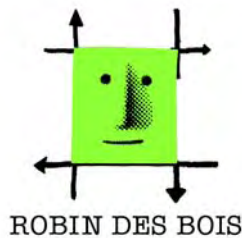


11



October 5th to December 31st 2007

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 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 than 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-*Eso 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 et 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. 

Belicia (ex-*Koki Maru*). Tanker. 92 m in length, 1,388 t. Panamanian flag. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Hakata (Japan) by Hakata Zosen. Owned by Alicia Shipping (Singapore). Detained in 2004 in Singapore, in 2005 in Guangzhou (China) and in 2007 in Prachuap Khirikhan (Thailand). Sold for demolition in Bangladesh. 


Cynthia (ex-*Olinda*, ex-*Camporrioja*). Tanker. 139 m in length, 3,420 t. Sierra Leone flag. Unknown classification society. Built in 1971 in San Fernando (Spain) by Ampreza Nacional Bazan de CNM. Owned by Gulf Energy Ltd Co (United Arab Emirates). Sold for demolition in Pakistan at 495 \$ per ton.

Dwi Samudra (ex-*Thita Titan*, ex-*Keishin Maru n°12*). Tanker. 82 m in length, 898 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1978 in Takuma (Japan) by Sanuki Zosen Tekkosho KK. Owned by Humpuss Intermoda (Indonesia). Sold for demolition in Pakistan at 510 \$ per ton.


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. 

MR-1 (ex-Antares V). Tanker. 106 m in length, 2,196 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1970 in Rauma (Finland) by Rauma Repola Oy. Owned by Harapan Bahtera Internusa (Indonesia). Used as vegetable oil tanker. Sold and towed for demolition in Bangladesh.


Orient Diamond (ex-Core Diamond, ex-Tomohon, ex-Bunga Bangsa, ex-Keiwa Maru, ex-Eiwa Maru). Tanker. 84 m in length, 1,200 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1971 in Chofu (Japan) by Kyokuyo Zosen Tekko KK. Owned by Orient Oil Co LLC (United Arab Emirates). Sold for demolition in Pakistan.

Tabriz. Tanker. 216 m in length, 13,458 t. Iranian flag. Classification society Det Norske Veritas. Built in 1980 in Yokohama (Japan) by Mitsubishi Heavy Industries. Owned by National Iranian Tanker Co (Iran). On the European Maritime Security Agency list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition in Pakistan at 560 \$ per ton. 

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.

Tirta Niaga I (ex-Lisa, ex-Christos, ex-Golden Galaxy, ex-Eagle Blance, ex-Komei Maru). Tanker. 104 m in length, 1,820 t. Singapore flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Kagoshima (Japan) by Kagoshima Docks &IW Co Ltd. Owned by Tirta Arung Inti Niaga (Indonesia). Detained in 2005 in Guanzhou (China) and in 2007 in Penang (Malaysia). Sold and towed for demolition in Bangladesh. 


Gas carrier


BW LPG FPSO1 (ex-Andean Gas, ex-Darwin, ex-Gas Enterprise, ex-Razi). Gas carrier. 231 m in length, 19,800 t. Bermuda flag. Classification society Bureau Veritas. VLGC (Very Large Gas Carrier) Built in 1977 in La Ciotat (France) by les Ateliers et Chantiers de La Ciotat and converted to LPG Floating Production, Storage and Offloading unit. Owned by BW Offshore (Norway). Sold for « probable demolition in Pakistan » but arrived in India on december 26, at 485 \$ per ton. 



BW LPG FPSO1, as Andean Gas, May 2006 (c) Reinier Meuleman

Escorpio Gas (ex-Haugvik, ex-Sigurd Jorsalfar). Gas carrier. 79 m in length. Panamanian flag. Unknown classification society. Built in 1973 in Waterhuizen (Netherlands) by Scheepswerf NVJ Pattje. Owned by Transgas Shipping Line (Peru). Demolition destination unknown.


Gas Tiger (ex-Jupiter Gas). Gas carrier. 93 m in length, 1,889 t. Thai flag. Unknown classification society. Built in 1976 in Usuki (Japan) by Usuki Tekkosho. Owned by World Wide Transport Co Ltd (Thailand). Detained in 2000 in Ulsan (Korea), in 2005 in Haikou (China), in 2006 in Zhuhai (China) and in 2007 in Yeosu (Corée). Sold for demolition in India. 


Vlora (ex-Capo Elena, ex-Serena Gas, ex-Pink Star, ex-Anna Schulte). Gas carrier. 78 m in length, 1,385 t. Panamanian flag. Classification society Maritime Bureau of Shipping. Built in 1973 à Oldenburg (Germany) by Heinrich Brand Schiffswerft BmbH & Co. Owned by Alemar SRL (Italy). Detained in 2005 in Rijeka (Croatia), in 2007 in Brindisi (Italy) and in 2007 in Midia (Romania). Sold for demolition in India. 

