

Ship-breaking.com



February 2003.



Lightboat, Le Havre.

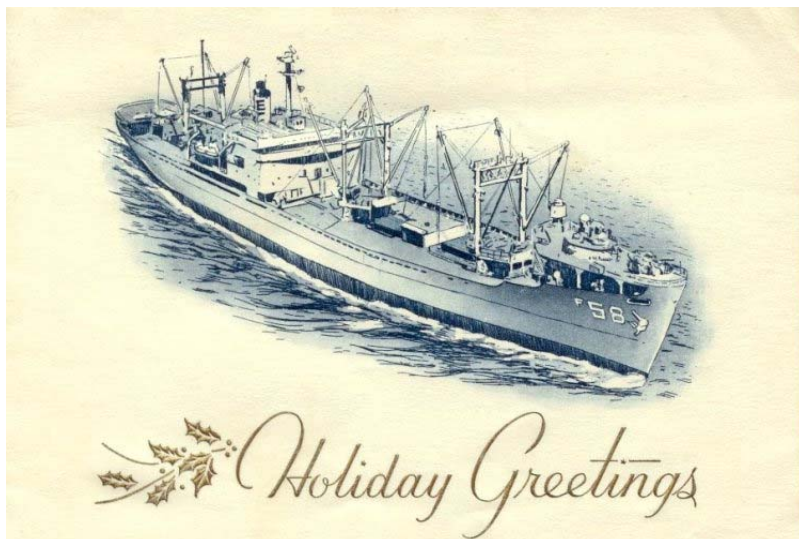
February 2008

© Robin des Bois

From June 7th to September 21st 2008, 118 vessels have left to be demolished. The cumulative total of the demolitions will permit the recycling of more than 940,000 tons of metals. The 2008 flow of discarded vessels has not slowed down. Since the beginning of the year 276 vessels have been sent to be scrapped which represents more than 2 millions tons of metals whereas throughout 2007 289 vessels were scrapped for a total of 1.7 million tons of metals. The average price offered by Bangladeshi and Indian ship breakers has risen to 750-800 \$ per ton. The ship owners are taking advantage of these record prices by sending their old vessels to be demolished. Even the Chinese ship breaking yards have increased their price via the purchase of the container ship *Provider* at 570\$ per ton, with prices averaging more than 500 \$. However, these high prices have now decreased with the collapse of metal prices during summer and the shipyards are therefore renegotiating at lower price levels with brokers and cash buyers sometimes changing the final destination at the last minute. This was the case of the *Laieta*, which was supposed to leave for India for 910 \$ per ton and was sold to Bangladesh at 750 \$ per ton. The price differences have been particularly notable in India; the shipyards prices have returned to 600 \$ per ton. From June to September, India with 60 vessels (51%) to demolish, is ahead of Bangladesh with 40 (34%), The United States 8 (7%), China 4 (4%), Turkey 2 (2%), Belgium and Mexico, 1 vessel each (1%).

A Scandinavian light ship sunk a year and a half ago sliding down the loading dock Brazil in the Le Havre port. She was originally destined for a project similar to that of the *Batofar* in Paris, she is now dispersing in the waters and the harbour sediments with its asbestos, BPCs and oily residues moreover the lead and cadmium paint is flaking. Engaged in vast works in the framework of the extension Port 2000, Le Havre has not yet found the financial and technical means to remove the hull and to demolish it. When these works will be finalised a harbour dredger will come to the wreck site to extract the contaminated sediments and finally dump them in the North the Seine Bay to poison free of charge the mussels. Robin des Bois wishes that the Le Havre Port Authorities do what is necessary to protect the aquatic environment. The fact that there are doubts about the identity of the owners and the brokers does not free the Port from taking emergency measures. A formal summons from state authorities is required.

In The United States, the American Maritime Administration (U.S. MARAD) continues their programme of elimination and have sent 8 old navy vessels to be scrapped from their reserve fleet in the James River (Virginia) and Beaumont (Texas) at a price from 58\$ to 125 \$ per ton. The *Rigel*, one of the 13 « Ghost Ships » originally sold for demolition to Able shipyard in Hartlepool (United Kingdom) is currently being demolished in The United States. Only four of these vessels were towed to Hartlepool, they have been waiting since November 2003 to be demolished. Confronted by a press and legal controversy and general outcry, the US MARAD have finally decided to demolish the nine remaining vessels on American soil.



Christmas card, 1964 - *USS Rigel (AF-58)*
© Jim McCoy

On June 26th 2008 Able UK Ltd was given the authorisation to dismantle the four US Ghost ships that had been waiting in the harbour for five years. On July 1st 2008, the French Defence Ministry announced that they signed a contract to dismantle the *ex-Clemenceau* with Able UK Ltd. After the authorisation from the French and The United Kingdom authorities (within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes), the Q790 hull should be towed to Hatlepool by the end of summer at the latest. In September the Friends of Hartlepool group challenged the legal decision to import 700t of materials containing asbestos and have filed a suite in The High Court against The Health and Safety Executive. The High Court will examine this claim on Monday 29th of September. The *ex-Clemenceau* is the only vessel for which the ship owner will have to pay for demolition instead of being paid. The second paradox is that the *ex-Clemenceau* is the only vessel to have benefited from pre asbestos cleaning before her demolition.

Six vessels under British flag or belonging to United Kingdom interests were sent to be scrapped in India. They are the container ship *Upstream* (*ex-CMA CGM Tago*, *ex-Fort Desaix*), the two reefers *Dean* and *Argenta*, the two chemical tankers *Alpine Girl* and *Alpine Lady* and the ferry *Carmen del Mar*.

Of the 118 vessels, 47 (or 40%) are tankers (oil tankers, chemical tankers or gas carriers). In second place in terms of vessels to be demolished are reefers, 21 vessels (18%); with the revolution of container ships, it has become less expensive to transport refrigerated containers on large container ships than to maintain a specific fleet. Of the 21 reefers sent to be scrapped, 16 had previously been detained in world harbours.



Concerning the ferries and passenger ships 14 have been sent to be scrapped among them the *Serenade*, *ex-Mermoz* from Croisières Paquet Co.






Also leaving service are 14 container ships, of which the *MSC Alice* and the *H Reliance* belonging to MSC Shipping Co, aged between 32 and 36. It appears as though this ship-owner has the intention of getting rid of the oldest vessels in their fleet: fifteen of them are more than 30 years old. According to the owner, each ship would contain 80 t of asbestos.

© Croisières Paquet

45 (38 %) vessels have been subject to a detention in the world ports. 42 (36%) were controlled by a Classification society, which is not a member of the IACS (International Association of Classification Societies). 73 (62%) were constructed within the European Union or in Norway; 48 (41%) were under a European flag or were owned by European or by EFTA ship-owners. Robin des Bois in their [press release dated April 21st 2008](#) ("Oil slick queen demolished in Bangladesh") denounced the social, sanitary and environmental conditions of demolition of the container ships *Maersk Barcelona* and *Maersk Brisbane*. These vessels were sold to India for around 675 \$ per ton, regardless of the denials of their ship-owner who wrote to the association stating, « To have not yet decided on the fate of the vessels ».

