prince William Sound. IMO 7395349. Tanker. Length 267 m, 23,154 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1975 in Chester (United States) by Sun Shipbuilding. Owned by Alaska Tankers (United States). NGOs have protested against the export of this old tanker likely to contain toxic materials towards Asia as it would be in violation of the US environmental laws. The Prince William Sound was laid up in a BP terminal in Malaysia (Alaska Tankers is 25% owned by BP). Sold as is in Labuan for demolition in India. 430 $ per ton including 1,400 t of bunkers.


Rhone. IMO 7361685. Wine tanker. Length 89 m, 1,370 t. Turkish flag. Classification society Turkish Lloyd. Navire simple Built in 1974 in Busum (Germany) by Busumer Werft. Owned by Örtak Denizcilik (Turkey). Sold for demolition in Turkey. 290 $ per ton.

Ruby Princess (ex-Knock Davie, ex-Ageas, ex-In Amenas, ex-Teakwood). IMO 7389015. Tanker converted in 1988 into a Floating Production and Offloading unit (FPSO). Length 270 m, 20,000 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1975 in Göteborg (Sweden) by Gotaverken. The Ruby Princess is operated by the Japanese MODEC since 1998 off Vietnam in the Ruby oil field, processing 30,000 barils per day (around 4,000 t); the gas is flared on board; the storage capacity of the FPSO is 850,000 barils (more than 100,000 t). Owned by Petro Vietnam (Vietnam). Sold for demolition in China. Given her age, this type of factory ship contains around environ 15 t of oil contaminated with PCBs in her transformers and capacitors.
**Sabine** (ex-Heidmar Sabine, ex-R Hal Dean). IMO 8612287. Tanker. Length 239 m, 13,699 t. Marshall Islands flag. Classification society American Bureau of Shipping. Single-hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Liquimar Tankers (Greece). Sold for demolition as is in Singapore. On the 16th December, her destination was announced to be Chittagong but the High Court of Bangladesh ask the authorities to stop issueing NOCs (No Objection Certificates) allowing the beaching of ships. The Sabine, shorten to « Sabi » changes course; she was finally beached for demolition in Alang, India. 487 $ per ton.

Port of Salamina, (Greece), May 23rd 2008 © Aleksi Lindström


**Subedar Joginder Singh PVC**. IMO 8224171. Tanker. Length 228 m, 13,369 t. Indian flag. Classification society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd - SCI (India). Sold for demolition in India where she is beached as KCTL 29. 469 $ per ton.


Chemical tanker


**Olib G** (ex-Berna Sultan, ex-Yeliz K, ex-Olib). IMO 8026608. Chemical tanker. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1988 in Gijon (Spain) by Cantabrico y Riera. Owned by Frio Maritime SA (Greece). Detained in 2001 in Dunkirk (France) and in 2007 in Constanza (Romania). While she was sailing to India for the demolition yards, the **Olib G** was attacked and seized by Somali pirates. To our knowledge the ship is still held off the Somalian coast. (See the chapter « Piracy and demolition» p. 2)


Rain, on November 17th 2010, beached for demolition in Chittagong © Hans Rosenkranz


**Gas tanker.**

*Azurra (ex-Azzurra Prima, ex-Valle Azzurra).* IMO 8123688. Gas tanker. Length 88 m. Panamanian flag. Classification society RINA. Single-hull ship built in 1983 in Genoa (Italy) by Italcantieri. Owned by Societin Cooperativa Di Navigazione G.Giulietta (Italy). Laid up off Callao (Peru), the wreck is undergoing demolition in the middle of the Bay. See the pictures of her agony on p 1.

*Berge Racine.* IMO 8116582. Gas tanker. Length 228 m, 21,978 t. Deflagged from Norwegian to Comorian flag for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1985 in La Ciotat (France) by Normed, one of the leaders in the building of gas tankers at the time. With a capacity of 81,000 m3 of Liquid Petroleum Gas or ammonia, the *Berge Racine* was the second in a series of three ships built for the Norwegian Bergesen which became after their launching the first LPG transporter. The *Berge Rachel*, in service since 1984, was demolished in Chittagong in September 2009, the *Berge Ragnhild*, in service since 1986, was beached in Alang in August 2010. Owned by BW Gas AS (Norway). The *Berge Racine* has been sold for demolition in Bangladesh where she arrived as *Racine*. 460 $ per ton.