Chemical tanker

Chem Princess (ex-Multitank Arcadia). Chemical tanker. 102 m in length, 1,799 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1980 en Germany by JJ Sietas KG Schiffswerft GmbH. Owned by Eylem Denizcilik (Turkey). Sold for demolition in India at 575 \$ per ton.

Eta Beta (ex-Betacrux, ex-Roberta Foresi, ex-Tol Pacer, ex-Chemica, ex-Marta Z, ex-Stena Carbolica, ex-Stena Gothica, ex-Alchemist Bremen, ex-Thoralbe). Chemical tanker. 129 m in length, 2,939 t. Cuban flag. Built in 1973 in Sarpsborg (Norway) by Langvik Sarpsborg MV. Owned by Walfi Navegacio (Cuba). Sold for demolition in India.

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. 

Mercur (ex-Bow Orion, ex-Bow Sky). Chemical tanker. 170 m in length, 8,866 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1977 in Szczecin (Poland) by A Warskiego. Owned by Salhus Shipping AS (Norway). Detained in 2000 in Rotterdam (Netherlands), in 2001 in Port Botany (Australia) and in 2005 in Genova (Italy). Sold for demolition in India at 935 \$ per ton. 

Romeo (ex-Kesaria, ex-Cataumet, ex-Crystalventure, ex-Crystalventure L, ex-Fort Garry). Chemical tanker. 169 m in length, 8,271 t. Georgian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Mizushima (Japan) by Sanoyasu Dockyards. Owned by Chrystal Shipping (Singapore). Sold for demolition in Bangladesh.

Stolt Avenir. Chemical tanker. 170 m in length, 7,614 t. Liberian flag. Classification society Det Norske Veritas. Built in 1978 in Viana do Castelo (Portugal) by Estalaios Navais de Viana do Castelo. Owned by Stolt Nielsen Transportation (Netherlands). Sold for demolition in India.

Viscaya (ex-Jo Breid, ex-Lake Anina). Tanker. 173 m in length, 7,500 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1982 in Split (Croatia ex-Yugoslavia) by Brodogradiliste Split. Owned by HDS, ex-Halvdan Ditlev Simonsen (Norway). Sold for demolition in Bangladesh.

Push tug and barge

Seabulk Magnachem et SCC 3902. Push tug and barge. 36 m in length, 8,724 t (including barge). United States flag. Classification society American Bureau of Shipping. Built in 1977 in Galveston (United States) by Kelso Marine Inc. Owned by Seabulk Tankers Inc (United States). Sold as is in Jeddah for demolition in Pakistan, but they finally arrived in Alang en India on January 17.



Seabulk Magnachem and SC 3902, New York City, USA. May 2005. ©Tom Turner

(Fish) Factory ship

Aleksey Generalov. Factory ship 111 m in length, 4,815 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev (Ukraine, ex-Soviet Union) by Okean Shipyard. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

Flipper II (Ex-Maret). Factory ship. 62 m in length, 1,780 t. Comoros Flag. Classification society Russian Maritime Register Of Shipping. Built in 1984 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Sold for demolition in India.



Fliper II, Las Palmas © Angel Luis Godar Moreira

Mys Svobodny. Factory ship. 83 m in length, 2,635 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in the Soviet Union. Owned by Fishing collective Imeni Bekereva (Russia). Sold for demolition in India.

Rybak Ivashki (ex-Pollux). Factory ship. 88 m in length, 2,635 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Fishing collective Imeni Bekereva (Russia). Sold for demolition in India.

Fishing vessel

Klimovsk. Fishing vessel. 59 m in length, 1,379 t. Russian flag. Unknown classification society. Built in 1978 in Klaipeda (Lithuania) by Baltiya Shipyard. Owned by Murmansk Trawl Fleet Co (Russia). Sold for demolition in India.

Kosatka I (ex-Dukstas, ex-Osipovich). Fishing vessel. 62 m in length, 1,780 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Owned by Sia Firma Baltkraft (Latvia). Sold for demolition in India.

Kosatka II (ex-Semyonovsk) Fishing vessel. 62 m in length, 1,736 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Owned by Sia Firma Baltkraft (Latvia). Sold for demolition in India.

Mozdok. Fishing vessel. 59 m in length, 1,482 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Klaipeda (Lithuania, ex- Soviet Union) by Baltiya Shipyard. Owned by Namibian Coastal Enterprises CC (Namibia). Sold for demolition in India.

