

Global Statement 2006 of Shipping Vessels Sent to Demolition

According to prior observations on the fate of to-be-scrapped ships and the recent affair of the *Clemenceau*, the association Robin des Bois decided at the beginning of 2006 to collect the necessary documentation to create, by the end of the year, a precise inventory of ships fated for demolition. This research mobilized human resources within the association and around thirty specialized bibliographic sources. For Robin des Bois, there was the desire to better know the reality and working practices of the demolition of ships in the face of confusion arising from information and opinions given by political institutions like the European Union and non-governmental organizations.

The 1st lesson is that the figures regularly cited and repeated of 700 to 1000 ships demolished each year is false. In 2006, Robin des Bois tallied 293 ships fated for demolition. Given the diversity of the sources, the degree of reliability of the final annual statement of 2006 is high, with a 10% margin of doubt. A less precise reconstruction for 2005 made for the approximate statement of 200 ships. Thus, there is a notable increase of a third when comparing the demolitions of 2006 to those of 2005.

The 2nd important lesson is that of these 293 ships, 118 were under European flags, or belonging to ship owners established in the European Union or in the European Free Trade Association or in principalities like Monaco. None of the international transactions linking these European ship owners to the non-European demolition yards were preceded by the extraction of asbestos or accompanied by notifications relative to the export of waste as was implemented in the Basel Convention. This same convention was continually ignored in the transactions between the non-European ship owners and their local demolition yards. The judicial statute of a ship at the end of its life as waste remains a judicial anomaly represented by the only Q 790 hull and eventually by the ex- *France* forever waiting in the Bay of Alang.

The fees offered by Indian and Bengali scrappers experienced a steady rise throughout the year; especially in Bangladesh, reaching up to \$500 per ton in the fall. The year's record was reached by the chemical tanker *Merkur* sold at \$840 per ton thanks to the presence of 700 tons of stainless steel. Other factors like the presence of important quantities of fuel in the storage room of a ship can contribute to higher than average prices.

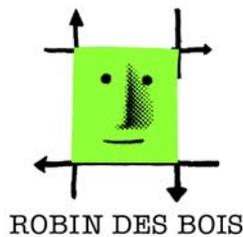
Among these 293 ships, 168 (58%) were sent to demolition yards in Bangladesh, 75 (26%) to those in India, and 21 (7%) to an unknown destination; the others ended their lives in China (8), Turkey (8), Pakistan (7), the United States (3), Denmark (2), and Canada (1).

The average age is 31 years ranging from 18 years for the *Mist*, a reefer that fell victim to a severe fire, to 81 years for the *Joseph H. Frantz*, an American bulk freighter used in the Great Lakes and dismantled in Canada. 129 are less than 150 m long (39 m for the smallest, the British salvage ship *Viking Vixen*), 122 measured between 150 and 199 m, and 42 more than 200 m (290 m for the Greek bulk freighter *Blue Sky*). With 107 ships (37%), the category of tankers, chemical freighters, and gas carriers is the first among these ships to be sent to demolition, followed by those bulk freighters and transporters of diverse merchandise (104 ships, 35%), next the passenger ships and ferries (25 ships, 9%) and cargo ships (24 ships, 8%). In 2005 none of the cargo ships had left to be broken. The demolition accumulations of these ships will allow for the recycling of more than 1,8 million tons of metal.

Of the 293 ships sent to be broken in 2006, 98 of them were detained in previous years in ports world-wide and in Europe in particular for not conforming to international security laws or diverted from European waters according to the post-*Prestige* Franco-Spain agreement of November 2002 of which 18 oil tankers registered on the list created by the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005 under the framework from the Erika 1 package.

More detailed informations are available in the « Ship-breaking.com » # 1-7 information bulletins on our web site at <http://www.robindesbois.org/english/shipbreaking.pdf>

#7



from the 1st to the 31st of December, 2006

Ship-Breaking.com

From the 1st to the 31st of December, 46 ships departed for demolition; 18 to Bangladesh (39%) and 15 to India (33%). The destination of 8 supply ships sold by the American offshore service company, Tidewater Marine, remains unknown.

Among these 46 ships, 8 were tankers and 8 were container carriers (17%). It is of particular interest that 16 of these ships were under European flag or were of European ship owners (in the geographic sense of the term). The age of these end-of-life ships ranges from 22 to 50 years, with the average at 24 years. 25 ships have a length of less than 150m, while 14 measure between 150 and 199m, and 7 between 200 and 258m. The cumulative demolition of these ships will allow for the recycling of nearly 210, 000 tons of metal.

The record price of the year, 840 dollars per ton, was secured by the chemical tanker *Merkur*, including 700 tons of stainless steel, which was sold to Indian scrapyards.

The practices of « green scrapping » applauded by certain ship owners were sometimes not put into practice; among the 5 ships sold in December by P&O Nedlloyd to Chinese interests, the oldest of the bunch, the *Sky Interest ex-Nedlloyd Adelaide* found itself by the end of the year in Bangladesh to be scrapped. In this last month of 2006, 8 container ships were destroyed.



Ship and crew detained in port for deficiencies.



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

Tanker

BPP 22. Tanker. 71 m long, 821 t. Thai flag. Built in 1969 in Japan. Owner BPP Supply Co Ltd (Thailand). Sold for demolition to Bangladesh.

Four Glens (ex-Diletta F). Tanker. 194 m long, 11.268 t. Italian flag. Built in 1981 in Gênes (Italy) by Italcantieri Spa. Owner Premuda tankers (Italy). Sold for demolition to Bangladesh. \$464/ton.

Francisco (ex-Francisco Dagohoy, ex-Tjt 5, ex-Tabtim Siam, ex-Eagle Empire, ex-Miwon, ex-Fujikaze Maru). Tanker. 105 m long, 2.063 t. North Korean flag. Built in 1973 in Uwajima (Japan) by Miyoshi Zosen KK. Owner Dolphin Marine & Industries (Saint Vincent and the Grenadines). Sold for demolition to Pakistan.

Imperial (ex-Princess Fatima, ex-Comandante Tomas Espora, ex-Ingeniero Villa). Tanker. 142 m long, 4.709 t. Panamanian flag. Built in 1980 in Avellaneda (Argentina) by Astilleros Alianza SA. Owner Corinthian Maritime (Greece). Sold for demolition to Bangladesh.

Norna (ex-Akti A, ex-Seafriend, ex-Alice G, ex- Faith I, ex-Faith, ex-Varanger). Tanker. 185 m long, 8.190 t. Panamanian flag. Built in 1974 in Tonsberg (Norway) by Kaldness M/V A/S. Owner Univan Shipmanagement (China). Detained in 2001 in Bremen (Germany), in 2003 in Belfast (United Kingdom) and in 2006 in Vlaardingen (Netherlands). On the European Maritime Safety Agency list of single hull tankers banned from transporting heavy oil in European waters since 2005. After a final shipment to Chittagong of 27,700 tons of soybean oil, it was sold for demolition to Bangladesh.



Orion Princess (ex-Orion, ex-Stella Orion). Tanker. 82 m long, 1.169 t. Panamanian flag. Built in 1973 in Groningen (Netherlands) by Nieuwe Noord Nederlandse Scheepswerven. Owner Prime Tankers LLC (United Arab Emirates). Detained in Bandar Abbas (Iran) in 2005 and 2006, the latter event resulted in 28 deficiencies. Sold for demolition to India



Prikonissos (ex-San Jorge, ex-Kadmos, ex- Castillo de San Marcos). Tanker. 224 m long, 13.422 t. Liberian flag. Built in 1981 in Cadiz (Spain) by AESA Puerto Real. Owner Ionia Management (Greece). Detained in 2005 in Port Cartier (Canada). Sold for demolition to Bangladesh. \$465/ton.



Siamnavee 2. Tanker. 69 m long, 784 t. Thai flag. Built in 1964 in Japan by Shimizu NKK. Owner Sangsharoen Shipping (Thailand). Sold for demolition to Bangladesh.

Vikings (ex-Viking Lady, ex-Viking Venture). Tanker. 176 m long, 7.359 t. Liberian flag. Built in 1981 in Shimonoseki (Japan) by Shipbuilding and Engineering Co Ltd. Owner Mikrasia Shipping (Greece). Sold for demolition to Bangladesh. \$468/ton.

Chemical Tankers

Fair Rainbow (ex-Chebucto, ex-Courageventure, ex-Courageventure L, ex-Fort Rouge). Chemical tanker. 169 m long, 8.260 t. Liberian flag. Built in 1980 in Mizushima (Japan) by Sanoyasu Dockyard. Owner Fairdeal Group (Greece). Sold for demolition to Bangladesh.

Merkur (ex-Bow Merkur). Chemical tanker. 170 m long, 8.867 t. Norwegian flag (internationally registered). Built in 1975 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Owner Salhus Shipping AS (Norway). Sold for demolition to India with 700 tons of stainless steel. \$840/ton.

Gas Tanker

Gaz Creation (ex-World Creation). Gas Tanker. 224 m long. 17.083 t. Panamanian flag. Built in 1976 in Kobe (Japan) by Kawasaki Shipbuilding Corporation. Owner Naftomar Shipping (Greece). Sold for demolition to Bangladesh. \$400/ton.

Bulk Carrier

Belmeken. Bulk Carrier. 185 m long, 7.236 t. Bulgarian flag. Built in 1973 in Varna (Bulgaria) by Varna Shipyard « Georgi Dimitrov ». Owner Navibulgar (Bulgaria). Detained in 1999 in Great Yarmouth (Great Britain), in 2000 in Amsterdam (Netherlands), in 2006 in Castelon de la Plana (Spain), and Setubal (Portugal). Sold in Bulgaria for demolition to India. \$276/ton.



Jin Zhou. Bulk Carrier. 185 m long. Chinese flag. Built in 1973 in Shanghai (China) by Hudong Shipyard. Sold for demolition to China.

Valeria (ex-Viseu). Bulk Carrier. 181 m long, 7.476 t. Romanian flag. Built in 1976 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owner COSENA (Romania). Detained in 1999 in Leith (Great Britain), in 2002 in Venice (Italy) and in 2003 in Eleusis (Greece). Sold for demolition to Bangladesh. \$425/ton.



Worldgroup Star (ex-Honour 1, ex-Anangel Honour). Bulk Carrier. 164 m long, 5.677 t. Panamanian flag. Built in 1976 in Aioi (Japan) by Ishikawajima-Harima Heavy industries Co. Ltd. Owner Acheon Akti Navigation (Cyprus). Detained in 2005 in Calcutta (India) and in 2006 in Setubal (Portugal). Sold for demolition to India.



General Cargo

EAX Sincerity (ex-Mol Sincerity, ex-Ocean Sincerity). General Cargo. 182 m long, 11.000 t. Hong Kong flag. Built in 1977 in Shimonoseki (Japan) by Mitsubishi Heavy Industries Ltd. Owner Wing Tak Shipping Agency. Sold for demolition to China.

Farid (ex-AI Shujaa, ex-Minamar, ex-Layla, ex-Sea Carrier, ex-Scan Carrier, ex-Spes n°1, ex-Spes, ex-Kannik, ex-Mette bravo, ex-Kirsten Bech, ex-Captain Magellan). General Cargo. 700 m long, 1.121 t. Saint Kitts and Nevis Flag. Built in 1971 in Sonderborg (Denmark) by Sonderborg Skibsvaerft AS. Owner Taghie MM & Marfaawy. Sold for demolition to India.

Fjord Pearl (ex-Ashington). General Cargo. 103 m long, 2.076 t. Norwegian flag (internationally registered). Built in 1979 in Wallsend (Great Britain) by Clelands Shipbuilding Co. Ltd. Owner Stoneship Invest A/S (Norway). Sold for demolition to Bangladesh.

Iran Meezan (ex-Arya Soroosh). General Cargo. 149 m long, 4.897 t. Iranian flag. Built in 1975 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owner Iran Shipping Lines. Detained in 2003 in Ravenna (Italy). Sold for demolition to India. \$435/ton.



Mahardi (ex-Sun Hwa Gang, ex-Golden Harvest, ex-Kokai Maru, ex-Kenyo Maru). General Cargo. 101 m long, 1.868 t. Indonesian flag. Built in 1970 in Imabari (Japan) by Kurushima Dockyard Co Ltd. Owner Prima Jaya Samudra (Indonesia). Detained in 2004 and 2006 in Singapore. Sold for demolition to Bangladesh.



Majit (ex-Margaret, ex-Prokopyevsk). General Cargo. 121 m long, 3.293 t. Cambodian flag. Built in 1971 in Vyborg (Sweden) by Vyborg Shipyard. Owner Azia Shipping Holgins. Detained in 2002 in Vostochny (Russia), in 2004 in Tianjin (China) and in 2006 in Shanghai (China). Sold for demolition to India.



Mol Sanctity (ex-Eax Sanctity, ex-Ocean Strength). General Cargo. 182 m long, 11.000 t. Hong Kong flag. Built in 1977 in Shimonoseki Japan by Mitsubishi Heavy Industries Ltd. Owner New Asian Shipping Co Ltd (China). Sold for demolition to China. \$290/ ton.

Container ships

Bergen. Container ship. Tuvaluan flag. Built in 1979. 30.998 dwt. Sold for demolition to Bangladesh

ship *Bravery* (ex-CP Bravery, ex-Canmar Bravery, ex-Cast Privilege, ex-OOCL Bravery, ex-Canadian Explorer, ex-Dart Canada). Container ship. 218 m long. Saint Vincent and the Grenadines flag. Built in 1978 in Bremen-Vegesack (Germany) by Bremer Vulkan AG. Detained in 2001 in Montreal (Canada). Owner Hapag-Lloyd Ships Ltd. Sold for demolition under the name of Siu to Bangladesh.

ship *MSC Leanne* (ex-Honour, ex-Kota Molek, ex-Kota Molex, ex Delmas Surville, ex-Ocean Sirius, ex-Lanka Asitha, ex-Laredo). Container ship. 184 m long, 10.000 t. Panamanian flag. Built in 1983 in Szczecin (Poland) by Stocznia Szczecinska. Owner Mediterranean Shipping Company (Swiss). Demolition site unknown.

MSC Nuria (ex-Australian Venture). Container ship. 248 m long, 21.974 t. Panamanian flag. Built in 1977 in Bremen-Vegesack (Germany) by Bremer Vulkan AG. Owner Mediterranean Shipping Co (Swiss). Detained in 2002 in Port Botany (Australia), in



2004 in Naples (Italy), in 2005 in Naples and La Spezia (Italy) and Valencia (Spain), and in 2006 in Cagliari (Italy). Sold for demolition to India and renamed Ria for its last voyage. \$400/ton.

Pelopor (ex-Eagle Sun, ex-Tamashima Maru). Container ship. 102 m long, 1.947 t. Indonesian flag. Built in 1971 in Imabari (Japan) by Imabari Zosen KK. Owner Laut Baru (Indonesia). Sold for demolition to Bangladesh.

Sky Interest (Ex-Nedlloyd Adelaide, Ex-P&O Nedlloyd Adelaide, ex-Aramac, ex-Nedlloyd Houtman, ex-Largs Bay). Container ship. 258 m long. Tuvaluan flag. Built in 1977 in Rozenburg (Netherlands) by Verolme Dok - in Scheepsbouw Mij. B.V. Ex-vessel of the P&O Nedlloyd. Sold in December 2006 with four other ships to Chinese interests, Tianjin Centrants, it passed from a Bahamas flag to a Hong Kong flag, and arrived for its demolition to Bangladesh under the Tuvaluan flag.

Star 1 (ex-Universal Star, ex-Prime Vivid, ex- Ivory, ex- Ettje, ex-Sungale, ex-Sarakawa, ex-Karin). Container ship. 127 m long, 3.450 t. Saint Kitts and Nevis flag. Built in 1981 in Oldenburg (Germany) by HB Schiffswerft. Sold for demolition to Bangladesh.

Uni-Forever (ex-Ever Forever, ex-Green Forever). Container ship. 161 m long, 6.552 t. Panamanian flag. Built in 1979 in Muroran (Japan) by Narasaki Zosen KK. Owner Evergreen Marine Corp (Taiwan). Sold in Kaoshiung for demolition to Bangladesh with 170 tons of fuel. \$411/ ton.

RORO Vessel

Saif 1 (ex-Dubai Flower, ex-Ajman Flowers, ex-Nostos, ex-Gunilla). RORO vessel. 118 m long, 2.915 t. Sierra Leon flag. Built in 1972 in Turku (Finland) by Valmet Oy Pansion Thedas. Detained in 1998 in Pirée (Greece). Resold in June 2006 in Batroun Shipbrokers (United Arab Emirates) before final sale for demolition to India.



Gulf Strait (ex-Rotoiti, ex-CP Rotoiti, ex-Union Rotoiti). RORO vessel. 203 m long. Saint-Vincent and the Grenadines flag. Built in 1977 in Whyalla (Australia) by Whyalla Shipbuilding and Engineering Works. Old ship of the Union Steamship Co of N.Z. Ltd. Sold to Gulf Strait Navigation SA in August 2006 before being resold for demolition to Bangladesh. Renamed *Ulf* for its last voyage.