Robin des Bois announced on July 22nd 2008 (Round Robin # 1) the sale for demolition to Bangladesh of the *Serepca I*, an ex-tanker 283 m in length which belongs to Total, built in 1974 in Germany and used as a floating storage unit off the coast of Cameroon. Total wrote to Robin des Bois on the 8th of August « that the industrial social and environment standards of Bangladeshi and Chittagong shipyards have not yet reached a level high enough for Total to prequalify them for scrapping ».

The vessels range between 21 and 53 years old at the end of their life, with an average age of 33. 59 measure less than 150 m, 40 measure between 150 and 199 m and 19 between 200 and 348 m. Three VLCC (Very Large Crude Carrier) are destined to be scrapped, of which the largest, the *Vega Oil*, was used as a floating storage unit off the coast of Sicily for 21 years.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS).
	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.

Tanker

A Dragon (ex-Active, ex-Cardissa). Tanker. 170 m in length, 8,863 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1983 in Heusden (The Netherlands) by Verolme BV. Owned by MSI Shipmanagement (Singapore). Sold for demolition to India at 735 \$ per ton.



A Elephant (ex-A. Elephant, ex-New Stork, ex-Kyuseki Maru). Tanker. 310 m in length, 32,182 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Taiwan Maritime Transport (Taiwan). Sold for demolition to Bangladesh at 705 \$ per ton.

Achilleus (ex-Sylvan Arrow, ex-Mobil Challenge). Tanker. 173 m in length, 9,740 t. Greek flag. Classification society, Det Norske Veritas. Built in 1983 in Rijeka (Yugoslavia) by Brodogradiliste 3 Maj. Owned by Sun Enterprises Ltd (Greece). Detained in 2002 in Australia in Port Stanvac and in Melbourne. Sold as is in Singapore for demolition in Bangladesh at 710 \$ per ton.



Alexia (ex-Enalios Zephyros, ex-Mexico, ex-Esso Mexico). Tanker. 245 m in length, 19,709 t. Egyptian flag. Lloyd's Register of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Pyramid Navigation (Egypt). Detained in 2002 in Trieste (Italy). Sold for demolition to Bangladesh at 735 \$ per ton.



American Explorer. Tanker. 181 m in length, 8,402 t. United States flag. Unknown classification society. Built in 1958 in Pascagoula (United States) by Ingalls Shipyards. Owned by United States Maritime Administration. Sold for demolition in America, she left the Beaumont Reserve Fleet (Texas) for the Southern Scrap Materials shipyard of New-Orleans. Sold for 1,052,788 \$ US, i.e.125 \$ per ton.



Andaman Wind (ex-Nata, ex-Vachnadze). Tanker. 151 m in length, 5,594 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1985 in Split (Croatia, ex-Yugoslavia) by Brodosplit. Owned by Eastwind Shipmanagement (Singapore). Sold for demolition to Bangladesh.

Ariana I (ex-AI Funtas, ex-Middletown). Tanker. 336 m in length, 40,900 t. Liberian flag. Classification society, Lloyds Register of Shipping. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Dynacom Tankers (Greece). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to Bangladesh at 715 \$ per ton. It is the fourth VLCC (Very Large Crude Carrier) sent to be demolished this year.



Artemis (ex-Royal Arrow, ex-Mobil Courage). Tanker. 173 m in length, 9,710 t. Greek flag. Classification society, Det Norske Veritas. Built in 1983 in Split (Yugoslavia) by Brodosplit. Owned by Sun Enterprises Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh at 710 \$ per ton.



Baltic Pride (ex-Inkerman, ex-Mys Khrustalnyy). Tanker. 115 m in length, 3,050 t. Liberian flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Rauma (Finland) by Rauma Repola Oy. Owned by Riga Transport Fleet (Latvia). Detained in 2003 in Las Palmas (Spain). Sold for demolition to India at 765 \$ per ton.



BPP 11. Tanker. 74 m in length, 890 t. Thai flag. Sold for demolition to Bangladesh.



Cobra (ex-Chilham Castle, ex-Ras Al Jlayah). Tanker. 170 m in length, 7,499 t. Dominican flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping (Greece). Sold for demolition to Bangladesh at 800 \$ per ton.



Diola (ex-Diokl, ex-Sakhalinneft). Tanker. 106 m in length, 2,296 t. Russian flag changed to a Cambodian flag for her last trip. Classification society, Russian Maritime Register of Shipping. Built in 1973 in Rauma (Finland) by Rauma-Repola Oy. Owned by Rimsco (Russia). Sold for demolition to Bangladesh.



Enterprise (ex-Ocean Enterprise, ex-New Atlantia, ex-Atlantia). Tanker. 243 m in length, 16,228 t. Tuvalu flag changed to Mongolian flag for her last trip. Unknown classification society; classified by American Bureau of Shipping until November 2007. Built in 1979 in Ariake (Japan) by Hitachi Heavy Industries. Owned by Ocean Tankers (Singapore). Sold as is in Singapore for demolition in Bangladesh at 735 \$ per ton. The permit for her demolition was originally cancelled then re-established by the Court of Appeal. According to some the cancelling of the permit was due to the presence of dangerous materials aboard for others it was due to litigation processes between the shipyard and the broker. Her fate is uncertain, she is still waiting to be beached.



Golden Gate (ex-Neptune Dorado, ex-Aspilos, ex-Cys Pride). Tanker. 248 m in length, 21,746 t. Greek flag. Classification society, Lloyd's Register of Shipping. Built in 1985 in Gdynia (Poland) by the shipyard "Komuny Paryskiej". Owned by Polembros Shipping (Greece). Detained in 2000 in San Francisco (United States) and in 2003 in Trieste (Italy). Sold for demolition to India at 729 \$ per ton.



Homi Bhabha. Tanker. 179 m in length, 9,274 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by SCI (India). Single hull tanker banned from transporting heavy fuel in European waters. Sold as is in Vadinar (India) for demolition in India at 725 \$ per ton.



Intrepid (ex- Madmal, ex- Queen Of Vevey, ex- Lady Monica, ex-Minorca, ex-Naxos II, ex- Agios Nikolaos, ex- Agon, ex-Rita, ex-Aurita, ex- Jo Gran, ex-Bow Gran). Tanker used as water transporter. 120 m in length, 3,752 t.



Panama flag. Classification society, Hellenic register of Shipping. Built in 1970 in Moss (Norway) by Moss Rosenberg. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for demolition to India at 1.000 \$ per ton. Large quantities of stainless steel.

Jag Prayog (ex-Stavropol). Tanker. 170 m in length, 7,342 t. Indian flag changed to a Mongolian flag for her last trip. Classification society, Indian Register of Shipping. Built in 1982 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in New Mangalore (India) for demolition in Bangladesh at 710 \$ per ton.



Jose Fuchs. Tanker. 215 m in length, 12,600 t. Argentinian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Ensenada (Argentina) by AFNE. Owned by Antares Naviera SA (Argentina). Single hull tanker banned from transporting heavy fuel in European waters. Sold for demolition as is in Argentina at 560 \$ per ton. Demolition destination unknown.