Vazhgorsk. Fishing vessel. 53 m in length, 870 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in the ex-Soviet Union. Owned by Magadan Fishing Fleet Co Ltd (Russia). Sold for demolition in China at 280 \$ per ton.

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\$.

Reefer

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.



Arctic Ice (ex-Arctic Goose, ex-Tunisian Reefer). Reefer. 164 m in length (originally 144 m). Cayman Islands flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Aalborg (Denmark) by Aalborg Vaerft A/S. Jumboized in 1988 in Singapore by Jurong Shipyard Ltd. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in Bangladesh.

Cefey (ex-Briz, ex-Turicia). Reefer. 78 m in length, 1,320 t. Russian flag. Classification society Germannischer 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.



Rock (ex-Sea Ranger, ex-Sea Pride, ex-Talnik). Reefer used for fish carriage. 124 m in length, 3,282 t. Sierra Leone flag. Classification society Korea Classification Society. Built in 1980 in Szczecin (Poland) by A Warskiego. Owned by Gulf Energy Ltd (United Arab Emirates). Detained in 2001 in Lisbon (Portugal). Sold for demolition in Pakistan.



Container ship

Aqaba (ex-Aqaba Express, ex-Nour, ex-Great Beauty, ex-Clipper Ace). Container ship. 122 m in length, 3,182 t. Jordanian flag. Unknown Classification society. Built in 1976 in Yokkaichi (Japan) by Mie Shipyard Company Ltd. Owned by Arab Ship Management Ltd (Syria). Sold for demolition in India.



Lilium (ex-Swan Reefer, ex-Strider Fearless, ex-Coni Andino, ex-Turquoise Bounty). Container ship. 119 m in length, 3.709 t. Tuvalu flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kinoe (Japan) by Setouchi Zosen KK. Detained in Singapore twice in 2001, in 2002 and in 2006. Sold for demolition in India.



MSC Camille, ex-MSC Diego, ex-Diego, ex-San Francisco). Container ship. 174 m in length, 9,229 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1970 in Turku (Finland) by Wartsila Oy. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2005 in Durban (South Africa). Sold for demolition in India where she arrived as *Vanilla*.



MSC Camille, June 2007 (c) Reinier Meuleman

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*.



MSC Sonia (ex-*Sea Dominance*, ex-*Double Haven*, ex-*Rhine Maru*). Container ship. 261 m in length, 23,538 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1972 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2000 et 2001 in Port Botany (Australia). Sold for demolition in India where she arrived as *Ansovy*.



Ferry

Egnatia (ex-*Egnatia III*, ex-*Medina Star*, ex-*Saint Killian II*, ex-*Saint Killian*, ex-*Stena Scandinavica*). Ferry. 124 m in length, 7,233 t. Panamanian flag. Classification society Det Norske Veritas ; class withdrawn in February 2006. Built in 1973 in Kraljevica (Croatia ex-Yugoslavia) by Titovo Brodogradiliste. Admiral vessel of Irish Continental Lines on the Cherbourg-Ireland and Le Havre-Ireland routes for twenty years. Resold to Greece in 1998. Chartered to Algerie Ferries in 2004 on the Bejaia - Marseille, Alger/Oran - Marseille, Oran – Alicante lines but then laid up at Eleusis Bay since January 2005. Owned by Hellenic Mediterranean Lines (Greece). Sold for demolition in India.



Egnatia III, Eleusis Bay, June 2007 © Aleksí Lindström



Saint Killian II, Le Havre © John Jones

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 deficiencies 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.



X-Press Makalu (ex-Orient Success, ex- X-Press Christopher, ex-Peljasper, ex-CGM St.Laurent, ex-Maersk Asia Tertio, Ex-Maersk Tauro, ex-Levante Express). Ro-Ro. 137 m in length, 5,785 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1978 in Kure (Japan) by Kanda Zosensho KK. Owned by ASP Ship management (Singapore). Detained in 2003 in Leghorn (Italy). Sold for demolition in India.



General cargo

Cesca (ex-*MSC Francesca*, ex-*Francesca*, ex-*Stokenfels*). General cargo. 153 m in length, 5,917 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Lübecker Flender Werke AG. Owned by Mediterranean Shipping Company SA. Detained in 1998 in Piraeus (Greece). Sold for demolition in India.



East Carrier (ex-*Kodino*). General cargo. 102 m in length, 1,990 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1966 in Rauma (Finlande). Owned by Pacific Shipping & Trading (United States). Detained in Vostochny (Russia) in 2006, in 2005 and twice in 2003. Sold for demolition in India at 490 \$ per ton.



Haj Mahmoud (ex-*Aradosh*, ex-*Hikka*). General cargo. 83 m in length, 1,380 t. Syrian flag. Classification society International Naval Surveys Bureau. Built in 1964 in Ostende (Belgium) by Beliard Murdoch SA. Owned by Ismail Shipping Agency (Syrie). Detained in 2000 in Eleusis (Greece), in 2004 in Constantza (Romania) and in 2007 in Odessa (Ukraine). Sold for demolition in India.