Ferry

Espresso Durazzo (ex-Gioventu, ex-Prins Henrik). Ferry. 144 m long, 5.056 t. Saint Vincent and the Grenadines flag. Built in 1974 in Denmark by Naskov Skibsværft A/S. Owner Di Maio Group (Italy). Detained in 1999 in Rodbyhavn (Denmark). Sold in Palermo (Italy) for demolition to India. \$237/ ton.



Supply Ship/ Tugboat

Smit-Lloyd Matsas I (ex-Smit Lloyd 7). Supply ship/ tugboat. 59 m long, 753 t. Greek flag. Built in 1965 à Krimpen (Netherlands) by Van der Giessen - de Noord NV. Owner Seacor Marine Inc. (USA). Sold for demolition to Turkey.

Odyssey Tide (ex-Petromar Odissey). Supply ship/ tugboat. 58 m long. American flag. Built in 1982 in Chickasaw (USA) by Halter Marine Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Intrepid Tide (ex-Petromar Intrepid). Supply ship/ tugboat.. 56 m long. American flag. Built in 1981 in Lockport (USA) by Halter Marine Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Supply Ship

Agile. Supply ship. 50 m long. American flag. Built in 1979 in the USA. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Bosworth Tide (ex-Cane River). Supply ship. 52 m long. American flag. Built in 1981 in Pass Christian (USA) by Champion Shipyards Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Discovery Seahorse (ex-PBR 364). Supply ship. 54 m long. American flag. Built in 1982 in Blounstown (USA) by RYSCO Shipyards Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Madise Tide (ex-Pine River). Supply ship. 50 m long. American flag. Built in 1981 in Panama City (USA) by Eastern Marine Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Parch Tide (ex-Red River). Supply ship. 52 m lon. American flag. Built in 1981 in Pass Christian (USA) by Champion Shipyards Inc. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Pourciau Tide. Supply ship. 54 m long. American Flag. Built in 1980 in New Iberia (USA) by McDermott Shipyard. Owner Tidewater Marine (USA). Sold for demolition to unknown site.

Factory (fish) Ship

Navigator. Factory ship 102 m long, 2987 t. Russian flag. Built in 1970 in Copenhagen (Denmark) by AS Burmeister & Wain' s Maskin og Skibbsbyggeri. Owner Murmansk Trawl Fleet (Russia). Sold for demolition to India. \$310/ ton.

Cement Carrier

Katerina A (ex-Nireus, ex-Orpheus). Cement carrier. 155 m long, 6.095 t. Panamanian flag. Built in 1956 in Kiel (Germany) by Howaldtswerke AG. Owner Horus Shipping (Greece). Detained in 2001 in Spezia and Leghorn (Italy), and in Alicante (Spain) in 2005. Sold for demolition to India.



Heavy Load Carrier

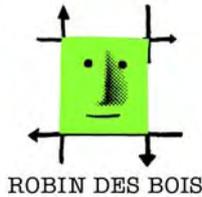
Sea Treasure (ex-Kuancheng, ex-Haewoo Frontier). Heavy load carrier. 81 m long, 2.305 t. Mongolian flag. Built in 1984 in Chungmu (Korea) by Shin-A Shipbuilding Co. Ltd. Owner Halla Maritime (South Korea). Put on sale for \$1.4 million in August 2006. Eventually sold for demolition to India.

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

Robin des Bois

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

Robin des Bois - 5/5



Ship-Breaking.com

Robin des Bois's Ship-Breaking.com bulletins show that the usually quoted figures of 700-1200 ships departing for demolition per year do not apply to the year 2006. The accumulated figure for the year will not surpass 300 units. Since January 1, 2006 (see Ship-Breaking.com bulletins #1-5, at Robin des Bois's website), 248 ships have left for demolition, of which 85 left between September 1st and November 30th.

Of these 85 ships leaving for demolition, 31 are tankers (36%) and 15 transport general cargo (20%); 39 ships are under European flags or are of European ship owners (in the geographic sense of the term). Monaco is very active on the ship-breaking market. The age of these end-of-life ships ranges from 23 years to 81 years; the average age is 31 years. 49 were sold to Bangladesh, 26 to India, 2 to Pakistan, 2 to Denmark, 2 to Turkey, 1 to an unknown destination, and 1 to Canada. 39 are less than 150 m in length, 37 measure between 150 and 199 m, and 9 between 200 and 272 m. Their combined demolition will allow for the recycling of more than 450,000 tons of metals. The price offered by demolishers in Bangladesh significantly increased at the beginning of autumn, to as high as \$500 per ton. Recall that no ship leaving for demolition has been subjected to preliminary de-pollution procedures.

India restrains the *ex-France* in an interminable waiting period which is dangerous for the integrity of the liner on the Indian coast. At the same time, India is accommodating a number of cruise ships with significant asbestos loads for demolition.

India has gone out with a bang with the rejection of the *Clemenceau*. The judicial mess concerning the ex-French aircraft carriers is atypical. In 2006, no end-of-life ship other than the *Clemenceau* had been considered as a dangerous waste whose exportation was forbidden, or restricted or presented a notification pursuant to the Basel Convention on the transboundary movements of hazardous wastes. Two French container carriers are coming to be sold in India under the shadow of controversy and without preliminary asbestos removal. Built in Dunkirk, where they made widows. Destroyed in Alang, they risk doing it again, like the other ships dismantled in Alang, in Pakistan, in Bangladesh, and in Turkey.

It may be that the blows to the *Clemenceau* and the *ex-France* slow down the application of transitional preliminarily de-pollution measures envisaged for several years and OMI convention debates on the demolition and recycling of ships. Another decision which is inconsistent and dangerous for maritime security has been the towed *Otapan's* return (see Ship-Breaking.com #5) to the Netherlands after it was blocked from Turkey. Nonetheless, two positive facts may be noted. 1 - The practice of "the green passport", an inventory of all toxic materials integrated in or added to the structure of ships is in stages of development, among classification societies and ship owners, notably in the sectors of oil and LNG tankers. 2 - The ship owner P&O Nedlloyds taken over by Maersk in 2005 is organizing professional partnerships with Chinese shipyards, making a list of toxic substances in ships four weeks before their arrival in demolition shipyards and performing radiological diagnostics and internal pre-cleanings of tanks. These preventative measures have been in force since 2000 and pertained to 21 ships.

The oldest member of this bulletin # 6 is the American bulk carrier *Joseph H Franz*; she was dismantled in Port Colborne after 81 years of service on the Great Lakes by the Canadian shipyard International Marine Salvage, the first ISO 14001 certified shipyard in the world



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Joseph H. Franz. Bulk carrier. 188 m long. United States flag. Built in 1925 in River Rouge, Michigan (U.S.) by Great Lake Engineering Works. Proprietor Oglebay Norton (U.S.).

Also, of these 85 ships, 29 were detained with their crews for deficiencies in ports. Among the tankers, 7 are single hull tankers banned from transporting heavy fuel in European waters. Note as well the presence of 7 container carriers sold for demolition, of which 2 are French ships from CMA-CGM, whereas only 9 have been listed since the beginning of the year.

It is also necessary to note, just before demolition, changes of flags, for example from United States or Russian flag to Mongolian flag. The American *Overseas Washington* became the Mongolian *Ashington* immediately before its demolition.

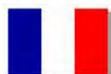
8 old passenger ships from European lines will definitively end their career in demolition shipyards; 6 are entering or will be entering demolition shipyards in the Alang Bay, while the *Blue Lady* (ex-Norway, ex-France) remains on hold months at least until March 7, 2007, except urgency.



ship and crew detained in a port for deficiencies



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



ship built in France

Ferry

Carducci (ex-*Al Salam Carducci*). Ferry. 131 m long, 7,400 t. 921 passengers. Panamanian flag. Built in 1970 in Castelmarré di Stabia (Italy) by Italcantieri. Proprietor El Salam Shipping (Egypt). Sold in present condition for demolition to India. \$340/ton.

Don Vicente. Ferry. 77 m long, 1,071 t. Philippines flag. Built in 1969 in Niigata (Japan) by Niigata Engineering Co. Sold for demolition to Bangladesh.

Garnata (ex-Monte Granada). Ferry. 151 m long, 8,164 t. Libyan flag. Built in 1974 in Valencia (Spain) by Union Naval of Levante SA. Proprietor General National Maritime Transport Co. (Libya). Damaged by a fire and sold in present condition in Tripoli (Libya) for demolition to Turkey. \$196/ton.

Lina Trader (ex-Taygran Trader, ex-European Trader). Ferry. 117 m long. Panamanian flag. Built in 1975 in Bremerhaven (Germany) by Schichau-Unterweser. Former ferry from P&O European Ferries with 132 passenger capacity. Resold in 2001 to El Salam Shipping (Egypt) for transport of pilgrims. Sold for demolition to India.

Monte (ex-Monterey, ex-Free State Mariner). Ferry. 171 m long, 15,687 t. Tuvalu flag. Built in 1952 in Sparrows Point, Maryland (United States) by Bethlehem and Sparrows Point Shipyard. Proprietor MSC Cruises (Switzerland). Detained in 1999 in Piraeus (Greece) and in 2001 in Naples (Italy). With broken boiler, it was sold in present condition in Dubai for demolition to India.



Patmos (ex-Izu No 11, ex-Albatross). Ferry. 137 m long, 6,456 t. Greek flag. Built in 1972 in Imabari (Japan) by Hashihama Zosen. Proprietor Dane Sealine (Greece). Sold in present condition in Piraeus (Greece) for demolition to India. \$254/ton.

Rodos (ex-Pegasus, ex-Kogana Maru, ex-Argo). Ferry. 131 m long, 5,999 t. Greek flag. Built in 1973 in Toyama (Japan) by Nipponkai Heavy Ind. Proprietor Dane Sealine (Greece). Sold in present condition in Piraeus (Greece) for demolition to India. \$254/ton.

Tropicana (ex-Sainte Lucie, ex-Sea Palace, ex-Prinses Paola). Ferry. 117 m long. Bahamas flag. Built in 1966 in Hoboken, New Jersey (United States) by NV Cockerill Yards Hoboken. Proprietor Monte Carlo Maritime Services (Monaco). Former Townsend-Thoresen ferry operating for Dover-Ostende line. Abandoned in Freeport (Bahamas) for several years. Sold for demolition to India where it has arrived by proper means ! via Gibraltar and Dubai.

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Ostende(Belgique) – 1985



Freeport (Bahamas) – 2006

Tanker

Alfios I (ex-Chizukawa, ex-Chizukawa Maru). Tanker. 228 m long, 12,182 t. Liberian flag. Built in 1981 in Kobe (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Pleiades Shipping Agents (Greece). Sold for demolition to Bangladesh. \$441/ton.

Apsheron. Tanker. 171 m long, 7,400 t. Liberian flag. Built in 1976 in Hebburn (Great Britain) by Swan Hunter Shipbuilders Ltd. Proprietor European Navigation (Greece). Sold for demolition to Bangladesh. \$475/ton.

Ashington (ex-Overseas Washington). Tanker. 272 m long, 16,891 t. Mongolian flag. Built in 1978 in San Diego, California (United States) by National Steel and Shipbuilding Co. Proprietor Western Overseas (United States). Changed from U.S. flag to Mongolian flag before its resale for demolition to Bangladesh.

Asphalt Glory (ex-Pacific Crystal, ex-Denise, ex-Skaw Prince, ex-Iver Expert, ex-White Excelsior). Tanker. 182 m long, 9,060 t. Greek flag. Built in 1981 in Onomichi (Japan) by Onomichi Zosen KK. Proprietor Chronos Shipping (Greece). Detained in 2006 in Nanjing (China). Sold in present condition in Suez for demolition to Bangladesh. \$420/ton. 

Bela (ex-Belanina, ex-Port-au-Prince, ex-White Prince, ex-Axios, ex-Gemma Tokyo). Tanker. 184 m long, 8,838 t. Cayman Islands flag. Built in 1979 in Marugame (Japan) by Imabari Zosen KK. Proprietor Pioneer Tankers Shipping (Greece). Sold for demolition to Bangladesh. \$412/ton.

Blue River (ex-Moon River, ex-Middlefield I, ex-Akikawa Maru). Tanker. 204 m long, 18,812 t. Liberian flag. Built in 1980 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor European Navigation (Greece). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Detained in 2006 in Amsterdam (the Netherlands). Sold for demolition to Bangladesh. \$450/ton.  

Blue Sea (ex-Bahia de Pozuelos, ex-Oban, ex-Hobby, ex-Mantinia). Tanker. 228 m long, 12,521 t. Comoro Islands flag. Built in 1983 in Innoshima (Japan) by Hitachi Zosen. On occasion, certain ships promised under contract for demolition are re-bought at the last minute by a shipowner for additional high-risk voyages: the *Bahia de Pozuelos* had been sold for demolition to Bangladesh in 2005 for \$345/ton. Proprietor Tomini Ship Management (Pakistan). Detained in 2006 in China. Sold for demolition to Bangladesh. \$450/ton. 

Champion Trader (ex-Normar Sovereign, ex-Erodona). Tanker. 169 m long, 7,260 t. Norwegian flag (International Ship Register). Built in 1978 in Saint-John (Canada) by St. John Shipbuilders Co Ltd. Proprietor Champion Tankers (Norway). Detained in 2000 in Vlaardingen and in 2001 in Rotterdam (the Netherlands). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$481/ton.  

Da Qing 31. Tanker. 163 m long, 5,570 t. Chinese flag. Built in 1973 in Dalian (China) by Dalian Shipyard. Proprietor China Shipping Tankers (China). Sold for demolition in China.

Da Qing 46. Tanker. 163 m long, 5,570 t. Chinese flag. Built in 1973 in China. Proprietor China Shipping Tankers (China). Sold for demolition in China. \$269/ton.

Horizon A (ex-Ras Al Nour). Tanker. 170 m long, 7,619 t. Maltese flag. Built in 1982 in Keelung (China) by China Shipbuilding Corp. Proprietor Belhaven Shipping (Cyprus). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$465/ton. 

Hua Mulan (ex-Performance 8). Tanker. 96 m long, 2,224 t. Singapore flag. Built in 1981 in Singapore. Proprietor Pacific King Shipping Holding (Singapore). Sold for demolition to Bangladesh.

Irving Canada (ex-Irina). Tanker. 191 m long, 8,868 t. Canadian flag. Built in 1981 in Saint-John (Canada) by St. John Shipbuilders Co Ltd. Proprietor Norbulk Shipping (Canada). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold in present condition in Saint-John (Canada) for demolition. Destination may be Bangladesh. \$325/ton.



Istana VI (ex-Gracita, ex-Negros). Tanker. 101 m long, 1,947 t. Indonesian flag. Built in 1972 in Kochi (Japan) by Imai Zosen KK. Proprietor Taruna Clpta Kencana (Indonesia). Sold in present condition in Belawan for demolition to Bangladesh.

Klements Gotvalds (ex-Klement Gottwald). Tanker. 195 m long, 11,399 t. Liberian flag. Built in 1978 in Rijeka (Croatia, ex-Yugoslavia) by Brodogradiliste "3 Maj". Proprietor LSC Ship Management (Latvia). Detained in 2002 in Port Hawkesbury (Canada). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$475/ton.



Lady I (ex-Meriom Hope, ex-Wind Strike, ex-Torm Rask). Tanker. 170 m long, 7,830 t. Panamanian flag. Built in 1977 in Nakskov (Denmark) by Nakskov Skibsvaerft. Proprietor Sea World Management (Monaco). Sold for demolition to Bangladesh. \$415/ton.

Mollendo (ex-Amalienborg). Tanker. 170 m long, 6,000 t. Built in 1962 in Osaka (Japan) by Hitachi Zosen. Proprietor Al Khaled (United Arab Emirates). Former supply ship for the Peruvian marines damaged during the first Gulf War and abandoned since 1993. Already referred to as "pending demolition" in the Lloyds Register of Ships 1996-97. Sold and towed for demolition to Pakistan.

Monarch Star (ex-Menado, ex-Bos Alchemist). Tanker. 116 m long, 3,336 t. Belizean flag. Built in 1976 in Japan. Proprietor Maxfull Investment Development (Hong Kong). Sold in present condition in Singapore for demolition to Bangladesh.

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Norbreeze (ex-Sea Splendor, ex-Rosetta, ex-Giulia Seconda, ex-Silvera, ex-Petrobulk Silvera, ex-Sinagua, ex-Paranagua). Tanker. 170 m long, 8,000 t. Panamanian flag. Built in 1977 in Nakskov (Denmark) by Nakskov Skibsvaerft. Proprietor Norna Maritime



(Malta). Detained in 2000 in Antwerp (Belgium), in 2003 in Hamburg (Germany), and in the summer of 2006 in Rouen (France). Sold for demolition to Bangladesh.

Ocean I (ex-Celtica). Tanker. 168 m long, 7,140 t. Panamanian flag. Built in 1976 in Norway by Horten. Proprietor Sea World Management (Monaco). Sold for demolition to Bangladesh. \$415/ton.

Olympics I (ex-Olympics, ex-Athenian Olympics, ex-Moscow Olympics). Tanker. 178 m long, 8,750 t. Panamanian flag. Built in 1980 in Kherson (Ukraine) by Kherson Shipyard. Proprietor Delfi Sa (Greece). Detained in Rome (Italy) in 1998 and in 2006 in Bandar Khomeini (Iran). Sold for demolition to Bangladesh. \$475/ton.