*Golden Crux n°18.* IMO 9129691. Gas tanker. Length 95 m, 1,476 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1995 in Imabari (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). In April 2010, an explosion occurs in the engine room while the *Golden Crux n°18* is sailing on the Yangtze river, bound for South Korea. Two Filipino sailors are killed. The ship was towed and eventually sold for demolition in India. 410 $ per ton.


General cargo.


**Cabot Orient** (ex-Oriental Runner). IMO 8317069. General cargo. Length 94 m, 1,666 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Saiki (Japan) by Honda Zosen. Owned by Seven Seas Shipmanagement Pte (Singapore). Detained in 2004 and 2009 in Guangzhou (China) and in 2010 in Kolkata (India). Sold for demolition in India. 650,000 $ i.e. 387 $ per ton.


**Despina** (ex-Domeyko, ex-Karlowicz). IMO 8030881. General cargo. Length 156 m, 8,002 t. Maltese flag. Classification society Det Norske Veritas. Built in 1982 in Gdansk (Poland) by Gdanska Lenina. Owned by G Bulk Corp (Greece). Sold for demolition in India. 488 $ per ton including bunkers, important quantities of non ferrous metals and a full set of spares.


Queen Haja (ex-Majestik K, ex-Jutha Phansiri, ex-Cielo di Trieste, ex-Booker Crusade, ex-Wolfgang Russ, ex-Sol Neptun). IMO 7348633. General cargo. Length 145 m, 5,569 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society International Register of Shipping. Built in 1975 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping And Trading Co (Romania). Detained twice in 2010 in Novorossiysk (Russia). Sold for demolition in India where she arrives renamed « Ace I ».


**Southern Arrow** (ex-Ocean Pioneer). IMO 8404393. General cargo. Length 107 m, 2,014 t. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Pusan (South Korea) by Daedong Shipbuilding. Owned by Pamela Corp (South Korea). Detained in 2001 in Shinhang (South Korea), in 2003 in Hong Kong, in 2009 in Kwangyang (South Korea) and Nhatrang (Vietnam) and in 2010 in Pusan and Kwangyang (South Korea) and Changshu (China). Sold for demolition in China. 385 $ per ton.


**Container ship.**


**LTC Calvin P.Titus** (ex-Calvin P.Titus, ex-American Michigan, ex-Sea Lion). IMO 8322789. Porte conteneurs. Length 198 m, 13,494 t. Deflagged from United States to Saint Kitts and Nevis for her last journey. Classification society American Bureau of Shipping. Built in 1985 in Odense (Denmark) by Odense Steel Shipyard. Converted for naval service and assigned to the US Military Sealift Command to carry support equipment and supplies. LTC Calvin P Titus was until recently part of the US Navy Prepositioning Program and is the 4th ship in around a year to be beached in Alang for demolition (Cf. the cases of Abby G in Ship-breaking.com # 21, PFC James Anderson and 1st LT Alex Bonnyman in Ship-breaking.com # 17). In every case the procedure is the same: renaming and deflagging to facilitate the export towards Asia.
On December 21st, the *LTC Calvin P. Titus* abandons her American flag, her historical reference to the soldier and bugler of the Fourteenth United States Infantry who was the first to scale the Peking walls with the American flag at the siege of August 1900 and was beached in Alang six days later as “Calvin”.


*Valley* (ex-*Green Valley*, ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m, 7,636 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 2010 in Hong Kong. On 23rd November 2010, the *Green Valley* collides with another container ship, the *Tiger Spring*, on the Hoogly River in Nurpur, West Bengal (India). She was towed to Diamond Harbour for repairing but is then announced sold for demolition in Bangladesh.

*Ro Ro*


**Dubai Coast II** (ex-Ghat). IMO 7359280. Ro Ro. Length 118 m. Panamanian flag. Classification society Indian Register of Shipping. Built in 1975 in Uusikaupunki (Finland) by Uudenkaupungin. Sold for demolition in India.


![Norilsk departing from Gibraltar roads on May 19th 2009 © Gerolf Drebbes](image)

**Ravenna** (ex-Ravenna Bridge, ex-Freccia dell'Ovest, ex-Corriere dell'Ovest). IMO 7351226. Ro Ro. Length 140 m, 3,462 t. Greek flag. Classification society RINA. Built in 1975 in Leghorn (Italy) by Luigi Orlando; jumboized in 1980 and lengthened from 117 to 140 m. Owned by Iliion Lines SA (Greece). Sold for demolition in Turkey. 305 $ per ton.

