From October, 5th to December, 31st 2007, 60 vessels have been removed from shipping activities to be demolished. Ships sold before the starting up in autumn of the Cartel of Bangladeshi ship breakers have reached Bangladesh. This coalition aimed to get a drop in demolition values. Bangladesh reappeared in the market at the end of the year. Therefore India received the largest number of ships to be demolished, 39 vessels (65%) ahead of Bangladesh 10 vessels (17%) and Pakistan 9 vessels (15%), 2 vessels which were originally designated for Pakistan were eventually sent to India.

On September, 6th 2007, The Indian Supreme Court voiced their opinion concerning the improvement of conditions of ship dismantling in India and asked the government to elaborate on the code of practice to safeguard the workers and the environment. In principle, it consists in imposing an inventory of the dangerous materials on board the vessels, the pre-cleaning before the demolition, and a survey of the vessels on arrival, in verifying the information provided and and in sending back any vessels which do not comply with the requirements.

While waiting for the clearance of these new regulations, the applicants for dismantling have continued to flow towards Alang Bay yet they must wait for final authorisation from the authorities. After some weeks of fine tuning the procedures have been established by the governmental agencies (Pollution Control Dpt, Explosives Dpt, Agency for Radioactive Materials…) in order to verify the declarations of hazardous materials on board and to ensure their treatment on land.

**Beni Ansar (ex-Wisteria, ex-Prinses Maria Esmeralda)** was announced to be sold as is in the Moroccan / Spanish area. (See Ship-breaking.com #10). Under pressure from ecologists who were opposed to her demolition in India without her undergoing any pre-cleaning she was detained by the Spanish authorities and finally freed with the promise from the owner that the Beni Ansar renamed Aquaba Express would be repaired in Romania and that she would continue her career in shipping. The reality is that she was beached in Alang under the name Al Arabia in October.

Of the 60 ships to be demolished from October, 5th to December, 31st 2007, 22 (37%) were tankers (oil tankers, chemical tanker, gas carriers) among them features BW LPG FPSO1, liquefied gas carrier built in 1977 by Les Ateliers et Chantiers de La Ciotat and converted into a Floating Production, Storage and Offloading unit. MSC sent to be scrapped four of their oldest vessels, for example the big container ship MSC Sonia (261m in length). 10 trawlers or factory ships and one reefer caught by the North East Atlantic Fisheries Commission for transporting an illegal catch have been sent to be scrapped. Of these 60 ships 31, (52%) have been detained in harbours worldwide for technical or human deficiencies by Port State Authorities. With regards to the bulk carriers, general cargo carriers and container ships sent to be scrapped, their rate is as high as 100%. 15 ships were under a European flag or belonged to European ship-owners and / or member states The European Free Trade Association (EFTA). These ships range from 21 to 43 years old with an average of 31 years. 43 were less that 150m in length, 10 between 150 and 199 m in length and 7 between 200 and 261 m in length. The total of these demolitions permits the recycling of 285,000 tons of metals.
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.

Tanker
Adriatik (ex-Adriatiki, ex-Petrobulk Rover, ex-Regal Voyager, ex-Northern Ocelot, ex-Randina). Tanker. 174 m in length, 6,708 t. Saint-Kitts-and-Nevis flag. Classification society Det Norske Veritas. Built in 1980 in Usuki (Japan) by Minami Nippon Zosen KK. Detained in 2005 à Trieste (Italy). Owned by Pelmar Shipping (India). Sold as is in Piraeus (Greece) for demolition in Bangladesh at 460 $ per ton.

Bandondari (ex-Zoras, ex-Enalios Skiron, ex-Kaohsiung, ex-Esso Kaohsiung). Tanker. 245 m in length, 19,709 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1983 à Kaohsiung (China) by China Shipbuilding Corporation. Owned by Brotojoyo Maritime (Indonesian). Detained in 2001 in Rijeka (Croatia) and in 2002 in Trieste (Italy). Sold as is in Singapore to a broker for resale and demolition intended in Pakistan at 535 $ per ton, including bunkers for the last trip. She finally arrived 3 months later renamed Don and under the Mongolian flag in Bangladesh after the decision of Pakistani scrapyards not to continue their increase of prices.


Lucky Star (ex-UB-29, ex-Noor, ex-Doha Star, ex-Sea Leader B, ex-Crystal, ex-Sun Voyage, ex-Bum Han). Chemical tanker. 115 m in length, 2,400 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1982 in Pusan (South Korea) by Daedong Shipbuilding Co. Detained in 2002 and in 2003 in Hong Kong. Sold for demolition in Pakistan.


**Taylor (ex-San Terenzo, ex-Agip Napoli)**. Tanker. 159 m in length, 6,988 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1982 in Genova (Italy) by Italcantieri. Owned by Makro Denizcilik (Turkey). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan at 535 $ per ton.


**Gas carrier**


**Chemical tanker**


**K Bilgin** (ex-Ubin, ex-Rubino). Chemical tanker. 63 m in length, 678 t. Turkish flag. Classification society RINA. Built in 1970 in Pietra Ligure (Italy). Owned by Tanker Denizcilik As (Turkey). Detained in 1998 in Rijeka (Croatia). Sold for demolition in India at 780 $ per ton because of stainless steel tanks.