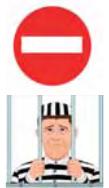
Oratank. (ex-Toratank, ex-Bras). Tanker. 73 m long, 534 t. Denmark flag. Built in 1968 in Trondheim (Denmark) by Trondhjems MV. Proprietor Simonsen Tankers (Denmark). Sold for demolition to Denmark.

Padang Halaban (ex-Filma, ex-Princess of Rotterdam, ex-Stainless Commander, ex-Golden Star). Tanker. 111 m long, 3,010 t. Indonesian flag. Built in 1976 in Imabari (Japan) by Nishi Shipbuilding Co Ltd. Proprietor Taruna Cipta Kencana (Indonesia). Detained in 2005 in Bandar Khomeini (Iran) for 42 deficiencies and again in Guangzhou (China) the same year. Sold in present condition in Belawan for demolition to Bangladesh. \$420/ton.



Persada Jaya (ex-Permina VI, ex-Marianne 7). Tanker. 91 m long, 1,442 t. Indonesian flag. Built in 1974 in Singapore by Robin Shipyard Ltd. Sold for demolition to Bangladesh.

Ratna Abha. Tanker. 228 m long, 11,945 t. Indian flag. Built in 1982 in Aioi (Japan) by Ishikawajima Harima Heavy Ind Co Ltd. Proprietor India Steamship Co. (India). Detained in 2005 in Singapore. On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$500/ton.



Ravan River (ex-Pactol River, ex-Nortank Pacific, ex-Pacific Current, ex-Kathy O). Tanker. 169 m long, 8,610 t. Marshall Islands flag. Built in 1981 in Tadotsu (Japan) by Hashiyama Zosen. Proprietor Overseas Maritime Navigation (Switzerland). Detained in 1999 in Montreal (Canada). Sold for demolition to Bangladesh \$455/ton.



Sea Lion IV (ex-Fal-IV, ex-Ibiza, ex-Metopi, ex-Crane Silver, ex-Eishin Maru No 27). Tanker. 89 m long, 1,120 t. Panamanian flag. Built in 1977 in Akitsu (Japan) by Kishigami Zosen. Proprietor Fal Shipping (United Arab Emirates). Sold for demolition to Bangladesh.

Shirvan. Tanker. 216 m long, 13,595 t. Iranian flag. Built in 1979 in Yokohama (Japan) by Mitsubishi Heavy Ind. Proprietor National Iranian Tanker Co. (Iran). On the European Maritime Security Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$437/ton.



Sri Surat. Tanker. 70 m long, 681 t. Thai flag. Built in 1969 in Japan. Proprietor Vision Marine Co Ltd (Thailand). Sold for demolition to Bangladesh.

Usinksk. Tanker. 160 m long, 7,370 t. Cyprus flag. Built in 197 in Rauma (Finland) by Rauma Repola Oy. Proprietor Primorsk Shipping Corp (Russia). Detained in 2005 in Shenzhen (China). Sold for demolition to Bangladesh.



Gas tanker

Sea Coral (ex-*Alliance III*, ex-*Princess Saneer*, ex-*Newmarket*, ex-*Sunny Queen*). Gas tanker. 89 m long, 1,858 t. Panamanian flag. Built in 1976 in Emden (Germany) by Werftunion GmbH. Proprietor DB Shipping (United Arab Emirates). Detained in 2005 in Bandar Abbas (Iran). Sold for demolition to India.



Chemical tanker

Castor (ex-*Bow Heron*, ex-*Iver Heron*). Chemical tanker. 173 m long, 8,475 t. Norwegian flag. Built in 1979 in Sarpsborg (Norway) by Sarpsborg Merk Verksted AS. Proprietor Odjfell ASA (Norway). Sold for demolition to India with 634 t of fuel and 624 t of stainless steel. \$880/ton.

Nikos A (ex-*Tireless*, ex-*Canso*, ex-*Conquest Venture*, ex-*Fort-Assiboine*). Chemical tanker. 169 m long, 8,184 t. Panamanian flag. Built in 1980 in Mizushima (Japan) by Sanoyasu Dockyard Co Ltd. Proprietor Top Tanker Management (Greece). Detained in 2004 in Rotterdam (the Netherlands). Sold for demolition to Bangladesh.



General cargo

Aldona (ex-*Lilac Islands*, ex-*Carrianna Lilac*). General cargo. 142 m long, 3,831 t. Panamanian flag. Built in 1983 in Middlesbrough (Great Britain) by Smith's Dock Ltd. Proprietor Gulf Lake Enterprises Ltd (Cuba). Detained in 1999 in Lisbon (Portugal), in 2001 in Cagliari (Italy), and in 2005 in Bushehr (Iran). Sold for demolition to Pakistan with 250 t of fuel in its storage rooms. \$370/ton.



Bayu Prima (ex-*Lola*, ex-*Sun Goddess*, ex-*Carmilla Star*, ex-*Eucaly 1*). General cargo. 101 m long, 1,865 t. Indonesian flag. Built in 1973 in Uwajima (Japan) by KK Uwajima Zosenho. Proprietor Manalagi (Indonesia). Sold for demolition to Bangladesh.

Deng Yun. General cargo. 124 m long, 3,491 t. Chinese flag. Built in 1982 in Tianjin (China) by Tianjin Xingang Shipyard. Proprietor COSCOL (China). Sold for demolition to Bangladesh. \$445/ton.

Enricher (ex-*Ocean Wave*, ex-*Ocean Glory*, ex-*Sea Architect*). General cargo. 164 m long, 7,287 t. Panamanian flag. Built in 1981 in Shanghai (China) by Ta Chung Hua. Proprietor SNP Shipping Services (India). Sold for demolition to India.

Iran Gheyamat (ex-*Arya Shams*). General cargo. 166 m long, 8,315 t. Iranian flag. Built in 1978 in Yokosuka (Japan) by Sumimoto Heavy Ind. Proprietor Iran Shipping Lines (Iran). Sold for demolition to Bangladesh. \$460/ton.

Jumbo (ex-*MSC Daniela*, ex-*MSC Aniello*, ex-*Aniello*, ex-*Turmalin*, ex-*Turmaline*, ex-*Jogoo*). General cargo. 154 m long, 6,635 t. Panamanian flag. Built in 1972 in Bilbao (Spain) by Astilleros Espanoles. Proprietor MSC Ship Management (Hong Kong). Sold for demolition to India.

Kawanua (ex-*Wangko*, ex-*Kowa Maru*). General cargo. 65 m long, 510 t. Indonesian flag. Built in 1974 in Hiroshima (Japan) by Toei Sangyo Ltd. Proprietor Pelsutra (Indonesia). Sold for demolition to Bangladesh.

Khalid (ex-*Seimeni*). General cargo. 105 m long, 2,303 t. Jordan flag. Built in 1982 in Braila (Romania) by Santierul Naval Braila. Detained in 2003, from January 31 to October 2 in Bombay (India), and in 2005 in Bandar Khomeini (Iran). Sold for demolition to India.



Kijang (ex-Lujiang, ex-Sin Nga, ex-Rica, ex-Africana, ex-Apus). General cargo. 100 m long, 2,204 t. Indonesian flag. Built in 1970 in Hamburg (Germany) by JJ Sietas KG Schiffswerft. Sold for demolition to Bangladesh.

Maju Borneo. General cargo. 71 m long, 879 t. Malaysian flag. Built in 1972 in Siri (Malaysia) by Syarikat Sarawat Slipways Sdn Bhd. Proprietor Sim Swee Joo Shipping (Malaysia). Sold for demolition to Bangladesh.

Med Riva. General cargo. 176 m long, 7,945 t. Maltese flag. Built in 1978 in Germany (ex RDA) by Mathias Thesen Werft. Proprietor B Navi Spa (Italy). Detained in 2004 in Rijeka (Croatia). Sold for demolition to India. \$360/ton.



OBS Glory (ex-Goa, ex-Leader I, ex-Egyptian Leader, ex-Sidi Krier). General cargo. 108 m long, 3,010 t. Panamanian flag. Built in 1984 in Port Said (Egypt) by Port Said Shipyard. Proprietor Ocean Bulk Shipping (United Arab Emirates). Detained in 1999 in Ravenna (Italy), in 2001 in Novorossiysk (Russia), and in 2004 in Kandla (India). Sold for demolition to India.



Rubens (ex-Limari, ex-Ville d'Anvers, ex-Apapa, ex-Antsiranana, ex-Red Sea Envoy). General cargo. 197 m long, 9,435 t. Maltese flag. Built in 1977 in Kragero (Norway) by Tangen Verft AS. Proprietor Navalmar UK (Great Britain). Sold for demolition to Bangladesh. \$390/ton.

Serunting III (ex-Serunting II, ex-Pulau Baai V, ex-Takari V). General cargo. 94 m long, 1,081 t. Indonesian flag. Built in 1967 in Bremerhaven (Germany) by Rickmers Werft. Proprietor Berkah Nusa Baruna (Indonesia). Sold for demolition to Bangladesh.

Skyman (ex-Everdawn). General cargo. 154 m long, 6,545 t. Cyprus flag. Built in 1977 in Shimonoseki (Japan) by Hayashikane Shipbuilders. Proprietor Transman Shipping (Greece). Sold for demolition to Bangladesh. \$420/ton.

South Cross (ex-Steel Trader, ex-Lydia II, ex-Stork I, ex-Karin Bornhofen). General cargo. 148 m long, 4,822 t. Panamanian flag. Built in 1974 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Proprietor Marachart Shipping (Greece). Sold for demolition to Bangladesh. \$380/ton.

Bulk carrier

Angie (ex-Peace Vantage, ex-Yuan Da, ex-Sea Linden, ex-Skyline). Bulk carrier. 147 m long, 4,237 t. Cambodian flag. Built in 1971 in Saiki (Japan) by KK Usuki Tekkosho. Proprietor Fujian Yizhou Co Ltd. (China). Detained in 2005 in Hong Kong and in Fuzhou (China). Sold for demolition to Bangladesh.



Boron (ex-Kleofas, ex-Kopalnia Kleofas). Bulk carrier. 141 m long, 4,040 t. Maltese flag. Built in 1969 in Nakskov (Denmark) by Nakskov Skibsvaerft. Proprietor Riamar Shipping Co. (Syria). Detained in 1997 in Ijmuiden (the Netherlands), in 2002 in Bombay (India), and in 2005 in Venice (Italy). Sold for demolition to India. \$352.50/ton.



Kris (ex-Milos I, ex-Eurobulker I, ex-Alexander's Courage, ex-Sailor I, ex-Novstar, ex-Amsteeldreef, ex-Voorne). Bulk carrier. 160 m long, 5,860 t. Cambodian flag. Built in 1970 in Krimpen (the Netherlands) by Van der Giessen de Noord NV. Proprietor Mediterranean Management SA (Greece). Detained in 1998 in Alicante (Spain). Sold for demolition to India. \$410/ton.



Long Hai (ex-Sabrina, ex-Nina, ex-Kyrenia). Bulk carrier. 222 m long, 13,426 t. Panamanian flag. Built in 1977 in Japan by Tsuneishi. Proprietor Fujian Guantou Shipping (China). Detained in 2004 in Guangzhou (China). With a broken motor since



April 2006, it was towed from Qingdao (China) to Mundra (India) then sold in its present condition for demolition to India. \$347.50/ton

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QSM Muscat (ex-Heidi II, ex-Cem Trader, ex-Alexandru C). Bulk carrier. 151 m long, 4,670 t. Panamanian flag. Built in 1975 in Romania. Proprietor Qawareb Ship Management LLC (United Arab Emirates). Detained in 1999 and in 2003 in Lisbon (Portugal), in 2003 in Cartagena (Spain), and in 2005 in Koper (Slovenia). On the European Maritime Security Agency (EMSA) black list of ships banned in European waters. Sold in its present state in Dubai for demolition to Bangladesh. \$370/ton.



Svyatoy Georgiy (ex-Vienna Wood, ex-Nand Shwela, ex-Sea Union, ex-Kepbreeze). Bulk carrier. 179 m long, 7,405 t. Georgian flag. Built in 1976 in Ichihara (Japan) by Mitsui Shipbuilders Ltd. Proprietor Fedcominvest (Monaco). Detained in 2006 in Koper (Slovenia) for 36 deficiencies. Sold for demolition to Bangladesh. \$384/ton.



Sonata (ex-Hembra, ex-Princess of Penang, ex-El Progreso, ex-Hegg). Mixed bulk carrier. 115 m long, 3,273 t. Panamanian flag. Built in 1979 in Imabari (Japan) by Kurushima Dockyard Co Ltd. Proprietor Glory Ship Management (Singapore). Detained in 2004 in Singapore. Sold for demolition to Bangladesh.



Yemelyan Pugatchev. Bulk carrier. 162 m long, 6,849 t. Built in 1980 in Warnemünde (Germany, ex-GDR) by VEB Warnowwerft. Proprietor Murmansk Shipping Co (Russia). Demolition destination unknown.

Reefer

Alisa (ex-Golfo de Batabano). Reefer. 163 m long, 7,265 t. Cyprus flag. Built in 1977 in Kure (Japan) by Kanda Zosenho KK. Proprietor Flota Cubana De Pesca (Cuba). Damaged by a fire. Sold in present condition in Cuba for demolition to India. \$139/ton.

Tahoma Reefer (ex-Frio Canada, ex-Frost Pegasus, ex-Frost Olympos, ex-Frigo Europa). Reefer. 102 m long, 3,000 t. Saint Vincent and the Grenadines flag. Built in 1980 in Seville (Spain) by Astilleros Espanoles SA. Proprietor el Trans (Estonia). Detained in 1998 in Vlissingen (the Netherlands), in 1999 and 2001 in Villagarcia de Arosa (Spain), in 2004 in Antwerp (Belgium) for 48 deficiencies, and in 2005 in Tacahuano (Chile). Damaged by a fire in August 2006. Sold in present condition in western Africa for demolition to India. \$283/ton.



Crystal Crown (ex-Hamburg Trader, ex-Reutershagen). Reefer. 152 m long, 8,651 t. Maltese flag. Built in 1986 in Wismar (Germany) by VEB Mathias Thesen Werft. Sold for demolition to Bangladesh.

Fish factory ship

Gnevnyy. Factory ship. 101 m long, 3,250 t. Russian flag. Built in 1982 in Stralsund (Germany) by VEB Volkswerft Stralsund. Sold for demolition to Bangladesh.

Momma (ex-*Yardarm Knot*, ex-*Octavia*). Factory ship. 99 m long, 3,681 t. Panamanian flag. Built in 1945 in Beaumont, Texas (United States) by Pennsylvania Shipyard Inc. Sold in June 2006 to Front Street Management LLC (United States) and transferred from United States flag to Panamanian flag, before finally resold for demolition to India.

Navigator. Factory ship. 102 m long, 2,987 t. Russian flag. Built in 1970 in Kobenhaven (Denmark) by AS Burmeister & Wain's Maskin. Proprietor Murmansk Trawl Fleet (Russia). Sold for demolition to India. \$310/ton.

Novomaltinsk. Factory ship. 101 m long, 3,251 t. Mongolian flag. Built in 1980 in Stralsund (Germany, ex-RDA) by VEB Volkswerft Stralsund. Proprietor Rybolovetskiy Kolkhoz Ognii Vostoka (Russia). Sold for demolition to Bangladesh.

Novosokolniki. Factory ship. 101 m long, 3,251 t. Mongolian flag. Built in 1978 in Stralsund (Germany, ex-GDR) by VEB Volkswerft Stralsund. Proprietor Nakhodka Active Marine Fishing Base (Russia). Sold in present state in Nakhodka for demolition to Bangladesh. \$228/ton.

Container carrier

Cap Brett (ex-*Columbus Canada*, ex-*CMB Memling*, ex-*Monte Sarmiento*, ex-*Colombus Canterbury*). Container carrier. 183 m long, 10,200 t. Cyprus flag. Built in 1979 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Proprietor Kotani Ship Management (Cyprus). Sold for demolition to Bangladesh. \$470/ton.

Cap York (ex-*City of Istanbul*, ex-*Colombus Queensland*). Container carrier. 184 m long, 9,910 t. Maltese flag. Built in 1979 in Bremerhaven (Germany) by AG WEser Seebeckwerft. Proprietor Kotanie Ship Management (Cyprus). Sold for demolition to Bangladesh. \$455/ton.

Marshal Zhivago (ex-*Horizon*, ex-*CMA CGM Hudson*, ex-*Fort Fleur d'Épée*). Container carrier. 210 m long, 14,116 t. Panamanian flag. Built in 1980 in Dunkirk (France) by Les Chantiers de France. Former banana transport ship of CMA CGM (France) for more than 20 years. Detained in 2004 in Lisbon (Portugal). Sold for demolition to India.



Sima Kija (ex-*Gulf Connector*, ex-*Sinar Sabang*, ex-*Bauhinia*, ex-*Xour Gemini*, ex-*Maersk Farco*, ex-*Maersk Kobe*, ex-*Esperance Bay*, ex-*Amado*). Container carrier. 155 m long, 8,019 t. Singapore flag. Built in 1980 in Busan (Korea) by Korea Shipbuilding & Engineering Co. Proprietor Simatech LLC (United Arab Emirates). Detained in 2006 in Bandar Abbas (Iran). Sold for demolition to India. \$415/ton.