**Bulk carrier**

*Afflatus (ex-Developer, ex-Iran Taleghnani).* IMO 8309660. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2005 in Pohang (South Korea). In May 2009, the *Afflatus* which is sailing only with ballast from Lianyungang to Tianjin collides with the general cargo carrier Wen Yue. The Wen Yue sunk immediately, one of the crewmember is found dead, the other seven are lost. The Chinese Maritime Administration states that the *Afflatus* failed to comply with related regulations on navigating in fog and to observe a regular look-out, did not take avoidance actions and did not adopt a safe navigation speed. The ship was towed and then at the end of the investigation sold for demolition in Fulian (China).


![The Agawa Canyon leaves Contrecoeur, Quebec (Canada) for scrapping in Turkey © Serge Beauchemin](image)


Canadian Prospector (ex-St Lawrence Prospector, ex-Federal Wear, ex-Carltton). IMO 5426663. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Pallion (United Kingdom) by Short Bros; jumboized in 1968 and in 1979, and lengthened from 171 m to 195 m and then 222 m. In October 2010, the Canadian Prospector leaves Canada in towed of the Simoon and Vigilant I for scrapping in Turkey. Though, she has been renamed Alliance and deflagged to Saint Pierre and Miquelon.


Eternal Bright (ex-MMM Diana, ex-Able Director, ex-Giga 2, ex-Cido Star, ex-Yuuru Maru). IMO 8002004. Bulk carrier. Length 270 m, 20,000 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Imari (Japan) by Namura. Owned by COSCO (China). Detained in 1998 in Aabenraa (Denmark), in 2003 in Rotterdam (The Netherlands) and Shenzhen (China) and in 2010 in India. Sold for demolition China. 448 $ per ton.

Frotamerica. IMO 7433581. Bulk carrier. Length 193 m, 9,104 t. Brazilian flag. Classification society Bureau Veritas. Built in 1979 in Rio de Janeiro (Brazil) by Engenharia. Owned by Frota Oceanica e Amazonica (Brésil). Sold as is in Brazil for demolition in Turkey. 161 $ per ton.


Pylaros (ex-Navdhenu Trust, ex-Longdar, ex-Ariela, ex-Ariel I, ex-Ariel). IMO 8111697. Bulk carrier. Length 243 m, 17,072 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vegesack (Germany) by Bremer Vulkan. Owned by Mednav SA (Greece). Detained in 2003 in Rotterdam (The Netherlands) and in 2009 in Boryung (South Korea). Sold as is in Hong Kong for demolition in India. 455 $ per ton.


Cement carrier


Car carrier
Astro Venus (ex-Sho Jin Maru). IMO 8208414. Car carrier. Length 176 m, 9,508 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Detained in 2004 in Newark (United States) and in 2006 in Melbourne (Australia). Sold at first to an Indian ship-breaking yard, she is finally beached for demolition in Bangladesh. 455 $ per ton including 1,000 t of bunkers.


Reefer


Storm Bay (ex-Atlantic Dawn, ex-Nienburg). IMO 8307911. Reefer. Length 157 m, 6,384 t. Singapore flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Ocean Link Maritime Pte Ltd (Singapore). Detained in 2002 in Charleston (United States), in 2008 in Hamburg (Germany) and in 2010 in (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 420 $ per ton.


Heavy load carrier

Offloading the gantry-crane of Port 2000 in Le Havre, December 21st 2005 © Fabrice Lacroix

Divers


Sindhu 11. IMO . Offshore supply vessel. Length 55 m, 1,211 t. Indian flag India. Classification society Indian Register of Shipping. Built in 1985 in Incheon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). In September, a call for tender is issued for the scrapping of Sindhu 11 as is in Mumbai. Sold for demolition in India. 350 $ per ton.

Global statement 2010 of vessels sent to demolition:

For five years, Robin des bois has been studying the demolition market via the mobilisation and the analysis of over thirty different bibliographical sources. In 2006, Robin des Bois counted 293 vessels sold to be demolished, the majority to be broken up in Bangladesh (57%), in India (26%) and towards an unknown destination (7%). In 2010, a total of 952 vessels have left the waters to be scrapped in India (44%), in Turkey (14%), in China (13%), in Bangladesh (11%) and in Pakistan (10%). The total weight of recycled metal has gone from 1.8 million tons in 2006 to more than 6.4 million tons in 2010, almost four times the total amount of 2006.

