Global Statement 2006 of Shipping Vessels Sent to Demolition

According to prior observations on the fate of to-be-scraped 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 there 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 that 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
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.


Siarnavee 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.


Chemical Tankers


Gas Tanker

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.


**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-Al 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.


*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 Ravenne (Italy). Sold for demolition to India. $435/ton.


**Container ships**


*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 Centrans, it passed from a Bahamas flag to a Hong Kong flag, and arrived for its demolition to Bangladesh under the Tuvaluan flag.


**RORO Vessel**

**Saif 1** (ex-*Dubai Flower*, ex-*Ajman Flowers*, ex-*Nostos*, ex-*Gunilla*). RORO vessel. 118 m long, 2,915 t. Sierra Leone 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.


**Ferry**


**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.


Supply Ship


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


Factory (fish) Ship

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 (l’), 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
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 Nedlloyd’s 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.


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.

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<tr>
<th>Icon</th>
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<td><img src="image" alt="Ship and crew detained" /></td>
<td>ship and crew detained in a port for deficiencies</td>
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<td><img src="image" alt="Single hull tanker" /></td>
<td>single hull tanker banned from transporting heavy fuel in European waters, or ship deviated from European Exclusive Economic Zone (EEZ)</td>
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<td><img src="image" alt="Ship built in France" /></td>
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**Ferry**


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.

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.


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.


Robin des Bois 6/11

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.


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.


**Gas tanker**

*Sea Coral* (ex-*Alliance III*, ex-*Princess Sanee*, 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 Odifell ASA (Norway). Sold for demolition to India with 634 t of fuel and 624 t of stainless steel. $880/ton.


**General cargo**


*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.


*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.


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.


Bulk carrier


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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Reefers

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


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 Pennsyl vania 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.


Container carrier


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.

RORO vessel


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, Lame 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,
Ship-Breaking.com


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.

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](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 in $386 per ton in Bangladesh, $360/ton in India, and $230/ton in China.
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 reparation 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


**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.


**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.


**Seal** (ex-Sea Horse I, ex-Performance 9, ex-Visahakit 5, ex-Esso 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.


**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.


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 Shenzen (China), and in 2005 in Hong Kong for 20, 14, and 25 deficiencies, respectively. Sold for demolition to Bangladesh. $354/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.


General cargo


**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.


Chemical tanker


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.
Reefers


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.


**Container carriers**


*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.


**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**


**RORO vessel**


**Heavy load carrier**


**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).
Information bulletin on ship demolition
#4
from April 14 to May 2006

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-Marshel Zakharov). Bulk carrier. 245 m long, 23,763 t. Panamanian flag. Built in 1979 in Gdynia (Poland) by Stocznia im Komuny Paryskiej. Proprietor Mastrogiorgis 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, Mastrogiorgis 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.


Pretty Zhejiang (ex-Elise, ex-Baraganut). Bulk carrier. 254 m long, 17,000 t. Panamanian flag. Built in 1982 in Constanta (Romania) by Saniterul Naval Constanta SA. Proprietor Zhejiang Ocean Shipping Co Ltd (Zosco) (China). Detained in2 001 in Dampier (Australia) and in 2004 in Incheon (Korea). Sold for demolition to Bangladesh. $353/ton.


Zephyros (ex-Pacglo). 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). Datined in 2005 in Lisbon (Portugal) and Gdynia (Poland) and in 2004 in New Orleans (U.S.). Sold for demolition to India. $360/ton.

Robin des Bois – 1/3
**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.


*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 Komeychuk).* 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.”


**General cargo**


*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 Kinoe (Japan) by Setouchi Zosen KK. Proprietor PT Rejeki Sentosa Shipping (Indonesia). Sold for demolition to Bangladesh.


Container carrier


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


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 Shipbreaking.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.

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.


**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.


**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.


**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.


**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.


**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 Españoles SA. Proprietor Julian Maritime Ltd (Greece). Detained in 2004 in Algeciras (Spain), in 2004 in Venice (Italy), and in 1999 in Bay Comeau (Canada) and Szczecin (Poland). Sold for demolition to Bangladesh. $335/ton.


General cargo


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.


RORO vessel

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 Schifffahrts (Germany). Heavily damaged by fire while undergoing reparations in Szczecin. Sold for demolition to Turkey.

Container carrier
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:

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, Koopvradij, 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 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 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 needed repairing before it is sold and/or converted for another use.

Asia


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.


Baron (ex-Barbara H, ex- Desnogorsk, ex-Successor 3, ex-Kelo). Bulker, length 189 m, 6.852 dwt. Flag Cyprus. Built in 1976 in Sevilia (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 Gemic ilik 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.


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 $ per 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.


Our Lady of Fatima (ex-Ferry Ehime). Ferry, length 101 m, 3115 dwt. Flag Philippines. Built in 1972 in Kinoe (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. Apuana. 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.


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.
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, Teesi de 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.


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.


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.


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.