Kalamazoo. Tanker. 200 m in length, 13,622 t. American flag. Unknown classification society. Built in 1973 in Quincy (United States) by General Dynamics. Vessel served in the US Navy decommissioned in 1996. Owned by United States Maritime Administration. Sold for demolition in the United States to the Esco Marine de Brownsville (Texas) shipyard at 1,465,726 \$ i.e. 108 \$ per ton.



Kurnia Sentosa (ex-Permina XX, ex-Bruce Celine). Tanker. 100 m in length. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1971 in Bremerhaven (Germany) by Rickmers. Owned by Mammiri Lines (Indonesia). Sold for demolition to Bangladesh.



Manuel Avila Camacho. Tanker. 170 m in length, 6,313 t. Argentinian flag. Unknown classification society. Built in 1973 in Lobith (The Netherlands) by De Hoop. Owned by PEMEX (Mexico). Sold as is in Mexico for demolition in India for 2.3 million US \$, i.e. 364 \$ per ton.



Mariano Moctezuma. Tanker. 170 m in length, 6,328 t. Mexican flag. Unknown classification society. Built in 1974 in Lobith (The Netherlands) by De Hoop. Owned by PEMEX (Mexico). Sold as is in Mexico for demolition in India at 2.9 million \$ i.e. 458 \$ per ton.



Nansa (ex-Oriental Miracle, ex-Dwima, ex-Sano Maru). Tanker. 80 m in length, 984 t. Singapore flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Hakata (Japan) by Hakata Zosen. Owned by SM Lito Shipmanagement (Singapore). Sold for demolition to Bangladesh.



Ocean Treasure (ex-Asterias I, ex-Campobierzo). Tanker. 139 m in length, 3,421 t. Unknown Flag. Unknown classification society. Built in 1971 in Cartagena (Spain) by Bazan. Owned by Azure Services (Greece). Demolition destination unknown.



Oil Ambassador (ex-German Trader, ex-Chembulk Trader, ex-Trader, ex-Stolt Trader, ex-Ricci, ex-Globe Orient). Tanker. 155 m in length, 6,397 t. Panama flag. Classification society, Germanischer Lloyd. Built in 1981 in Uwajima (Japan) by Uwajima Zosenho.



Owned by China Chance Shipping (Hong Kong, China). Detained in 2001 in Baltimore (United States), in 2002 in Iquique (Chile), in 2005 in Purfleet (United Kingdom) twice in Hamburg (Germany), also in 2006

in Kunsan (Korea) and Hong Kong and finally in 2007 in Mundra (India). Banned from European harbours since November 30th 2005 under the EU directive 95/21/EC on Port State Control. Sold for demolition to India.



Oil Ambassador, Cochin November 21st 2007

© Hans Rosenkranz

Scotia Wind (ex-Atair Star, ex-Makatsariya, ex- Kapitan Makatsariya). Tanker. 151 m in length, 7,550 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1984 in Split (Yugoslavia) by Brodosplit. Owned by Eastwind Ship Management (Greece). Detained in 2008 in Las Palmas (Spain). Sold for demolition to Bangladesh at 800 \$ per ton.



Siam Veera (ex-Fukuun, ex-Fukuun Maru n°23). Tanker. 78 m in length, 837 t. Thai flag. No Classification society, according to the last state port inspection. Built in 1976 in Takuma (Japan) by Sanuki Shipbuilders. Owned by Siam Mongkol Marine Co Ltd (Thailand). Sold for demolition to Bangladesh.



Sri Kantang (ex-Choke Navee 4, ex-Jasa, ex-Sanyu Maru, ex-Sansho Maru n°5). Tanker. 76 m, 896 t in length. Thai flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Asakawa). Owned by CSK Marine (Thailand). Sold for demolition to Bangladesh.



Star X (ex-Goksu, ex-Dona Selina, ex-Caprina, ex-Supreme Trader, ex-Yudai Maru). Tanker converted into a vegetal oil carrier. 145 m in length, 4,471 t. Panama flag. Unknown classification society. Built in 1973 in Kochi (Japan) by Imai Zosen. Sold for demolition to India.



Trader (ex-Polytrader). Tanker. 263 m in length, 18,656 t. Russian flag. Unknown classification society. Built in 1978 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Transcom Shipping (Russia). Sold as is in Mourmansk for demolition in Bangladesh at 501 \$ per ton.



Truckee. Tanker. 199 m in length, 10,994 t. American flag. Decommissioned from the Navy register in 1997. Built in 1955 in Camden (United States) by New York Shipbuilding Corp. This former US Navy fleet oiler served from 1955 to 1994 notably in the 6th Fleet during the Cuban missile crisis in 1961. Owned by The United States Maritime Administration. Sold for demolition to The United States, she left the James River reserve fleet (Virginia) for Bay Bridges Enterprises shipyard in Chesapeake (Virginia). Sold for 1,231,328 \$ i.e.112 \$ per ton.

Vega Oil (ex-Agip Sicilia). Tanker used as floating storage and production unit off the coast of Sicily since 1986. 348 m in length, 41,000 t. Italian flag. Classification society, RINA. Built in 1972 in Monfalcone (Italy) by Italcantieri. Owned by Edison Oil (Italy). In May 2008, the Italian authorities concluded that there was a high risk of sinking due to a series of structural problems; moreover the vessel contained 85,000 t of oily waters. Sold as is in Sicily for demolition in Turkey at 400 \$ per ton.



Vega Oil © Harbours.net

Agip Sicilia © Tomasello Letterio

Vicente Guerrero. Tanker. 135 m in length, 3,584 t. Mexican flag. Unknown classification society. Built in 1967 in Kure (Japan) by Kure Zosen-sho. Owned by PEMEX (Mexico). Sold for demolition in Mexico at 545 \$ per ton. The first vessel to be demolished in Mexico in many years.

Chemical tanker

Alpine Girl (ex-Dintel, ex-Quimico Lisboa, ex-Chemist Lisbon). Chemical tanker. 110 m in length, 2,440 t. Bahamas flag. Classification society, Germanischer Lloyd. Built in 1975 in Lübeck (Germany) by Orenstein & Koppel. Owned by Mermaid Marine Management (United Kingdom). Sold for demolition to India.



Alpine Lady (ex-Dommel, ex-Multitank Antares, ex-Chemico Leixoes). Chemical tanker. 2,440 t. Bahamas flag. Classification society, Germanischer Lloyd. Built in 1977 in Lübeck (Germany) by Orenstein & Koppel. Owned by Mermaid Marine Management (United Kingdom). Detained in 2008 in Castellon de la Plana (Spain). Sold for demolition to India.



Goodrich Bay (ex-Harold La Borde). Chemical tanker. 140 m in length, 4,181 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Chemikalien Seetransport (Germany). Detained in 2007 in Québec (Canada). Sold for demolition to Bangladesh.



Gulf of Paria (ex-Trinidad and Tobago). Chemical tanker. 140 m in length, 4,199 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Chemikalien Seetransport (Germany). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to Bangladesh.