In 2010, the prices offered by Asian shipyards have regularly increased and is around 440 and 500 $ per ton. Even Turkey profited from an increase in prices which could reach up to 300$. In spite of the boom in the number of vessels, the amount totals more than the end of 2006 when the two leaders of the market, Bangladesh and India, offered between 400 and 450$, China 250$ and Turkey less than 200 $.

After the record breaking year of 2009 with a total of 1,006 vessels, the influx was only 5%. The rhythm of the vessels leaving the oceans has remained regular and stable throughout the year. The impacts of the worldwide financial crisis on commercial exchanges decreased, container ships and car carriers have resumed activity and have become rare in ship-breaking yards.

In 2010, for the third consecutive year India is the number one destination for demolition with a total of 417 vessels (44%). Turkey comes second with 136 vessels (14%) yet closely followed by China with 124 vessels (13%). Bangladesh comes in fourth place with 103 vessels (11%); Bangladesh was absent for half of the year; the certification protocol of their shipyards today remains unclear and the fight is still raging between on one side the Courts and environmentalists and on the other side the ship-breaking yards. Other vessels finished their careers in Pakistan (91), United States (11), Denmark (6), Belgium (4), Japan (1) and even Peru (1).

Turkey is the upcoming star of the year with a tripling of the number of vessels demolished thanks to the rationalisation of synergies steel industry / demolition and the improvement of dry demolition practices with the collection of liquid wastes and the setting up of booms to protect the ocean from pollution.

The United States are quite hypocritical with the demolition of the Reserve Fleet veterans and a fistful of tankers and container ships from the commercial fleet in Texan and Louisianan ship-breaking yards. This practice viewed as exemplary is practically contradicted by the exodus of a troop of – lately deflagged, quickly renamed, botchily disamericanised – American vessels towards Asia. The demolition of these vessels in Asia when they were chartered by the American Military Sealift Command or belonging to oil companies stops the field from developing in America and is contradictory to environmental laws in force in the United States.

Of the 952, vessels, 367(39%) were under a European flag or belonged to ship-owners established in the European Union or members of the European Union or the European Free Trade Association (EFTA). Once again we can clearly see the "scuttling" of the European ship demolition industry as a number of vessels including many ferries, leave Northern Europe to be demolished in Asia. However, in 2010 European breakers demonstrated their capacities by finishing the demolition of the ex-Clemenceau, by the regular activity of the recycling yard in Ghent, Belgium, the reinforcement of Danish ship-breaking yards and by start of an organised network of demolishing fishing vessels in France.

14 VLCC (Very Large Crude Carrier) were sent to be demolished. Amongst the vessels demolished in 2010, 462 (49%) were less than 150 m in length, 322 (34%) measured between 150 and 199 m, and 168 (18%) more than 200 m. The ages range from 15 to 71 years. The average age is the same as in 2006, 31 years.

In 2009 with 180 units, the category of oil tankers, chemical tankers and gas transporters was down graded to 4th place of vessels sent to be demolished. In 2010, this category of vessels reclaim its rank : 322 tankers all categories included, ie. 34% of vessels to be demolished. General cargo carriers (24%) have remained stable. Containers ships represent only 8% of the vessels sent to be scrapped compared to 19% in 2009, and bulk carriers 10% compared to 22% in 2009.

The number of substandard vessels amongst the vessels leaving to be broken up is high. Out of 952 vessels, at least 419 (44%) were detained in previous years with their crew in ports world-wide and in particular in Europe for not conforming to International maritime security regulations. The different memorandums mainly Paris MoU, Tokyo MoU and the Indian Ocean MoU play an important role in the fleet clean up.
After 71 years with a double life, it is the Guard Valiant's turn to be broken up.

This whaling vessel originally called the Thorgaut was built in Sandefjord, head office of the seven principal ship owners who formed Norway's dominant whaling industry. The Thorgaut was owned by Thor Dahl, the owner of two factory ships and 11 whale catchers. The first vessel to carry the name, Thorgaut was launched in 1929, in 1938 she was shipwrecked and three crew members were lost in the Weddell Sea. The new Thorgaut had a lot more luck. In November 1940 arriving in the Southern Ocean with other whale catchers and the factory ship the Thorshammer, she escaped the operation “Pingwin” set up by the German Navy wishing to seize the factory ships to use them as tankers as well as the whale catchers which would be converted into mine layers or mine sweepers.

