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## Complementary information on aircraft carriers

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



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

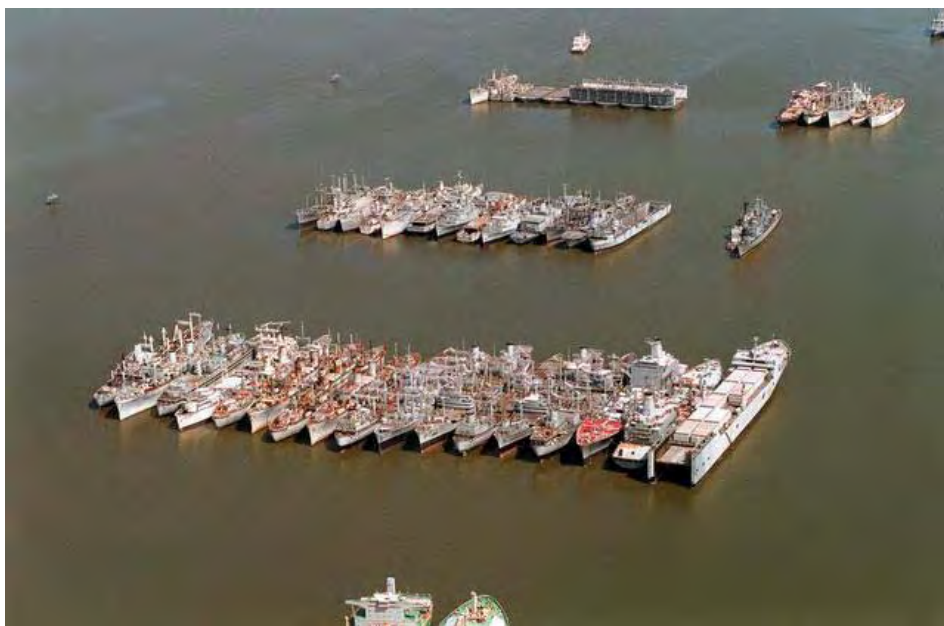
around the concept ship-museum-shop in Hong-Kong and an attempt to sell her on the internet and in spite of the « Save the *Vengeance* » campaign by British Veterans who wished her return to Great Britain to be transformed into a museum, she was towed without undergoing any pre-removal of asbestos in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

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

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

### The United States

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



James River Reserve Fleet – Virginia © US MARAD

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

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



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

### India - Bangladesh

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

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

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

From the 29<sup>th</sup> of June to the 4<sup>th</sup> of October 2007, the vessels up for demolition have been scarce. As a result the price offered by the ship-breakers in Bangladesh has continued to increase to more than 500 \$ per tonne, and close to 600 \$ in the case of tankers, which allows Bangladesh to reap in 29 (52 %) of the 58 vessels sent to be demolished against 15 (26%) to India. India cannot match Bangladesh's price, therefore it has to take vessels of a lower tonnage (the average size of vessels dismantled is 102 m in length in India compared to 152 m in length in Bangladesh) the record price has been beaten by chemical tankers with cargo especially

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

Of the 58 vessels to be broken up between the end of June and the beginning of October, 25 of them were either petrol tankers, chemical tankers or gas carriers (totalling 43 %). 6 were passenger ships, including the veteran *State*, 55 years old and the *Anastasis*, 54 years old, they left for Indian, Bangladeshi, or American demolition shipyards. 6 factory fishing vessels which had been caught fishing illegally in 2006 went for demolition 5 of them belonged to a Cyprus owner. 19 vessels are under European flag or have European owners (or are part of the European Free Trade Association), 7 of them are Greek. Their age ranges between 18 and 55 years old the average is 32. 36 are shorter than 150 m in length, 17 measure between 150 and 199 m and 5 measure 200 m and up to 340 m in length for the tanker VLCC *Magnolia*. The total demolition will enable the recycling of more than 300,000 tons of metal, of which 185,000 tons in Bangladesh alone.

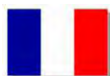
Since the 1<sup>st</sup> of January 2007, 229 vessels were sold for dismantling, which means an increase of 20 % compared to figures from earlier years. The activity has slowed down this summer. The market's perspectives are blurry. The « boom » announced by some forecasters has not been confirmed. The association of ship-breakers in Bangladesh has just announced a stand still on the buying of vessels until the beginning of November with the intention to lower the prices. In India, the Supreme Court intends to create new rules for the vessels coming to ship-breaking yards notably "Green passport". During the period covered by this bulletin Ship-breaking number # 10 many of these vessels about to be scrapped have been detained in World ports with their crew (25 vessels, representing 43% but that percentage increases to 65 % for bulk carriers and various cargo ships). Apart from US MARAD ships which were sold to American ship-breaking yards and which underwent preliminary de-pollution, none of the other ships were subject to a pre-depollution process.



Vessel and crew detained in a port for deficiencies



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



Vessel built in France



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

### Ferry – Passenger ship

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

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

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

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

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

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



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

## Ro / Ro

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



## Tanker



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

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



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

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



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

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



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



*Magnolia* © Steve Woodward

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

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

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

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



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

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

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

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

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



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



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

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



© Marc Piché

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

### Chemical tanker

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



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

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



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



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



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



### Gas Carrier

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



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



*Norgas Pilot* (ex-*Magellan*). 112 m in length, 4,145 tons. Gas Carrier. Hong-Kong flag. Classification society Germanischer Lloyd. Built in 1977 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania SpA. Owned by Norgas Carriers AS (Norway). Detained in 1999 in Algeiras (Spain) and in 2005 in Antwerpen (Belgium). Sold for demolition in India.



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

### General cargo

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

*Cape Clear* (ex-*Mayo Lykes*). General cargo. 150 m in length, 5,876 tons. United States flag. Classification society American Bureau of Shipping. Built in 1963 in Sparrows Point (United States) by Bethlehem Steel. Owned by United States MARAD. Bought on 1984 by the American

administration for 1,411,000 US \$. Sold for demolition to the Brownsville ESCO Marine shipyard (United States) for 537,726 \$, at 91 \$ per ton. See photo p. 3.

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



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



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

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



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



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



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




### **Bulk carrier**


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

*Pavel Rybin 2 (ex-Pavel Rybin)*. Bulk carrier. 164 m in length, 6,982 tons. Cambodian flag. Classification society International Register of Shipping. Built in 1975 in Mukaishima (Japan) by Hitachi Zosen. Owned by Parkroad Corp (Korea). Detained in 2006 in



Yeosu (Korea) and in 2007 in Rizhao (China). Sold as is in Lanshan for demolition in Bangladesh at 509 \$ per ton.


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


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

### Container ship carrier

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


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

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

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

### Reefer

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

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

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



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

### Factory ship

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



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



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



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



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



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

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



# WANTED



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

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

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