Ilnsk (ex-*Ilyinsk*). General cargo. 102 m in length, 1,929 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1967 in Uusikaupunki (Finlande) by Nystads Varv Ab. Owned by Trans Line Co Ltd (Russia). Detained in 2000 in Nakhodka (Russia), in 2001 in Vostochny (Russia), in 2002 in Niigata (Japan), in 2003 in Vostochny (Russie), in 2004 in Niigata and Fushiki (Japan) and in Vladivostok (Russia), in 2005 in Vladivostok (Russia) and in 2007 in Niigata (Japan). Sold for demolition in India



Mariam VI (ex-*Mariam III*, ex-*Lady Franklin*, ex-*Baltic Valiant*). General cargo. 103 m in length, 2,438 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1970 in Rendsburg (Germany) by Kroegerwerft GmbH & Co. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 2003 in Montréal (Canada) for 129 days with 65 deficiencies and in 2004 in Kandla (India). Sold for demolition in India.



Nanking (ex-*Erodios*, ex-*Maximo Gomez*, ex-*Australind*). General cargo. 141 m in length, 3,749 t. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1978 in Sunderland (United Kingdom) by Austin & Pickersgill Ltd. Detained in 2000 in Saint-Malo (France). Sold for demolition in India at 518 \$ per ton.



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 Vladivostok and Nakhodka and in China in Taicang and Yantai. Sold for demolition in India at 490 \$ per ton.



Zina Portnova. General cargo. 105 m in length, 2,572 t. Mongolian flag. Classification society International Ship Classification. Built in 1968 in Rostock (Germany, ex-Democratic Republic). Owned by Erico Shipping Co Ltd (Russia). Detained in 2001 in Magadan (Russia), in 2003 in Nakhodka (Russia) and in Niigata (Japan) in 2001, 2002, three times in 2003 and in 2007. Sold for demolition in India at 468 \$ per ton.



Car Carrier

Raja (ex-*MMM Byana*, ex *Able Pilot*, ex-*Setia Lima*, ex-*Volans*, ex-*Toyofuji Maru n°3*). Car carrier. 112 m in length. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Innoshima (Japan). Owned by Malaysian Merchant Marine (Malaisie). Detained in 2006 in Bandar Abbas (Iran). Change her Malaysian flag for the Tuvalu flag for her last trip. Sold for demolition in Bangladesh.



Heavy load carrier

Zhen Hua 2 (ex-*Bulk Topaz*, ex-*Topaz*, ex-*Norman Venture*, ex-*Jaguar*). Heavy load carrier. 225 m in length, 16,598 t. Saint-Vincent-and-the-Grenadines flag. Classification society China Classification Society. Built in 1971 in Maizuru (Japan) by Hitachi Zosen. Owned by Shanghai Zhenhua Shipping (China). Sold for demolition in India at 502 \$ per ton.



Zhen Hua 2 © Wang

Bulk carrier

Balkan (ex-*Bulkazores*, ex-*NL Trader*, ex-*Bergitta*, ex-*Continental Trader*). Bulk carrier. 225 m in length, 11,693 t. Panamanian flag. Unknown classification society. Built in 1977 in Sakai (Japan) by Hitachi Zosen KK. Owned by Stanships Inc (Greece). Detained in 2003 in Charleston (United States) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Pakistan.



Silver Wave (ex-*Lujin 1*, ex-*Kaddour 1*, ex-*Khaldoun*, ex-*Redwood*, ex-*Red Stone*, ex-*Arctic*, ex-*Margit Gorthon*). Bulk carrier. 102 m in length, 2,372 t. Cambodian flag. Classification society International Naval Surveys. Built in 1967 in Turku (Finland) by Oy Wartsila Ab. Owned by Akram Shipping Co (Cambodia). Detained in 2000 in La Spezia (Italy), in 2003 in Rijeka (Croatia), twice in 2004 in Constantza (Romania), in 2007 in Novorossiisk (Russia) and Kherson (Ukraine). Sold for demolition in India at 475 \$ per ton.



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

Akademik Aleksandr Sidorenko. Research vessel. 104 m in length, 3,756 t. Saint-Kitts-and-Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Nikolayev (Ukraine) by Chernomorskiy. Owned by Pelmar Shipping (India). Sold for demolition in India.

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 Indiax ; 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.

Director of publication : Jacky Bonnemains.

Redaction : Christine Bossard

Documentation : Christine Bossard, Charlotte Nithart

Translation : Miriam Potter, Jacky Bonnemains, Christine Bossard