From September 22nd to December 31st 2008, 181 vessels have left to be demolished; the cumulative total of the demolitions will permit the recycling of more than 1.7 million tons of metal. During this period, India with 80 vessels (44%) to be demolished, is ahead of Bangladesh with 70 (39%), followed by China 20 (11%), and Pakistan 11 (6%). Bangladeshi ship-breaking yards prefer to buy high tonnage vessels; therefore Bangladesh is ahead of India with a total of 810,000 t of metal to be recycled compared with India at 570,000 t in 2008.

Following record summer prices, the rates offered by ship-breakers started to decrease in September along with the fall of steel plate prices. At the end of September, vessels were still negotiated at around 500 $ per ton, but the financial crisis, the restriction of credit facilities and the drop in freight rates all led to a collapse in demolition prices: compared to their highest level the prices were divided by three and fell back to their 2003 rates. In October, the difficulties in achieving transactions and uncertainty of prices on the Indian subcontinent resulted in China ranking for the first time as the number one destination of demolition.

After some wavering weeks, transactions recovered and their rhythm accelerated during the last two months of the year. The global collapse of exports and freight rates encouraged ship-owners to get rid of their fleet of old and/or no longer used bulk carriers and container ships. From September 22nd to December 31st 2008, more than three out of four ships sent to demolition were bulk carriers 73, (43%), container ships, 41 (23%) and general cargo carriers 20 (11%). Tankers (oil tankers, chemical tankers, gas carriers) which were the first category of vessels to be demolished in 2007 representing around half the total number of vessels demolished tallied only 31 (17%) by the end of 2008.

117 ships (65 %) have been previously detained in harbours worldwide with a percentage of 75% for bulk carriers and container ships. 41 (23%) were classified by a non IACS society (International
Association of Classification Societies). 65 (36%) have been built in the European Union or Norway. 87 (48%) were under European flag or had owners from the European Union or the European Free Trade Association (EFTA) of which 54 (34%) Greek.

The age of these end-of-life ships range between 21 and 53; the average age is 29.5 years. 33 vessels were less than 150 m in length, 78 between 150 and 199 m and 70 between 200 and 315 m.

The destinations of demolition are currently « dancing », often towards Bangladesh. This is in particular the case of three container ships owned by the French company CMA CGM : the Veronique Delmas, CMA CGM Potomac and Ursula Delmas all arrived to Chittagong in January where they were beached. Originally these three vessels were announced as being sold to Indian ship-breaking yard.

It is the same situation concerning the soap opera of the German owned Maersk Barcelona, Maersk Brisbane and Ankara continues, regardless of the tip-off by Robin des Bois of their sale to be demolished to an Asian ship-breaking yard without any protocol, the denials of their ship-owner KGAL stating « To have not yet decided on the fate of the vessels » and the selling of the two first-mentioned ships to an Indian yard (see the press release dated April 21st 2008 “Oil slick queen demolished in Bangladesh” and the bulletin Ship-breaking.com # 13 ). The class of the Maersk Brisbane was withdrawn by the Lloyd’s Register of Shipping in September for survey overdue. The ship was beached to be broken up, not in India, but in Bangladesh on 8th November, as the “Brisbane Maru”, after an ultimate change of name and after dropping the Bahamean flag for the Saint-Kitts-and-Nevis flag.

As for the A Elephant, and two other Very Large Crude Carriers from Taiwan Maritime Transport the B Elephant and the C Elephant were sold to Bangladesh for demolition. The A Elephant arrived to Chittagong in October but eventually left three months later to continue her career.

The B Sea was sold for demolition to Bangladesh in early 2007 where she was repaired and continued to sail as the Wqoof-E-Mujdalefa from India to Bangladesh for nearly two years. She was detained in Kandla (India) in March 2008. After a final delivery of rice in Chittagong she was finally sold for demolition to a local ship-breaking yard.

**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.**

**Bulk carrier**


(Japan) by Uwajima Zosensho. Owned by Navigation Maritime (Greece). Detained in 2002 in Amsterdam (The Netherlands). Sold for demolition to India at 265 $ per ton.