Lance (ex-Bow Lancer, ex-Berganger). Chemical tanker. 173 m in length, 8,500 t. Norwegian flag (registre international). Classification society, Det Norske Veritas. Built in 1980 in Greaker (Norway) by Sarpsborg MV. Owned by Salhus Shipping (Norway). Detained in 2001 in Ulsan (Korea). Sold for demolition to India at 1,100 \$ per ton because of large quantities of stainless steel.



Neptun (ex-Bow Neptun, ex-Bow Spring). Chemical tanker. 170 m in length, 8,500 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1976 in Szczecin (Poland) by A. Warskiego. Owned by Salhus Shipping (Norway). Sold for demolition to India at 1,175 \$ per ton.



Saehan N°17 (ex-Namhae Pioneer). Chemical tanker. 91 m in length, 1,471 t. South Korean flag. Classification society, Korean Register of Shipping. Built in 1977 in Imabari (Japan) by Higaki. Owned by Saehan Marine Service Co Ltd (South Korea). Sold for demolition to Bangladesh.

Stolt Guardian (ex- Stolt Uskok, ex-Maasuskok, ex-Uskok, ex-Iver Swift, ex-Jo Swift). Chemical tanker. 175 m in length. Liberian flag. Classification society, Det Norske Veritas. Built in 1983 in Split (Yugoslavia) by Brodosplit. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India at 725 \$ per ton.



Gas carrier

Charm Junior (ex-Prince Charming, ex-Descartes). Gas carrier. 220 m in length, 14,162 t. Panamanian flag. Classification society, unknown (Bureau Veritas until October 2007). Built in 1971 in Saint-Nazaire (France) by Chantiers de l'Atlantique. In 2007, Robin des Bois protested against the sale of *Charm Junior* by Gaz de France to Taiwan Maritime Transport (Taiwan) believing that she should be demolished in a European shipyard (Ship-breaking.com 2007 pages 22,28 and 42) . Sold for demolition to Bangladesh where she is being towed.



The *Descartes*, Marseille, April 2007

© Pascal Breidel

Cinderella (ex-Jules Range, ex-Jules Verne). Gas carrier. 201 m in length, 11,353 t. Saint Vincent and Grenadines flag. Classification society, Bureau Veritas. Built in 1965 in Le Trait (France) by Ateliers de la Seine. Owned by Taiwan Maritime Transport (Taiwan). Sold as is in Karimum for demolition in India where it is being tugged. 775 \$ per ton. 300 t of aluminium.



Farhan (ex-Escorpio Gas, ex-Haugvik, ex-Sigurd Jorsalfar). Gas carrier. 79 m in length, 3,582 t. Unknown flag. Unknown classification society; class withdrawn in 2002 by Norske Veritas and transferred to a non member society of the IACS. Built in 1973 in Waterhuizen (The Netherlands) by Pattje. Owned by Transgas Shipping Line (Peru). Sold for demolition to India.



Halo Gas (ex-Hasei Maru, ex-Hachisei Maru). Gas carrier. 68 m in length, 1,140 t. Thai flag. No classification society, according to the last Port State inspection in January 2007. Built in 1980 in Kinoe (Japan) by Kishimoto. Owned by World Wide Transport (Thailand). Sold for demolition to India.



Havglimt (ex-Centum). Gas carrier. 206 m in length, 14,651 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Stavanger (Norway) by Moss Rosenberg. Owned by BW Gas (Norway). Detained in 2002 and 2003 in Punta Arenas (Chile). Sold for demolition to Bangladesh at \$ 605 per ton.



Laieta. Gas carrier. 207 m in length, 14,481 t. Panama flag. Classification society, Lloyd's Register of Shipping. Built in 1970 in El Ferrol (Spain) by Astano. Owned by Del Norte SA (Spain). Sold as is in Algeciras at an agreed price of 910 \$ per ton. After the drop in the prices of metals impacted the price offered by the Indian ship breakers she was resold for demolition to Bangladesh where she arrived on August 25th. 750 \$ per ton.



Reefer

Akebono Reefer (ex-Akebono Star). Reefer. 145 m in length, 4,416 t. Liberian flag. Classification society, Bureau Veritas. Built in 1980 in Ariake (Japan) by Hitachi. Owned by Eastwind Hellas (Greece). Sold for demolition to India at 730 \$ per ton.



Argenta (ex-Argo, ex-Sakura Rex, ex-Sakura Reefer). Reefer. 145 m in length, 4,415t. Saint-Vincent-and-Grenadines flag. Class suspended in May 2008 by Germanischer Lloyd. Built in 1979 in Ariake (Japan) by Hitachi Zosen KK. Owned by Polaris Maritime (United Kingdom). Detained in Rijeka (Croatia) in 2000 and in Valpariso (Chile) in 2008. Sold for demolition to India at 685 \$ per ton.



Armont (ex-Sun, ex-Semper Fidelis, ex-Inca). Reefer. 101 m in length, 1,748 t. Cambodian flag. Classification society, Germanischer Lloyd. Class withdrawn in April 2008. Built in 1978 in Groningen (The Netherlands) by Nieuwe Noord. Jumboized in 1983. Owned by Hongzhou Shipping Co Ltd. Detained twice in 1999 in Villagarcia de Arosa (Spain), in Las Palmas (Spain), Pusan (Korea) and Nakhodka (Russia) in 2004, and in Otaru (Japan) in 2006, and finally in Dalian (China). Sold for demolition to India at 670 \$ per ton.



Courier (ex-Export Courier). Reefer. 150 m in length, 6,700 t. American flag. Unknown classification society. Built in 1962 in Chester (United States) by Sun Shipbuilding. Owned by United States Maritime Administration. Sold for demolition in The United States to Southern Scrap Materials shipyards of New Orleans at 622,588 \$, i.e. 93 \$ per ton.

Dean (ex-Atlantic Spirit, ex-Honolulu). Reefer. 155 m in length, 6,725 t. Maltese flag. Classification society, Germanischer Lloyd. Built in 1979 in Krimpen a/d IJssel (The Netherlands) by Giessen de Noord. Owned by Polaris Maritime (United Kingdom). Detained in 2000 in Antwerp (Belgium) and in 2006 in Valparaiso (Chile). Sold for demolition to India at 758 \$ per ton.



Eisha (ex-Vista I, ex-Argolic, ex-Magellanic, ex-Bagno Esmeraldas, ex-Theodor Korner). Reefer. 140 m in length, 4,847 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1975 in Sandefjord (Norway) by A/S Framnaes. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 1998 in Foynes (Ireland). Sold for demolition to India at 765 \$ per ton.



Eisha, Baltic Sea, April 2006

© Joachim Sjöström

Frio Kyknos (ex-Sun Reefer, ex-Reefer Snow, ex-Bosco Snow, ex-Skylark). Reefer. 92 m in length, 2,000 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1982 in Hachinoe (Japan) by Kitanihon. Owned by Laskaridis Shipping Co (Greece). Detained in 1999 in Ijmuiden (The Netherlands) and in 2000 in Antwerpen (Belgium). Sold for demolition to Bangladesh.



Frio Marathon (ex-Cool Alex, ex-Frio Bergen, ex-Yoshino Reefer). Reefer. 137 m in length, 4,151 t. Panama flag. Classification society, Nippon Kaiji Kyokai. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Laskaridis Shipping (Greece). Detained in 2007 in Jacksonville (United States) and in 2007 in Ijmuiden (The Netherlands). Sold for demolition to Bangladesh at 710 \$ per ton.