Push tug and barge

![Seabulk Magnachem and SC 3902, New York City, USA. May 2005. ©Tom Turner](image)

(Fish) Factory ship


![Flipper II, Las Palmas © Angel Luis Godar Moreira](image)


**Fishing vessel**


Zemlyansk. Fishing vessel. 85 m in length, 1,452 t. Russian flag. Unknown classification society. Built in 1980 in Gdansk (Poland) by Stocznia Polnocna im. Bohasterow Westerplatte. Tuna seiner. Sold as is in Walvis Bay (Namibia) for demolition in India at 400.000$.

**Reefar**

Albert I (ex-Northern Ice, ex-Tropical Reefer, ex-Orion Reefer, ex-Golfo De Guacanayabo). Reefer. 163 m in length, 7,381 t. Cyprus flag. Classification society Lloyd’s Register of Shipping. Built in 1978 in Kure (Japan) by Kanda. Owned by Nordstrand Maritime & Trading (Grèce). Detained in 1998 in Saint-John (Canada), in 2000 in Antwerpen (Belgium), in 2001 in Hamburg (Germany) and Gdynia (Poland), and in 2005 in Novorossiysk (Russia). Sold for demolition in India at 495 $ per ton, whereas the shipowner had previously received an offer at 540 $ per ton but delayed the sale in the hope of a rise in prices.

Cefey (ex-Briz, ex-Turicia). Reefer. 78 m in length, 1,320 t. Russian flag. Classification society Germanischer Lloyd. Built in 1978 in Büsum (Germany) by Büsumer Werft GmbH. Owned by Rybprom-3 (Russia). Detained in Portugal in 2004 in Setubal and in 2007 in Aveiro. Vessel caught fishing illegally and banned from fishing or docking in a Member State of the North East Atlantic Fisheries Commission. Sold for demolition in India.


Container ship


**MSC Samia** (ex-Maersk Kobe, ex-Verrazano Bridge, ex-Arabian Sea). Container ship. 249 m in length, 23,713 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1973 in Kobe (Japan) by Kawasaki Heavy Ind Ltd. Owned by Mediterranean Shipping Co (Switzerland). Detained in 1999 in Great Yarmouth (United Kingdom), in 2001 in Anvers (Belgium), en 2002 in Fremantle (Australia), in 2003 in Port Botany (Australia) and in 2005 in Naples (Italy). Sold for demolition in Bangladesh where she arrived as *Sami*.


**Ferry**


**Ro-Ro (passengers)**

*Hormuz* (ex-Iran Hormuz 24). Ro-Ro. 73 m in length, 1,407 t. Iranian flag. Classification society Lloyd’s Register of Shipping. Built in 1986 in Inchon (South Korea) by Inchon Engineering & Shipbuilding Corp. Owned by Valfajre (Iran). Sold for demolition in India.

**Ro-Ro (cargo)**

*Lee* (ex-Sea Eagle II, ex-Alexanderhaven, ex-Karina, ex-Ivan Skuridin). Ro-Ro. 139 m in length, 6,030 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Leningrad (Russia, ex-Soviet Union) by A. Zhdanov Shipbuilding Yard. Owned by IT Maritime Engineering (Ukraine). Detained for 65 days with 58 déficiences in spring 2007 in Zeebrugge (Belgium) where she came to load second hand vehicles for Africa in replacement of her sistership *Sea Albatross* that had been under detention for 3 months but is still in service today. Sold for demolition in India.

**General cargo**


*Vaga*. General cargo. 102 m in length, 1,842 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1967 in Uusikaupunki/Nystad (Finlande) by Nystad Varv AB. Owned by Oceaninterbusiness (Russia). Detained in 2001 in Niigata (Japan), in 2005 in Nakhodka (Russia) and in 2007 in Russia in Vladivostock and Nakhodka and in China in Taicang and Yantai. Sold for demolition in India at 490 $ per ton.

Car Carrier

Heavy load carrier

Bulk carrier

Cement carrier.
Phoenix Sun (ex-Takuyo Maru). Cement carrier. 110 m in length. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Toyama (Japan) by Nipponkai Heavy Industry Co Ltd. Owned by Taiwan Maritime Transport. Detained in 2001 in Okgye (Korea), in 2002 in Kobe (Japan) and Incheon (Korea) and in 2005 in Nagoya (Japan). Sold for demolition in Bangladesh.

Research vessel

Sources
Agence Européenne de Sécurité Maritime ; Allied Shipbrokers ; American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson ; Compass Maritime Services ; Det Norske Veritas ; Equasis ; Exim India ; Germanischer Lloyd ; GMS ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd’s List ; Lloyd’s Register of Ships ; Miramar Ship Index ; North East Atlantic Fisheries Commission ; Optima Shipbrokers ; Robin des Bois sources personnelles et archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; Trade Winds ; United States Coast Guards ; United States Maritime Administration.