**Agios Nikolaos II (ex-Ermioni, ex-Sunray, ex-Tirol, ex-South Beauty, ex-Gard).** IMO 7378664. Bulk carrier. 219 m in length, 11,910 t. Comorian flag. Classification society, Lloyd’s Register of Shipping. Built in 1976 in Hakodate (Japan) by Hakodate Docks. Owned by Endeavour Shipping Co (Greece). Detained in 2001 in Naples (Italy), in 2004 in Savona (Italy), in 2006 in Koper (Slovenia) and in 2008 in Cadiz (Spain). Banned from European harbours since February 1st 2008 under the EU directive 95/21/EC on Port State Control. Sold for demolition to India at 222 $ per ton.

![Aghios Nikolaos II, September 2008, Koh Si Chang (Thailand) © Geir Vinnes](image)


Dion (ex-Asian Enterprise, ex-Maraca). IMO 7508659. Ore / Bulk / Ore carrier converted in 2005 to bulk carrier minéralier. 276 m in length, 25,839 t. Panamean flag. Classification society, Lloyd’s Register of Shipping. Built in 1981 in Angra do Reis (Brazil) by Verolme do Brasil. Owned by Larus SA (Greece). Detained in 2004 in Cadiz (Spain), in 2005 in Dampier (Australia) and in 2008 in Ningbo (China). Sold for demolition to Bangladesh at 280 $ per ton including 1,000 t of bunkers.

Doctor Rami (ex-Yantarnyy). IMO 6815811. General cargo. 102 m in length, 1,991 t. Togolese flag. Classification society, International Register of Shipping. Built in 1968 in Turku (Finland) by Valmet. Detained in 1999 in Southampton (United Kingdom) and Thessaloniki (Greece), in 2001 in Vasto (Italy) in 2002 in Rijeka (Croatia) in Rouen (France), in 2003 in Koper (Slovenia) in Gaeta (Italy), in 2004 in Vasto, Leghorn and Venice (Italy), in 2007 in Sibenik (Croatia) and Koper (Slovenia) and in 2008 in Ploce (Croatia) and Larnaca (Cyprus). Sold for demolition to India at 190 $ per ton.

Netherlands) and Volos (Greece), in 2000 in New Haven and in New Orleans (United States), in 2004 in Venice (Italy) and in 2006 in Ravenna (Italy). Sold for demolition in India.


Ermoupolis (ex-Finikas, ex-Donna Silvana, ex-Picasso, ex-Laura Pando). IMO 7634020. Bulk carrier. 182 m in length, 6,581 t. Panamean flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Olaveaga (Spain) by ESA. Owned by Sealink Marine Inc (Greece). Detained in 1999 in Searsport Mobile (United States) and Québec (Canada). Sold for demolition to India at 265 $ per ton.


Fu Hai (ex-Heng Xin, ex-Jupiter, ex-Imperial Confidence, ex-Hyundai No. 5, ex-Asia Cho). IMO 7703560. Bulk carrier. 143 m in length, 5,752 t. Panamean flag. Classification society, Korean Register of Shipping. Built in 1978 in Ulsan (Korea) by Hyundai. Owned by Pacific King Shipmanagement (Singapore). Detained in 1998 in Rotterdam (The Netherlands), in 2001 in Port Klang (Malaysia) and Nanfong (China) and in 2002 in Guangzhou (China). Sold for demolition to Pakistan at 200 $ per ton.

Fu Shun Hai (ex-Kimberly, ex-Bulk Treasure, ex-Hebei Treasure, ex-Perfect Fortune, ex-Mount Ymitos, ex-Bailesti, ex-Christina). IMO 8026452. Bulk carrier. 220 m in length, 14,628 t. Panamean flag. Classification society, Panama Shipping Register. Built in 1983 in Mangalia (Romania) by 2 Maj Mangalia. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2003 in Koper (Slovenia), in 2005 in Pohang (South Korea), in 2006 in Samcheonpo (South Korea) and in 2007 in Hong Kong (China). Sold for demolition to India.


Hebei Diligence (ex-Sea Fin, ex-Baia de Fier). IMO 8102610. 254 m in length, 17,790 t. Hong Kong flag. Classification society, China Classification Society. Built in 1984 in Constantza (Romania). Owned by HOSCO (China). Detained in 2000 in Pusan South Korea. Sold for demolition to Bangladesh at 255 $ per ton.