Karat (ex-Sunny Maria, ex-Karat Reefer, ex-Issli, ex-Snowdrop). Reefer. 67 m in length, 800 t. Belize flag. Classification society, Russian Maritime register of Shipping. Built in 1978 in Skali (Faroe Islands) by Skala Skipasmidja. Owned by Ship deal Corp (Russia). Detained in 2006 in Las Palmas (Spain). Sold for demolition to China.



Lafayette (ex-Blue Diamond I, ex-Golden Tasanee I, ex-Golden Tasanee, ex-Karskoye More). Reefer. 186 m in length, 9,818 t. Russian flag. Classification society, Russian Maritime register of Shipping. Built in 1971 in La Seyne (France) by Chantiers de la Méditerranée. Owned by Orléans Shipping Co (Malte). Sold as is in China for demolition in India at 682 \$ per ton.



Morillo. Reefer. 155 m in length, 6,200 t. Cook Islands flag. Classification society, Germanischer Lloyd. Built in 1971 in Bergen (Norway) by Bergens MV. Owned by Holy House Shipping (Sweden). Detained in Hamburg (Germany) in 1999 and in Pascagoula (United States), Saint-Petersburg (Russia) Uddevalla (Sweden) and in Antwerpen (Belgium) in 2002. Sold for demolition to India at 730 \$ per ton.



Nordic Bay (ex-Kalypso, ex-Curacao Reefer, ex-Isla Pinta, ex-Rio Babahoyo). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Tonsberg (Norway) by Kaldnes MV. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in Saint-Petersburg (Russia) in 1998, in Gdansk (Poland) in 2001, in Gdynia (Poland) and in New Orleans (United States) in 2002, in Piraeus (Greece) in 2003 and in 2005 in Koper (Slovenia). Sold for demolition to India at 730 \$ per ton.



Nordic Cape (ex-Kirki, ex-Balboa Reefer, ex-Isla Fernandina, ex-Rio Esmeraldas). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in 2000 in Southampton (United Kingdom) for 50 days, in 2002 in Jacksonville (United States), in 2004 in Saint-Petersburg (Russia) for 112 days, and in 2005 in Paldiski (Estonia). Sold for demolition to India at 735 \$ per ton.



Nordic Ice (ex-Armonia, ex-Reno, ex-Orenoco Reefer, ex-Isla Isabela, ex-Paquisha, ex-Rio Palora). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Sold for demolition to India at 735 \$ per ton.



Nordic Star (Ex-Ariadne, ex-Lilia I, ex-Malicia, ex-Malibu Reefer, ex-Isla Genovesa, ex-Rio Chone). Reefer. 144 m in length, 4,675 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in 1999 in Antwerpen (Belgium), in 2002 in Saint-Petersburg (Russia)



and in 2005 in Paldiski (Estonia). She was originally destined to be sold to India for demolition as her sisterships yet due to the drop in local metal prices and demolition tariffs her owners preferred to resell her to Bangladesh at 700 \$ per ton.

Pietari Flame (ex-*Swan River*, ex-*R.P. Jamaica*, ex-*California Maru*). Reefer. 160 m in length, 6,893 t. Saint-Vincent-and-Grenadines flag. Classification society, Germanischer Lloyd. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in Port Adelaide (Australia) in 2000 and in Saint-Petersburg (Russia) and Ponta Delgada (Portugal) in 2007. Sold for demolition to India.



Rainfrost (ex-*Kapitan Degtyar*, ex-*Ulbanskiy Zaliv*). Reefer. 152 m in length, 7,419 t. Panama flag. Classification society, Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Laskaridis Shipping Co (Greece). Detained in 2003 in Las Palmas (Spain) and twice Dutch Harbor, Alaska, (United States). Sold for demolition to Bangladesh at 700 \$ per ton.



Rigel. Reefer. 153 m in length, 8,097 t. American flag. Classification society, American Bureau of Shipping until 1995. Built in 1955 in Pascagoula (United States) by Ingalls Shipyard. Owned by the United States Maritime Administration. She was sold for demolition in the United States to the All Star Metals Shipyards of Brownsville (Texas) at 469,626 \$ i.e. 58 \$ per ton and left the James River Reserve Fleet (Virginia).



Snow Flower (ex-*Malayan Empress*). Reefer. 173 m in length, 9,220 t. Cook Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1972 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Owned by Holy House Shipping AB (Sweden). Detained in 1997 in Rotterdam (The Netherlands), and in 2008 in Philadelphia (United States) and Sheerness (United Kingdom). Sold for demolition to India. 704 \$ per ton.



Snow Flower, Atlantic, off the coast of Liberia, February 2006

©Vladimir Knyaz

Spring Reefer (ex-*Neamma*, ex-*Hana*, ex-*Natalie*, ex-*Capo Frio*, ex-*Tizi N'tichka*, ex-*Polar Diamant*). Reefer. 98 m in length, 1,888 t. Comores Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1971 in Solvesborg (Sweden). Owned by Dina Shipping & Trading Co (Egypt). Sold for demolition to India. 672.5 \$ per ton.



Tai Zhong (ex-*Yuuta Maru*). Reefer. 70 m in length, 908 t. Kiribati flag. Classification society, Nippon Kaiji Kyokai. Built in 1982 in Kushikino (Japan) by Minarri-Kyushu. Owned by Shandong Zhonglu Fishery Shpg (China). Detained in 2002 in Ishinomaki and in Shimizu (Japan). Sold for demolition to Bangladesh.



Ferry

Carmen Del Mar (Ex-Villa de Agaete, ex-Floria). Ferry. 101 m in length, 3,458 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Lloyd's Register of Shipping. Built in 1970 in Helsinki (Finland) by Wartsila. Former Silja Line ferry on the Stockholm-Turku route in the Baltic Sea. She was sold in 1975, sailed in the Canary Islands for Trasmediterránea, and from 2002 onwards, for the Escomar Ferries services from Spain to the Balearic Islands. Detained in 2006 and in 2007 in Spain. Sold to Polaris Maritime Ltd (United Kingdom) in 2008 and then resold for demolition to India.



Crown (ex-Byblos, ex-Crown M, ex-Jupiter, ex-Black Watch). Ferry. 141 m in length, 7,303 t. Comorian flag. Unknown classification society. Built in 1966 in Lübeck (Germany) by Lübecker Flender. For twenty years, she was co-owned by Fred Olsen Line and Bergen Line and operated in summer on the Bergen – Newcastle route as *Jupiter* and in winter as the *Black Watch* cruise ship from London to the Canary Islands. Owned by Marlines SA (Greece). Sold for demolition to India at 672 \$ per ton.



Jabal Ali 2 (ex-Rethimnon, ex-Central n°5). Ferry. 129 m in length, 6,069 t. Sierra Leone flag. Classification society, Hellenic Register of Shipping. Built in 1971 in Uraga (Japan) by Sumitomo for the Kobe Central Ferry Co (Japan). She sailed on the Mediterranean Sea for Anek Lines (Greece) for close to 30 years. Bought in 2001 by Naif Marine Services Pvt (United Arab Emirates). Sold as is in Dubai for demolition in Bangladesh at 700 \$ per ton.