Sima Roja (ex-*Sinar Padang*, ex-*Meghna*, ex-*Xour Ina*, ex-*Amelia I*, ex-*Hibiscus*, ex-*Far East*, ex-*TFH Rich*, ex-*Karakoram*, ex-*Unido*). Container carrier. 155 m long, 8,019 t. Panamanian flag. Built in 1979 in Busan (Korea) by Korea Shipbuilding & Engineering Co. Proprietor Simatech LLC (United Arab Emirates). Sold for demolition to India. \$415/ton.

Starwave (ex-*CMA CGM Arno*, ex-*Fort Royal*). Container carrier. 210 m long, 14,116 t. Panamanian flag. Built in 1979 in Dunkirk (France) by Les Chantiers de France. Former banana transport ship of CMA CGM (France) for more than 20 years. Sold for demolition to India.



Wind (ex-*Happy Wind*, ex-*Phoenix*). Container carrier. 106 m long, 1,070 t. Tuvalu flag. Built in 1978. Proprietor Fujian Xinan Shipping Co Ltd. (China). Renamed *Wind* for its final voyage and sold for demolition to Bangladesh.

RORO vessel

Inzenieris Neciporenko (ex-*Inzhener Nechiporenko*). RORO vessel. 123 m long, 4,400 t. Maltese flag. Built in 1976 in Finland by Hollming Oy. Proprietor ADG Ship Management (Latvia). Sold for demolition to India. \$440/ton.

Lapad (ex-*Starman Anglia*). RORO vessel. 93 m long, 1,763 t. Croatian flag. Built in 1978 in Middlesbrough (Great Britain) by Smith's Dock Co Ltd. Proprietor Atlantic Conbulk Maritime Co. (Croatia). Sold for demolition to Turkey.

Seaterns (ex-*Seaturn*, ex-*Kunda*). RORO vessel. 137 m long, 5,510 t. Italian flag. Built in 1973 in Rauma (Finland) by Rauma Repola Oy. Proprietor Norbulk Enterprise (Italy). Detained in 1998 in Hamina (Finland) and in 2002 in Nyborg (Denmark). Sold in present condition in Italy for demolition to India with its fuel. \$329/ton.

Rescue ship

Viking Vixen (ex-*St Patrick*, ex-*Gavina*). Rescue ship. 39 m long. Great Britain flag. Built in 1975 in Great Yarmouth (Great Britain) by Richards Shipbuilders Ltd. Proprietor Viking Offshore (Great Britain). Sold for demolition to Denmark.

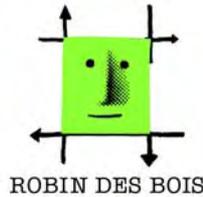
Sources : *Alberta Business News, Allied Shipbroking, American Bureau of Shipping, Biro Klasifikasi Indonesia, Blue Star Line, Bureau Veritas, China Classification Society, Clarkson Shipping Intelligence, Det Norske Veritas, Equasis, Frank Shipbrokers, Germanischer Lloyd, Indian Ocean Memorandum of Understanding, Larne Ferry, Lloyd's List, Lloyd's Register of Ships, Marcon International, Marin (Ie), Maritime Matters, Navalmar Co, Nippon Kaiji Kyokai Register of Ships, Optima Shipbrokers, Robin des Bois archives and personal sources, Russian Maritime Register of Shipping, Shiplovers, Shipspotting, Thai Shipowners Association, Tokyo Memorandum of Understanding, Trade Winds, US Coast Guard, World Shipping Register,*

Robin des Bois

**Association for the protection of Man and the environment www.robindesbois.org
14, rue de l'Atlas 75019 Paris tel: 01.48.04.09.36/fax: 01.48.04.56.41**

#5

from May 12 to August 31, 2006



Ship-Breaking.com

Clemenceau. De-commissioned in Toulon in September 1997. Preliminary removal of asbestos in Toulon from November 2004 to March 2005. Towed to India December 30, 2005. Return to Brest May 17, 2006. Demolition initially planned before July 2008 at an unknown shipyard.

Increasingly, the option chosen by Marine Nationale for the demolition of the Clemenceau appears to be the most efficient and pragmatic, and Robin des Bois believes the envisaged technical partnership with India concerning the Clemenceau should inspire the demolitions of the Norway and the Otapan (see following chapters). These partnerships must be much more consistent, as neither the Norway, nor the Otapan has been made the object of an official asbestos removal procedure.

Norway. The *Norway* was the victim of a boiler explosion in the United States in May 2003. She arrived by towing in Bremerhaven in July 2003 for eventual repair work. She has stayed for 2 years at the Bremerhaven pier without security checks. March 7, 2005, Robin des Bois demanded that she undergo preliminary asbestos removal. The *Norway* left Bremerhaven by towing without asbestos removal in May 2005. She passed by the south of Africa and arrived at Port Klang (Malaysia) on August 10, 2005. She left Port Klang by towing under the name *Blue Lady* May 5, 2006. She grounded in Alang in India mid-August 2006.

Outlook: It would be dangerous for maritime security if the Blue Lady were, after 3 years of wandering and in the absence of maintenance, refloated and towed towards an uncertain destination. It is additionally likely that no insurance company will accept coverage for the risks of a new voyage. If, extraordinarily, the Lady Blue left the Alang beach, we believe that the ultimate destination, in the current complicated state of affairs and condition of the ship, would be the bottom of the ocean. We hope thus that the Blue Lady will be demolished and undergo asbestos removal as soon as possible in Alang with the technical and financial contribution of the Malaysian ship owner NCL, the first global operator of cruise ships. Germany, where the damaged Norway rested in transit for 2 years before going on to Asia, has still refrained from the slightest declaration or public action on the subject. We believe that Germany must be in partnership with India to technically and sanitarily supervise the asbestos removal site.



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Otapan (ex-*Harry C Webb*). Chemical tanker. 167 m long, 8,577 t. Mexican flag. Built in 1965 in Rotterdam (the Netherlands) by Verolme Dok- in Scheepsbouw Mij. NV. Property of financial

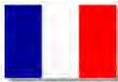
company, Basilisk, and the Netherlands according to a 2005 court decision. Detained in Amsterdam since 1999. Its asbestos removal by the crew and the storage of the asbestos in trash bags open to the air was stopped after a 2001 inspection by the Ministry of Housing, Spatial Planning and the Environment (VROM). Sold for demolition in Turkey where she will be towed with “an undetermined quantity of asbestos” according to the Dutch Ministry of Ecology. The confusion concerning the actual quantity of asbestos—predictions from 45 t to more than 1000 t—drove the Turkish government to force the ship out of its territorial waters on August 28, 2006. Indeed, the demolition of the *Otapan* had been planned in the same shipyard as the *Sandrien* (ex-*Maria S.*). Chemical tanker. Bolivian flag. Built in 1974. Immobilized since 2000 in Amsterdam since she was promised to an Asian demolition shipyard. Considered as waste by a Dutch Supreme Court decision. Her dismantlement, attributed to Amsterdam Ship Repair (ASR), began in spring 2005. ASR declared bankruptcy in May 2005.



Consequently, the Netherlands has not found another solution for the *Otapan* except exportation to Turkey, so far, and it is another bad sign that the Dutch project Ecodock, a shipyard for ship deconstruction believed to be exemplary, is from now on abandoned.

Outlook: It would be dangerous for maritime security and a deadlock for the ship demolition if the Otapan were to be towed again to the Netherlands. We hope thus that the Otapan will be demolished in Turkey with the technical and financial partnership of the Netherlands, where the Otapan was built and which is a co-proprietor of the ship.

Since January 1, 2006 (see bulletins Ship-breaking.com #1-4 at Robin des Bois’s website, <http://www.robindesbois.org/dossiers/BulletinNavires.pdf>). 163 ships have left for demolition; 73 of these from May 12 to August 31, 2006. Of these 73 ships, 22 are tankers (30%) and 12 bulk carriers (18%); 22 ships are under European flags or are of European ship owners (in the geographic sense of the term). The age of these end-of-life ships ranges from 23 years to 47 years; the average age is 31. 43 were sold to Bangladesh, 16 to India, 5 to an unknown destination, 4 to Pakistan, 3 to the United States, and 2 in Turkey. 24 are less than 150 m in length, 34 measure between 150 and 199 m, and 15 between 200 and 290 m. Their combined demolition will allow for the recycling of close to 500,000 tons of metal. The 3 ships demolished in the United States were sold by an American administration at a price of \$11 to \$60 per ton. The Indian or Chinese proprietors preferred to sell their ships to demolishers in Bangladesh who offer a price largely superior to those of India or China. The average sales price is \$386 per ton in Bangladesh, \$360/ton in India, and \$230/ton in China.

	ship detained in a port for deficiencies,
	single hull tanker banned from transporting heavy fuel in European waters or deviated from European Exclusive Economic Zone (EEZ)
 La Ciotat	ship built in France (in La Ciotat)



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Domiat (ex-*Al Sedik*). Bulk carrier. 200 m long, 9,285 t. Egyptian flag. Built in 1985 in Alexandria by Alexandria Shipyard. Proprietor The Egyptian Navigation Co. (Egypt). Detained in 1999 and in 2000 in Dunkirk (France) and in 2001 in Hamburg (Germany). All the ships from its ship owner have been detained from 1 to 7 times in General European ports. In 2002, after the sinking of the *Prestige*, the *Domiat* was on the European Union's list of the 55 dangerous "navires-poubelles" (ships in dangerous condition and not properly maintained that do not comply with safety regulations). Arriving March 24, 2006 in Rouen, it was detained and authorized to leave only for repairation in Le Havre. It was, however, repaired in the pier of the Rouen port and departed in mid-June.



Report: The absence of an available floating dock on the French Atlantic coast to inspect the Domiat from top to bottom and repair it led French authorities to agree to a minimal repair and then the return of the Domiat to Egypt in a precarious state. It is for this very type of ship that a repair or demolition shipyard must always be available on the Atlantic coast as well as the Mediterranean coast.

Tanker

Allium (ex-*Aruba*, ex-*Costal Aruba*). Tanker. 12,232 t. Liberian flag. Built in 1980 in Japan by Nippon Kokan KK. Proprietor Aegean Shipping Management (Greece). Detained in 2006 in Singapore. Sold for demolition to Bangladesh. \$415/ton.



Antonio Gramsci (ex-*Antonio Gramsci*). Tanker. 195 m long, 11,610 t. Liberian flag. Built in 1978 in Rijeka (Croatia) by Brodogradiliste "3 Maj". Proprietor Latvian Shipping (Latvia). Sold for demolition to Bangladesh. \$400/ton.

Chelsea. Tanker. 209 m long, 7,942 t. United States flag. Built in 1975 in San Diego (U.S.) by National Steel and Shipbuilding. Proprietor Margate Shipping Co. (U.S.). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$388/ton.



Docomo (ex-*Orense*, ex-*Cys Integrity*). Tanker. 171 m long, 5,309 t. Singapore flag. Built in 1977 in Osaka (Japan) by Namura Shipbuilding Co Ltd. Proprietor Glory Ship Management (Singapore). Detained in 2005 in Zhanjiagang (China) for 20 deficiencies. On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$388/ton.



Gudermes (ex-Robkap IV). Tanker. 170 m long, 7,500 t. Maltese flag. Built in 1977 in Hebburn (Great Britain) by Swan Hunter Shipbuilders Ltd—Hebburn Shipyard. Proprietor European Navigation (Greece). Detained in 2001 in London for body damages after hitting a dragger and losing 110 t of fuel in the English Channel; already implicated in a “non-serious collision” in 1998. “Strayed” from its Exclusive Economic Zone (EEZ) in France and Spain after the sinking of the *Prestige* in 2002. Sold for demolition to Bangladesh. \$393/ton.



Hose Marti (ex-Jose Marti). Tanker. 195 m long, 11,426 t. Liberian Flag. Built in 1978 in Rijeka (Croatia) by Brodogradiliste “3 Maj”. Proprietor Latvian Shipping (Latvia). Detained in 2002 in Brooklyn, NY (United States). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuels in European waters since 2005. Sold for demolition to Bangladesh. \$387/ton.



Israa (ex-New Tatina, ex-NP Tatina, ex-Hellespont Tatina, ex-Tatina, ex-Noga). Tanker. 242 m long. 17,119 t. Saudi Arabian flag. Built in 1976 in Aioi (Japan) by Ishikawajima-Harima Heavy Ind Co Ltd. Proprietor Bakri Navigation Co Ltd (Saudi Arabia). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuels in European waters since 2005. Sold for demolition to Bangladesh. \$365/ton.



Kamenk-Uralskiy. Tanker. 160 m long, 7,445 t. Liberian flag. Built in 1977 in Rauma (Finland) by Rauma Repola Oy. Proprietor Primorsk Shipping (Russia). Sold for demolition to Bangladesh. \$381/ton.

Lielupe (ex-Sukhe Bator). Tanker. 195 m long, 11,426 t. Liberian flag. Built in 1979 in Rijeka (Croatia) by Brodograduisliste “3 Maj”. Proprietor Latvian Ship Management (Latvia). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuels in European waters since 2005. Sold for demolition to Bangladesh. \$393/ton.



Margarita B (ex-Campeon). Tanker. 166 m long, 6,528 t. Panamanian flag. Built in 1979 in Puerto Real (Spain) by Astilleros Espanoles SA. Proprietor Grupo Boluda (Spain). Sold for demolition to Bangladesh. \$395/ton.

Ocean Star (ex-Seasalvia, ex-Sea Salvia, ex-Tambu Maru). Tanker. 247 m long, 18,592 t. Bolivian flag. Built in 1979 in Numakuma (Japan) by Tsuneishi Shipbuilding Co Ltd. Proprietor Xin Ya Shipping & Trading Ltd. (Singapore). Detained in 2000 in Ravenna (Italy). Sold for demolition to Bangladesh. \$385/ton.



Prem Gopali (ex-Wilmington, ex-Star Wilmington, ex-Texaco Wilmington, ex-Brazil Pride). Tanker. 246 m long, 15,535 t. Indian flag. Built in 1983 in Rio de Janeiro (Brazil) by Ishikawajima do Brasil Estaleiros SA. Proprietor Mercator Lines Ltd. (India). Sold for demolition to Bangladesh. \$390/ton.

Pride II. Tanker. 196 m long, 9,316 t. United States flag. Built in 1959 in Sparrows Point, Maryland (United States) by Bethlehem Steel Co Inc. Proprietor US MARAD (United States). Sold for demolition to the United States to All Star Metals (Brownsville, Texas). \$561,000, or \$60/ton.

San Carlo (ex-San Carlos, ex-Star Pembroke, ex-Texaco Stockholm). Tanker. 168 m long, 7,070 t. Maltese flag. Built in 1977 in Horten (Norway) by AS Horten Verft. Proprietor Trustoil

Tankers SA (Greece). Attacked by Somalian pirates in October 2005 and traded 3 weeks later with its 25 crew members for \$650,000. Sold for demolition in Bangladesh. \$388/ton.

Scarlet (ex-*Scarlet Trader*, ex-*Scarlet Star*, ex-*Pariata*, ex-*Messiniaki Aktida*). Tanker. 171 m long, 7,430 t. Panamanian flag. Built in 1978 in Turku (Finland) by Oy Wartsila Ab. Proprietor Albiziamar Transportes Maritimos LDA (Portugal). Detained in Hamburg (Germany) in 1999, in Rotterdam (the Netherlands) in 2000, and in Vancouver (Canada) in 2004. Sold for demolition to Bangladesh. \$376/ton.



Sea Pride II (ex-*Portland*, ex-*Romito*, ex-*Eso Portland*). Tanker. 196 m long, 11,964 t. Saint Kitts and Nevis flag. Built in 1978 in Sakaide (Japan) by Kawasaki Heavy Ind. Ltd. Proprietor Fal Shipping (United Arab Emirates). Sold for demolition to Pakistan. \$367.50/ton.

Seal (ex-*Sea Horse I*, ex-*Performance 9*, ex-*Visahakit 5*, ex-*Eso Tumasik*). Tanker. 95 m long, 1,660 t. Sierra Leone flag. Built in 1980 in Shimoda (Japan) by Shimoda Dockyard Co Ltd. Proprietor Millennium Shipping (Singapore). Sold for demolition to Bangladesh.

Seven Islands (ex-*Maryam*, ex-*Doha Sky*, ex-*Maria E*, ex-*Favola*, ex-*Tomoe No 55*, ex-*Sanwa Maru*). Tanker. 104 m long, 2,152 t. Indian flag. Built in 1979 in Imabari (Japan) by Asakawa Zosen. Proprietor Seven Island Shipping (India). Detained in Ravenna (Italie) in 1999. Sold for demolition to Bangladesh.



Stolt Avance. Tanker. 170 m long, 6,379 t. Liberian flag. Built in 1977 in Viano Do Castelo (Portugal) by Estaleiros Navais de Viana do Castelo SA. Proprietor Stolt Avance BV (the Netherlands). Sold for demolition to Bangladesh. \$439/ton, high price attributable to 239 tons of stainless steel.