Hillal-1 (ex-Patricia VI, ex-Brave Eagle). IMO 7405819. Bulk carrier. 185 m in length, 7,787 t. Turkish flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Oshima (Japan) by Oshima SB. Owned by Buyuk Camlica Denizcilik (Turkey). Detained in The Netherlands in 1997 in Amsterdam and in 1999 in Rotterdam, in 2002 in Antwerpen (Belgium), in 2003 in Hamburg (Germany) and in 2008 in Novorossiysk (Russia). After her last delivery of wheat to Chittagong (Bangladesh), she was sold to a local shipyard for demolition.


Hong Yang Shun (ex-Peng Yang, ex-Chennai Muyarchi, ex-Seneca). IMO 7235848. Bulk carrier. 206 m in length, 10,561 t. Panamean flag. Classification society, Isthmus Bureau of Shipping. Built in 1973 in Cadix (Spain) by Espanoles. Owned by Shenzen Marine (China). Detained in 2007 in Tianjin (China) and in 2008 in Zhuhai (China). Previously sold in 2006 for demolition to China, she actually went on sailing and was eventually sold for demolition to India at 265 $ per ton.

Hyundai Oceania. IMO 8211540. Bulk carrier. 266 m in length, 22,308 t. South Korean flag. Classification society, Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (Korea). Detained in 2002 in Gladstone (Australia). Sold as is in Korea for demolition in Bangladesh at 251 $ per ton.


_Lia (ex-Mount Pylon, ex- Неver on Sunday)._ IMO 7610737. Bulk carrier. 231 m in length, 12,543 t. Greek flag. Classification society, American Bureau of Shipping. Built in 1978 in Kudamatsu (Japan) by Kasado Docks. Owned by Polemброс Shipping (Greece). Detained in 2003 in East Providence (United States) and in 2006 in Lianyungang (China). Sold for demolition to Bangladesh at 275 $ per ton.


_Noora (ex-Eugenia B, ex-Hyundai n°19, ex-Hai Soo, ex-Intermarine Venture)._ IMO 7378391. Bulk carrier. 178 m in length, 7,811 t. Comorian flag. Classification society, Hellenic Register of Shipping. Built in 1975 in Saiki (Japan) by Usuki Tekkosho. Owned by Welsh Navigation (Cyprus). Detained in 1998 in London (United Kingdom), in 2005 in Mangalore (India), in 2006 in Mumbai (India), and in 2007 in Bandar Abbas (Iran) and Madras (India). Sold at 190 $ per ton and towed for demolition to India.


_Ocean Express (ex-Pearl of Bahrain, ex-Pobahrain, ex-Seabee I, ex-Seabee, ex-Captain John, ex-Jacara, ex-Heering Christel)._ IMO 7346893. Bulk carrier. 218 m in length, 14,574 t. Maltese flag. Classification society, Det Norske Veritas until July 2008; when her
class was transferred to a non IACS classification society. Built in 1974 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Pioneer Ship Management (United Arab Emirates). Detained in 2000 in Ghent (Belgium) and in 2006 in Zhenjiang (China). Sold for demolition to India.

Ocean Light (ex-Goodpal, ex-Glory Field, ex-Tomei Maru). Bulk carrier. 196 m in length, 9,290 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Hellenic Star Shipping (Greece). Detained in 1997 in Liverpool (United Kingdom), in 1999 in Montreal (Canada) and in 2000 in Saint-Petersburg (Russia) and Cardiff (United Kingdom). Sold for demolition to Bangladesh.


Osman Mete (ex-Nomadic Dixie, ex-Dixie, ex-Matumba II, ex-General Lapus, ex-Manila Hope, ex-Beelines). IMO 7380485. Bulk carrier. 177 m in length, 8,108 t. Turkish flag. Classification society, Det Norske Veritas. Built in 1975 in Shimizu (Japan) by Nippon Kokan. Owned by Lomboz Deniz Tasmachigi A.S. (Turkey). After the Prestige shipwreck in 2002, she was put on the black list of 66 ships banned from Europe by the directive on Port State Controls. Detained in 2001 in Novorossiysk (Russia) and Philadelphie (United States), in 2002 in Cardiff (United Kingdom) and in 2008 in Kandla (India). Sold for demolition to India at 265 $ per ton, including 500 t of bunkers.


**Swift Fame (ex-Basilica Duckling, ex-Brisa, ex-Docebrisa).** IMO 7526572. Bulk carrier. 241 m in length, 13,217 t. Liberian flag. Classification society, American Bureau Of Shipping. Built in 1981 in Angra do Reis (Brazil) by Verolme do Brasil. Owned by Eastwind Hellas (Greece). Detained in 1998 in Ghent (Belgium), in 2002 in New Orleans (United States) and in 2003 in Cartagena (Spain). Sold en bloc with Swift Fair for demolition in Bangladesh at 255 $ per ton.