Logos II (ex-Argo, ex-Antonio Lazaro). Ferry. 109 m in length, 3,219 t. Maltese flag. Classification society, Bureau Veritas. Built in 1968 in Valencia (Spain) by Union Naval de Levante for Compania Trasmediterranea (Italy). Owned by Educational Book Exhibit (Germany). Detained in 2000 in Ancona (Italy). Sold for demolition to Turkey at 450 \$ per ton.



Mary the Queen (ex-Mona's Queen). Ferry. 104 m in length, 2,388 t. Philippines flag. Unknown classification society. Built in 1972 in Troon (United Kingdom) by Ailsa. Former ferry of the Isle of Man Steam Packet Co. Owned by MBRS Lines (Philippines) since 1995. Sold en bloc with the *Virgin Mary* for demolition to India. US \$4.7 millions for the two vessels, i.e. 633 \$ per ton.



Philippine Dream (ex-Japanese Dream, ex-Towada Maru). Ferry reconverted into a casino cruise ship in Cebu (Philippines). 132 m in length, 5,728 t. Filipino flag. Unknown classification society. Built in 1966 in Uraga (Japan) by Uraga Heavy Industries. Former train ferry on the Aomori - Hakodate route until the Seikan railroad tunnel linking the Honshu and Hokaido islands was completed in 1988. Sold for demolition to Bangladesh.



Princesa Marissa (ex-Prinsessan, ex-Finnhansa). Ferry. 134 m in length, 6,546 t. Chyras flag. Classification society, Det Norske Veritas. Built in 1966 in Helsinki (Finland) by Wartsila Oy. When launched she was the largest ferry in the Baltic Sea she could transport 1,474 passengers for Finnlines. She was renovated and enlarged in 1972-73 and in 1980. Owned by Louis Cruise Lines (Greece). Sold en bloc with the *Serenade* for demolition to India. 8.4 million \$ for both vessels, i.e. 512 \$ per ton.



Sinaloa Star (ex-Coromuel). Ferry. 108 m in length, 3,183 t. Mexican flag. Classification society, Lloyd's Register of Shipping but the class was suspended in June 2008 at the request of the owner. Built in 1973 in Papenburg (Germany) by JL Meyer and delivered with her two sisterships *Azteca* and *Puerto Vallarta* to Transbordadores for the La Paz-Mazatlan route in the Gulf of Mexico. Owned by Baja Ferries SA (Mexico). Sold for demolition in India.



Texas Treasure (ex-Island Dawn, ex-Discovery Dawn, ex-Scandinavia Dawn, ex-Scandinavian Sky II, ex-Patra Express, ex-St.George). Ferry. 128 m in length, 5,396 t. Bahamas flag. Classification society, Lloyd's Register of Shipping. Built in 1968 in



Wallsend (United Kingdom) by Swan Hunter. Former Sealink car ferry until 1983. She ended up in the United States as a casino cruise ship for various companies. Owned by Discovery Dawn (United States). Detained in 2001 in Corpus Christi (United States). Sold as is for demolition to India at 460 \$ per ton.

Tian Huai. Ferry. 120 m in length, 3,500 t. China flag. Unknown classification society. Built in 1983 in Tianjin (China) by Xingang. Owned by China Shipping Passenger Line Co. Sold for demolition to China at 560 \$ per ton.



Tian Jiang. Ferry. 120 m in length, 3,500 t. Chinese flag. Unknown classification society. Built in 1984 in Tianjin (China) by Xingang. Owned by Dalian Steam Shipping (China). Sold for demolition in China at 560 \$ per ton.

Virgin Mary (ex-Aratika). Ferry. 127 m in length, 5,033 t. Philippines flag. Unknown classification society. Built in 1974 in Prairie au Duc (France) by Dubigeon Normandie for Interislands Lines (New Zealand), she carried out 27,265 voyages in her 25 years of service. Resold in 1999 in MBRS Lines (Philippines). Sold for demolition to India en bloc with the Mary the Queen. 4.7 million, i.e. 633 \$ per ton.



Passenger ship

Madagascar (ex-Stella Maris II, ex-Bremerhaven). Passenger ship. 88 m in length, 1,948 t. Ukraine flag. Unknown classification society. Built in 1960 in Bremerhaven (Germany) by Adler Werft GmbH. Renovated and transformed into a cruise ship for Sun Lines (Greece). Owned by Omiks Ltd (Ukraine). Sold for demolition in India.



Serenade (ex-Mermoz, ex-Jean Mermoz). Passenger ship. 162 m in length, 9,863 t. Bahamas flag. Classification society, Bureau Veritas. Built in 1956 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Under the colours of the Compagnie de Navigation Fraissinet and Cyprien Fabre, the *Jean Mermoz* sailed the Marseille /Western Africa route. After renovation in 1969 in the Genova shipyards her capacity was raised to 757 passengers and 264 crew. As the *Mermoz* it became the symbol of Croisières Paquet. In 1984 the French flag was replaced by the Bahamas flag and is renovated in the Marseille shipyards. Resold in 1999 to Louis Cruise Line (Greece). Sold for demolition to India where she arrived under the name of *Serena* en bloc with the *Prinsesa Marissa*. 8.4 millions \$ for the two vessels, i.e. 512 \$ per ton.



Serenade, May 23rd 2008 in Port Said (Egypt)

© Robert

Fishing vessel

Sirichai Pomfret (ex-Ryuro Maru). Fishing vessel. 82 m in length. Thai flag. Unknown classification society. Built in 1966 in Nagasaki (Japan) by Hayashikane. Sold for demolition to Bangladesh.



Factory ship

Ponoy (ex-Kharovsk). Factory ship. 83 m in length, 2,650 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Nikolaiev South (Ukraine) by Chernomorskiy. Owned by FCF Sever Ltd (Russia). Sold for demolition to India.

Sniper (ex-Mariya Melentyeva). Factory ship. 62 m in length, 1,814 t. Sierra Leone flag. Classification society, Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany, former GDR) by Volkswerft VEB. Owned by Yakim International (Russia). Sold for demolition to India.



Sovetskoye Primorye. Factory ship. 164 m in length, 11,000 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Gdansk (Poland) by Shipyards Lenine. Owned by Preobrazheniye Trawler Fleet (Russia). Sold as is in Port Olga for demolition in India at 5.9 million \$, i.e. 536 \$ per ton.



Victor Pleven. Factory ship. 90 m in length, 2,413 t. French flag. Built in 1971 in Gdynia (Poland) by the Komuny Paryskie shipyards. In its time she was the largest fishing factory ship. It fished for cod up until the end of the cod fishing rights in 1992 in Newfoundland. Withdrawn from fishing service, she left its Port of registry Saint-Malo for Lorient where she became a museum « musée de la Grande Pêche ». In 2002 she was acquired by a group of municipalities from the Lorient region. In 2008, the cost of maintenance and refurbishing was considered too high. Sold for a symbolic 1€ sum to Galloo Recycling for demolition in the Van Heyghen shipyards Ghent (Belgium).



Victor Pleven, in Saint-Malo, September 1990.

© Wim den Dulk

Ro-Ro (passengers)

Agdal (ex-Adele J, ex-Serenissima). Ro-Ro. 92 m in length, 2,048 t. Moroccan flag. Classification society, Bureau Veritas. Built in 1979 in Kiel (Germany) by Howaldtswerke DW. Owned by Compagnie Marocaine de Navigation. Detained in Genoa (Italy) in 1999 and in 2006. Sold for demolition to India at 710 \$ per ton.



Dubai Islands (ex-Abudhabi Diamond, ex-Union Glory, ex-Maris, ex-Ville De Istanbul, ex-Medeur Quarto, ex-Katina, ex-Ville De Gabes). Ro-Ro. 100 m in length, 2,548 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Emden (Germany) by Cassens. Owned by Emarat



Maritime LLC (United Arab Emirates). Detained in 2000 in Hong Kong (China) and in 2007 in Bandar Chahbahar (Iran). Sold for demolition to India.

Lipa (ex-Baltic Enterprise). Ro-Ro merchandises. 137 m in length, 5,490 t. Croatian flag. Classification society, Croatian Register of Shipping. Built in 1973 in Rauma (Finland) by Rauma-Repola Oy. Owned by Losinjska Plovidba Brodarstvo (Croatia). Sold for demolition to India at 730 \$ per ton.

Winco Elise (ex-NMT Elise, ex-Panevezys, ex-Kompozitor Musorgskiy). Ro-Ro. 125 m in length, 4,282 t. Liberian flag. Classification society, Bureau Veritas. Built in 1985 in Rostock (Germany, former GDR) by Neptun VEB. Owned by Bernard Schulte Shipmanagement (Germany). Detained in 2006 in Marseille (France) and in 2007 in Le Havre (France) on two occasions. Sold for demolition to India.



Winco Silvia (ex-NMT Silvia, ex-Siauliai, ex-Kompozitor Borodin). Ro-Ro. 125 m in length, 4,282 t. Liberian flag. Classification society, Bureau Veritas. Built in 1985 in Rostock (Germany, former GDR) by Neptun VEB. Owned by Bernard Schulte Shipmanagement (Germany). Detained in 2006 in Marseille (France). Sold for demolition to India.



General cargo

Al Manara (ex-Saber I, ex-Senyar, ex-Asian Venture, ex-Madura, ex-Kris Madura, ex-Pongola). General cargo. 95 m in length, 1,891 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in Durban (South Africa) in 1969 by Barens. Engine broken down and laid up since February 2006. Owned by Bahar SJ (United Arab Emirates). Sold and towed for demolition to India.



Cape Canso (ex-Aimee Lykes). General cargo. 150 m in length, 5,876 m. American flag. Unknown classification society. Built in Avondale (United States) by Avondale Shipbuilders. Sold for demolition in the United States she leaves the James River Reserve Fleet (Virginia) for the Esco Marine shipyard of Brownsville (Texas).



Guhi Mas (ex-Gisoon, ex-Pegaso, ex-Victoria del Mar). General cargo. 86 m in length, 1,175 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in Bilbao (Spain) in 1978 by Axpe. Owned by Tempuran Emas (Indonesia). Detained in Singapore in 2000 and in 2002. Sold as is in China for demolition in Bangladesh at 650 \$ per ton.



Gulf Merchant. General cargo. 150 m in length, 5,842 t. American flag. Classification society, American Bureau of Shipping. Built in Avondale (United States) in 1965 by Avondale Shipyards. Owned by United States Maritime Administration. Sold for demolition in The United States to the Esco Marine shipyards of Brownsville (Texas). Sold for 476,726 \$, i.e. 82 \$ per ton.

Iran Nabuvat (ex-Arya Shahab). General cargo. 166 m in length, 8,156 t. Iranian flag. Classification society, Germanischer Lloyd. Built in Oppama (Japan) in 1977 by Sumitomo. Owned by Iran Shipping Lines (Iran). Sold for demolition to India at 665 \$ per ton.

Jin Run (ex-Da Sha Ping, ex-Tarpon Seaway). General cargo. 151 m in length, 4,920 t. Panama flag. Unknown classification society. Built in Bremerhaven (Germany) by Weser Seebeck. Owned by Hengfa Shipping (China). Sold as is in Hong Kong for demolition in India at 625 \$ per ton.



Nitro. General cargo. 156 m in length, 9,050 t. American flag. Decommissioned from the American Navy registry on August 14th 1995. Built in Sparrows Point (United States) by Bethlehem Shipping Yard. Former American Navy vessel used as an ammunition supply ship. Owned by US Maritime Administration. Sold for demolition in The United States, she leaves the James River Reserve Fleet (Virginia) for the Esco Marine shipyards of Brownsville (Texas). Sold for 446,726 \$, i.e. 49 \$ per ton.



Nour (ex-Kent Voyageur, ex-Daishowa Voyageur, ex-Reed Voyageur). General cargo. 149 m in length. Barbados flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Sailki (Japan) by Usuki Tekkosho. Owned by Samin Shipping (Syria). Sold for demolition to India.

Victoria 500 (ex-Defiant T, ex-Essco Spirit, ex-Hateg). General cargo. 130 m in length, 3,601 t. Panama flag. Classification society, Bulgarski Koraben Registar. Built in 1979 in Braila (Romania) by Braila Santierul Naval. Owned by Al Werka General Trading LLC (United Arab Emirates). Detained in 1999-2000 in Antwerp (Belgium) for 571 days and in 2003 in Canada in Sorel, Quebec and Dartmouth. Sold for demolition to India.



Cattle carrier

Al Rayan (ex-Rafan, ex-Emirates I, ex-Burg Alarab I, ex-Perla, ex-Al Salam II, ex-La Perla I, Ex-Spalla, ex-Pallas). Cattle carrier. 64 m in length, 650 t. Panama flag. Unknown classification society. Built in 1960 in Westerbroek (The Netherlands) by Smit EJ. Owned by Fadhel Ma (United Arab Emirates). Sold for demolition to India.



Container ship

Al-Wattyah. Container ship. 183 m in length, 8,483 t. Koweiti flag. Classification society, Lloyds Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co. Detained in 2008 in Bandar Abbas (Iran). Sold for demolition to India at 780 \$ per ton.

Glory D (ex-Hanoi Glory, ex-Hanjin Jakarta, ex-Chon Suk). Container ship. 153 m in length, 5,519 t. Panama flag. Classification society, Korean Register of Shipping. Built in 1978 in Yokkaichi (Japan) by Mie. Owned by Goldenport Shipmanagement (Greece). Detained in Hong Kong in 2001, 2004 and 2005 and in Ningbo (China) in 2008. Sold for demolition to Bangladesh.



H Reliance (ex-MSC Koala, ex-MSC Insa, ex-Maersk Tacoma, ex-North Sea, ex-Elbe Maru). Container ship. 269 m in length, 24,400 t. Panama flag. Classification society, Germanischer Lloyd. Built in 1972 in Tamano (Japan) by Mitsui Shipbuilders. Owned by MSC Shipping Co (Switzerland). Detained in Port Botany (Australia) in 2000, in Baltimore (United States) in 2002, in Fremantle (Australia) in 2003 and in Melbourne (Australia) in 2006. Sold for demolition to India at \$ 560 per ton.



Katerina R (ex-Kalita, ex-Rebecca 1, ex-Ma'reb, ex-Alfama, ex-Meike, ex-Delta). Container ship. 81 m in length, 1,173 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Class withdrawn in Bureau Veritas in November 2007. Built in 1978 in Leer (Germany) by Martin Jansen GmbH. Detained in Dordrecht (The Netherlands) in 2002, in Leixoes (Portugal) in 2005 and in Bushire (Iran) in 2007. Sold for demolition to India.



Kota Indah (ex-Elisa Dio, ex-Raimol, ex-Raimu). Container ship. 173 m in length, 8,000 t. Singapore flag. Classification society, Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by AG Weser Seebeck. Owned by Pacific International Lines (Singapore). Sold for demolition to Bangladesh at 750 \$ per ton.



Kota Mulia (ex-Sinar Nias, ex-Maersk Claudine, ex-Maersk Mango). Container ship. 128 m in length, 4,512 t. Singapore flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Akitsu (Japan) by Taihei. Owned by Pacific International Lines (Singapore). Sold for demolition to Bangladesh at 750 \$ per ton.

Maersk Barcelona (ex-Axel Maersk, ex-Anna Maersk). Container ship. 239 m in length, 15,367 t. Bahamas flag. Classification society, Nippon Kaiji Kyokai. Built in 1975 in Steinwerder (Germany) by Blohm & Voss. Owned by KGAL and V Ships (Germany). Detained in 2004 in Aarhus (Denemark). In September 2005, the vessel was ordered to proceed to Brest after being caught with a record 61 km (38 miles) oil slick in her wake



off the Coast of Brittany ; she was sanctioned by a 800,000 € fine. The inspectors from the vessel security center revealed a lack of care for the oily waters treatment installation. Sold as is in Italy for demolition in India at 675 \$ per ton.

Maersk Brisbane (ex- *Anders Maersk*, ex-*Arthur Maersk*). Container ship. 239 m in length, 15,637 t. Bahamas flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Steinwerder (Germany) by Blohm & Voss. Jumboised in 1978, and again in 1983. Owned by KGAL and V Ships (Germany). Sold for demolition to India at 670 \$ per ton.



MSC Alice (ex-*OOCL Explorer*, ex-*Oriental Explorer*, ex-*Seapac Princeton*, ex-*Oriental Statesman*). Container ship. 252 m in length. Panama flag. Classification society, American Bureau of Shipping. Built in 1976 in La Seyne (France) by Chantiers de la Méditerranée. Jumboised in 1982 by Hyundai Shipyards (Korea). Owned by MSC Shipping Co (Switzerland). Detained in Fremantle (Australia) in 2000, 2003 and 2005, in Hamburg (Germany) in 2003, in Port Botany (Australia) in 2004 and in Le Havre (France) and finally in Barcelona (Spain) in 2007. Sold for demolition to India at \$ 560 per ton.



Provider (ex-*Provide*, ex-*Nyk Provider*, ex-*P&O Nedlloyd Otago*, ex-*Provider*, ex-*Nyk Providence*, ex-*Neptune Rhodonite*, ex-*Hira II*). Container ship. 243 m in length. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Kobe (Japan) by Mitsubishi Heavy Industries. Jumboised in 1985. Owned by NYK Shipmanagement (Singapore). Detained in Auckland (New Zealand) in 2003 and in 2007. Sold for demolition to China at 570 \$ per ton.



Red Sea (ex-*Zim Novorossiysk*, ex-*Gulf Glory*, ex-*Penang Glory*, ex-*Hanjin Kunsan*, ex-*Ever Valiant*). Container ship. 186 m in length, 8,395 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 in Nagasaki (Japan) by Hayashikane. Owned by Ofer Ships Holding (Israel). Sold for demolition to Bangladesh at 781 \$ per ton.



Upstream (ex-*CMA CGM Tage*, ex-*Fort Desaix*). Container ship. 214 m in length, 16,016 t. United Kingdom flag. Classification society, Bureau Veritas. Built in 1980 in Saint-Nazaire (France) by Atlantique Shipyards. Owned by CMA CGM (France). Sold for demolition to India at 690 \$ per ton.



CMA CGM Tage, Saint Lawrence River, February 2005

© Marc Piché

Vina (ex-*Vinashin Pacific*, ex-*Nasico River*, ex-*Phu Xuan*, ex-*Sea Captain*, ex-*Golden Wing 1*, ex-*Bolshevik M. Tomas*). Container ship. 174 m in length, 9,020 t. Vietnamese flag. Classification society, Bureau Veritas. Built in 1985 in Warnemuende (Germany) by Warnowwerft. Owned by Vinashin Ocean Shipping Co (Vietnam). Sold for demolition to Bangladesh.



Bulk carrier

Little Angels (ex-*Himeshima*, ex-*Himeshima Maru*). Bulk carrier. 145 m in length, 5,631 t. Classification society, China Corporation Register of Shipping. Built in 1980 in Imabari (Japan) by Imabari Zozen KK. Owned by TMT (Taiwan). Detained in Yeosu (Korea) in 2001, in Kwangyang (Korea) in 2002, in Moji (Japan) 2003, and in Kwangyang (Korea) in 2004 and finally in Rizhao (China) in 2007. Sold for demolition to Bangladesh at 740 \$ per ton.



Long Wang (ex-*Verbier*, ex-*Amore*, ex-*Gaacia de Resende*, ex-*Rio Zambeze*). Bulk carrier. 198 m in length. Cambodian flag. Classification society, Union Bureau of Shipping. Built in 1971 in Szczecin (Poland) by A. Warskiego. Owned by Fujian Guanhai Shipping Co Ltd (China). Sold for demolition to Bangladesh at 695 \$ per ton.



Zabaykalsk. Bulk carrier. 123 m in length, 3,299 t. Russian flag. Classification society Russian Maritime Register of Shipping (Russia). Wood carrier built in 1967 in Gdansk (Poland) by Lenine Shipyards. Owned by Sakhaline Shipping Co. Sold for demolition to Bangladesh at 680 \$ per ton.



Sources

Agence Européenne de Sécurité Maritime ; American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Cotzias ; Det Norske Veritas ; Equasis ; Exim India ; Ferry Site (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Harbours.net ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Miramar Ship Index ; NavSource ; Optima Shipbrokers ; Ouest-France ; Robin des Bois sources personnelles et archives ; Russian Maritime Register of Shipping ; Shipspotting ; Simplon Postcards ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration.

Director of publication : Jacky Bonnemains.
Redaction : Christine Bossard, Jacky Bonnemains
Documentation : Christine Bossard, Charlotte Nithart
Translation : Miriam Potter, Jacky Bonnemains, Christine Bossard

Robin des Bois
14, rue de l'Atlas 75019 Paris
Tel : 33 (0)1 48 04 09 36 / Fax : 33 (0)1 48 04 56 41
www.robindesbois.org