Taking advantage of the fog and snow while hiding in the obscurity and listening to the radio communications between the Norwegian fleet at the break of dawn, the Pingwin under the orders of captain Krüder managed to take control of 3 factory ships and 11 whalers, all double-hulled and well made. The Thorshammer and her support vessels managed to escape the Kriegsmarine pirates. The three captured factory ships became German. The Ole Wegger was stationed in Bordeaux, she may have been scuttled in the Seine, in Sahurs downstream from Rouen in August 1944. In 1942 the Solglimt may have been bombarded by allied aircraft in Cherbourg 1942, reducing her to a wreck. The Pelagos was used in Narvik as floating fuel storage. The Pingwin, was a cargo vessel built in 1936 in Bremen, converted into a warship in 1940. 155m in length, she had a crew of 400 men, 13 cannons, 2 seaplane bombers and the reassuring silhouette of a merchant ship. After her daring play in Antarctica the “raider” was chased by the Royal Navy. On May 8th 1941, the Pingwin was hit directly on the mine.
bunker by a salva launched from the *Cromwell*, and was disintegrated. A total of 200 allied prisoners and 342 German sailors including the captain perished in the shipwreck off the coast of Mozambique. As for the *Thorshammer*, she headed for New Orleans in April 1941 to unload 15,000 tons of whale oil. Her faithful whale catchers took refuge in Montevideo. In spite of the risks linked to war and the haunting of the *Pinguin* ghost fleet they all returned to Antarctica a few months later. During this time of shortage whale oil was sold at the price of gold.

The factory ship *Thorshammer*

The tanker *Thorshammer*, was built in 1914 in the United Kingdom for *Eagle Oil Transport Co.* under the name *San Nazario*. She was bought by the Norwegian shipowner Thor Dhal in 1928. Converted into a whale oil kettle, the *Thorshammer* produced 3 million barrels of whale oil between 1928 and 1962. In 1962, three years before the blue whale whaling ban in Antarctica, she was withdrawn from service and was scrapped in La Spezia in Italy.

In 1937 the so called London Conference was signed and Norway was a signatory member. This conference was a first step establishing the International Whaling Conference. During the whaling campaign of the winter of 1937-38, Norway promoted scientific whaling. The research particularly focused on marking the cetaceans using special guns with stainless steel tubes 27 cm in length shot into the blubber coated with penicillin to avoid infections! Later when the whales were captured and dismembered, the marks gave information on the growth rate and migratory patterns of the species. Norway had opened the field in Antarctica for Japanese scientific whaling.

In 1943 we are back on the trace of the *Thorgaut*, still safe and sound. She was registered as *WYP377* a patrol boat mobilised by the Coast Guards in San Francisco, after having been adapted for her mission at a cost of $13,750: a cannon in the place of a harpoon! Along with eight other Norwegian whalers the *WYP377* patrolled the American waters and roamed between San Francisco, Seattle and Honolulu. In 1944, she was demobilised and the ex- *WYP377* renamed the *Thorgaut* fled in November with her eight accomplices to Antarctica, passing by Valparaiso, in the unstoppable pursuit of whales.

She carried out whaling campaigns up until 1955. Between 1955 and 1965, it seems that she continued to hunt in Arctic waters under the name of *Berg Karl*. In 1965, still flying a Norwegian flag she was converted into a fishing vessel.

She then took up a second career as a standby safety ship, under the name of *Cam Valiant* and *Guard Valiant*, flying the British flag before returning to the Norwegian flag. She has now become a sort of Newfoundland dog in charge of rescue services for oil platforms in the North Sea with a capacity of catering for 200 survivors. To accomplish this mission she was extended twice from 41 m to 45 then finally to 47 m. She was even equipped with an emergency operating room and a morgue. However, the last attempt by the owner to sell the ship to continue service failed and the ex *Thorgaut*, half guardian angel of the oceans, half demon of the whales, ended up being demolished in Denmark at the end of 2010.
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This bulletin is exclusively financed by the association Robin des Bois.
To help us to continue our work and improve the bulletin, you can send us funds to our account : Robin des Bois/SG Paris Belleville
IBAN : FR76 3000 3033 7000 0505 1050 963
BIC-ADRESSE SWIFT : SOGEFRPP

Director of Publication : Jacky Bonnemains.
Editors : Christine Bossard, Jacky Bonnemains
Research : Christine Bossard with Charlotte Nithart, Elodie Crépeau, Miriam Potter
Translation : Jacky Bonnemains, Miriam Potter, Christine Bossard, Emily Courtin

Many thanks to Gérard Cornier for his contribution

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Depuis 1985 / Since 1985
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