**Swift Secure (ex-Anna LK, ex-Frotauruguay).** IMO 7433646. Bulk carrier. 193 m in length, 9,113 t. Panamean flag. Classification society, Bureau Veritas. Built in 1981 in Rio de Janeiro (Brazil) parr EMAQ. Owned by Split Shipmanagement Ltd (Croatia). Detained in 2004 in Carthagène (Spain) and in 2005 in Amsterdam (The Netherlands). Sold for demolition to Bangladesh at 250 $ per ton.


Container ship


Fort-Saint-Charles being floated at Chantiers de l'Atlantique – Saint Nazaire, 1980 © Chantiers de l'Atlantique


Leblon (ex-Colombus California, ex-Monte Cervantes). IMO 8104632. Container ship. 184 m in length, 9,975 t. Brazilian flag. Classification society, Germanischer Lloyd. Built in 1982 in Bremerhaven (Germany) by Weser Seebeck. Owned by Alianca Navegacao (Brazil). Sold for demolition to India at 200 $ per ton.


MSC Ariane (ex-Ninghai, ex-Tausala Samoa, ex-Santa Clara, ex-Torm America, ex-Atlanticca Montreal, ex-Goldenfels). IMO 7003453. Container ship. 153 m in length, 7,064 t. Panamean flag. Classification society, Germanischer Lloyd. Built in 1977 in Lübeck-Siems (Germany) by Flender. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2000 in La Spezia (Italy) and in 2006 in Colombo (Sri Lanka). The owner was fined 100,000 £, which was reduced by a court appeal to 30,000 £ for an « accidental discharge of polluted waters » off Plymouth in July 2002. Sold for demolition to India at 262 $ per ton.


Ursula Delmas (ex-MSC Ipanema, ex-Sherbro, ex-Nedloyd Zaandam, ex-Etienne Denis). IMO 8124395. Container ship. 189 m in length, 13,669 t. Bahamian flag. Classification society, Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Delmas, CMA CGM group (France). On the 8th-9th December 1993, the Sherbro was sailing from Cherbourg to Montoir and lost between 88 and 91 containers; among other cargo she was carring detonators and nitrocellulose. Her owner Delmas commited to “pay the costs of cleaning all the substances which escaped from the containers ”. Detained in 1999 in Lisbon (Portugal). Sold for demolition to Bangladesh at 290 $ per ton.


YM Comfort (ex-Sentosa Bridge, ex-Ming Comfort, ex-Malacca Bridge). IMO 8012657. Container ship. 210 m in length, 14,412 t. Taiwanese flag. Classification society, China Corporation Register of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 1999 in Rotterdam (The Netherlands), in 2000 in Hamburg (Germany) and in 2008 in Hong Kong (China). Sold for demolition to China at 235 $ per ton.


General cargo

Captain-Jo (ex-Hera, ex-Tilbury, ex-Jaen, ex-Maine, ex-Salvatore Scotto, ex-Tres, ex-Ulla Marsoe, ex-Bent Barsoe). IMO 7017375. General cargo. 70 m in length, 1,836 t. Moldavian flag. Unknown classification society. Built in 1970 in Sonderborg (Denmark) by Sonderborg Skips. Owned by Kenmar Shipping (Egypt). Detained in 1998 in Alicante (Spain), in 2004 in Gibraltar (United Kingdom), and in 2005 in Sevilla (Spain), Trieste (Italy) and Odessa (Ukraine). Sold for demolition to India.


Houston (ex-Rimckers Houston, ex-Hoegh Clipper). IMO 7729203. General cargo. 183 m in length, 9,100 t. Saint-Vincent-and-Grenadines flag. Classification society, RINA. Built in 1979 in Kobe (Japan) by Kawasaki. Owned by Bogazzi & Figli (Italy). Detained in 2002 in Middlesbrough (United Kingdom), in 2003 in Hamburg (Germany), in 2005 in Pozzalo (Italy), in 2007 in Bandar Abbas (Iran) and Xiamen (China) and in 2008 in Tianjin and Qingdao (China) and Chennai (India). Sold for demolition to India at 260 $ per ton.