Venture III (ex-*Princess Marisol*, ex-*Chance*, ex-*Japan Stork*). Tanker. 232 m long, 15,432 t. Panamanian flag. Built in 1981 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Polembros Shipping Ltd. (Greece). Immobilized for 87 days at the beginning of 2002 after an accident. Sold for demolition to Bangladesh after a final voyage. \$380/ton.

Vilyuysk. Tanker. 160 m long, 7,905 t. Russian flag. Built in 1977 in Rauma (Finland) by Rauma-Repola Oy. Proprietor Primorsk Shipping Corporation (Russia). Detained in 1998 in Bremen (Germany). Sold for demolition to Bangladesh. \$365/ton.



Yeniseysk. Tanker. 160 m, 7,445 t. Russian flag. Built in 1977 in Rauma (Finland) by Rauma-Repola Oy. Proprietor Primorsk Shipping Corporation (Russia). Detained in Rotterdam (the Netherlands) in 1997, in Amsterdam (the Netherlands) in 1997, and in Guangzhou (China) in 2002. Sold for demolition to Bangladesh. \$365/ton.



Bulk carrier

Angel (ex-*Nicolo Elisa*, ex-*Anna*, ex-*Vitina*, ex-*Anna M.*). Bulk carrier. 183 m long, 5,848 t. Cambodian flag. Built in 1975 in Southwick (Great Britain) by Austin and Pickersgill Ltd. Proprietor Osman Shipping LLC (United Arab Emirates). Sold for demolition to India.

Blue Sky (ex-*Hadara*). Bulk carrier. 290 m long, 27,000 t. Liberian flag. Built in 1983 in Fene (Spain) by Astilleros y Talleres del Noroeste SA. Proprietor Dimos Maritime (Greece). Detained in 2004 in Dampier (Australia) and Ningbo (China). Sold for demolition to Bangladesh. \$370/ton.



Flag Supplier (ex-Manila Grain, ex-Co Op Grain, ex-Sonette). Bulk carrier. 224 m long, 11,999 t. Maltese flag. Built in 1978 in Nagasu (Japan) by Hitachi Zosen Corp. Proprietor Golden Union Shipping (Greece). Sold for demolition to India. \$360/ton.

Georgios II (ex-Georgios K, ex-World Argonaut). Bulk carrier. 196 m long, 8,321 t. Panamanian flag. Built in 1976 in Skaramagas (Greece) by Hellenic Shipyards. Proprietor Interglobal Marine Agencies SA (Greece). Sold for demolition to Bangladesh.

Good Sky (ex-Pan Queen, ex-Primavera I, ex-Primavera). Bulk carrier. 187 m long, 8,836 t. Indian flag. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima Heavy Ind Co Ltd. Proprietor Macart Investments (India). Sold for demolition to India. \$365/ton.

New Hope II (ex-Evita, ex-Iro, ex-Nadine, ex-Garden Gate). Bulk carrier. 178 m long, 7,937 t. Panamanian flag. Built in 1976 in Saiki (Japan) by KK Usuki Tekkosho. Proprietor Courage Maritime (Hong Kong). Detained in 2004 in Haikou and Shenzhen (China), and in 2005 in Hong Kong for 20, 14, and 25 deficiencies, respectively. Sold for demolition to Bangladesh. \$354/ton.



Peng Yang (ex-Seneca, ex-Chennai Muyarchi). Bulk carrier. 206 m long, 10,561 t. Chinese flag. Built in 1973 in Cádiz (Spain) by Astilleros Espanoles SA. Proprietor Shenzhen Marine (China). Rock-collision accident in August 2004 in Hong Kong. Sold to a Chinese broker for probable resale and demolition on the Indian sub-continent. \$315/ton.

Rani Padmini. Bulk carrier. 245 m long, 17,260 t. Indian flag. Built in 1981 in Cochin by Cochin Shipyard Ltd (India). Proprietor Shipping Corporation of India. Detained in 1999 in Québec (Canada) and in 2001 in Genoa and Savona (Italy). Sold for demolition to Bangladesh.



Roy (ex-Odin, ex-Dinara). Bulk carrier. 182 m long, 6,314 t. Mongolian flag. Built in 1974 in Bilbao (Spain) by Astilleros Espanoles SA. Proprietor KNK Ship Management (India). Detained in 2002 in Ferrol and in 2003 in Las Palmas (Spain). Sold for demolition to India. \$353/ton.



Sorbo (ex-Alna, ex-Kopalnia Szczyglowice). Bulk carrier. 141 m long, 4,090 t. Maltese flag. Built in 1969 in Naskov (Denmark) by AS Naskov Skibsvaerft. Proprietor Riamar Shipping Co (Syria). Sold for demolition to India.

Stella Terza (ex-Liberty 1, ex-Penelope III, ex-Liberty I, ex-Anangel Liberty). Bulk carrier. 164 m long, 5,588 t. Panamanian flag. Built in 1976 in Aioi (Japan) by Ishikawajima-Harima Heavy Industries. Proprietor Lemissoler Ship Management (Cyprus). Detained in Ghent (Belgium) in 2001. Sold for demolition to India. \$363/ton.



Worldgroup 1 (ex-Polydynamos, ex-Golden Polydynamos). Bulk carrier. 172 m long, 5,608 t. Panamanian flag. Built in 1978 in Shimizu (Japan) by Nippon Kokan KK. Proprietor Lemissoler Ship Management (Cyprus). Sold for demolition to India.

General cargo

Adorinda (ex-Silver Clipper, ex-Solitaire I, ex-Maria Angelicoussi, ex-Sunmaria). General cargo. 145 m long, 4,372 t. Panamanian flag. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima Heavy Ind Co Ltd. Proprietor Silver Star Shipping (Greece). Detained in 2001 in Bremen (Germany). Sold for demolition to Bangladesh.



Allison Lykes (ex-American Vega, ex-Mormacvega). General cargo. 202 m long, 4,512 t. United States flag. Built in 1964 in Pascagoula, Mississippi (United States) by Ingalls SB. Proprietor US MARAD (United States). Sold for demolition to the United States to Southern Scrap Material Company (New Orleans). \$50,000, or \$11/ton.

Bangkhunski (ex-Visakha, ex-Southern Ruby, ex-Marbella No 3, ex-Serio No 1, ex-Yunam No 9, ex-Bineka No 4, ex-Yuryu Maru). General cargo. 108 m long, 2,164 t. Thai flag. Built in 1970 in Onomichi (Japan) by Onomichi Zosen KK. Proprietor Phulsawat Overseas Line Co Ltd (Thailand). Detained in 2001 in Port Klang (Malaysia) and in 2003 in Saigon (Vietnam). Sold for demolition to Bangladesh.



Ever Bloom (ex-Long Yu, ex-Seastar, ex-Unipampa, ex-Frankfurt/Oder). General cargo. 156 m long, 6,715 t. Saint Kitts and Nevis flag. Built in 1979 in Warnemünde (Germany) by VEB Warnoftwerft Warnemünde. Proprietor Shandong Yantai (China). Detained in 2001 in Busan and in 2005 in Incheon (Korea). Sold for demolition to Bangladesh. \$310/ton.



Hati Baik (ex-Hai Baik, ex-Sun Flora, ex-Flora I, ex-Flora). General cargo. 76 m long, 969 t. Mongolian flag. Built in 1966 in Bremerhaven (Germany) by Schiffbau-Ges Unterweser-Werft. Proprietor Panfoong Shipping (Singapore). Additionally used as a hospital-ship in 1979, then as a seismic research ship in 1987. Detained in 2001 in Singapore, and in 2005 in Saigon (Vietnam). Sold for demolition to Bangladesh. \$285/ton.



Iran Vahdat (ex-Arya Keyhan). General cargo. 166 m long, 8,170 t. Iranian flag. Built in 1977 in Yokosuka (Japan) by Sumimoto Heavy Industry Ltd. Proprietor Iran Shipping Lines. Detained in 2000 in Hull (Great Britain) and in 2004 in Gunsan (Korea). Sold for demolition in India. \$365/ton.



Itac Express (ex-Southern Motu, ex-Balack Bart, ex-Ngamaru III, ex-Niugini Kula, ex-John Burke). General cargo. 72 m long, 1,209 t. Cambodian flag. Built in 1970 in Adelaide (Australia) by Adelaide Ship Construction Pty Ltd. Proprietor Tradex Pacific (Australia). Previously scheduled for demolition in 2004 but had been resold during its course and continued its career. Detained that same year in New Plymouth (New Zealand). Sold for demolition in India.



Mallory Lykes (ex-American Rigel, ex-Mormacrigel). General cargo. 202 m long, 4,512 t. United States flag. Built in 1965 in Pascagoula, Mississippi (United States) by Ingalls SB. Proprietor US MARAD (United States). Sold for demolition to the United States to Southern Scrap Material Company (New Orleans). \$50,000, or \$11/ton.

Metalcargo (ex-Trevomar Sul, ex-Vila Nova de Famalicao, ex-Olavo Egidio). General cargo. 115 m long, 2,338 t. Brazilian flag. Built in 1976 in Rio de Janeiro (Brazil) by Industrias Reunidas Caneco SA. Proprietor Metalnave Comercio e Industrial SA (Brazil). Sold for demolition to Pakistan.

Mos (ex-Panormos, ex-Yanna, ex-Anna M, ex-Selpa, ex-Sun Gerbera). General cargo. 116 m long, 2,413 t. Cambodian flag. Built in 1976 in Kagoshima (Japan) by Kagoshima Docks & IW Co Ltd. Proprietor Matco Trading LLC (United Arab Emirates). Sold for demolition to India.

Pertama (ex-Selamat Berjaya). General cargo. 93 m long, 1,583 t. Mongolian flag. Built in 1965 in Great Britain. Proprietor Foong Sun Shipping Ltd. (Singapore). Detained in 2001 in Port Klang (Malaysia), and in 2001, 2002, and 2003 in Singapore. Sold for demolition in Bangladesh. \$285/ton.



Ron Ning 98 (ex-*Jin Fu Star 8*, ex-*Ji Ma*, ex-*J. Master*, ex-*Sunbrisa*, ex-*Novsea II*, ex-*New Dahlia*, ex-*Camille B*, ex-*Nopal Camille*, ex-*Camille B*). General cargo. 136 m long, 4,400 t. Chinese flag. Built in 1976 in Vyborg (Russia) by Vyborgskiy Sudostroitelnyy Zavod. Proprietor Zhejiang Xing' Shan (China). Detained in Kobe (Japan) in 2001. Sold for demolition. Destination unknown. \$290/ton.



Chemical tanker

Atria (ex-*NCC Jouf*, ex-*Bow Saturn*, ex-*Porsanger*). Chemical tanker. 170 m long, 8,925 t. Norwegian flag (NIS). Built in 1976 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Proprietor Salhus Shipping AS (Norway). Detained in 2005 in Vigo (Spain). Sold for demolition in India.

Baltic Trader (ex-*Andina Trader*, ex-*Tama Andina*). Chemical tanker. 111 m long, 2,500 t. Panamanian flag. Built in 1980 in Saiki (Japan) by Honda Zosen. Proprietor Alendal Tankers (Norway). Sold for demolition in India. \$590/ton, an exceptional price attributable to 163 t of stainless steel.

Bow Andes (ex-*Bow Sun*). Chemical tanker. 170 m long, 7,409 t. Chilean flag. Built in 1977 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Proprietor Odjfell y Vapores SA (Chile). Sold for demolition to India.

Jurong (ex-*Mont Belle II*, ex-*Talofa*, ex-*Sea Breeze*, ex-*Bos Venture*, ex-*Chemical Trader*, ex-*Pole Star*, ex-*Fujinami*, ex-*Fuji Andina*). Chemical tanker. 109 m long, 1,666 t. Belizean flag. Built in 1975 in Akitsu (Japan) by KK Taihei Kogyo. Proprietor Samta Shipping (Singapore). Sold for demolition to Bangladesh. \$370/ton.

Jussara (ex-*Aditya Vijay*, ex-*Spica*, ex-*Carlinka*). Chemical tanker. 174 m long, 5,651 t. Saint Vincent and the Grenadines flag. Built in 1981 in Usuki (Japan) by Minami Nippon Zosen KK. Proprietor Polembros Shipping (Greece). Sold for demolition to Bangladesh.

Libby G. Chemical tanker. 124 m long, 3,985 t. Liberian flag. Built in 1980 in Shimizu (Japan) by Nippon Kokan KK. Proprietor Singa Ship Management (Norway). Sold for demolition. Destination unknown.

New Merryocean (ex-*Merryocean*, ex-*Hamakaze*). Chemical tanker. 149 m long, 5,430 t. Singapore flag. Built in 1980 in Mihara (Japan) by Koyo Dockyard Co Ltd. Proprietor Glory Ship Management (Singapore). Sold for demolition to Bangladesh. \$385/ton.

Seachem Ena (ex-*Chemsky*, ex-*United Tanja*, ex-*Thuntank 7*, ex-*Thungas*, ex-*Thungas 1*, ex-*Porsgrunn*). Chemical tanker. 72 m long, 824 t. Honduran flag. Built in 1967 in Falkenberg (Sweden) by Falkenberg Varv AB. Proprietor Maritime Ventures (Greece). In 2002, under Ecuadorian flag, its captain was stopped in Italy for having smuggled 10 unregistered Pakistanis as crew members. Sold for demolition to Turkey.

Reefer

Ice Music (ex-*Rio Negro Valley*, ex-*Claire S*, ex-*Pacific Gala*, ex-*Eastcape*, ex-*Geestcape*, ex-*Langelle*, ex-*Al-Salama*, ex-*Loch Maree*). Reefer. 157 m long, 7,025 t. Dominican flag. Built in 1976 in Scotstoun (Great Britain) by Scotstoun Marine Ltd. Proprietor Aquaship Ltd. (Latvia). Detained in 1998 in Rotterdam (the Netherlands), in 2003 in Cartagena (Spain), and in 2004 in Valparaíso (Chile). Sold for demolition to Bangladesh. \$327.50/ton



Kapitan Dudin I (ex-*Kapitan Dudin*, ex-*Vaalsberg*, ex-*Pacific Frost*, ex-*Polar VII*). Reefer. 129 m long, 4,240 t. Russian flag. Built in 1980 in Galați (Romania) by Santierul Naval Galați SA. Proprietor Bel Fury Shipping Co Ltd. (Cyprus). Detained in 2004 in Hachinohe (Japan). Sold for demolition to Bangladesh.



Mateus K (ex-*Mateus*, ex-*Sofy*, ex-*San Benedetto*, ex-*Snow*, ex-*Arion I*, ex-*Ruby Bay*, ex-*Aruba Bay*, ex-*Polar Viking*). Reefer. 72 m long, 786 t. Honduran flag. Built in 1964 in Sölvesborg (Sweden) by Sölvesborg Varv AB. Demolition destination unknown.

Maunakea (ex-*Tramuntana*). Reefer. 125 m long, 3,364 t. Liberian flag. Built in 1983 in Kochi (Japan) by Kochi Jyuko KK. Proprietor Eastwind Ship Management (Singapore). Detained in 2004 in Sheerness (Great Britain) for 39 deficiencies. En route in the South Atlantic for Busan (Korea) following a fire in the machine room in May 2006, it was towed from Penang to Port Klang (Malaysia) to unload its cargo, then to Bangladesh for demolition.



Polyarnyy Krug. Reefer. 130 m long, 2,976 t. Russian flag. Built in 1970 in Nikolayev (Russia) by GP Sudostroitelnyy Zavod im "61 Kommunar". Proprietor MurmanRefFlot Co Ltd (Russia). Sold for demolition to India.



© Harm



Santiago Star (ex-*Snow Cape*, ex-*Savona Star*, ex-*Gold Medal*, ex-*South Joy*, ex-*Malayan Queen*, ex-*Snow Ball*). Reefer. 173 m long, 9,220 t. Bahamas flag. Built in La Ciotat (France) by les Chantiers Navals de La Ciotat. Proprietor Target Marine SA (Greece). Detained in 1998 in Vlissingen (the Netherlands) and in 2006 in Antwerp (Belgium). Sold for demolition to Bangladesh. \$365/ton.





La Ciotat

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Santos Star (ex-*Snow Delta*, ex-*Limari*, ex-*Blue Sea*, ex-*South View*, ex-*Snow Flake*). Reefer. 173 m long, 9,220 t. Bahamas flag. Built in 1972 in La Ciotat (France) by les Chantiers Navals de La Ciotat. Proprietor Target Marine SA (Greece). Sold for demolition to Bangladesh. \$365/ton.

Taisei No 98 (ex-*Taisei Maru No 98*). Reefer. 155 m long, 6,521 t. Panamanian flag. Built in 1977 in Kochi (Japan) by Shin Yamamoti Zosenko KK. Proprietor Wu Pioneers Sea Food (Taiwan). Detained in 1999 in Dutch Harbor, Alaska (United States), in 2003 in Yantai (China), and 2004 in Hachinohe (Japan). Sold for demolition to Bangladesh. \$340/ton.



Container carriers

Beacon 3 (ex-*Aleksandr Prokofyev*). Container carrier. 129 m long, 4,237 t. Belizean flag. Built in 1975 in Kherson (Ukraine). Detained in Genoa (Italy) in 2004 for 20 deficiencies, notably concerning fire hoses. Fire in the machine room in October 2005. Sold for demolition to India. \$325/ton.

Chief (ex-*Chief Gadao*, ex-*President Grant*, ex-*Golden Bear*). Container carrier. 240 m long, 19,877 t. Tuvalu flag. Built in 1971 in Avondale, New Jersey (United States) by Avondale Shipyards Inc. Proprietor Matson Navigation (United States). Sold for demolition to Bangladesh.

Ewa (ex-*President Tyler*, ex-*Japan Bear*). Container carrier. 240 m long, 12,262 t. Tuvalu flag. Built in 1972 in Avondale, New Jersey (United States) by Avondale Shipyards Inc. Proprietor Matson Navigation Co. (United States). Sold for demolition. Destination unknown.

Green Moral (ex-*Uni Moral*, ex-*Archive*, ex-*Galleon Opal*, ex-*Galleon Onyx*, ex-*Ever Moral*). Container carrier. 162 m long, 5,270 t. Panamanian flag. Built in 1976 in Nagasaki (Japan) by Hayashikane Shipbuilding & Engineering. Proprietor Uniglory Marine (Taiwan). Detained in Puerto Rico in 2003 and 2004. Sold for demolition to Bangladesh. \$330/ton.



Modest (ex-*Uni Modest*, ex-*Nora I*, ex-*Access*, ex-*Galleon Topaz*, ex-*Ever Modest*). Container carrier. 162 m long, 6,280 t. Mongolian flag. Built in 1976 in Muroran (Japan) by Narasaki Zosen KK. Proprietor Uniglory Marine (Taiwan). Sold for demolition to Bangladesh. \$340/ton.

Ferry

Mas Indra Kayangan (ex-*Don Vincente*). General cargo and passenger ferry. 77 m long, 1,071 t. Malaysian flag. Built in 1969 in Niigata (Japan) by Niigata Eng Co Ltd. Proprietor Masindra Shipping (Malaysia). Sold for demolition to Bangladesh.

Pearl Cruise II (ex-Poseidon IV, ex-Poseidon). Ferry. 64 m long, 848 t. Sri Lankan flag. Built in 1964 in Ulsteinvik (Norway) by Ulstein Mek Versted AS. Proprietor Pearl Cruise Line Ltd (Sri Lanka). Detained 21 days in Gdansk (Poland) in 2000 for 26 General deficiencies concerning security aspects. Used by the Sri Lankan army for transport of troops; taken in a naval battle against Tamil guerillas in May 2006. Sold for demolition to India.



Gas tanker

Luigi Lagrange. Gas tanker. 191 m long, 6,614 t. Italian flag. Built in 1977 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania Spa. Proprietor Carbofin Spa (Italy). Sold for demolition to Pakistan.

RORO vessel

Sea Diamond (ex-Sea Eagle, ex-Carib Star, ex-Belvaux). RORO vessel. 116 m long, 3,500 t. Panamanian flag. Built in 1979 in Hoboken, New Jersey (United States) by NV Cockerill Yards. Proprietor Sea Eagle Shipping (United Arab Emirates). Sold for demolition to Pakistan.

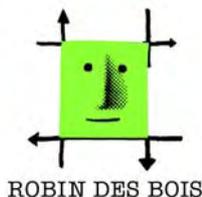
Heavy load carrier

Zhen Hua 3. Heavy load carrier. 224 m long, 10,877 t. Saint Vincent and the Grenadines flag. Built in 1971. Proprietor Shanghai Zhenhua (China). Sold for demolition to Bangladesh.

Sources: Agence France Press, American Bureau of Shipping, Blue Star Line, Bureau Veritas, Chittagong Port Authority, Clarkson's Shipping Intelligence Network, Clarkson's Shipping Intelligence Weekly, Commission Européenne, Det Norske Veritas, Equasis, European Maritime Safety Agency, Exim-India, Fairplay Daily News, Hindu (the), Khaleej Times (the), Lloyd's List, Lloyd's Register of Shipping, Marin (le), New Zealand Maritime Index, Nippon Kaiji Kyokai Register of Ships, Paul Mason Market Review, Reuters, Robin des Bois archives and personal sources, Shipspotting, Tokyo Memorandum of Understanding, US Coast Guard, US Maritime Administration, VROM (the Netherlands Ministry of Ecology).

Robin des Bois

**Association for the protection of Man and the environment www.robindesbois.org
14, rue de l'Atlas 75019 Paris tel: 01.48.04.09.36/fax: 01.48.04.56.41**



Ship-Breaking.com

24 ships left for demolition from April 14 to May 11, 2006, of which 8 were tankers (33%) and 6 were bulk carriers (25%). It is particularly noted that 10 ships are under European flag or are of European ship owners (in the geographic sense of the term). The age of these end-of-life ships ranges from 19 years to 44 years; the average age is 30 years. 15 were sold to Bangladesh, 6 to India, 1 to China, 1 to Turkey, and 1 to an unknown destination. 10 have a length less than 150 m, 10 measure between 150 and 199 meters, and 4 between 200 and 254 m. The accumulated demolition of these ships will allow the recycling of nearly 150,000 tons of metal.



ship and crew detained in a port for deficiencies.

Bulk carrier

Aghios Charalambos (ex-Marshal Zakharov). Bulk carrier. 245 m long, 23,763 t. Panamanian flag. Built in 1979 in Gdynia (Poland) by Stocznia im Komuny Paryskiej. Proprietor Mastriogiogis Shipping (Greece). Resold in October 1992 to Lorient by the Maritime Affairs due to its state of disrepair. The crew, principally Egyptian, unpaid for several months, went on strike but were expelled and replaced by a Pakistani crew by the enforcers of the ship owner Gerry Ventouris; this ship owner later bought out the *Kifangondo* and the *Junior M*, 2 famously substandard ships. The Tribunal de Grande Instance (France's common law jurisdiction) declared itself unqualified in this work conflict. Detained in 2004 and in 2001 in Rotterdam and in 2003 in Amsterdam (the Netherlands). The same society, Mastriogiorgis Shipping, was the proprietor in 2003 of the *Pantokratoras* rerouted in Brest for emptying of fuel tanks and resold since to a Turkish ship owner. Sold for demolition to Bangladesh. \$366/ton.



Freedom (ex-Tanglaw, ex-Kyuko, ex-Kyuko Maru). Bulk carrier. 199 m long, 11,358 t. Maltese flag. Built in 1978 in Sakai (Japan) by Hitachi Zosen Corp-Osaka. Proprietor Arca Sipping Ltd (Greece). Sold for demolition to Bangladesh.

Hebel Hope (ex-Baia de Arama). Bulk carrier. 254 m long, 17,790 t. Hong Kong flag. Built in 1983 in Constanta (Romania) by Santierul Naval Constanta SA. Proprietor Hebei Ocean Shipping Co Ltd (China). Detained in Taean (Korea) in 2005. Sold for demolition to Bangladesh.



Pretty Zhejiang (ex-Elise, ex-Baraganul). Bulk carrier. 254 m long, 17,000 t. Panamanian flag. Built in 1982 in Constanta (Romania) by Santierul Naval Constanta SA. Proprietor Zhejiang Ocean Shipping Co Ltd (Zosco) (China). Detained in 2001 in Dampier (Australia) and in 2004 in Incheon (Korea). Sold for demolition to Bangladesh. \$353/ton.



Reduta Ordonia (ex-Feliks Dzerzynski). Bulk carrier. 198 m long, 8,420 t. Maltese flag. Built in 1978 in Szczecin (Poland) by Stocznia Szczcinska im A Warskiego. Proprietor Polish Steamship Company (Poland). Struck an iceberg in the Hudson Sound in 1996. Sold for demolition to India. \$360/ton.

Zephyros (ex-Pacglory). Bulk carrier. 164 m long, 5,664 t. Saint Vincent and the Grenadines flag. Built in 1974 in Tokyo (Japan) by Ishikawajima-Harima Heavy Ind Co Ltd. Proprietor Auburn Shipping (Greece). Detained in 2005 in Lisbon (Portugal) and Gdynia (Poland) and in 2004 in New Orleans (U.S.). Sold for demolition to India. \$360/ton.



Tanker

Basaveshwara (ex-Dzerzhinsk). Tanker. 170 m long, 7,460 t. Indian flag. Built in 1982 in Skaramanga (Greece) by Hellenic Shipyards. Proprietor Shipping Corporation of India Ltd (India). A mechanic was killed during an explosion and a fire in the machine room while the ship was loading oil in Mangalore (India) in May 2005. Sold for demolition to Bangladesh.

Da Qing 232. Tanker. 163 m long, 4,000 t. Chinese flag. Built in 1975 in Dalian (China) by Dalian Shipyard. Proprietor China Shipping Development Company Ltd (China). Sold for demolition to China. \$232/ton.

Elpis (ex-Afragold, ex-Colorado, ex-Globtik Britain). Tanker. 243 m long, 15,689 t. Dominican flag. Built in 1980 in Nagasu (Japan) by Hitachi Zosen Corp-Ariake Works. Proprietor LL Energy SA (Greece). Sold for demolition to Bangladesh. \$393/ton.

Nadym. Tanker. 160 m long, 7,445 t. Cyprus flag. Built in 1976 in Rauma (Finland) by Rauma Repola Oy. Proprietor Prisco pte Ltd (Singapore). Responsible for an oil slick after running into the rocks in the Okhotsk Sea in March 1998. Sold for demolition to Bangladesh. \$376/ton.

Ori A. (ex-Marina, ex-Terutoku Maru). Tanker. 163 m long, 6,803 t. Israeli flag. Built in 1978 in Mihara (Japan) by Koyo Dockyar Co Ltd. Proprietor Caria Marine (Israel). Sold for demolition to India.

Pershing (ex-Tenjo Maru, ex-Wakaryu Maru, ex-Maruta Maru No 2). Tanker. 94 m long, 2,125 t. Indonesian flag. Built in 1974 in Imabari (Japan) by Higaki Zosen KK. Proprietor Bahtera Samudra Abadi (Indonesia). Sold for demolition to Bangladesh.

Rashleigh (ex-Ageliki, ex-Orion, ex-Aleksandr Korneychuk). Tanker. 178 m long, 5,497 t. Panamanian flag. Built in 1979 in Kherson (Ukraine) by Khersonskiy Sudostroitelnyy Zavod. Proprietor Navassa Overseas Corp (Iran). Detained in Singapore in 2005 for security defects. Sold for demolition to India. It has been blocked offshore for 3 weeks with 17 Indian and Ukrainian crewmembers for a “financial dispute.” 

Tirta Niaga VIII (ex-Theresa, ex-Andhika Adhipurusa, ex-Andhika Ayudhaya, ex-Solest, ex-Tai Yang, ex-Am Trader). Tanker. 108 m long, 1,880 t. Indonesian flag. Built in 1977 in Yawatahama (Japan) by Kurinoura Dock KK. Proprietor PT Tirta Arung Inti Niaga (Indonesia). Detained in Guanzhou (China) in 2003. Quarantined in March 2003 due to SARS epidemic and attacked by pirates in the Strait of Malacca in the same time period. Sold for demolition to Bangladesh. 

General cargo

Dewi Samudera III (ex-Wijaya Indah, ex-Kri Talaud, ex-Kovda). General cargo. 74 m long, 940 t. Indonesian flag. Built in 1962 in Budapest (Hungary) by Angyafold Shipyard. Proprietor PT Ratu Kidul Nusantara (Indonesia). Sold for demolition to Bangladesh.

RSS I (ex-Niaga Rejeki, ex-Niaga 50, ex-Bua Luang, ex-Sterling Ace, ex-Golden Lilac). General cargo. 118 m long, 2,559 t. Indonesian flag. Built in 1975 in Kinoue (Japan) by Setouchi Zosen KK. Proprietor PT Rejeki Sentosa Shipping (Indonesia). Sold for demolition to Bangladesh.

Taraman Bibi (ex-Namreen I, ex-Ipaga I, ex-Lara). General cargo. 160 m long, 6,404 t. Bangladesh flag. Built in 1977 in Kobe (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Ben Ocean Lines (Bangladesh). Detained in 2002 in Bombay (India). Fire in 2003 while discharging sulfur in Chittagong. Sold for demolition to Bangladesh. 

Union Star 12 (ex-Eastern Gulf, ex-Taiyo Maru No 3, ex-Yushing Maru, ex-Johan, ex-Auspicious Marine, ex-Christina, ex-Settsu Maru). General cargo. 63 m long, 795 t. Indonesian flag. Built in 1971 in Namikata (Japan) by Oura Dock. Proprietor PT Teguh Abadi Nusantara (Indonesia). Detained in Singapore in 2000 for 54 deficiencies, and in 2002 for 45, concerning all security aspects. Sold for demolition to Bangladesh. 

Ya Samadu (ex-Nata). General cargo. 143 m long, 3,881 t. Panamanian flag. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima Heavy Industries Co Ltd. Proprietor Millbury Trading SA (India). Sold for demolition to Bangladesh. \$360/ton.

Container carrier

Feeder 4 (ex-MSC Red Sea, ex-MSC Tbilisi, ex-Zim Manilla III, ex-Carrybox 4, ex-Falcon, ex-Atlantic Falcon, ex-Black Falcon). Container carrier. 116 m long, 1,885 t. Maltese flag. Built in 1973 in Imabari (Japan) by Hashihama Zosen. Proprietor Doris Maritime SA (Switzerland). Sold for demolition to India.

Green Modest (ex-Uni Modest, ex-Nora I, ex-Access, ex-Galleon Topaz, ex-Ever Modest). Container carrier. 162 m long, 6,840 t. Panamanian flag. Built in 1976 in Muroran (Japan) by Narasaki Zosen KK. Proprietor Uniglory Marine (Taiwan). Sold for demolition to Bangladesh. \$340/ton.

Ferry

Giuseppe d'Abundo (ex-Lauro Express, ex-Tynwald, ex-Antrim Princess). Ferry. 112 m long, 3,344 t. Italian flag. Built in 1967 in Helburn (Great Britain) by Hawthorn Shipbuilders. Proprietor Medmar Internation Srl (Italy). Former Sealink jewel, after a period of inactivity in Naples in 2004-2005 and a service reprise between Sicily and Albania, it was finally sold for demolition to India. \$235/ton.

Chemical tanker

Jet I (ex-Busan Pioneer). Chemical tanker. 68 m long, 340 t. Greek flag. Built in 1987 in Busan (Korea) by Daedong Shipbuilding Co Ltd. Proprietor Heung-A Shipping Co Ltd. (Korea). A propeller deformation was discovered during a sub-marine inspection March 16, 2006 and it was put on a dry-dock for recommended reparations by the classification society. Sold for demolition. Destination unknown.

Aggregate

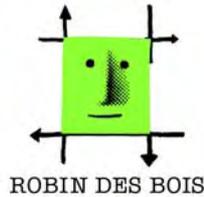
Rocky Giant (ex-Grete Nielsen). Flexible fall pipe vessel. 99 m long, 2,600 t. Dutch flag. Built in 1972 in Ulsteinvik (the Netherlands) by Ulstein Mek Versted AS. Proprietor Van Ord ACZ (the Netherlands). Detained in Bangkok (Thailand) in 2000. Sold for demolition to Turkey.



Sources: American Bureau of Shipping, Biro Klasifikasi Indonesia, China Classification Society, Clarkson's Shipping Intelligence Network, Clarkson's Shipping Intelligence Weekly, Det Norske Veritas, Dow Jones & Shipping Company Inc, Equasis, Europaisches Segel Information System, Fairplay Daily News, Humanite (I'), Korean Register of Shipping, Lloyd's List, Lloyd's Register of Shipping, Marin (Ie), Minda News, Nippon Kaiji Kyokai Register of Ships, Paul Mason Market Review, Robin des Bois archives and personal sources, Russian Maritime Register of Shipping, Shiplovers, Shipspotting, Tokyo Memorandum of Understanding, Van Ord Dredging and Marine Contractors, Vladivostok News

Robin des Bois

**Association for the protection of Man and the environment www.robindesbois.org
14, rue de l'Atlas 75019 Paris tel: 01.48.04.09.36/fax: 01.48.04.56.41**

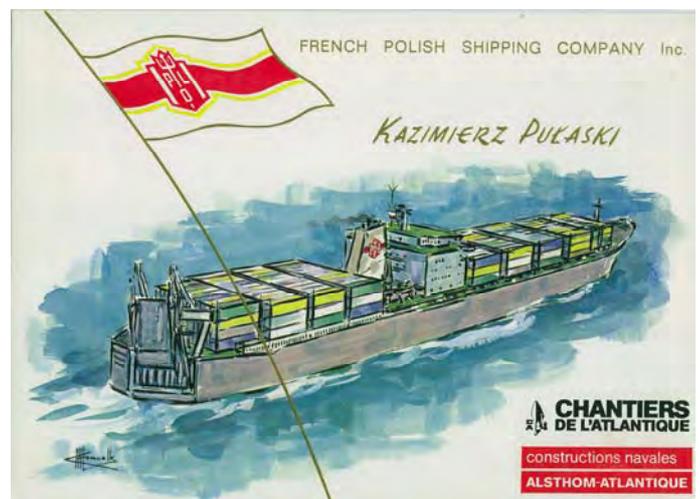


Ship-Breaking.com

Positive. Following Robin des Bois's February 27, 2006 press release "A floating dock just in time" (links at the end of the bulletin) and subsequent interventions from concerned ministries, such as the Ministry of Ecology, the State decided, as part of a reflection upon the French procedures for asbestos removal and ship deconstruction, to suspend the sale of Le Havre's floating dock. New nonsense for the *France*. She could be sold to Canadian promoters in preparation for her renavigation and the long-term renting of her cabins as "time shares." These promoters, devotees to the concept of controlled asbestos use in effect in Canada, lead a justification of only partial asbestos removal in advancing a "revolutionary" and preventing process developed by Saint-Nazaire shipyards in 1959! The *Rembrandt* (ex-SS *Rotterdam*) arrived in Gdansk (see bulletin A *Shipbreaking.com* from February 7, 2006 and *Ship-breaking.com* #2 from March 2, 2006). Greenpeace Poland, not informed of this arrival, protested against the asbestos removal in progress! The *Lucifer II* (see bulletin A *Ship-breaking.com* #2) should be dismantled by a Sita subsidiary. The work has not been started.

The global demolition of ships resumes its amplitude after the traditional break at the beginning of the year and the futile voyage of the *Clemenceau* in the Indian Ocean. Considering the pace of demolition of ships not having been subjected to preliminary de-pollution procedures, one can better understand the absurdity of the coming back of the *Clemenceau* in its country of origin and the advantage of shipyard workers in the Bay of Alang and in a broader sense of Bangladesh would have gained from a dismantling of reference. See the dossier on end-of-life ships on Robin des Bois's website to learn about the dangerous substances implicated.

37 ships parted for demolition from March 3 to April 13, of which 9 were tankers (24%) and 13 bulk carriers (35%). It is particularly noted that 21 ships are under European flag or are from European ship owners (in the geographic sense of the term). The age of these end-of-life ships ranges from 18 years (for the *Myst*, a ship damaged by fire during reparation work) and 43 years; the average age is 30 years. 19 were built in Europe, of these 4 in France. 24 were sold to Bangladesh, 9 to India, 2 to China, and 2 to Turkey. 9 have a length less than 150 m, 16 measure between 150 and 199 m, and 12 between 200 and 261 m. Their combined demolition will allow for the recycling of more than 300,000 tons of metal.



P&O Nedlloyd Taranaki (ex-*Kazimierz Pulaski*) seen below at the end of construction by Chantiers de l'Atlantique in Saint-Nazaire in 1981 will be demolished in China in 2006 for \$260/ton. (8,036 t).



ship and crew detained in a port for deficiencies



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



ship built in France

Tanker

Alfaship (ex-*Alfa America*, ex-*Fina America*, ex-*Nordic Faith*). Tanker. 231 m long, 15,953 t. Bahamas flag. Built in 1979 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Polembros Shipping Ltd (Greece). Sold for demolition to Bangladesh. \$397/ton.

Atlantica I (ex-*Pontos*, ex-*Rosa T*, ex-*Rosa*, ex-*Etrema*). Tanker. 169 m long, 7,260 t. Panamanian flag. Built in 1978 in Saint-John (Canada) by Saint-John Shipbuilding & Dry Dock Co Ltd. Proprietor Primera Maritime (Switzerland). Sold for demolition to Bangladesh

Dzons Rids (ex-*John Reed*). Tanker. 195 m long, 14,084 t. Liberian flag. Built in 1978 in Rijeka (Croatia) by Brodogradiliste "3 Maj". Proprietor Latvian Shipping (Latvia). Sold for demolition to Bangladesh. \$384/ton.

Eagle II (ex-*Mantina*, ex-*Marina*). Tanker. 243 m long, 16,521 t. Panamanian flag. Built in 1980 in Ulsan (Korea) by Hyundai Heavy Industries. Proprietor Vista Enterprises Inc. (Greece). Sold for demolition to Bangladesh.

Eminence (ex-*Peter Maersk*). Tanker. 182 m long, 9,940 t. Singapore flag. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Proprietor World Tankers Management (Singapore). Sold for demolition to Bangladesh. \$393/ton.

Fos (ex-*Queen of Lutry*, ex-*Kakoon*, ex-*Albeniz*, ex-*Transtar*, ex-*Transbit*, ex-*Gabes*). Tanker. 103 m long, 2,557 t. Panamanian flag. Built in 1971 in La Rochelle (France) by La Société Nouvelle des Ateliers et Chantiers de la Rochelle. Proprietor Patchy Overseas Inc (Greece). Sold for demolition to Turkey.



Iliad (ex-*Marifu Maru*). Tanker. 244 m long, 19,600 t. Dominican flag. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Proprietor Polembros Shipping Ltd. (Greece). Sold for demolition to Bangladesh. \$390/ton.

Liano (ex-*Margherita*, ex-*Rosa d'Amato*, ex-*Umberto d'Amato*, ex-*Mare di Giava*, ex-*Amazon Pioneer*, ex-*Esso Montreal*). Tanker. 187 m long, 7,115 t. Maltese flag. Built in 1973 in Saint-John (Canada) by Saint-John Shipbuilding & Dry Dock Co Ltd. One of the 7 ships built by this shipyard for Esso in the 1970s. Proprietor International Tanker & Trading Co Ltd (Monaco). Sold for demolition to Bangladesh. \$345/ton.

Westminster (ex-*Star Westminster*, ex-*Texaco Westminster*). Tanker. 246 m long, 14,766 t. Bahamas flag. Built in 1981 in Aioi (Japan) by Hishikawajima-Harima. Proprietor Kyklades Maritime (Greece). Sold for demolition to Bangladesh. \$387/ton.

Chemical tanker

Diana (ex-*Ncc Madinah*, ex-*Bow Selene*, ex-*Nordanger*). Chemical carrier. 170 m long, 8,927 t. Tuvalu flag (formerly Norway International). Built in 1976 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Proprietor National Chemical Carriers Ltd (Saudi Arabia), manager Odfjell ASA (Norway). Collision in July 2005 with a small tanker in Gresik (Indonesia), then in Genoa (Italy) during a maneuver in the port. Sold for demolition to India.

Med General IV (ex-Milos VIII, ex-Eurobulker VIII, ex-Kopalnia Grzybow). Chemical carrier. 144 m long, 4,081 t. Panamanian flag. Built in 1972 in Seville (Spain) by Astilleros Espanoles. Proprietor Ilias Shipping (Greece). Sold for demolition to Bangladesh. On the black list of 66 dangerous ships established by the European Commission after the sinking of the *Prestige* (at the time under Cambodian flag).



Silver Star (ex-Jugurtha, ex-Tacapes). Chemical carrier. 145 m long, 4,072 t. Bahamas flag. Built in 1981 in La Rochelle (France) by La Société Nouvelle des Chantiers et Ateliers de La Rochelle-La Pallice. Proprietor V. Ships (Singapore). Sold for demolition to India. \$385/ton.



Bulk carrier

Hua Bei (ex-Bei Hai, ex-Margarethe Bolten). Bulk carrier. 189 m long, 12,225 t. Chinese flag. Built in 1963 in Luebeck (Germany) by Luebecker Flender-Werke AG. Proprietor Shanghai Shipping Consortium Co (China). Sold for demolition to Bangladesh.

Jiang Ling Hai (ex-Grace River, ex-Triton). Bulk carrier. 181 m long, 6,957 t. Chinese flag. Built in 1972 in Hakodate (Japan) by Hakodate Dock Co Ltd. Proprietor COSCO Qingdao (China). Sold for demolition to Bangladesh. \$285/ton.

Maud (ex-Atlantic Prestige, ex-Ambia Fair). Bulk/oil carrier. 243 m long, 17,339 t. Bahamas flag. Built in 1981 in Ulsan (Korea) by Hyundai Heavy Industries. Proprietor Maud Shipping Ltd (Bahamas), manager Norse Management (Norway). Sold for demolition to Bangladesh. \$360/ton.

Mei Zhou Hai (ex-Hunter Bow, ex-Kenka Maru). Bulk carrier. 224 m long, 14,487 t. Chinese flag. Built in 1973 in Yokohama (Japan) by Nippon koka. Proprietor COSCO Qingdao (China). Sold for demolition to Bangladesh.

Ocean Princess (ex-Bona Falcon, ex-Hoegh Falcon). Bulk carrier. 246 m long, 17,064 t. Maltese flag. Built in 1981 in Kiel (Germany) by Howaldtswerke-Deutsche Werft AG. Proprietor Di Maio & Partners (Italy). Detained in 2004 in Terneuzen (the Netherlands) and in 2003 in Savona (Italy). Sold for demolition to Bangladesh. \$370/ton.



Patara (ex-Rio Express, ex-Med Pisa, ex-Rover, ex-Star Rover, ex-Sea Rover, ex-Feng Shiang, ex-Fengtien). Bulk carrier. 176 m long, 8,036 t. Saint Vincent and the Grenadines flag. Built in 1979 in Wismar (Germany, ex-GDR) by VEB Mathias Thesen-Werft. Proprietor Convoy Maritime Ltd (Turkey). Sold for demolition to Bangladesh. \$338/ton.

Polydefkis (ex-La Richardais, ex-Philippe LD, ex-Peter). Bulk carrier. 189 m long, 6,743 t. Panamanian flag. Built in 1976 in Seville (Spain) by Astilleros Espanoles SA. Proprietor Julian Maritime Ltd (Greece). Detained in 2004 in Algesiras (Spain), in 2004 in Venice (Italy), and in 1999 in Bay Comeau (Canada) and Szczecin (Poland). Sold for demolition to Bangladesh. \$335/ton.



Regina (ex-El Pionero, ex-Oro Trader, ex-Orco Trader). Bulk carrier. 261 m long, 20,695 t. Panamanian flag. Built in 1976 in Hiroshima (Japan) by Mitsubishi Heavy Industries. Proprietor Good Faith Shipping (Greece). Sold for demolition to Bangladesh. \$350/ton.

River (ex-Great River, ex-Wisdom, ex-Menalon, ex-Petalon). Bulk carrier. 219 m long, 11,626 t. Panamanian flag. Built in 1976 in Hakodate (Japan) by Hakodate Dock Co Ltd. Proprietor Great Master Maritime (Hong Kong). Sold for demolition to Bangladesh.

Sea Princess (ex-Androleon, ex-ABT Hanna, ex-Abu Hanna, ex-Queena, ex-Tensho Maru). Bulk carrier. 190 m long, 9,488 t. Maltese flag. Built in 1976 in Numakuma (Japan) by Tsuneishi Shipbuilding Co Ltd. Proprietor Danev Shipping Co Ltd (Greece). Sold for demolition to India. \$355/ton.

Shi Tang Hai (ex-Dimitris A. Lemos). Bulk carrier. 244 m long, 14,702 t. Chinese flag. Built in 1973 in Rijeka (Croatia) by Brodogradiliste "3 Maj." Proprietor Cosco Bulk Carrier (China). Sold for demolition to Bangladesh. \$288/ton.

Star 9 (ex-Morning Star, ex-Kyoko Maru). Bulk carrier. 160 m long, 5,938 t. Panamanian flag. Built in 1976 in Shimonoseki (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Lamda Maritime SA (Greece). Sold for demolition to Bangladesh. \$338/ton.

Yin Shan Hai (ex-Vancouver Island). Bulk carrier. 176 m long, 5,579 t. Chinese flag. Built in 1972 in Scotstoun (Great Britain) by Upper Clyde Shipbuilders. Proprietor COSCO Guanzhou (China). Sold for demolition to Bangladesh. \$285/ton.

General cargo

Eltanin (ex-Norbulk Seraya, ex-Indian Resolve, ex-Algerian Express, ex-Kriti Pearl). General cargo. 151 m long, 4,910 t. Saint Vincent and the Grenadines flag. Built in 1978 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Proprietor Watersmeet (Bangladesh). Sold for demolition to Bangladesh. \$370/ton.

Korat Navee (ex-Trade Ever, ex-Hickory, ex-Christopher Oldendorff, ex-Theekar). General cargo. 175 m long, 7,688 t. Thai flag. Built in 1978 in Ulsan (Korea) by Hyundai Shipbuilding. Proprietor Unithai Line Ltd (Singapore). Sold for demolition to India. \$359/ton. Sold with 350 t of fuel remaining onboard.

Mercs Kirinda (ex-Latania, ex-Litania). General cargo. 82 m long, 1,146 t. Sri Lankan flag. Built in 1966 in Hamburg (Germany) by JJ Sietas Schiffswerft. Proprietor Mercantile Shipping Co Ltd (Sri Lanka). Sold for demolition to India.

Mercs Sajina (ex-Mercs Habarana, ex-Nikki Ittuk, ex-Svendborg). General cargo. 74 m long, 844 t. Sri Lankan flag. Built in 1968 in Schacht-Audorf (Germany) by Kroegerwerft GmbH & Co KG. Proprietor Mercantile Shipping Company (Sri Lanka). In July 2000, replaced the *Uhana* destroyed by an attempt from the Liberation Tigers of Tamil Eelam (LTTE). Sold for demolition to India.

Reef Zanzibar (ex-Reef Unguja, ex-Suncity, ex-Temesos, ex-Tuja, ex-Richardas Bukauskas). General cargo. 88 m long, 1,139 t. Saint Kitts and Nevis flag. Built in 1974 in Oltenita (Romania) by Santierul Naval Oltenita SA. Proprietor Zambezi Shipping Agency (United Arab Emirates). Sold for demolition to India.

Ruby I (ex-Ruby, ex-Rimba Ramin). General cargo. 177 m long, 7,842 t. Maltese flag. Built in 1976 in Imari (Japan) by Namura Shipbuilding Co Ltd. Proprietor Ruby Maritime (Greece). Sold for demolition to Bangladesh.

Zarina III (ex-Floreana, ex-Isla Floreana). General cargo. 169 m long, 8,038 t. Saint Vincent and the Grenadines flag. Built in 1979 in Gdansk (Poland) by Sotcznia Gdanska im Lenina. Proprietor Gulf Breeze Ltd (Ukraine). Sold for demolition to India.

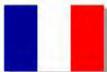
RORO vessel

Alu (ex-Alur Mas, ex-Setia Mas, ex-Setia, ex-Segani Dua, ex-Kai Kai, ex-Chosei Maru). RORO vessel. 86 m long, 1,833 t. Indonesian flag. Built in 1972 in Saiki (Japan) by Honda Zosen. Proprietor Tempuran Emas (Indonesia). Sold for demolition to Bangladesh.

Reefer

Myst (ex-Mystic). Reefer. 135 m long, 1,748 t. Dutch Antilles flag. Built in 1988 in Waterhuizen (the Netherlands) by Scheepswerven Gebr Van Diepen. Proprietor Triton Schiffahrts (Germany). Heavily damaged by fire while undergoing reparations in Szczecin. Sold for demolition to Turkey.

Container carrier

P&O Nedlloyd Nina (ex-PONL Malacca, ex-PONL Khaleej, ex-PONL Piraeus, ex-Asia Star, ex-Maersk Hakata, ex-Choyang Sydney, ex-Singapore Express, ex-Neptune Lazuli, ex-Geb Oldendorff, ex-Tadeusz Kosciuszko). Container carrier. 200 m long, 14,171 t. Great Britain flag. Built in 1981 in La Ciotat (France) by Les Chantiers Navals de la Ciotat. Proprietor Maersk (Denmark). Sold for demolition to China. \$240/ton. 

P&O Nedlloyd Taranaki (ex-Australia Star, ex-Pyrmont Bridge, ex-Heinrich Oldendorff, ex-Kazimierz Pulaski). Container carrier. 200 m long, 14,140 t. Great Britain flag. Built in 1981 in Saint-Nazaire (France) by Les Chantiers de l'Atlantique under command of the French Polish Shipping Company. Proprietor Maersk (Denmark). It should have been demolished at the beginning of 2003. Finally sold for demolition to China. It is the first container carrier to leave for demolition for 2 years. \$240/ton.



Ferry

Tag Al Salam (ex-Falster Link, ex-Free Enterprise IV). Ferry. 117 m long, 4,400 t. Panamanian flag. Built in 1969 in Smulders-Schiedam (the Netherlands) by N.V. Werd Gusto v/h Fa AF. Proprietor El Salam Shipping (Egypt). Former ferry of Townsend-Thoresen reconverted for transport of pilgrims between Mecca and Egypt. Same proprietor as the *Salam Al Boccaccio 98* which sank in January 2006 with 1000 passengers. Sold for demolition to India.

Links:

"A floating dock just in time" February 27, 2006:

<http://www.robindesbois.org/communiqués/mer/fortune/2006/DockFlottantHavre>

"Ship-breaking.com" February 7, 2006 and "Ship-breaking.com #2" March 2, 2006

<http://www.robindesbois.org/dossiers/BulletinNavires.pdf>

Dossier "End-of-life ships"

<http://www.robindesbois.org/dossiers/naviresfindevie.pdf>

Sources: *American Bureau of Shipping, Bureau Veritas, Clarkson's Shipping Intelligence Network, Clarkson's Shipping Intelligence Weekly, Det Norske Veritas, Equasis, Exim-India Newsletter, Le Havre Presse, Il Resto Del Carlino, Koopvardij, Lloyd's List, Lloyd's Register of Shipping, Maritime Matters, New Zealand Maritime Index, Office of Maritime Consultant Co, Paul Mason Market Review, Robin des Bois archives and personal sources, Shiplovers, Shipspotting, SS Maritime, Stoomschip-Rotterdam, Upper Clyde Shipbuilders Ltd.*

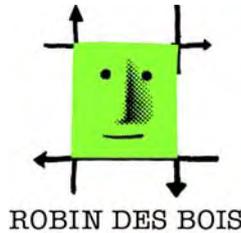
Robin des Bois

Association for the protection of Man and the environment www.robindesbois.org

14, rue de l'Atlas 75019 Paris tel: 01.48.04.09.36/fax: 01.48.04.56.41

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From February 3 to March 2, 2006



Ship-breaking.com

Robin des Bois continues its investigational compilation of current news concerning ship breaking. The underlined weight corresponds to the weight of each unit, not taking cargo into account and basically in the state that it will be when getting to the shipbreaking yards (most of the time the ship gets there without need of towing). 90% of the weight is made of ferrous or non ferrous metals which can be recycled, the majority of the remaining 10% consists of accessories, general equipment, furniture, electrical and electronic goods, plastic, asbestos, poly-urethane foam, various waste and exploitation by-products... None of the following ships has undergone a pre-decontamination. Taking their age into account, they would all contain asbestos, BPCs and toxic paints. The main by-products linked to the ships' activities are oiled sludge and polluted waste water. In the case of ships for which one can suspect a very intensive use of high risk materials, it is pointed out in the ship's profile. Robin des Bois' presented their investigation file "Navires en fin de vie" (Ships towards the grave) in Cherbourg (Normandy) on 22nd February 2006, this dossier is available on line in French version.

France

Lucifer II (1943), ex-*Découverte* of the French Free Forces (WWII), ex-*Windrush* Royal Navy. *Lucifer* was used as a training site for Fire Fighting and Fire Safety following her beaching in Querqueville in the Cherbourg harbour (1967-2002). Length 93.5m, 1325 dwt. Pollution concerns include, the presence of BPCs, ballast waters, different forms of asbestos based pollutants, and oils. A "*Clémenceau*" type protocol will include a diagnostic a decontamination followed by the shipbreaking per se. It would have to be carried out on site, on the beach as the ship was split in two following a strong high tide in 1994 and cannot be displaced anymore. Furthermore, the perimeter around and under the ship is to be depolluted. Precise technical data on the pollution is not yet fully known. A tentative date for the start of this procedure could be autumn 2006.



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Lucifer II – Cherbourg. Ship-breaking is planned to start this autumn.

Floating dock. Le Havre. It will not go to the shipbreakers, yet Le Havre Port Autonome (Le Havre Port Authorities) is putting it up for sale via an international tender procedure. This type of public equipment built in Saint Nazaire is quite rare and very sought after. It can greatly contribute to the scrapping-deconstruction-asbestos removal of ships or of other floating artefacts, it should in our opinion be kept on the French Atlantic facade (re. Robin des Bois, Press Release in French 27/02/06 « Un dock flottant qui tombe à pic »). Latest news confirm the dock will need repairing before it is sold and/or converted for another use.

Asia

Amsterdam. Cargo, 4911 . dwt, Tuvalu flag. Built 1978. Bound for demolition (unknown destination)

Andaman Princess (Ex-Svea Jarl, Ex-Apollo III). Ferry / Cruise ship, length 101 m, Thailand flag. Built in 1962 in Stockholm (Sweden) by AB Finnboda Varf. After more than 20 years of ferrying between Stockholm and Helsingfors, it became a successful cruise ship in Thailand. It was spared by the tsunami of December 2004, was used as a rescue and medical ship for tourists. Following economic difficulties for Siam Cruises its operator, it was waiting for its final fate in Bangkok and was finally sold for scrap in India (Alang). 415 passengers capacity, asbestos, miscellaneous radioactive sources.

Axion. (ex-Pamela, ex-Mela, ex-La Frenais, ex-Praxitelis). Bulker, length 189 m, 6.852 dwt. Malta flag. Built in 1976 in Sevilla (Spain). Owner Desmos Maritime SA (Grèce). Ldt. Sold for demolition to Bangladesh. 350 \$ per t.

Baron (ex-Barbara H, ex- Desnogorsk, ex-Successor 3, ex-Kelo). Bulker, length 189 m, 6.852 dwt. Flag Cyprus. Built in 1976 in Sevilla (Spain) by Astilleros Españoles SA. Owner Byzantine Maritime SA (Greece). Held up in Bremen (Germany) in December 1999, then in Las Palmas (Spain) in February 2002, then in Valencia (Spain) in July 2005. Sold for demolition in Bangladesh.

Dale (Ex-Deepdale, ex-Marol). Tanker, length 184 m, 8.935 dwt. Flag Panama. Built in 1979 in Japan by Imabari Zosen. Owner Laura Finance (Greece). Sold for demolition in Bangladesh. 385 \$ per t. Contains chemical scales, oil leaching, oily sludge, risks include explosion, fire, intoxication from toxic fumes.

E Dignity (Ex-Marathon, ex-Anchor Bay, ex-Sliema, ex-Kapital I, ex-Margaret John, ex- Anatasia II). Cargo, length 115 m, 7.583 dwt. Flag Pavillon Malta. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owner Emre Gemicilik Denizcilik Tic Ltd (Turkey). Held up in 2000 in Bilbao (Spain) then in Rouen (France) and finally in Longuldak (Turkey) in July 2005 following deficiencies in the fire safety regulations and in the engine compartment. She was acquired in November 2005 by a courtier for 326 \$ per t.. This included an option to resell in the 4 following months. *E. Dignity* eventually sold for shipbreaking in Bangladesh at 340 \$ per t.

Excellent (ex-Gamma, ex-Skycrest, ex-Palmstar Sumida, ex-Federal Sumida). Bulker, length 183 m, 8.581 dwt. Flag (formerly Liberia flagged). Built in 1976 in Mizushima (Japan) by Sanoyasu Dockyard Co. Owner United Marine Shipping (Singapore). Sold for demolition in Bangladesh at 350 \$ per t.

Gai. « Log Freighter » , 8.102 dwt. Flag Tuvalu. Built in 1972 in Japan. Owner KNK Management-Bombay (India). Sold for demolition in Bangladesh.

Gas Bauhinia (ex-Gas-Diana). Gas tanker, length 228 m, 14.115 dwt. Flag Liberia. Built in 1977 in Yokohama (Japan) by Mitsubishi. Owner Jiu Feng Arco Shipping (Singapore). BP used as

floating storage for natural gas off the Chinese coast , it was damaged by the Damrey typhoon in September 2005. Sold for demolition in Bangladesh. Very low level radioactive dusts.

Jaami. (ex-*Sekondi*, ex-*Bello Folawiyo*, ex-*Deo Juvante*, ex-*Merkur America*, ex-*EAL Opal*, ex-*Berlioz*, ex-*Wing Son*). Freight Cargo, 5.872 dwt. Flag Bangladesh. Built in 1979 in Szczecin (Poland). Owner Midland Shipping Ltd (Singapore). It departed Chittagong (Bangladesh) for Europe with a cargo of containers (miscellaneous goods including clothes, handicrafts, cloth), *Jaami* went ashore in the Colombo (Sri Lanka) harbour on December 26th 2004 during the tsunami. Sold for demolition at 275 \$ lper t.

Kent (ex-*N Cedar*, ex-*Nichitama Maru*). Tanker, length 256 m, 18497 dwt. Flag Liberia. Built in 1980 in Numakuma (Japan) by Tsuneishi. Sold by Navix Line (Japan) in 1995 to Elka Shipping (Greece). The *Kent* is the largest tanker sold to the shipbreakers in 2005-2006 (384 \$ per t.). She is expected in Bangladesh. Scales and oil deposits in tanks and pipes make it a concern for explosion, fire and intoxication.

Nico. Bulker , 1575 dwt. Flag Portugal. Built in 1969 by Ferguson Brothers in Glasgow (United Kingdom). Owner based in Madera. Sold for demolition to an unknown destination.

Ocean Pride. (ex-*Silver Star*, ex-*Craig*, ex-*Gonosan*, ex-*Seiwa Maru*, ex-*Sunny Peak*). Bulker, length 146 m, 5.430 dwt. Flag St Vincent and the Grenadines. Built in 1977 in Imabari (Japan) by Imabari Zosen. Owner Nedkhan Shipping (Singapore). Sold for demolition to an unknown destination.

Olympia I. (Ex. *Achilleus*, Ex. *Orion*, Ex. *Thomas II*). Passenger/Cruise Ship, length 126 m, 3740 dwt. Flag Greece. Built in 1953 in Livorno (Italy) by Ansaldo S.p.A. Owner Freewind Shipping (Greece). 328 passengers . Sold for demolition in India. Asbestosis very much used in passenger-ships as well as radioactive sources to detect smokes.

Our Lady of Fatima (ex-*Ferry Ehime*). Ferry, length 101 m, 3115 dwt. Flag Philippines. Built in 1972 in Kinoh (Japan) by Kishimoto Zosen. Sold for demolition in Bangladesh (part of a lot with the e *Our Lady of Guadalupe*) for 220 \$ per t. Transportation between Cebu and Ormoc (Philippines) for Aboitiz Transport System; 1239 passengers . Asbestos, radioactive sources.

Our Lady of Guadalupe (ex-*Asaka Maru n°8*). Ferry, length 89 m, 1833 dwt. Flag Philippines. Built in 1973 in Hinase (Japan) by Okayama Zosen. Sold for demolition in Bangladesh (part of a lot including the *Our Lady of Fatima*-see above- for 220 \$ per t. Transportation between Cebu and Ormoc (Philippines) for Aboitiz Transport System; 849 passengers. Asbestos, radioactive sources.

Rez (ex-*Carezza*, ex-*Maramozza*). Chemical cargo, length 89 m. Flag Panama. Built in 1969 in Marina di Carrara (Italy) by Cant. Nav. Apuania. Owner, Black Sea Shipping (Turkey). Held up in April 2003 in the port of Koper (Slovenia) for a number of deficiencies concerning all parts of the boat and all aspects of navigation. Sold for demolition in India. Chemical scale potentially low level radioactive if the ship carried phosphoric acid. Risks of explosion, fire, intoxication.

Volcano. Bulker, 6595 dwt. Flag Malta. Built in 1975. Owner Desmos Maritime (Greece). Sold for demolition in Bangladesh. 355 \$ per t.

Brief analytical summary : Out of 18 ships going to shipbreaking, 8 are under European flag or are owned by European citizens. 7 of them are shorter than 150 m, 4 are between 150m and 200m long, 2 are between 200m and 256 m long. These ships are between 26

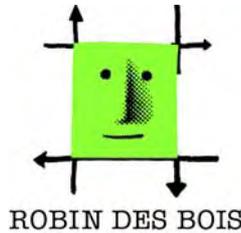
and 53 years old. Cumulative figures indicate a minimum of 100 000 t. of metals which will be recycled.

Since the beginning of the year, other ships are bound for shipbreaking but the contracts with the shipbreaking yards are not finalised yet. They include the *Twin Star*, *Lamo*, *Jupiter 6*, *Bowen King*, *Shanadar*, *M Sulphur*.

The Rotterdam case : The Rembrandt liner (ex-Rotterdam) is undergoing refurbishing work. She is owned by a Foundation linked to the Rotterdam port. She arrived in Gdansk (Poland) towed from a Cadiz shipyard (Spain).

The Rotterdam will have some (partial) asbestos removal work carried out in Gdansk before she starts a new life. In a couple of months, she will be docked in Rotterdam and will serve as a floating hotel and water leisure facility. In accordance with the technical explanations provided for the Clemenceau, the Rotterdam in the same way will not be totally asbestos free at the end of the process so as to keep proper floatability. The precise asbestos technical diagnostic is not known.

Sources : Aboitiz Transport System, American Bureau of Shipping, Black Sea Memorandum of Understanding, Clarkson's Shipping Intelligence Network, Clarkson's Shipping Intelligence Weekly, Det Norske Veritas, Equasis, Lloyd's List, Lloyd's Register of Shipping, Maritime Matters, Robin des Bois archives and personal sources , Shipspotting, Trade Winds, Walton and Morse.



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from January 1, to February 2,
2006

Ship-breaking.com

News bulletin, concerning the demolition of ships. Unlike the *Clemenceau* none of the following ships underwent asbestos removal. Some of these boats are of European origine.

In England, the demolition shipyard Able, Teeside Environmental Reclamation and Recycling Center is waiting for the authorisation from the Hartlepool Community and the British Environmental Agency. More than 2 years ago, 4 former U.S. Navy ships were towed to Europe. Environmental groups have asked for the return to the U.S. of 4 American "ghost-ships", thus the recycling work has been halted. The boats are docked and still waiting in Hartlepool.

In Asia : *Bahagia*. Tanker, 3,872 t of metal's. Singapore Flag. Built in Japan in 1977. Detained in October 2005 under the Tokyo memorandum. Classification certificate valid until 2008 held by the Japanese Co. NKK. Sold for demolition to Bangladesh for 375 \$ per t.

Herakles. General Cargo Liner, 159 m long, 5,212 t of metal's. Thailand Flag. Built in Spain in 1976. Greek management. Sold for demolition to Bangladesh, for 353 \$ per t.

Jelita. Cargo Ship, 4,912 t of metal's. Built in 1977. Indonesia Flag. Unknown owner. Sold to Bangladesh. Following gale winds, she wrecked on a coral reef and was towed to the Mombassa harbour in Kenya. The crew of 23 was abandoned and the ship was auctioned. The crew was sent home to Indonesia with 60 % of their total claim.

Jovial Duckling. Tanker, 236 m long, 13,073 t of metal's. Built in Japan in 1980. Panama Flag. Double hull. Operated regularly in Northern Europe. Detained in Baltimore and Gibraltar in 2002 following deficiencies. Beached in Turkey following an engine breakdown in the summer of 2004. Sold for demolition in Bangladesh for 347 \$ per t.

Linnea. (Ex. *Ovik Saga*). Passenger / General Cargo Ship 1,500 t of metal's. Built in 1964. British Virgin Islands Flag. After being abandoned for 10 years in Thailand and in Malaysia, sold for demolition in Bangladesh. Linked Greenland and Denmark, 197 passengers.

Lyra. (Ex. *Sirius*). Bulk Carrier 176 m long, 27,140 t of metal's. Built in Japan in 1976. Cereal carrier. Cyprus Flag. Sold to be demolished in Bangladesh for 350\$ per t.

Pageia. (Ex.???? Russian Flag) Research Ship, 7,836 t of metal's plus 300 t of aluminium. Bought in cash as is in Cyprus for 385 \$ per t.

Spirit of Yahveh. Bulk Carrier 154 m long, 5,445 t of metal's. Cereal carrier. Built in Japan in 1980. Panama Flag. Ex. *Lion Glory*, *Orion Glory*, *Odelia*, *Eastern Glory*, *Handysize Bulker*. In Sri Lanka, the crew of 20 called to justice the Ship owner for not paying 140,611 SGD (Singapore \$).

Triumph. Bulker, 6,750 t of metal's. Built in Japan in 1976. Liberia Flag. Sold for demolition to Bangladesh.

Two large Bulgarian and Ukrainian fishing boats, *Amfibio* (Ex. *Ofélia*). 88 m long built in 1975 in Poland and the *Westfishing* (Ex. *Orkevi*), 62 m long, built in 1984 in Eastern Germany, USSR Flag until 1992, both were sold for demolition in India.

A number of other boats are waiting to be scrapped since the beginning of 2006 but contracts with the ship-breaking yards are not finalised. They include *Grampian City*, *Kommandor Amalie*, *NCC Jizan*, *Chevron Mississippi*, *Sentosa*, *Chios Horizon*.

Analysis: Traditionally the month of January is quiet in the ship-breaking trade, this pause has inscribed itself within a scarce market since the 2nd half of 2005. The demolition shipyards have not yet seen the repercussions from the partial withdrawal of single hull petrol tankers.

The Rotterdam case: The Ocean Liner *Rembrandt* (Ex. *Rotterdam*). Launched in 1958, it should be converted into a floating hotel in Rotterdam. She is undergoing major careening work in Cadiz, Spain. In a couple of weeks she should leave for the Gdansk Ship yard in Poland for asbestos removal work. The asbestos volume is not known. Partial asbestos removal would be carried out in proportion of the ship's new calling and should respect her luxurious decoration. The file was never addressed to our knowledge in the light of the Basel convention or of any other European agreement on asbestos waste.

Sources: Abandoned Seafarers Andrew Mwangura, Business Line, Clarkson's World shipyard Monitor, Clarkson's Shipping Intelligence Network, Clarkson's Shipping Intelligence Weekly, Equasis, Freshly Minted Marine, IACS Permanent Secretariat's Report, James Fisher and Sons plc Annual Report and Financial Statements, Lloyd's List, Maritime Matters, Mémorandum de Tokyo, Newsroom – Detentions, Online edition of Daily News, Seatrends, SRJ Ship Repair Journal, files and personal sources of Robin des Bois.