Ibn Younus (ex-Trident Delta, ex-Rimckers Shangai). IMO 7500542. General cargo. 175 m in length, 4,000 t. Pavilion Qatar. Classification society, Lloyd’s Register of Shipping. Built in 1977 à Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition to India at 290 $ per ton.


Multi Trader (ex-MP Trader, ex-Josemaria Escriva, ex-Clinton K, ex-Tamathai, ex-Eastman, ex-Tenchbank, ex-Als Strength). IMO 7710848.
General cargo. 161 m in length, 6,482 t. Cyprus flag. Classification society, Bureau Veritas. Built in 1979 in Pallion (United Kingdom) by Sunderland Shipbuilding Ltd. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1999 in Viana do Castelo (Portugal) and in 2000 in Annapolis (United States). Sold for demolition to India.


_Pat 1_ (ex-Patty, ex-Sunny Wealth). IMO 7602510. General cargo. 152 m in length, 6,042 t. Saint-Kitts-and-Nevis flag. Classification society, Lloyd’s Register of Shipping. Built in 1978 in Tamano (Japan) par Mitsui. Owned by Orient Maritime (Singapore). Detained in 2006 in Mumbai (India) and in 2007 in Tianjin (China). Sold for demolition to India at 258 $ per ton.


_Ore / Bulk / Oil carrier_  

_Chemical tanker_  
Honda. Owned by Lili Maritime (India). Detained in Iran in 2006 in Bandar Khomeini and in 2007 in Bandar Abbas. Sold for demolition to India.


**Stolt Loyalty**. IMO 7411430. Chemical tanker. 176 m in length, 9,885 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1983 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India at 275 $ per ton.


**Gas carrier**


**Channel** (ex-Gaz Channel, ex-Havbris, ex-Dubulty, ex-Robin Transoceanic IV). IMO 7405039. Gas carrier. 139 m in length, 5,798 t. Panamean flag exchanged for the Mongolian flag for her last trip. Classification society, Det Norske Veritas. Built in 1977 in Papenburg (Germany) by Meyer JL. Sold for demolition to India.


**Tanker**


Analisa (ex-Go Go Man, ex-Ionian Light, ex-Daiei Maru n°1). IMO 7808920. Tanker. 90 m in length, 1,391 t. Tuvaluan flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Yawatahama (Japan) by Kurinoura. Detained in 2003 in Fangcheng (China) and Quangninh (Vietnam), in 2004 in Maoming (China) and in 2008 in Saigon (Vietnam) and Penang (Malaysia). Sold for demolition to Bangladesh at 475 $ per ton.


Estrella Pampeana (ex-Zenatia, ex-Oak River, ex-Salena). IMO 7908873. Tanker. 228 m in length. Argentinian flag. Classification society, Lloyd’s Register of Shipping. Built in 1981 in Mihara (Japan) by Koyo Shipbuilders. Single hull tanker banned from transporting heavy fuel in European waters. Owned by Shell Argentina. On January 15th, 1999, the Estrella Pampeana was carrying 30,000 t of crude oil from Terra del Fuego and collided with the container ship Sea Parana at 93km in the Rio de la Plata. The crash caused a hole in the ship’s oil tanks, and 4,000 tons of crude spilled out. The 7.5 km² fuel layer drifted and affected 10 km of coastline and beaches, and the Parque Costero del Sur (Coastal Park of the South) declared a “biosphere reserve” by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). Sold for demolition to China in the Changjiang shipbreaking yards.

*Estrella Pampeana at Buenos Aires, April 2007 © Simon Rosenkranz*


Jose Fuchs (ex-San Jose). IMO 7374319. Tanker. 215 m in length, 12,401 t. Panamanian flag. Classification society, Lloyd’s Register of Shipping. Built in 1982 in Ensenada (Argentina) by AFNE. Owned by Antares Naviera SA. Single hull tanker banned from transporting heavy fuel in European waters. Sold as is in Argentina/Uruguay for demolition in Bangladesh at 565 $ per ton.


Fish Trawler

Reefer


Ro-Ro (cargo)

Ferry

Car carrier


**Cement carrier**


**Sources**

American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson’s ; Cotzias ; Courrier de la Compagnie Générale Maritime ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd’s List ; Lloyd’s Register of Ships ; Miramar Ship Index ; Optima Shipbrokers ; Ouest-France ; Robin des Bois, personnel sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards.